

Planning Sub Committee

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Application: HGY/2019/0108

Ward: Tottenham Hale

Address: Ashley Park, Ashley Road, London, N17 9LJ

Proposal: Demolition of existing buildings and erection of a part 6, part 8 storey building to provide 97 residential units (Class C3), 131.9 sqm of commercial floorspace (Class A1/A3/B1), new public realm, car and cycle parking and associated works

Applicant: Notting Hill Home Ownership

Ownership: Private / Eastern Power Networks PLC

Case Officer Contact: Nathaniel Baker

Date received: 09/01/2019 **Last Amended:** n/a

Plans and Drawing Number: see recommended Condition 1

Documents:

1.1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important step in the regeneration of Ashley Road South, in support of Site Allocation TH5.
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within the Upper Lee Valley Opportunity Area; the Tottenham Area Action Plan and the Tottenham Housing Zone all of which envisage transformational change.
- The affordable housing proposal of 41% will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the Tottenham Hale Housing Zone, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance is accords with the portfolio approach and is acceptable.

- Taking into account the wider approach to employment re-provision across the Site Allocation TH5, the overall balance of employment floorspace is considered to be acceptable.
- The height and design of the proposal is appropriate within the local context
- The density of the development equates to a maximum of 174 units per hectare if the scheme's maximum parameters are built out. This is in accordance with the density range within the London Plan's indicative range for 'urban' sites with a PTAL of 5-6a.
- The site is highly accessible, being located close to Tottenham Hale Station. The site is also adjacent to a significant open space in the form of Down Lane Park with Lee Valley Regional Park in close proximity. The proposed building presents the opportunity for a good housing mix and balance of residential units having regard to local need and site specific characteristics contributing to the creation of a mixed and balanced community.
- The scheme will make a significant new contribution to the quality of the public realm, facilitating the enhancement of Ashley Road as a new central spine and delivering a significant new east-west route from Down Lane Park to Ashley Road all of which weigh heavily in favour of the scheme.
- The development, subject to s.106 provisions to secure remodelling of access to Down Lane Park, will relate positively to the adjacent Down Lane Park, providing new and improved pedestrian & cycle links.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.
- The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand and a car free scheme is acceptable. The provision of cycle storage is policy compliant.
- The applicant has committed to a future district energy connection through the neighbouring development. Taking into account the proposed S106 obligations, the design of the scheme is considered to be sustainable. The issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 and Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Assistant Director (Planning) to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than April 2019 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions – Summary (the full text of recommended conditions is contained in Section 9 of this report).

- 1) Approved Plans
- 2) Commencement
- 3) Accessibility
- 4) Satellite Dishes
- 5) Ventilation
- 6) Sustainability Statement
- 7) Plant Noise
- 8) Land Contamination
- 9) CEMP
- 10)AQDM
- 11)Piling
- 12)NRMM Details
- 13)Site Levels
- 14)Tree Protection
- 15)Waste Management Scheme
- 16)Sound Insulation
- 17)Bus Stands
- 18)Overheating
- 19)Materials
- 20)Affordable Housing Strategy
- 21)Broadband Strategy

- 22) Biodiversity Enhancement Plan
- 23) SUDS
- 24) Energy Strategy
- 25) Sustainability Standards
- 26) Green/Brown Roofs
- 27) Boiler Details
- 28) Cycle Parking Standards
- 29) Noise
- 30) Secured by Design
- 31) Estate Management and Maintenance Plan
- 32) Landscaping and Playspace
- 33) Details of PV Panels
- 34) Lighting Strategy
- 35) Car Parking Management Plan
- 36) Central Dish/Receiving System
- 37) Delivery and Servicing Plan

Informatives – Summary (the full text of recommended informatives is contained in Section 9 of this report).

- 1) Positive/proactive manner
- 2) CIL
- 3) Hours of Construction Work
- 4) Section 106
- 5) Part Wall Act
- 6) Designing Out Crime
- 7) Asbestos
- 8) Naming
- 9) Water Pressure

Section 106 Heads of Terms:

1) Affordable Housing

- No less than 40.8% affordable (of which 59% London Living Rent / 41% Affordable Rented Units).
- Affordable Housing units to be no less than 11 London Affordable Rent units (11 x three bedrooms) and no less than 24 London Living Rent units (9 x one-bedrooms and 15 x two bedrooms).
- The Council will have nomination rights for all affordable housing units in the development in perpetuity with targeted rents in line with Haringey Housing Strategy.
- Occupation restriction (market housing) until affordable units delivered.
- London Living Rent units shall be marketed pre-completion and for 3 months post-completion to those living or working in Haringey with a maximum annual income of £40,000 for 1 and 2 bed properties and £60,000 for larger properties. 3 months post completion the London

Living Rents units shall be marketed to those living or working in London with a maximum annual income of £60,000.

- All London Living Rent units to remain affordable until and unless affordable occupier's staircase to 100% outright ownership.
- Time Limited marketing of the London Living Rent homes, for a period of up to three months to persons who live or are employed in Haringey.

2) Open Space

- Financial contribution to directly related public realm and open space improvements including Down Lane Park: £360,000. Payable within 12 months of implementation.

3) Transport

- Prior to commencement, to enter into a s.278 agreement with the Council relating to Ashley Road.
- To submit design details of Ashley Road, public realm and pedestrian cycle improvements prior to commencement.
- A residential and site-wide framework commercial travel plan, including:
 - i) Travel Plan coordinator to monitor the travel plan initiatives; and
 - ii) Provision of welcome induction packs containing public transport and cycling/walking information.
- Three years' car club membership for each residential unit and £50 annual driving credit for each of the three years for those who take up or equivalent assistance in buying a bike.
- Contribution to the LPA in the amount of £3,000, for reviewing and providing recommendations to the submitted Travel Plan until such time when targets have been achieved.
- Car Free Development, occupiers of the residential units are not eligible for on-street car parking permits.
- Residents of the new wheelchair accessible dwellings will be granted parking permits for the new wheelchair accessible parking spaces, which shall be individually allocated per relevant dwelling in accordance with priority criteria. Details to be agreed through the car parking management agreement.
- Controlled Parking Zone (CPZ) review of the area in the vicinity, £5,000 contribution towards costs associated with the revision of the existing CPZ across the impact area arising from the development.

4) Public Realm Delivery and Management/Temporary Works

- Public access to footpaths, cycleways and open spaces.

- Maintain development estate public realm areas in accordance with standards to be agreed.
- Reasonable endeavours shall be made to work with adjoining landowners.
- Meanwhile conditions and landscaping of sites to enhance and integrate new development.
- Complete works to Ashley East-West Link, including any interim landscaping proposals, prior to occupation.
- Final design of Ashley Road prior to commencement.

5) Secure Design Quality

- The existing architects to be retained. Shall not engage or use any other architect until the Council has first approved such architect.

6) Skills and Training

- Local Labour and Training During Construction (obligation to seek targeted approach to on-site labour by way of an employment skills plan to ensure not less than 20% of those employed are local residents).
- End User Skills Training (£10,000 Contribution) Haringey Employment and Recruitment Partnership's activities to offer employability and vocational skills training targeted at Haringey residents for the purpose of facilitating their access to end of use employment opportunities. Payable upon implementation of the development.

7) Energy

- To connect to the Energy Centre within Building 2A ('Canon Factory and Ashley House') of planning permission ref: HGY/2018/2353, should this permission be implemented.
- Where planning permission HGY/2018/2353 is not implemented, to use best endeavours to connect to the Tottenham Hale District Energy Network (DEN) including delivery of pipework to highway edge. The Energy Strategy will demonstrate that the development either connects to the DEN upon completion of the building work if the DEN is present, or the development is designed to connect to the DEN once the DEN is constructed. This will be set out through two options:
 - i) District Energy Option 1 will set out how the scheme is designed and will be delivered to connect to the DEN and ensure heat and hot water supply for first occupiers. If it is then accepted by the LPA that the development cannot connect to the DEN then the applicant must deliver District Energy Option 2.

ii) District Energy Option 2 will demonstrate how the development will be designed to connect to the DEN once access to the heat network is available.

- Provision to work with the Council to facilitate access to the Ashley Link in order for the Council to deliver the DEN
- Where the proposal does not connect to the Energy Centre forming part of Planning Permission HGY/2018/2353 to provide a £50,000 connection fee.
- If no DEN has been delivered within Tottenham Hale within 5 years from planning approval, then the applicant will have the freedom to replace the boilers serving the development with CHP or other similar technologies
- Any shortfall in carbon offsetting required to ensure policy compliance (as set out in London Plan Policy 5.2) will be offset at £60 per tonne (x 30 years). (£77,697) carbon offset contribution.

8) Construction

- Obligation to register with the Considerate Constructor scheme during the construction and demolition phase of the development.
- The applicant will work with developers in the Tottenham Hale area to directly procure a coordinator to monitor compliance, reporting and review of construction activity, including the provision of timely information and to act as a shared resource or pay a contribution of £20,000 towards the Council's direct appointment of a shared resource.

9) Environmental Monitoring

- The applicant will pay £10,000 towards environmental monitoring of the construction of the development.

Total Contribution: £485,697

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

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

- i) In the absence of a legal agreement securing 1) the provision of on-site affordable housing 2) marketing of the scheme to local residents on targeted incomes, and 3) the scheme would fail to foster mixed and balanced neighbourhoods where people choose to live, and which meet the housing aspirations of Haringey's residents. The scheme would not make full use of Haringey's capacity for housing to meet targeted delivery of required homes.

As such, the proposal is contrary to London Plan Policies 3.9, 3.11 and 3.12, Strategic Policy SP2, and DPD Policies DM 11 and DM 13, and Policies AAP3 and TH5.

- ii) In the absence of a legal agreement securing local employment, the proposal would fail to facilitate training and employment opportunities for the local population. The scheme would fail to contribute to the social regeneration of the area. As such the proposal is contrary to Local Plan Policies SP8 and SP9, Policy DM48 and Policy AAP4.
 - iii) In the absence of legal agreement securing 1) a residential Travel Plan, and Traffic Management Order (TMO) amendments to preclude the issue of parking permits, and 2) financial contributions toward cycle parking, public realm improvements, travel plan monitoring, and car club provision, the proposal would have an unacceptable impact on the safe operation of the highway network, and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan policies 6.9, 6.11 and 6.13. Spatial Policy SP7, Policy DM31 and Policy AAP7.
 - iv) In the absence of a legal agreement securing 1) public realm enhancements 2) soft landscaping improvements to local green spaces, the proposal would give rise to an illegible public realm and poor quality residential access to local green spaces. As such, the proposal would be contrary to London Plan policies 7.1, 7.4, 7.6, 7.18, Strategic Policies SP11 and SP13 and Policies DM1, DM3, DM19 and DM20, and Policies AAP6, AAP9, TH1 and TH5.
 - v) In the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contributions towards carbon offsetting, the proposal would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and therefore contrary to London Plan Policy 5.2 and Strategic Policy SP4, and DPD Policies DM 21, DM22 and Policy TH5.
- 2.7 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons. In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i) There has not been any material change in circumstances in the relevant planning considerations, and

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

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PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed development

3.1.1. This is a full application for a comprehensive mixed-use re-development of the Ashley Park site in Tottenham Hale. The existing building at the site would be demolished and the proposal would introduce a part 6 and part 8 storey building, incorporating 97 residential units (Class C3) and 170 square metres of flexible commercial floorspace (Class A1/A3/B1).

3.1.2. The 6 storey element would be centrally located with 8 storey 'wings' at the eastern and western ends. The building would have brick facades, inset balconies and podium access for the upper floor residential units to the north. Cycle parking and refuse storage is incorporated into the building envelope, while to the south of the site would be a communal landscaped area incorporating wheelchair accessible parking accessed from Ashely Road. To the north of the site would be the 'Ashley Link' a landscaped link from Ashely Road to Down Lane Park that will be built in conjunction with the development at Ashley House to the north. The Proposal can be seen in the image below within the context of the approved development in the wider Tottenham Hale District Centre:

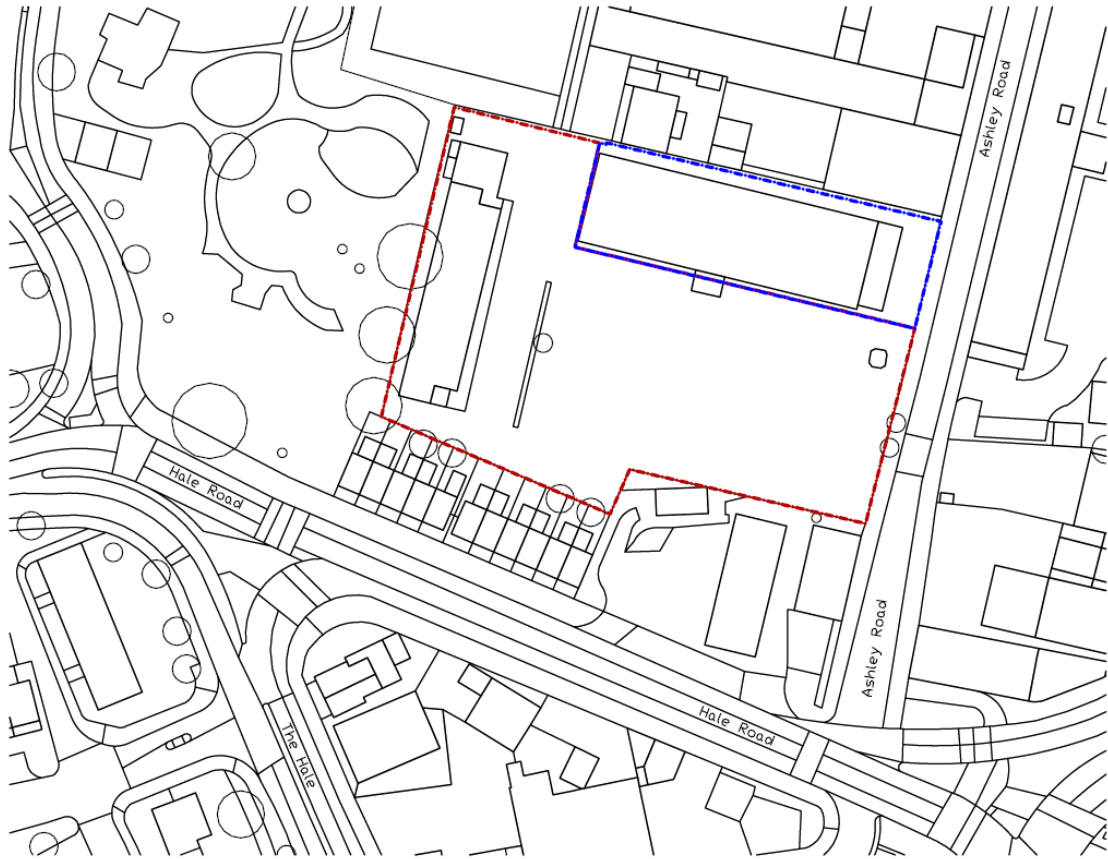


Aerial View looking south (proposal in white)

3.1.3. The proposed development would incorporate 41% affordable housing (by habitable rooms) comprising 11 London Affordable Rent units (41%) and 24 Intermediate units (59%). The dwelling mix would comprise 40 one-bedroom units (41%), 46 two-bedroom units (47%) and 11 three-bedroom units (11%).

3.2. Site and Surroundings

- 3.2.1. The site covers an area of 0.5 hectares and is located on the west side of Ashley Road, close to the southern junction with Watermead Way. The site is currently occupied by a two storey commercial building on the western side of the plot with a large hardstanding servicing/parking/open storage area occupying the majority of the site.
- 3.2.2. The character of the area is currently predominantly commercial/industrial along Ashley Road, with some older residential to the south. However, the wider Tottenham Hale area is currently undergoing extensive redevelopment to create a district centre, inclusive of ground floor town centre uses, residential buildings and extensive landscaping. The various approved development and planning applications of the sites in close proximity of the site are detailed in section 3.3.
- 3.2.3. To the north of the site is Ashley House, which is similar to the application site in that it has a two storey industrial unit and a large hardstanding servicing/parking/open storage area. Beyond this are a number of two storey industrial units of varying age, all of which are subject to planning permission's for redevelopment to provide mixed-use developments with landscaped space.
- 3.2.4. To the east of the site is a four storey locally listed office building, one, two and three story industrial buildings and a large surface parking area.
- 3.2.5. To the south is a petrol filling station that is subject to a planning application for a mixed use development, and a row of two storey terraced dwellings fronting onto Hale Road. Beyond this is the Tottenham Hale transport hub, inclusive of bus station, train station and London Underground station.
- 3.2.6. The western edge of the site abuts the edge of Down Lane Park, which includes extensive public open space, mature trees, formal play space and sports pitches/courts.



Application site boundary

3.3. Relevant Planning and Enforcement history

3.3.1. In June 2018 (following the signing of the s.106) the Local Planning Authority issued outline planning permission for the demolition of the existing buildings at Cannon Factory and Ashley House and erection of three buildings to provide up to 3,600sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), up to 265 residential units (Class C3), new public realm, landscape amenity space, car and cycle parking all associated works.

3.1.1. An application for approval of reserved matters (ref: HGY/2018/2353) was submitted in August 2018 relating to the outline permission at Cannon Factory and Ashley House. The application was approved in November 2018 subject to conditions.

3.1.2. A planning application was submitted in July 2017 for the site to the north of the application site, known as Ashley Gardens (ref: HGY/2017/2045) for the demolition of the existing buildings and erection of two buildings to provide 1,211 sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), 377 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works. Planning permission was granted in June 2018 subject to conditions and a legal agreement.

- 3.1.3. A planning application was submitted in June 2017 for the site to the east of the application site, known as Berol Yard (ref: HGY/2017/2044) for Hybrid planning application comprised of: Full proposals for the demolition of the existing buildings within the Berol Yard site and retention of Berol House. Erection of two buildings between 8 and 14 storeys providing 156 residential units, 891 sqm (GEA) of commercial floorspace (Class A1/A3/B1/D1), 7,275 sqm (GEA) of education floorspace (Class D1), car and cycle parking, open space, landscaping and other associated works. Outline proposals (all matters reserved) for the alteration/conversion of ground, first and second floors of Berol House with up to 3,685 sqm (GEA) of commercial floorspace (A1/A3/B1/D1) and the introduction of a two storey roof level extension introducing up to 18 residential units, cycle parking and other associated works. Amendments to scheme including replacement of accommodation with "build-to-rent" and reconfiguration of internal residential and commercial layout. Planning permission was granted in June 2018 subject to conditions and a legal agreement.
- 3.1.4. A planning application was submitted in January 2017 in relation to 18 Ashley Road (reference HGY/2017/0116), to the north of this application site but within the Ashley Road Masterplan area. The application was for a temporary change of use of building from light industrial B1 use to D2 use incorporating a climbing wall facility, yoga studio, ancillary cafe and offices, and B1 light industrial use. The application was granted, subject to a range of planning conditions.
- 3.1.5. The Tottenham Hale Strategic Development Partnership (SDP) with Argent Related will secure the comprehensive delivery of a new District Centre at the heart of Tottenham Hale and a significant part of the first phase of the Tottenham Housing Zone. The planning application by Argent Related was submitted in August 2018 (reference HGY/2018/2223) and presented to Planning Sub-Committee on 10th December 2018, where Member's made a resolution to approve the application subject to the signing of a S106 legal agreement.

Applicant's Consultation

- 3.1.6. The applicant has undertaken pre-application public consultation prior to the submission of the application and presented the emerging detailed scheme to the Planning Sub-Committee.
- 3.1.7. Two public consultation events were held by the applicant prior to the submission of the planning application (26 September 2018 and 14 November 2018). The proposal was also subject to a Development Management Forum, extensive pre-application discussions and a Members Briefing, all of which informed the scheme's development.

3.1.8. The applicant has submitted a Statement of Community Involvement prepared by Lichfields dated December 2018, in accordance with the Council's Statement of Community Involvement. The scheme has also previously been considered by Haringey's Quality Review Panel (QRP). A chronology of pre- application engagement is below:

- Four pre-application meetings with LBH officers
- Presentation to Quality Review Panel (QRP) on 12th September 2018 and 5th December 2018
- Pre-application briefing to the Planning Sub-Committee on 12th November 2018
- Two public exhibitions were held on 26th September and 14th November 2018 from 4pm to 7pm at The Larder in Protheroe House, Chesnut Road, Tottenham
- A total of 5,415 invitations were distributed by a specialist leaflet distribution company.

3.1.9. The following issues were raised at the public exhibitions:

- The provision of 41% affordable housing was supported;
- Support for the principle of the development and regeneration of Ashley Road;
- Ashley Link and associated landscaping created attractive shared space; and
- The range and mix of unit sizes, inclusive of 11 duplex family units was well received.

4. CONSULTATION RESPONSE

4.1. Quality Review Panel (QRP)

4.2. The QRP considered the proposed development on 12th September 2018 and 5th December 2018. The Panel's latest comments are summarised as follows:

The Quality Review Panel offers warm support for the proposals, and feels that the Ashley Park scheme promises a high quality development. It thinks that the scale and massing of the development is appropriate, the commercial element is well considered, and that the architectural expression and external space have a lot of merit. The panel thanks the design team for their positive response to issues raised at a previous review, particularly in terms of the ground floor layout of the block, the entrances and internal circulation within the block, and the amenity spaces. The quality of the materials and construction of the scheme will significantly contribute to the success of the scheme. The panel would support planning officers in securing this through planning conditions. It reiterates that this will be especially important in terms of the quality and type of bricks specified.

- 4.3. The Panel's responses are set out in full in Appendix 3. An indication of how key comments have been met is provided in a table within the design section below.
- 4.4. Development Management Forum (DMF)
- 4.5. A DMF was held on 12th November 2018. Key points raised during the meeting are referenced below:
- The developer was asked to look back at the comments made during the discussion on Ashley House/Cannon Factory and take note of the key issues raised.
 - Confirmation that the development would be tenure blind.
 - Confirmation that the material is brick.
 - Overshadowing from proposed and existing development required.
 - Concern raised regarding the potential for balconies to be used as storage and/or additional screens being introduced.
 - Concerns about the impact on Down Lane Park and whether the park would be able to cope with the cumulative impact of development across Tottenham Hale.
 - Confirmation that sufficient doorstep play space would be available.
- 4.6. The following were consulted regarding the application:
- 4.7. INTERNAL CONSULTATION SUMMARY
- 4.8. Transportation Group: No objections subject to planning conditions, a legal agreement and s.278 agreement.
- 4.9. Pollution (Air Quality and Land contamination): No objection subject to conditions and a legal agreement.
- 4.10. Waste Management: No objection.
- 4.11. Conservation Officer: No objections.
- 4.12. Transportation: No objection subject to conditions and legal agreements.
- 4.13. Housing: A minimum of 40% of the lower-cost London Living Rent units within Band 2 should be aimed at households earning less than £40,000 a year, with time limited marketing.
- 4.14. Drainage Engineer: No objection subject to conditions.

- 4.15. Carbon Management: The connection to the energy centre at Ashley Gardens is acceptable. The Carbon Offsetting requirement shall be secured in the legal agreement. Further detail on the Overheating Assessment is required.
- 4.16. Building Control: No comments received.
- 4.17. Regeneration: Contribution to improvements to Down Lane Park to provide access to open space, play, leisure and recreation facilities at Down Lane Park, including a contribution to meet the scheme's requirements for access to over 5s play space. A contribution will be payable upon implementation of the development.
- 4.18. Arboricultural Officer: No comments received.
- 4.19. Emergency Planning: No comments received.
- 4.20. Education: Local school places figures provided.
- 4.21. Public Health: Note good level of public transport, provision of playspace and affordable housing.
- 4.22. EXTERNAL CONSULTATION SUMMARY
- 4.23. London Fire Brigade: The Commissioner is satisfied with the proposals.
- 4.24. Transport for London – Borough Planning: Car free development, accessible parking, cycle parking and Ashley Link are supported. Suggest north-south route, Delivery and Servicing condition recommended. Questions raised regarding vehicular access and trip generation (see Appendix 1 for responses).
- 4.25. Transport for London – Infrastructure Protection: No comment.
- 4.26. Transport for London (Crossrail 2) – No comments on the application.
- 4.27. Environment Agency: No objections subject to standard conditions.
- 4.28. Thames Water: No objection subject to conditions.
- 4.29. Greater London Authority: No Comment.
- 4.30. Historic England - Greater London Archaeology Advisory Service: Recommend no archaeological requirements.
- 4.31. Metropolitan Police – Secured by Design: No objection subject to conditions

- 4.32. LB Waltham Forest: The development should provide contributions to improved cycle network. Request consultation on Construction Logistics Plan.
- 4.33. National Grid: No comments received.
- 4.34. The full text of comments from internal and external consultees that responded to consultation is contained in Appendix 1. A summary of the consultation responses received is below.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 676 Neighbouring properties consulted by letter
- Resident's Association consulted by letter
- 3 planning site notices were erected in the vicinity of the site.

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

- No of individual responses: 1
- Objecting: 0
- Supporting: 0
- Other: 1

5.3 The full text of representation from adjoining occupiers (and the officer response) is set out at Appendix 1 for reference.

5.4 The point raised in the representation from the adjoining occupier is summarised below:

- The Planning Statement reference to vacant units is not true. All 4 units currently have tenants which are planned to be evicted.

6 MATERIAL PLANNING CONSIDERATIONS

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

- 6.2 Principle of the Development – Land use and employment
- 6.3 Housing (including Affordable Housing) and Density
- 6.4 Masterplanning, Design and Public Realm
- 6.5 Conservation and Heritage Assets
- 6.6 Quality of Residential Accommodation
- 6.7 Development Impact to Adjoining Occupiers
- 6.8 Open Space, Social and Community Infrastructure

- 6.9 Transportation and Parking
- 6.10 Flood Risk and Drainage
- 6.11 Energy and Sustainability
- 6.12 Land Contamination
- 6.13 Health Impact Assessment
- 6.14 Equalities
- 6.15 Fire Safety

6.2 Principle of the Development – Assessment

Employment Provision and Land Use Mix

- 6.2.1 The National Planning Policy Framework (NPPF) details at Paragraph 118 that in making decisions Local Planning Authorities should encourage mixed-use schemes, give substantial weight to the value of using suitable brownfield land for homes and other identified needs and promote and support development of under-utilised land and buildings, especially where this would help to meet identified needs for housing.
- 6.2.2 Local Plan Policy SP1 identifies the whole site as being located within the Tottenham Hale Growth Area, where new development that provides new homes and new business floor space is promoted. Furthermore, the London Plan and Haringey's Strategic Policies require that more intensive land uses are directed to highly accessible locations, such as this.
- 6.2.3 The north-west corner of the site is located within a Local Employment Area – Regeneration Area, where Development Management Policy DM38 states that employment-led mixed-use development will be supported where it is necessary to facilitate the renewal and regeneration of existing employment land and floorspace. This is subject to development maximising the amount of employment floorspace to be provided as well as a number of other criteria addressed later in the report. It should be noted that the Local Plan Strategic Policies provides the basis for a more flexible approach to development in such Regeneration Areas.
- 6.2.4 It is proposed to demolish the existing commercial building at the site (Use Class B1/B2/B8), which partially projects into the Local Employment Area – Regeneration Area.
- 6.2.5 While this is a considerable reduction in the level of employment floorspace at the site, it forms part of wider Site Allocation TH5, which includes the Petrol filling Station site to the south. This site is subject to a planning application (Ref: HGY/2018/2223), which has a resolution to grant permission from the Planning Sub-Committee for the redevelopment of this site, together with the wider Station Square area to the south. The proposed development at this neighbouring site currently includes 522 square metres of commercial

floorspace, which together with the application site would provide 50 FTE jobs, which is significant increase across Site Allocation TH5. Whilst this figure is subject to change, the neighbouring site is expected to provide employment space well in excess of the current level within the site allocation.

- 6.2.6 The site immediately to the north of the application site, known as Ashley House, benefits from an extant planning permission (ref: HGY/2016/4165) for a mixed-use development, and overlaps to some extent with the current application site. This extant permission includes the demolition of the existing building at the application site and re-provision of commercial floorspace as part of the development. As such, the removal of this element of floor space has already been considered to be acceptable as part of an extant permission.
- 6.2.7 The majority of the application site is located outside of this designation where Development Management Policy DM40 details that on non-designated Local Employment Land and in a highly accessible locations, the Council will support proposal for mixed-use, employment led development where this is necessary to facilitate the renewal and regeneration of existing employment land and floorspace, subject to the requirements of policy DM38.A(a-f).
- 6.2.8 As detailed above, Policy DM38.A supports mixed-use development to facilitate the renewal and regeneration of existing employment land, with an expectation that employment floorspace is maximised. The criteria of this policy also requires development to have regard to:
- The quality, type and number of jobs provided, including an increase in employment densities where appropriate;
 - Flexibility of design to enable adaptability to different business uses over the lifetime of development;
 - Environmental quality of the site; and
 - Provision for an element of affordable workspace where viable.
- 6.2.9 Although the application site does not fall wholly within the Ashley Road South (ARS) Masterplan, this envisaged the loss of the commercial building on site. As part of a wider mixed use allocation within this part of Tottenham Hale the existing and proposed employment provision must also be viewed in the context of the wider proposals for Ashley Road South. The Ashley Road Masterplan Area will provide a total of 16,424sqm of commercial and education floorspace compared with 16,041sqm existing. Therefore, there will be a small net gain in commercial floorspace and the proposals will deliver significant qualitative enhancement of the site, replacing relatively low-grade and inefficient accommodation with a high quality unit that has been designed to appeal to a range of potential occupiers and employers, and addresses further policy aims detailed below.

- 6.2.10 The site is located within Site Allocation TH5 in the Tottenham Hale Area Action Plan (AAP). The Site Allocation seeks the comprehensive redevelopment of the southern end of Ashley Road, with Town Centre uses at ground floor level fronting onto Ashley Road and a higher proportion of residential uses on the western side of Ashley Road. The proposal includes 131.9 square metres of flexible A1/A2/B1 uses (town centre uses) fronting both Ashley Road and the proposed Ashley Link, and is a residential-led scheme on the west side of Ashley Road. As such, the principle of the demolition of the existing buildings on the land and replacement with a residential-led development is considered to be acceptable in principle and will optimise its reuse in accordance with a range of development plan policies.
- 6.2.11 Officers have worked with the applicants to maximise the amount of employment-generating floorspace across the masterplan area. Although a small level of re-provision in this particular proposal, the level of provision across the Ashley Road South Area would meet the overall objective of re-provision this part of Tottenham Hale.
- 6.2.12 The proposals clearly demonstrate a significant improvement in the quality and flexibility of employment space provided. Whilst subject to market demand, the proposal offers flexibility of use and layout to enable adaptability to a range of businesses over the lifetime of development consistent with the ambition for the area. In addition, the proposals offer a significant improvement in the environmental quality of the site, in line with the changing function and role of Tottenham Hale, and also consistent with the Council's employment policies.
- 6.2.13 While this is a considerable reduction in the level of employment floorspace at the site, it forms part of wider Site Allocation TH5, which includes the Petrol filling Station site to the south. The Council have resolved to grant a planning application (Ref: HGY/2018/2223) for the redevelopment of this site, together with the wider Station Square area to the south. The existing petrol station use has a maximum of 10.5 FTE jobs, which is relatively low due to the floor area involved in such a use. The proposed development at this neighbouring site currently includes 522 square metres of commercial floorspace, which together with the application site would provide 50 FTE jobs, which is significant increase across Site Allocation TH5. Whilst this figure is subject to change, the neighbouring site is expected to provide employment space well in excess of the current level within the site allocation.
- 6.2.14 As such, there would be an uplift in both the quantum and quality of employment space across Site Allocation TH5.

High-Speed Broadband

- 6.2.15 Policy DM38: Local Employment Area – Regeneration Areas also requires new development within Mixed Use Employment Areas to be designed to enable

connection to ultra-fast broadband. This requires ducting to be provided and a strategy to be in place for liaison with suitable communications providers and for the development to be 'fibre-ready'. A planning condition is attached to secure these provisions.

6.3 Housing and Density

Policy Background

- 6.3.1 The NPPF states that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required. London Plan Policy 3.12 states that Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.
- 6.3.2 Draft London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing London-wide. The SPG includes guidance that for developments that meet or exceed a 35% affordable housing threshold without public subsidy, provide on-site affordable housing that meets the specified tenure mix and meet other planning requirements and obligations, such applications are not required to submit viability information.
- 6.3.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%, with the maximum reasonable amount of affordable housing to be provided on a site by site basis. This approach is reflected in Policy DM13. Policy AAP3 sets out affordable housing policy in Tottenham.

Housing Zone and Affordable Housing

- 6.3.4 Key to delivering regeneration in Tottenham Hale is the Council's participation in the Mayor of London's Housing Zone programme. This programme seeks to deliver a total of 5,500 new homes in the Zone – 1,700 more than would otherwise be viable – through the unlocking of brownfield sites.
- 6.3.5 Policy AAP3 supports the Housing Zone's 'Portfolio Approach' to housing delivery. This approach balances housing tenures and dwelling mixes across Housing Zone areas with each site within Tottenham Hale making its own specific contribution based on its characteristics.

Affordable Housing Policy – Tenure Split

- 6.3.6 Policy H7 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and

the remaining 40% to be determined in partnership with the Local Planning Authority and the GLA.

- 6.3.7 Policy AAP3 sets out the affordable tenure split in the Tottenham AAP area should be provided at 60% intermediate accommodation and 40% affordable rented accommodation. Policy DM13 states also states the Council may seek to alter the tenure of affordable provision to be secured on a case-by-case basis.
- 6.3.8 Haringey's Housing Strategy 2017-22 and Haringey's Intermediate Housing Policy statement 2018 provide guidance on the preferred tenure mix for affordable housing across the borough in order to deliver the overall aims of the Local Plan and meet housing need.
- 6.3.9 Revisions to the Haringey's Housing Strategy (2017-22) agreed by Cabinet in January 2018 set out that the Council's preference for General Needs affordable housing is Social Rent or London Affordable Rent. The preference in terms of intermediate rented housing is London Living Rent or Discount Market Rent, at rent levels equivalent to London Living Rent.

Affordable Housing Offer

- 6.3.10 The application proposes 97 residential units, of which 35 would be affordable. This is a provision of 41% affordable housing (by habitable rooms), comprising 41% London Affordable Rent and 59% London Living Rent. The London Affordable Rent comprise 11 three-bedroom duplex units at ground floor and the London Living Rent comprises 24 one and two-bedroom units at first floor and above.
- 6.3.11 London Affordable Rent is a form of Affordable Rent, for legal and regulatory purposes, but whereas nationally the cap on Affordable Rent is no more than 80% of market rent, the Mayor does not consider 80 per cent of market rent to be genuinely affordable in most parts of London.
- 6.3.12 The starting point for London Affordable Rent are benchmarks which reflect the national formula rent cap for social rents, uprated by CPI for September 2016 plus one per cent. These benchmarks are uprated each April by the increase in CPI (for the previous September) plus one per cent and updated benchmarks will be published by the GLA on an annual basis. Providers have the flexibility to charge less than the benchmark. This means that London Affordable Rents tend to be slightly more expensive across London than Social Rents with the difference being smaller for larger bedroom units. In the case of Haringey our social rents tend to be lower than other boroughs and in this case the weekly rent for a London Affordable Rent 3 bed unit would be £167.67 compared to £117.32 at Social Rent using 2018/19 benchmarks.

- 6.3.13 Once let, London Affordable Rent homes will be subject to rent-setting guidance issued by the Social Housing Regulator and will be subject to the annual one per cent rent reductions up to 2020. Providers will be able to re-let at up to the applicable benchmark level, uprated annually, or at an otherwise agreed level, as appropriate and in line with legislation and Regulator guidance. The benchmark rents do not include service charges, which may be charged in addition.
- 6.3.14 Rents for London Affordable Rent homes have to be set in accordance with the Social Housing Regulator's Affordable Rent guidance. The landlord of these homes must be registered with the Social Housing Regulator.
- 6.3.15 London Living Rent is another one of three types of 'genuinely affordable' homes funded by the Mayor. This is a part-buy part-rent product for those taking their first step onto the property ladder. London Living Rent homes are for middle income households who now rent and want to build up savings to buy a home. This can be either through shared ownership or outright purchase. Landlords are expected to encourage their tenants into home ownership within 10 years.
- 6.3.16 The applicant's affordable housing offer is in line with the amended Housing Strategy and Intermediate Housing Policy (June 2018), which prioritises social, affordable and London Living Rents, and is in accordance with the Tottenham Hale Area Action Plan. However, while the proposed marketing of the London Living Rent units conforms to the Mayor of London's Plan and Housing Strategy, it is not strictly in accordance with the Haringey Intermediate Housing Policy marketing targets.

Portfolio Approach

- 6.3.17 The site is located within the boundaries of a Housing Zone. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.
- 6.3.18 The Housing Zone and Tottenham AAP3 policy also seeks a portfolio approach to housing delivery to better align public sector resources. This approach also balances housing tenures and dwelling mixtures across Housing Zone areas. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.
- 6.3.19 This approach sets out that various sites may each contribute a higher or lower proportion of affordable housing in line with an overall Zone-wide target. The contribution will depend on individual site characteristics and viability.

6.3.20 This proposal would contribute 35 affordable unit, resulting in an onsite provision of 41% affordable housing.

6.3.21 The current level of affordable housing expected to be delivered through the portfolio approach is set out in the table below. This demonstrates that the 40% area-wide target is expected to be achieved.

Site	Total Units	Affordable	Percentage AH by unit	Percentage AH by Hab Room
Cannon Factory (ARS), Notting Hill	265	152	57%	50%
One Station Square, Berkeley Square	128	117	91%	91%
Hale Wharf	505	117	35%	30%
Ashley Gardens and Berol Yard, Berkeley Square	561	134	24%	35%
Hale SW Plot	279	43	15%	15%
Monument Way	54	54	100%	100%
SDP Site	1030	239	23%	25%
Ashley Park	97	35	36%	41%
Sub-Total				40%
Uplift on Cannon Factory from SDP land receipts				
Canon Factory (ARS), Notting Hill		+113	+100%	+100%
Current Total				%
Ashley Road Depot	180	90	50%	50%
Final Portfolio Total				40%

Affordable Housing Summary

6.3.22 The proposed mix of affordable units provides a high proportion of family-sized housing with 11 of the 35 total affordable units having three-bedrooms.

6.3.23 The rents and income levels specified within the S106 agreement will ensure that the affordable homes are genuinely affordable to local people, while the Council would have nomination rights for all of the proposed affordable units.

6.3.24 The level and type of affordable housing is compliant with the NPPF, London Plan Policies and Haringey Planning Policies, and is supported by officers.

Housing Mix

6.3.25 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes that they can afford. To this end the policy recommends that new developments offer a range of housing choices.

6.3.26 Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities it also notes that the Council will not support proposals that would result in an over concentration of 1 or 2 bed units unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes which include larger and family sized units.

6.3.27 The overall mix of housing within the proposed development is as follows:

Unit Type	No. of Units	Percentage of units
One-Bed Flat	40	41.2%
Two-Bed Flat	46	47.4%
Three-Bed Duplex	11	11.3%
Total	97	

6.3.28 Although there is a significant proportion of one and two-bedroom units in the proposal, this is considered to be reasonable for a proposal in a town centre location with high accessibility levels where high density development is expected. This arrangement of the upper floors into one and two-bed flats allows for the provision of 11 family sized affordable duplex units across the ground floor.

6.3.29 As such, it is considered that the proposed tenure and mix of housing provided within this development is acceptable.

Density

6.3.30 London Plan Policy 3.4 (Optimising Housing Potential) indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of locations are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. The Mayor’s SPG Housing encourages higher density mixed use development in Opportunity Areas. This approach to density is reflected in the Tottenham AAP and other adopted and local policy documents.

6.3.31 Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The site is considered to be within an ‘urban’ setting where the density matrix sets a guideline of 70-260 units or 200-700 habitable rooms per hectare

with a PTAL of 4-6. The density of the proposed development equates to 174 u/ha and 470 hr/ha, which would be in accordance with the density range within the London Plan.

6.4 Masterplanning, Design and Public Realm

- 6.4.1 The NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

Masterplan

- 6.4.2 Policy DM55 requires applicants to prepare a masterplan where development forms only part of a larger site allocation, in order to demonstrate that the proposal would not prejudice development on nearby sites, including demonstration of an appropriate degree of consultation with neighbouring land owners. A masterplan-led approach is also encouraged by the District Centre Framework (2015) as part of a wider set of urban design and regeneration principles.
- 6.4.3 The applicant has provided an indicative masterplan that details the proposal within the context of the Ashley Road South Master Plan to the north and east, within the Tottenham Area Action Plan Site Allocation TH5 (Station Square North) and within the wider Station Square redevelopment to the south. The masterplan can be seen in the image below:



Indicative Masterplan

- 6.4.4 The site allocation requires a number of objectives to be met through the overall development of the indicated land area including, a new east-west link along the northern edge of the site between Down Lane Park and Ashley Road, and a consistent building line complementing Berol House.
- 6.4.5 The submitted *Design and Access Statement* includes details of a masterplan that demonstrates accordance with these site allocation objectives, including the provision of the Ashley Link to the north and a consistent building frontage with those approved to the north and proposed to the south.
- 6.4.6 The masterplan also takes into consideration the proposed development to the south, incorporating a similar height to the proposed base building at this neighbouring site (Ashley Road West) which the Council have resolved to grant a planning application (Ref: HGY/2018/2223) and a blank elevation to abut and align with that proposed to the south. This arrangement is considered to be a reasonable consideration of the future site allocation arrangements and wider development.

6.4.7 As such, the proposals would not adversely affect or prejudice the long-term strategic aims of Site Allocation TH5.

Quality Review Panel (QRP)

6.4.8 As noted above, the proposal has been assessed by Haringey's QRP at the pre-application stage on 12th September 2018 and the Panel's stated:

The Quality Review Panel offers warm support for the proposals, and feels that the Ashley Park scheme promises a high quality development. It thinks that the scale and massing of the development is appropriate, the commercial element is well considered, and that the architectural expression and external space have a lot of merit. The panel thanks the design team for their positive response to issues raised at a previous review, particularly in terms of the ground floor layout of the block, the entrances and internal circulation within the block, and the amenity spaces. The quality of the materials and construction of the scheme will significantly contribute to the success of the scheme. The panel would support planning officers in securing this through planning conditions. It reiterates that this will be especially important in terms of the quality and type of bricks specified.

6.4.9 A summary of the Chair's review is detailed below, in addition to the applicant's response and office comments

QRP Chair's Comments	Officer Response
<p><i>Scheme Layout, Access and integration</i></p> <p>The panel welcomes the adjustments that have been made to the location and layout of the two entrances, cycle stores and bin stores, at ground floor level.</p>	Noted.
<p>The amendments to the configuration of the duplex units is also supported; the increase from two bedrooms to three bedrooms with a patio at ground floor works very well.</p>	Noted.
<p>The flipped configuration of the deck access seems a sensible move, enabling living spaces and balconies to have a south-facing orientation, whilst the deck is located on the busier northern face of the building. Locating the deck behind the visual 'frame' of structure within the elevation creates a strong 'edge' to the Ashley link adjacent.</p>	Noted.
<p>As the deck access has now shifted to the north face of the building, the panel understands that a</p>	Noted

<p>number of bedrooms are now fronting on to the deck access. However, it considers that the advantages of locating the deck access on the north face outweigh the privacy concerns regarding the proximity of bedroom windows to the deck access.</p>	
<p>It would encourage the client and design team to explore whether privacy can be increased, through detailed design and management.</p>	<p>Defensible space has been provided in the form of a landscaped strip to the front of the duplex units at ground floor, with private amenity to the rear. Framed piers have been introduced to the deck access to improve privacy in views from the public realm.</p>
<p>In addition, the panel wonders whether reducing the potential footfall along the deck, by breaking the deck into two lengths, would help to enhance privacy.</p>	<p>There are two cores serving each deck, which would suitably reduce the footfall along the deck.</p>
<p>Lighting design for the deck needs carefully consideration. The aim should be to achieve an attractive wash of light, avoiding standard overhead lighting which could create an institutional feel.</p>	<p>A condition is recommended requiring details of lighting to be provided.</p>
<p>Consideration of nuisance to neighbouring properties should also be taken into account in terms of specifying / designing lighting installations.</p>	<p>See above.</p>
<p>The provision of private patios at ground level within the courtyard for the duplex units is welcomed. The panel supports the range of private and communal amenity spaces provided, which as well as the ground-level patios includes balconies and the central courtyard area.</p>	<p>Noted.</p>
<p>The parking and landscape strategy within the central courtyard / mews area seems very well-considered. At a detailed level, the panel welcomes the flexibility within the proposal that will enable unused parking spaces to be used as raised planting areas.</p>	<p>Noted.</p>
<p>Accessing the cycle storage from the rear courtyard seems very sensible; the relationship between the entrance lobbies and the cycle stores also seems to work well.</p>	<p>Noted.</p>

<p><i>Architectural Expression</i></p> <p>The panel finds much to admire in the architectural expression of the scheme. It supports the layering of different elements within the facades, alongside a palette of different tones of brick.</p>	<p>Noted.</p>
<p>The building elevations fronting onto the park are very successful, and perform well within the sequence of views approaching from within the park.</p>	<p>Noted.</p>
<p>At a detailed level, the design of balconies and railings seem very well considered, striking a good balance between openness and privacy, whilst providing a welcome opportunity for a carefully chosen accent colour.</p>	<p>Noted.</p>
<p>The success of the scheme will depend upon the quality of materials and construction, especially the brickwork. The panel welcomes the commitment to high quality materials from both the client and the design team, and it would support planning officers securing this quality through planning conditions.</p>	<p>A condition is recommended requiring material samples to be provided to the Council.</p>
<p><i>Inclusive and Sustainable Design</i></p> <p>The panel notes that the roofscape of Ashley Park will accommodate an array of photovoltaic panels, alongside a brown (biodiverse) roof.</p>	<p>Noted.</p>
<p>In addition, it supports the commitment to connect into the energy centre that will be located within Ashley House (building 2A) of the Ashley Road South development, alongside the aspiration for a future connection into a community heat and power network (CHP).</p>	<p>Noted. This will be secured through a legal agreement.</p>

Design Response to QRP

6.4.10 The QRP expressed broad support for the proposal, specifically supporting the design and massing, the architectural expression, the external spaces and the relocation location of the deck access.

6.4.11 The applicant has incorporated the QRP's comments into the proposal, making changes from the pre-application proposal to the location of the deck access from the south to the north side, further detailing the brick elevations and relocating the residential cores. A number of conditions relating to materials,

lighting and landscaping are recommended to ensure a high quality development.

Scale, Bulk and Massing

6.4.12 The proposal would have a two storey plinth running along the entire base of the building, with part 6 and part 8-storey elements above this. The 6-storey element would be centrally located, with an 8-storey element at each end of the building. The central element would be recessed from the two 8-storey elements, which together with the change in heights, employment of inset balconies, varied materials and the verticality of the materials in the façade of the 8-storey ends ensure that the building would be viewed as three distinct elements brought together by the 2-storey plinth, materiality and design features.

6.4.13 With regard to the scale of the building, at 6 and 8-storeys the proposed building would be similar in height to the approved and proposed buildings to the north and south of the site, providing a level of consistency within this part of Ashley Road. Furthermore, it would be significantly lower than the proposed taller buildings to the south, providing a transitional form down to the generally lower residential scale of properties to the north and North West, and to the open park.

Street Scene Impacts

6.4.14 The proposal would have frontages onto Ashley Road, Ashley Link and Down Lane Park. As set out above, the proposal employs a 2-storey plinth design, which incorporates recessed and projecting elements, a repeated brick pier and glazed elevation treatment, and well-designed and articulated upper floors at a relatively low scale. As such, the proposal would provide a consistent and well-articulated façade to each elevation that would be in keeping with the emerging character of the area and enhance the street scene.

6.4.15 The Mayor's Housing SPG states that in mixed-use development, non-residential ground floor land uses should provide active frontages when facing publically accessible space. Where inactive frontages have to be located on the ground floor these should be interspersed with active frontages and/or carefully located to minimise their overall impact on the public realm. Long contiguous stretches of inactive frontage facing the public realm reduce perceptions of pedestrian safety and can attract anti-social behaviour, and should therefore be avoided.

6.4.16 Additionally, the Mayor's Housing SPG states that all main entrances to communal entrance lobbies should be visible, clearly identifiable, and directly accessible from the public realm. The proposed entrances to the residential

cores are clearly identified with double height entrances expressed in light coloured frames and clear signage.

6.4.17 The proposed commercial unit would have active frontages onto Ashley Road and Ashley Link for the entirety of its frontage. Whilst the proposal includes a vehicular access enclosed by a roller shutter on the southern end of the frontage onto Ashley Road, this limited area of inactivity is considered to be the best location for the vehicular access from a design perspective. Furthermore, the proposed building to the south is proposed to include extensive active frontage onto Ashley Road, ensuring this small area would not detract from the street scene.

6.4.18 The active commercial frontage onto Ashley Road and Ashley Link, together with the ground floor entrances and windows to the duplex residential units, the two residential cores, the upper floor deck access and repeated balconies would provide an active frontage to the three main sides of the development visible from the public realm. Considering this, the design quality of the building and the extensive landscaping, the proposal would represent an improvement to the existing industrial and unwelcoming character of this part of Ashley Road.

Materiality

6.4.19 The applicant has proposed a predominantly brick palette, which is welcome as a durable, appealing and contextual material. Three brick tones are proposed, with the building predominantly being darker orange/red/brown hues with lighter coloured brick detailing and balcony frames. The proposed materials will help to further articulate the building, break-up the massing, add visual interest and provide some consistency with other approved development within the locality.

6.4.20 Fenestration and balconies are integrated into a coordinated system, with repeated integrated balconies across the three blocks that together with the change in materials and consistent fenestration design provide a rhythm to the façade.

Secure by Design

6.4.21 The applicant has worked with the Secured by Design Officer on the proposal and it is noted that there are no objections to the proposal subject to conditions. A planning condition is recommended regarding Secured by Design accreditation.

Summary

6.4.22 The proposal is a well-designed mixed-use building, that is and respects the scale and form of the surrounding approved development. The proposed

building would positively contribute to the emerging character and appearance of the area and enhance this part of Tottenham Hale. As such, the proposed development is acceptable in design terms.

- 6.4.23 Conditions are recommended that will ensure the finishing materials of the development are of a high quality.

Public Realm

- 6.4.24 The site allocation identifies that the site forms part of a new legible, north-south connection along Ashley Road. More specifically it identifies the northern edge of the site for the provision of an east-west Green Grid link.
- 6.4.25 The proposal includes the previously approved Ashley Link, that achieves the aims of the site allocation in providing the Green Grid link between Ashley Road and Down Lane Park, which together with the Berol Link, will connect through to Watermead Way. This is a significant public benefit of the proposal.
- 6.4.26 As noted, the layout and indicative design of the Ashley Link was considered as part of the planning application (ref: HGY/2016/4165) at Ashley House and subsequently approved subject to conditions and a legal agreement. The design and location of Ashley Link remain unchanged in this application. As such, it continues to provide a significant public benefit and is considered to be acceptable. A planning obligation is recommended which ensures that the Ashley Link is provided prior to first occupation of the building.

6.5 Conservation and Heritage Asset

Case Law and Relevant Policy

- 6.5.1 The legal position with respect to heritage assets is pursuant to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and as per relevant planning case law, which is set out below.
- 6.5.2 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given 'considerable importance and weight' when the decision-maker carries out the balancing exercise." The Forge Field Society v Sevenoaks District Council case indicates that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.

- 6.5.3 When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in *Barnwell*, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.
- 6.5.4 The presumption is a statutory one, but it is not irrefutable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.5.5 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given 'considerable importance and weight' in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.5.6 The NPPF states that the impact of a development on the significance of a designated heritage asset should be considered in the context of great weight being given to that asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Furthermore, any harm to, or loss of, significance of a designated heritage asset should require clear and convincing justification.
- 6.5.7 Policies 7.8 and 7.9 of the London Plan 2016 requires that development affecting heritage assets and their settings are required to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Local Plan 2017 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Development Management DPD reflects this approach.

Impacts to Heritage Assets

- 6.5.8 The site does not fall within a conservation area, but is opposite Berol House to the east, which is a locally listed building. The proposal has been reviewed from a conservation point of view and the impact of the development considered in accordance with the Council's statutory duty as per Planning (Listed Buildings and Conservation Areas) Act, 1990.
- 6.5.9 NPPF para 135 states, when assessing harm to the setting of a non-designated heritage asset "a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset". In this instance the significance of the building is largely derived from its façade. The proposed development would not be directly opposite to the facade but would be visible in the setting of the locally listed building, most notably in views along Ashley Road. However, the proposed development would be of a relatively modest scale, would be either similar to or lower than the approved surrounding built form and would present a simple brick façade onto Ashley Road. By reason of this and the improvements to the public realm surrounding the site, it is considered that any harm caused due to the scale of the surrounding development would be outweighed by the benefits to the setting of Berol House.
- 6.5.10 The nearest conservation area to the site, Tottenham High Road Historic Corridor is located over 400 metres to the west of the site. Due to this separation, together with the modest height of the proposed development and the height of the approved neighbouring development the proposal is not considered to cause harm to the conservation area or its setting.

6.6 Quality of Residential Accommodation

Layout

- 6.6.1 London Plan policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Strategic Policy SP2 and Policy DM12 of the Council's Development Management DPD reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.6.2 All of the units in the scheme have been designed to comply with and, where possible, exceed the London Plan floorspace standards and the requirements of the GLA's Housing Design Guide.
- 6.6.3 There would be no mutual overlooking between the windows and balconies of the proposed units. Although the ground floor duplex units would open directly onto the public realm of Ashley Link to the north and the communal amenity space to the south, these units would have a defensible planted area to the north and private amenity space to the rear, such that there would not be any concerns regarding privacy.

Private Amenity and Children's Play Space

- 6.6.4 In terms of amenity space provision all properties have balconies at least 5sqm in size, with larger amenity areas provided for the properties with two and three bedrooms, which meets Housing SPG requirements.
- 6.6.5 In addition, a communal courtyard would be sited on the south side of the site with playspace and raised planters. The indicative landscaping of the proposal is acceptable and further details of the designs would be secured by condition.
- 6.6.6 The communal and private amenity spaces would all be considered well sunlit as half of each amenity space would receive at least two hours of direct sunlight on 21st March, which meets BRE guidelines for such spaces.
- 6.6.7 In total, 27 children are predicted to live in the development, of which 10 would be under the age of 5 (see table below). Using the GLA playspace calculator, the proposed development generates a requirement for 271.5sqm of playspace:

Unit Type	Number of Children	Requirement
Under 5	10	100.5 sqm
5-11 years	10	100.5 sqm
12+	7	68 sqm
Total	27	271.5 sqm

- 6.6.8 The play provision for the children under-5 would measure 110 sqm and would be provided within a dedicated play garden at ground floor level within the private mews area. As such, an appropriate space provision for under-5s would be provided.
- 6.6.9 The proposal would not include any dedicated space for 5-11 years old or 12+ age groups. However, there is some provision of play space for 5-11 year olds within the approved Ashley Link to the immediate north of the site.
- 6.6.10 Playspace provision for older children will be met off-site in Down Lane Park which is 87m from the furthest residential entrance at the site. It is also noted that the play facilities of Down Lane Park are in close proximity but that some remodelling and design work will be required to facilitate improved access to the adjacent park. Wider measures to mitigate the impact of the high level of development within this part of Tottenham Hale will be addressed through legal obligations, in this case a contribution of £360,000 towards improvements to access to, and provision of open space, play space and recreation provision within the locality.

6.6.11 Overall, the proposals are capable of delivering high quality private amenity space and play space providing children with access to good quality, well designed, secure and stimulating play and informal recreation space.

Inclusive Access

6.6.12 Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users.

6.6.13 The development will provide 10% wheelchair accessible homes of varying unit sizes which will meet the requirement in planning policy. All other units will be Lifetime Homes compliant. The development will also provide accessible parking spaces and these are addressed in the transportation section.

6.6.14 Level access will be provided to the residential units, commercial accommodation and landscaped public realm areas, with two lifts provided at each of the residential cores and deck access to the upper floors.

6.6.15 A condition is recommended requiring the residential units to be compliant with Part M of the building regulations. The accessibility of the scheme is judged to be acceptable and in accordance with the Mayor's Housing SPG and the Mayor's Accessible London SPG.

Noise

6.6.16 The submitted Acoustic Report details that through glazing and mechanical ventilation bedrooms and living rooms within the development would not be subject to unreasonable levels of noise. Conditions are recommended ensuring that the residential units achieve suitable levels of sound insulation and that there is appropriate sound insulation between the commercial unit and residential units.

Internal Daylight, Sunlight and Conditions within the proposed Development

6.6.17 The Mayor's SPG Housing states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances and the need to optimise housing capacity.

6.6.18 The application includes a daylight, sunlight and overshadowing assessment (dated December 2018) and considers the level of daylight/sunlight within the

proposed residential units at the site. The assessment considers three scenarios for development within the locality, as detailed below:

- Scenario 1: Existing buildings with the application proposal;
- Scenario 2: the above, plus Ashley Road South Masterplan proposals and other consented schemes; and
- Scenario 3; All of the above, plus Argent's proposals to the south and the massing parameters of the wider Tottenham Hale DCF in place.

6.6.19 The assessment has considered the natural light conditions within the proposed development across all three scenarios above.

6.6.20 In terms of sunlight, the assessment shows 45% of the windows that require assessment for Annual Probably Sunlight Hours (APSH) would achieve the BRE Guide levels with existing conditions (Scenario 1), with 54% of windows achieving this for Winter Sunlight Probably Hours (WPSH). This would be marginally reduced with Scenario 2. While over half of the windows would fail to meet BRE Guideline figures, the vast majority of these windows are positioned below large balconies, evidenced by the fact that there is a higher level of winter sun when the sun is lower in the sky. Meanwhile the balconies themselves would benefit from high levels of sunlight. Considering the amenity benefit of the balconies, the high level of winter sun, the urban location and the high levels of daylight. These figures are considered to be acceptable.

6.6.21 Assessing the proposed development in the case of Scenario 3, only 25% of windows achieve BRE Guidelines for APSH and WSPH. However, of the windows that fall below the BRE Guidelines, the majority are either bedrooms where direct sunlight is noted in the BRE Guidelines as less important or they form secondary windows positioned below balconies to rooms that have one or two additional windows that achieve acceptable levels of sunlight. Considering this the level of sunlight achieved in this scenario is considered to be acceptable in this case.

6.6.22 Average Daylight Factor (ADF) and Daylight Distribution (DD) results for the proposed accommodation demonstrate that 86% and 99% respectively of the habitable rooms assessed within the development would achieve the BRE Guide levels for their respective room types, which is a high level of compliance. This drops to 61% and 77% respectively for Scenario 2 and 53% and 40% for Scenario 3, however in both scenarios there are a high number of relatively minor failures. Taking this into account it is considered that the ADF and DD would be at acceptable levels.

6.6.23 Officers are of the view there is a good level of compliance with the guide levels for a high density urban development project in London, having regard to the flexible, suburban basis of the BRE Guidance and the potential quality of the

accommodation. The proposed residential units are therefore considered to be acceptable from a daylight/sunlight perspective.

Overheating

- 6.6.24 London Plan Policy 5.9 seeks to reduce the impact of the urban heat island effect in London and encourages the design of places and spaces to avoid overheating and excessive heat generation. Major development proposals are expected to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs. New development in London should also be designed to avoid the need for energy intensive air conditioning systems as much as possible.
- 6.6.25 Modelling of the layouts has been undertaken by the applicant which suggests that the kitchen/living rooms would not be subject to overheating. However, the modelling suggests that the north facing bedrooms could potentially overheat between the hours of 10:00pm and 7:00am for a maximum of 10% of the year. However, this is based on the assumption that windows would be limited to a 10% opening due to these windows opening onto the communal external corridor.
- 6.6.26 However, the submitted Overheating Assessment does not include full modelling, inclusive of future weather files, risk mitigation and occupancy levels.
- 6.6.27 Subject to a condition securing this information, the proposal is considered to be acceptable.

6.7 Development Impact to Adjoining Occupiers

Outlook and Privacy

- 6.7.1 To the north, the windows of the proposed residential units would face onto a deck access at second floor level and above, with an outlook over the Ashley Link and would be set over 20 metres from the windows in the approved Ashley Gardens (Ref: HGY/2018/2353) development. To the west the proposed units would face onto Down Lane Park, while to the east the new units would face over Ashley Road towards the proposed buildings at Berol Yard, located over 20 metres away. Due to the substantial separation distances to neighbouring buildings and the outlook over public space and highways, the proposal would not result in overlooking or a lack of privacy to the neighbouring occupiers to the north, east and west.
- 6.7.2 To the south of the site is a row of two storey terrace houses with rear facing windows at first floor level. These windows are located a minimum of between 15.4 metres increasing to over 22 metres from the rear windows of the western

element of the proposed development, with the edge of the proposed balconies located 2 metres closer to the neighbouring windows.

- 6.7.3 It should be noted that although the closest window in the existing terraced row would be within 15.4 metres, these windows are in a single first floor window at the end of an outrigger at each property, with the other rear windows set back an additional 4 metres. Furthermore, due to the orientation of the terraced row of dwellings the rear windows are set at an angle to those in the proposed development, which reducing the level over overlooking as the row projects to the east. This area is being developed into an urban District Centre, where such conditions are typical and considered to be acceptable.
- 6.7.4 By reason of the orientation, the urban nature of the area, the mutual overlooking of rear gardens experienced currently and the open aspect to the west of these neighbouring properties across Down Lane Park, it is considered that the proposed development would not result in a significant loss of privacy or overlooking.
- 6.7.5 The proposed 'Ashley Road West' development to the south (application ref: HGY/2018/2223), which has a Planning Committee resolution to grant planning permission subject to conditions and a legal agreement (Planning Sub-Committee 10th December 2018) includes a number of residential windows facing toward the application site. These windows would either be at oblique angles or located over 23 metres from the windows in the proposed development, such that there would be no overlooking or loss of privacy.
- 6.7.6 The southern projection of the proposed building has been designed blank as this would face immediately onto a similar height blank wall at the proposed Ashley Road West site immediately to the south.

Daylight/Sunlight to Adjoining Occupiers

- 6.7.7 The application includes daylight, sunlight and overshadowing assessments (dated December 2018) and considers the impacts of the proposed development on residential receptors at existing, consented and proposed development, modelling three scenarios as detailed below:
- Scenario 1: Existing buildings (at Hale Road) with application proposal;
 - Scenario 2: the above, plus Ashley Road South Masterplan proposals and other consented schemes; and
 - Scenario 3; All of the above, plus Argent's proposals to the south and the massing parameters of the wider Tottenham Hale DCF in place.

Daylight

- 6.7.8 18% of the 44 existing neighbouring windows requiring assessment at 1-21 Hale Road are shown as achieving the guide levels for Vertical Sky Component (VSC) with the proposed development in place. Of the 36 windows which failed the BRE Guideline figures, 9 of these were marginal fails. If these marginal fails were included with the windows that pass the figure of acceptable levels of VSC would increase to 38%. Furthermore, a further 13 windows which show a high percentage change in VSC levels are at such low existing levels that any change represents a significant percentage change, whereas in reality the level of change may not be perceivable.
- 6.7.9 In Scenario 2 the VSC figures remain largely unchanged from Scenario 1, while in Scenario 3 these figures are marginally decreased, such that it would not be considered to then be unacceptable.
- 6.7.10 32% of the 44 neighbouring windows requiring assessment are shown as achieving the BRE Guideline levels for Daylight Distribution (DD) with the proposed development in place. Of the 30 windows which failed the BRE Guideline figures, 5 of these were marginal fails. If these marginal fails were included with the windows that pass the figure of acceptable levels of DD would increase to 43%. In Scenario 2 and 3 the DD figures remain largely unchanged.
- 6.7.11 The results of the daylight assessment demonstrate that many of the assessed windows at the properties at 1-21 Hale Road would fall below the BRE Guideline figures. However, it should be noted that a number of the existing windows assessed at these properties are set within deep recesses formed by two storey outriggers, which have existing extremely low daylight/sunlight levels. Currently these properties benefit from a largely unobstructed outlook over undeveloped parkland and the open hardstanding of the existing application site, such that any proposed development in line with the AAP and District Centre Framework would result in disproportionately large changes in daylight/sunlight levels.
- 6.7.12 The assessment of Scenario 2 shows that for the two buildings forming the Ashley Gardens sites there would be a pass rate of 78% (Building 2) and 72% (Building 2A) for VSC and 81% and 77% for DD. Assessing the Berkeley Square Development (Berol Yard) shows that 100% of windows would achieve the BRE Guideline levels for VSC and DD. In Scenario 3, the impact on these buildings remains largely the same, with some improvements some improvement in daylight levels. These are high levels of compliance for an urban development project and are considered to be acceptable.
- 6.7.13 As the Argent SDP development is located a considerable distance to the south of the site, to assess the potential impact of the proposal on this development the applicant has carried out a daylight façade assessment. This demonstrates that there would be no impact on the Argent development from the proposal, largely due to its location south of the application site.

6.7.14 The assessment concludes the scheme would deliver acceptable levels of daylight that is similar to other high density urban development projects of this scale and character.

Sunlight

6.7.15 The results of the sunlight assessment demonstrate that all five of the windows assessed at 1-21 Hale Road would comply with the BRE guide levels for annual and winter sunlight with the proposed development in place (100% compliance). The developments effect on these neighbouring properties is therefore defined as negligible.

6.7.16 The two buildings forming the Ashley Gardens development there would have pass rates of 40% (Building 2) and 72% (Building 2A) for APSH and 63% and 66% for WPSH. As part of Scenario 3, these figures improve to 60% and 74% for APSH and 77% and 69% respectively for WPSH. While APSH for Building 2 in Scenario 2 would be relatively low, a large number of the rooms that will not comply are bedrooms where the BRE Guidelines state that sunlight is less important. Furthermore, a number of the failures do not show any change from existing levels and a number of the a higher percentage changes are due to extremely low existing levels of APSH where any change results in a significant percentage change, whereas in reality the level of change may not be perceivable.

6.7.17 The Berol Yard Development would maintain 100% of APSH and WPSH in both Scenario 2 and 3. The developments effect on these neighbouring properties is therefore defined as negligible.

Overshadowing

6.7.18 The overshadowing assessment shows that the proposed communal courtyard at the site would receive high levels of sunlight throughout the year. Although the proposed Ashley Link would receive lower levels of sunlight in the winter months due to the lower sun, in summer months this area would receive high levels of direct sunlight. As this space functions both as a through route and communal space, this is considered to be acceptable.

6.7.19 Therefore, it is considered that the degree of overshadowing of neighbouring amenity spaces would be acceptable.

Noise and Vibration Impacts

6.7.20 London Plan Policy 7.15 (Reducing and Managing Noise) states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. This policy also indicates that where it is not possible to achieve

separation of noise sensitive development and noise sources, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles. This approach is reflected in the NPPF, Saved UDP Policy UD3 and Policy DM1 and DM23.

6.7.21 The applicant has submitted an Acoustic Report dated December 2018 produced by WSP with respect to the above proposed development. The report considers the following potential impacts;

- Temporary noise and vibration arising from demolition, site preparation and construction activities associated with the proposed development;
- Noise arising from changes in road traffic attributable to the proposed development post-construction; and
- Noise from any fixed plant associated with the proposed development.

6.7.22 Given that noise intensive uses can currently operate from the site, the conversion of the site to predominantly residential use is considered to be an improvement in planning terms. The noise and disturbance impacts generated by future occupiers of the land are acceptable in planning terms. A condition is recommended relating to mechanical plant noise to protect the amenity of neighbouring occupiers.

6.7.23 Temporary noise and vibration due to demolition, site preparation and construction activities are further regulated by Enforcement Response (Noise) under sections 60, 61 of the Control of Pollution Act 1974.

6.7.24 Construction at development sites is restricted to the usual core construction site hours of 08:00 to 18:00 hours Monday to Friday and 08:00 to 13:00 hours on Saturday. Several additional safeguards exist to minimise the effects of construction noise and vibration; these would apply during construction works. These safeguards include:

- The various EC Directives and UK Statutory Instruments that limit the noise emissions of a variety of construction plant;
- The guidance set out in BS 5228, which covers noise and vibration control on construction sites;
- The powers that exist for local authorities under Sections 60 and 61 of the Control of Pollution Act 1974 and Section 80 of the Environmental Protection Act 1990 to control environmental noise and pollution on construction sites;
- A CEMP will be secured via condition for the proposed development, which would consider, amongst other things, the effects of noise and vibration.

Air Quality

- 6.7.25 The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMAs) is consistent with the local air quality action plan. London Plan Policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air quality. At the Local level, Policy SP7 states that in order to control air pollution developers must carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected in Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.
- 6.7.26 The site falls within the LBH Air Quality Management Area (AQMA) which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the Borough is road traffic and the site itself is surrounded by heavily trafficked roads.
- 6.7.27 The applicant has submitted an Air Quality Assessment, which details that amongst various other measures the proposed development will be car free and will connect to energy generation plant in the neighbouring Ashley House development to the north, which includes four 235kW boilers.
- 6.7.28 The assessment shows that pollutant concentrations are predicted to meet the UK Air Quality Strategy objectives in the majority of assessment location. Although there would be exceedances of NO₂ at three locations, the applicant's assessment concludes that given the magnitude of predicted annual mean NO₂ concentrations at these receptors and the conservative approach taken in the assessment, it is considered that, in reality, concentrations will be lower such that mitigation is not required.
- 6.7.29 For the construction phase, a qualitative assessment of the potential impacts on local air quality from construction activities has been carried out. This identified that there is a medium risk of dust soiling impacts and some increases in particulate matter concentrations due to construction activities. Officers agree that through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter releases would be significantly reduced. The residual effects of dust and particulate matter generated by construction activities on air quality are therefore considered to be negligible.
- 6.7.30 The Council's Environmental Officer has assessed the application and found that Performance against the Building Emission Benchmarks for NO_x emissions was found to be compliant, as was performance against the Transport Emission Benchmarks for NO_x and PM₁₀. Therefore, the Proposed Development is 'air

quality neutral'. Conditions are recommended relating to the installation of boilers and management and control of dust.

6.8 Open Space, Social and Community Infrastructure

- 6.8.1 The London Plan includes a number of policies relating to social infrastructure. The overarching policy is 3.16 which states adequate provision for social infrastructure is particularly important in areas of major new development and regeneration.
- 6.8.2 A review of the NHS Choices register indicates there are currently 11 GP surgeries within the North East Locality of Haringey CCG, where the proposed development site is located. Additionally, the Strategic Development Partnership development to the south (ref: HGY/2018/2223) includes the provision of a new health centre which will provide 10 additional GPs to the immediate locality, which will further support the residents of the proposed development.
- 6.8.3 The review of the Haringey's School Place Planning Report 2018 indicates 15 primary schools in close proximity. The closest of these schools are Harris Academy Tottenham, Welbourne, The Green CE Primary School (formerly Holy Trinity) and Ferry Lane Primary School.
- 6.8.4 Data from the latest available Haringey School Place Planning report (2018) show that 5,984 pupils are currently enrolled in the primary schools in Planning Area 4 with an overall capacity for 6,465 pupils allocated to these schools. This indicates primary schools in the local impact area are presently operating with surplus capacity, with 481 spaces remaining. With regards to the four primary schools situated in closest proximity to the proposed development site as outlined above, these schools currently have 973 pupils on roll as at mid-2018 with capacity for 1,200, a surplus of 227.
- 6.8.5 In September 2018 some 8 additional one-off "bulge" classes were added to secondary schools across Haringey* in order to meet the demand for Year 7 places coming from pupils within and outside Haringey. Current projections suggest that demand for Year 7 places will stay broadly at the same level (circa 2,700-2,750) for 3-4 years. The Council are therefore seeking to boost capacity across the secondary schools estate in order to cope with this additional need. Longer term projections based on smaller cohorts currently moving through the primary schools suggest that this additional demand is unlikely to be sustained enough to warrant a new school.
- 6.8.6 London Plan Policy 3.5 states the design of all new housing developments should enhance the quality of local places, taking into account physical context and provision of, public, communal and open spaces, taking particular account of the needs of children, disabled and older people.

- 6.8.7 Tottenham Hale is subject to high levels of new development, which results in an influx of new residents. The currently approved development within Tottenham Hale include onsite improvements to public realm, publicly accessible space and play space, and to date these schemes have contributed £3,233,743 towards open space, £740,670 towards public realm and £1,568 towards play space improvements within the area. In addition to this, the proposal would contribute £360,000 towards open space and the Argent development has a resolution to grant with a contribution of £906,670 towards public realm improvements and £51,300 towards play space. This would result in total contributions of £5,156,208 to provide improvements to the public space, open space and playspace within Tottenham Hale to ensure there is sufficient public space for new residents.
- 6.8.8 As previously noted, the proposal would provide a new area of public space, known as Ashley Link, which forms part of the wider green grid envisaged in the Tottenham AAP. This new public space, together with the other approved areas of public space and public realm improvements will collectively provide a greater quantum and quality of publicly accessible space, planting and playspace across this part of Tottenham, all while connecting the boroughs existing and improved open spaces. Provision for the landscaping, re-design and remodelling of entrances into Down Lane Park are included within the proposed Heads of Terms.
- 6.8.9 Considering the level of provision of playspace and landscaping within the proposal, the introduction of the Ashley Link, the extensive improvements to public realm, publicly accessible space and playspace within the immediate locality and the level of contributions received towards wider improvements within Tottenham Hale, adequate provision is made for open space for the level of new residents to the area.
- 6.8.10 Overall, adequate provision is made for open space, social and community infrastructure, consistent with local and strategic plan policies.

Trees

- 6.8.11 The application site does not include any trees, however, there are 8 trees in close proximity to the south and west boundaries of the site. The applicants submitted Arboricultural Assessment details that none of these trees are proposed to be removed as part of the application.
- 6.8.12 All of the trees can be retained through the use of appropriate protection measures including ground protection, tree protection fencing and no dig construction. It should be noted that the removal of hardstanding within the root protection area of a number of these trees may result in improved conditions. However, the proposal would require some pruning for the future success of these trees and to ensure that the development does not cause unnecessary

pressure on these trees going forward. It is considered that the impact on existing trees can be suitably mitigated.

6.8.13 There are two additional trees located close to the northern edge of the site that form part of the neighbouring site, Ashley House, to the north. These trees were assessed under planning application at HGY/2016/4165 and were detailed to be retained and protected during construction.

6.8.14 A condition is recommended requiring the tree protection measures to be implemented during construction.

6.9 Transportation and Parking

6.9.1 The existing vehicular access to the site is from Ashley Road, which connects to Burdock Road, Watermead Way and Hale Road. Other nearby roads which are not part of the local Highway Authority are: Monument Way and part of the Transport for London Road Network (TLRN), and A10 High Road part of the Strategic Road Network (SRN).

6.9.2 The development site is highly accessible with a score of Public Transport Accessibility Level (PTAL) 6a. PTAL ranges from 1 (described as 'very poor') to 6B (described as 'excellent'). There are six bus routes (41, 230, W4, 123, 76, 192) included in the PTAL calculations, and Tottenham Hale rail and underground station is within 280 metres of the site.

Trip Generation

6.9.3 Trip Generation methodology was agreed with the Council as part of a Transport Assessment Scoping Report. Given the car-free nature of the development, a low vehicle trip generation is anticipated and means that the development would not create any material impacts on the surrounding highway network. The forecasted trips by public transport represents a very small proportion of the overall capacity of public transport services and it is noted that Transport Officers are satisfied that the development would have minimal impacts on public transport. To put this into perspective, the additional development bus trips represents less than 0.004% of overall bus capacity. The additional trips by underground are insignificant in terms of overall capacity of rail and underground services through Tottenham Hale Station.

6.9.4 The Transport Assessment has demonstrated to the Transport Officer's satisfaction that the additional trips generated by the development can be accommodated within the capacity of the local public transport services with nil detriment and no material impacts on the highway impacts will be created.

Car Parking

- 6.9.5 The proposed development would be car free, with the exception of 3 wheelchair accessible parking spaces.
- 6.9.6 Policy T6 of the emerging Draft London Plan indicates that car-free is the starting point for all developments which are (or will be) well-connected.
- 6.9.7 In accordance with Policy 3.8 of the London Plan, 10% of the dwellings (10 units) in the development are proposed as wheelchair user dwellings. The Mayor of London's Housing SPG standards detail that all designated wheelchair accessible units should have a parking space. As such, if all of these units were occupied by disabled users the policy requirement for accessible car parking spaces would be 10.
- 6.9.8 Three wheelchair-accessible car parking spaces would be provided at ground floor level within a secure parking area on the south side of the site. These would be accessed from Ashley Road. These parking spaces would be dedicated residential spaces, with the commercial unit sharing one of the previously approved wheelchair accessible spaces within the Ashley Link. The submitted landscape plans details that four further potential wheelchair accessible parking spaces would be safeguarded within the southern part of the site should a planter be removed. This would be further detailed in the landscape plans to be submitted to the Council.
- 6.9.9 Although each wheelchair accessible unit would not be provided with a car parking space, the Draft London Plan requires one car parking space per dwelling for 3% of dwellings, which the proposal would be in accordance with. Furthermore, it is accepted that not all wheelchair adaptable units would usually be occupied by disabled occupants at any one time and therefore the demand for accessible parking spaces is likely to vary over time.
- 6.9.10 It should also be noted that demand for accessible parking spaces is likely to be significantly lower than usual for a development within a highly urbanised location with very good public transport access. It should be noted that Tottenham Hale Station is a fully accessible station and is located within 200 metres of the site. Therefore, it is accepted that not all wheelchair adaptable dwellings would require a car parking space at all times. As such, the provision of three car parking spaces, with four additional safeguarded spaces, is acceptable.
- 6.9.11 Policy T6 of the emerging new London Plan indicates that car-free is the starting point for all developments which are (or will be) well-connected. Other than for occupants with disabilities, the proposed development would be 'car-free', where no parking spaces are provided off-street and access to on-street parking is restricted by limiting access to parking permits for future occupiers (but not for occupants of the wheelchair accessible units). This approach is considered acceptable in this highly accessible location. The arrangement would be

supported via a range of sustainable transport methodologies secured through legal agreement including a residential travel plan and car club membership provision, amongst other measures.

Cycle Parking

- 6.9.12 The proposal includes a total of 190 cycle parking spaces, 183 long stay and 7 short stay. 175 long stay spaces are provided for residential use in two dedicated cycle stores located in each of the residential cores. 162 of these residential cycle spaces are in the form of two-tier cycle racks, with 10 spaces in the form of Sheffield stands for larger bikes and 3 spaces for extra-large cargo bikes.
- 6.9.13 One (1) long-stay cycle parking space is provided for the commercial unit, within the unit itself. Seven (7) short-stay cycle parking spaces are provided in the public realm, for visitors to the residential and commercial uses.
- 6.9.14 The level of cycle parking meets the Draft London Plan requirements and as such is accepted. A condition is recommended requiring further details of all cycle parking to be submitted prior to implementation of development.

Alterations to the Existing Public Highway and Proposed Links

- 6.9.15 There are several competing requirements for the limited space along Ashley Road which require careful consideration as part of wider proposals, one of which is, facilitating loading and meeting the needs for visitors parking who are Blue Badge holders. Blue badge holders can park for up to three hours on yellow lines, except where there are restrictions on loading or unloading. As existing, some sections of the existing Ashley Road are appropriate for visitors, but not for all day parking required for disabled residents.
- 6.9.16 The proposed southern vehicular access to the site from Ashley Road would conflict with a currently proposed on-street loading bay for the site immediately to the south, Ashley Road West. However, the Council will manage the design of access and improvements to the highway adjoining the site, and indeed to the wider Ashley Road. It is anticipated that Ashley Road will have different parking and loading restrictions, which will be incorporated as part of the detailed design. Because this is a public highway, allocation of sections on Ashley Road can be adjusted in accordance with demand.
- 6.9.17 The Council will manage the design of Ashley Road, inclusive of access, loading and parking, and as such a Section 278 agreement with the applicant will be required to ensure that this is carried out successfully.
- 6.9.18 The proposal includes the Ashley Link, a new pedestrian/cyclist link, connecting Down Lane Park with Ashley Road. The link will prohibit vehicular access

except for access to wheelchair parking spaces, refuse/recycling collection and for emergency vehicles. The link has previously been approved through Planning Permission Ref: HGY/2016/4165. Ashley Link will not be adopted by the local Highway Authority but permanent public access to Ashley Link must be secured through the S106 agreement. It must also be constructed to withstand the largest vehicle load, and maintained by the developer, thereafter. Whilst this link has already been permitted, it is proposed to secure the provision of the link as part of this application should the approved development at Ashley House not be forthcoming.

Parking Restrictions on the Public Highways

6.9.19 In order to monitor potential parking displacement following the occupation of proposed development, specific S106 contributions are required to undertake a parking stress study. The S106 heads of terms include a contribution of £5,000 towards an assessment and analysis of parking stress in the vicinity. The contribution will be payable upon implementation. In the event the findings suggest there has been an increase in parking stress in areas which are not within the Controlled Parking Zone (CPZ), or the timing of parking restrictions are not appropriate, then CPZ modifications may be required. Any changes would be subject to public consultation.

Travel Plan

6.9.20 A Framework Travel Plan (TP) is included as part of the submission, incorporating provisions for the residential element of the proposal. A detailed Travel plan will be secured via the recommended conditions and a S106 agreement, ensuring that this is submitted 6 months prior to occupation and that Travel Plan targets are appropriately monitored.

Delivery and Servicing Plan

6.9.21 A Delivery and Servicing Plan (DSP) is included in the submission, which details arrangements for freight, the location where delivery and servicing will be undertaken and the anticipated number of delivery and servicing trips. Transport Officers are satisfied that the expected number of delivery and servicing trips is acceptable.

6.9.22 This is detailed to take place on the southern side of the Ashley Link (the north side of the proposed building), the principle of which has previously been approved as part of the planning permissions (ref: HGY/2016/4165) for the site to the north. However, as the Ashley Link serves both the proposed development and the consented site to the north, a revised Delivery and Servicing Plan that sets out the delivery and servicing arrangements for both sites will need to be submitted to the Council for approval, prior to development. The final DSP will need to include a swept path analysis for the largest vehicles

expected to access Ashley Link, in order to demonstrate that the proposed access is adequate and that servicing vehicles can enter, turn and leave the site in a forward direction. A condition is recommended requiring details to be submitted.

6.9.23 A limited amount of delivery and servicing is expected to take place on Ashley Road, but this will be undertaken within the parking restrictions and is not expected to create any issues.

Refuse and Recycling

6.9.24 The proposal would have two residential refuse/recycling stores, one in each residential core access, and a commercial bin store. The Councils Waste Management Officers have confirmed that the level of waste storage in the development is sufficient to meet requirements.

6.9.25 The commercial waste storage space is separate from the residential part of the development collections would be carried out by a private service providers.

6.9.26 The level of provision is considered to comply with relevant policies.

Construction Logistics Plan

6.9.27 The proposal includes a Construction Logistic Plan (CLP) but an updated Plan will be required closer to construction, once full details are known. A condition is recommended requiring this to be submitted on the legal agreement secures a CLP monitoring contribution of £20,000.

6.10 Flood Risk and Drainage

6.10.1 The site is located within Flood Zone 2 and is therefore considered to have a medium risk of flooding. The key area of assessment is in relation to surface water drainage.

6.10.2 London Plan (2016) Policy 5.13 (Sustainable drainage) and Local Plan Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

6.10.3 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.

- 6.10.4 The potential for impacts of the proposed development on water resources and flood risk have been identified and is supported by a Flood Risk Assessment ('FRA'). The FRA assesses flood risks from all potential sources and investigates the potential for the development to increase flood risk elsewhere taking into account the potential impact of climate change. The FRA includes a Drainage Strategy; the Strategy includes the use of Sustainable Urban Drainage Systems (SuDS).
- 6.10.5 Development should target a Greenfield run-off rate of 0.71 litres per second (l/s). Although the proposal would achieve 5 l/s, this is a significant betterment of 85% compared to the existing site. Volumetric runoff will in fact be reduced through an increase in permeable areas, the provision of a blue/green roof and permeable sub-base storage. The Drainage Strategy has been designed to manage a rainfall event up to a 1:100 year return period including a climate change allowance which will help in reducing the risk of flooding in the area and for the residents and occupants of the surrounding areas. Surface water runoff discharged into the public drainage network is therefore likely to reduce both in terms of volume and of peak therefore having a positive, although limited effect on public surface water sewer capacity (i.e. potentially less flooding in the wider area).
- 6.10.6 The Council's Senior Drainage Engineer has assessed the scheme and acknowledges that due to the constrained nature of the site the 85% betterment is acceptable in this case. Thames Water and the Environment Agency do not raise any objection to the scheme subject to conditions are recommended requiring further details of the substrate depth of the green roof and flow paths to be submitted to ensure that the development is acceptable in Flood Risk and drainage terms.

6.11 Energy and Sustainability

- 6.11.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a zero carbon target beyond Part L 2013 of the Building Regulations.
- 6.11.2 The London Plan also sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists in close proximity to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered. The Council's Planning Obligations SPD (October 2014) indicates that a non-

financial obligation may be secured with respect to demonstration of connection to the district energy network by way of a planning obligations agreement pursuant to S106 of the TCPA 1990.

6.11.3 Under Policy TH5 the site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22. While the proposal does not include a future on-site DEN connection, it is proposed to connect to the energy centre at the neighbouring development, which is being undertaken by the same developer and would provide for a future connection to DEN.

6.11.4 The applicant has submitted an Energy and Sustainability Statement Energy prepared by Calfordseaden, dated December 2018. The statement indicates that the proposed development will exceed the 2013 Building Regulations targets by 14.1%.

6.11.5 New development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Council's Local Plan. A consideration of the applicant's proposed energy strategy pursuant to the Mayor's Energy Hierarchy is below.

Energy - Lean

6.11.6 The scheme delivers a 1.5% carbon reduction through lean (energy efficiency measures).

Energy - Clean

6.11.7 The proposal will connect to the energy centre at the approved development at Ashley House (application ref: HGY/2018/2353), which will then connect to the DEN once the infrastructure is in place. In view of the interim nature of the strategy and commitment to connect to the DEN via the neighbouring development (secured via planning agreement) this approach is considered to be acceptable.

6.11.8 Planning conditions and Heads of Terms regarding a DEN connection are contained in Section 9. The planning conditions includes the following requirements:

- Production of an updated site-wide energy strategy including a demand assessment;
- Securing the reduction in energy demand through energy efficiency measures;
- Connection to the Energy Centre at Ashley House

- Where Ashley House is not brought forward the provision for connection to a DEN;
- Inclusion of renewable energy technology to offset CO2 emissions;
- Any shortfall in carbon offsetting required to ensure policy compliance (as set out in London Plan Policy 5.2) will be offset at £60 per tonne and should be given to the Council upon commencement on site based on an up-to-date assessment of carbon emissions;
- Overheating Mitigation Plan to be submitted and approved by the LPA in advance of the main works commencing.

6.11.9 This delivers a further reduction of 47.6 tonnes in CO2 emissions.

Energy - Green

6.11.10 The applicant has included Solar PV panels providing 39kWp as a renewable contribution. This technology delivers a further reduction of 12.7 tonnes in CO2 emissions.

6.11.11 In addition, to bring the proposals in line with policy (LP 5.2), the developer will be required to offset the shortfall against target emissions at a cost of £60 per tonne. The value of this offsetting is currently £77,697.00. This will also be secured via planning agreement.

6.11.12 Overall, the target carbon emissions for the proposed development are calculated to be 43.2 tonnes CO2 per annum. A planning condition is proposed to secure the savings outlined. The proposals provide an appropriate interim solution to meeting the energy needs of the site prior to implementation of the District Energy Network. This provides sufficient flexibility for future connection, subject to being secured via planning agreement, as recommended within this report and Heads of Terms.

6.12 Land Contamination

6.12.1 Policy DM32 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors. The applicant has submitted a Geo-Environmental Site Assessment for the site by RSK Environment Ltd.

6.12.2 The site has a long history of industrial use and has been subject to contaminative activities. The site itself is underlain by the relatively impermeable Enfield Silt Member and then subsequently by the Kempton Park Gravel Formation (Secondary (A) Aquifer). Beneath this is the London Clay Formation (unproductive stratum) overlying the Thanet Formation, Lambeth Group (both Secondary (A) Aquifers) and the White Chalk Subgroup (Principal Aquifer). It is

likely that Made Ground is present onsite owing to its historical use as a factory and current commercial use.

6.12.3 These contaminants are anticipated to pose a Low to Moderate risk to future site users, such as residents and visitors. The risk to future construction and ground workers has not been assessed due to this being addressed via the construction health and safety plan.

6.12.4 The Council's Environmental Health Officer (Pollution) has assessed the proposal and raises no objections subject to the imposition of standard conditions around investigative work, risk assessment and land remediation on any grant of planning permission. These standard conditions are recommended for imposition and are contained in Section 9.

6.13 Health Impact Assessment (HIA)

6.13.1 The purpose of the HIA is to identify, assess and present any potential effects on the health of the population arising from the proposed mixed-use development, and to identify any interventions or mitigation measures required to minimise potential adverse effects on health and inequalities and optimise the beneficial impacts of the development. The HIA is intended to assist in considering the planning application and positively influence the development of the Environmental Impact Assessment.

6.13.2 Although the proposal falls below the threshold for a full HIA to be submitted, the application has been assessed by the Council's Public Health Team. They have commented that the level of affordable housing provision is acceptable, whilst the under 5 playspace is welcomed. Concerns have been raised regarding construction management and Secure by Design details. Conditions are recommended requiring a Construction Environmental Management Plan and Secured by Design accreditation to ensure that these are adequately addressed.

6.14 Equalities

6.14.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.14.2 The proposed development would engage primarily with people with protected characteristics around physical access and have been designed to

contemporary Building Regulations. The proposed development would offer step free access throughout including all entrances to private and affordable housing, as well as commercial spaces. All floors of the residential accommodation would be served by two lifts. All residential units would be built to Part M4 (2) 'accessible and adaptable dwellings' and 10% will be built to Part M4 (3) 'wheelchair user dwellings' of Building Regulations.

6.14.3 The proposed development would be likely to provide a range of socioeconomic and regeneration outcomes for the Tottenham Hale area including the provision of new housing including affordable housing to increase affordability and reduce overcrowding. It would also result in local employment impacts including displacement of existing employment but the generation of construction employment and new employment opportunities to the benefit of all priority groups that experience difficulties in accessing employment.

6.15 Fire Safety

6.15.1 Fire safety is not a planning matter and it is usually assessed at Building Regulations stage along with other technical building requirements relating to structure, ventilation and electrics, for example.

6.15.2 The London Fire Service has considered the proposal and specifically the Fire Strategy Report. They have commented that they are satisfied with the proposal.

7. Conclusions

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

- Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential-led mixed-use development. The application forms an important step in the regeneration of Ashley Road South, in support of Site Allocation TH5.
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within the Upper Lee Valley Opportunity Area; the Tottenham Area Action Plan and the Tottenham Housing Zone all of which envisage transformational change.
- The affordable housing proposal of 41% will make a significant contribution to meeting the portfolio approach to the management of affordable housing within the Tottenham Hale Housing Zone, and contributing to a mixed and balanced

new residential neighbourhood. The overall tenure balance is accords with the portfolio approach and is acceptable.

- Taking into account the wider approach to employment re-provision across the Site Allocation TH5, the overall balance of employment floorspace is considered to be acceptable.
- The height and design of the proposal is appropriate within the local context
- The density of the development equates to a maximum of 174 units per hectare if the scheme's maximum parameters are built out. This is in accordance with the density range within the London Plan's indicative range for 'urban' sites with a PTAL of 5-6a.
- The site is highly accessible, being located close to Tottenham Hale Station. The site is also adjacent to a significant open space in the form of Down Lane Park with Lee Valley Regional Park in close proximity. The proposed building presents the opportunity for a good housing mix and balance of residential units having regard to local need and site specific characteristics contributing to the creation of a mixed and balanced community.
- The scheme will make a significant new contribution to the quality of the public realm, facilitating the enhancement of Ashley Road as a new central spine and delivering a significant new east-west route from Down Lane Park to Ashley Road all of which weigh heavily in favour of the scheme.
- The development, subject to s.106 provisions to secure remodelling of access to Down Lane Park, will relate positively to the adjacent Down Lane Park, providing new and improved pedestrian & cycle links.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.
- Following a request from officers, the applicant has provided additional information in respect of fire safety. London Fire Brigade have confirmed the details are acceptable.
- The transportation impacts to the scheme are acceptable. The scheme will not generate a significant increase in traffic or parking demand and a car free scheme is acceptable. The provision of cycle storage is policy compliant.
- The applicant has committed to a future district energy connection through the neighbouring development. Taking into account the proposed S106 obligations,

the design of the scheme is considered to be sustainable. The issues of flood risk, drainage, land contamination and waste storage are able to be addressed by the imposition of conditions.

- The proposal, subject to appropriate planning conditions, will incorporate SUDs and would not increase flood risk and is considered to be a sustainable design.
- The proposals are not considered to give rise to any adverse equalities impact upon the protected characteristics of any individual or group and the operational phase of the proposal is assessed as being beneficial in the long-term.

8 COMMUNITY INFRASTRUCTURE LEVY (CIL)

8.11.1 Based on the information given on the plans, the current Mayoral CIL charge will be £204,696 and the Haringey CIL charge will be £87,727. This is an estimated figure based on the plans and will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. It should be noted that the Mayor of London's CIL will be raised on 1st April 2019 and as such the Mayoral CIL charge above would increase. The applicant may apply for relief as a Registered Provider of social housing following on from the grant of planning permission.

9 RECOMMENDATIONS

9.11 GRANT PERMISSION subject to the following conditions:

10 CONDITIONS AND INFORMATIVES

CONDITIONS

COMPLIANCE	
1	Development in accordance with approved drawings and documents
	<p>The development shall be completed in accordance with the approved plans and documents except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.</p> <p>Plans and Drawing Numbers:</p> <p>Site Location Plan ASP-AHR-B1-00-DR-A-10-100 Block Plan ASP-AHR-B1-00-DR-A-10-101 Demolition Plan ASP-AHR-B1-00-DR-A-10-102 Proposed Site Plan ASP-AHR-B1-00-DR-A-10-103 Proposed Ground Floor Plan ASP-AHR-B1-00-DR-A-20-001</p>

Proposed First Floor Plan ASP-AHR-B1-01-DR-A-20-002
Proposed Second Floor Plan ASP-AHR-B1-02-DR-A-20-003
Proposed Third Floor Plan ASP-AHR-B1-02-DR-A-20-004
Proposed Fourth Floor Plan ASP-AHR-B1-02-DR-A-20-005
Proposed Fifth Floor Plan ASP-AHR-B1-02-DR-A-20-006
Proposed Sixth Floor Plan ASP-AHR-B1-06-DR-A-20-007
Proposed Seventh Floor Plan ASP-AHR-B1-06-DR-A-20-008
Proposed Roof Plan ASP-AHR-B1-08-DR-A-20-009
Proposed North and East Elevation and Section ASP-AHR-B1-00-DR-A-20-020
Proposed South and East Elevation and Section ASP-AHR-B1-00-DR-A-20-021
Landscape Drainage and Levels 501-CLA-XX-GF-DR-L-4000
Landscape General Arrangement 501-CLA-XX-GF-DR-L-1000
Landscape Softworks Plan 501-CLA-XX-GF-DR-L-5000

Documents:

Acoustic Report – WSP (Ref: 70045903-AC1 dated December 2018)
Air Quality Assessment – WSP (Ref: 70045903-AQ1 dated December 2018)
Detailed Arboricultural Report – WSP (Ref: 70045903-AR1 dated November 2018)
Geo-Environmental Site Assessment – RSK (Ref: 27663 R01 (00) dated February 2015)
Design and Access Statement (dated 20th December 2018)
Planning Statement – Lichfields (dated December 2018)
Construction Logistics Plan – WSP (Ref: 70045903-CLP dated December 2018)
Daylight/Sunlight/Overshadowing Assessment – Lichfields (Ref: dated December 2018)
Delivery and Servicing Plan – WSP (Ref: 70045903-DSP dated December 2018)
Energy Strategy Report and Sustainability Statement – Calfordseaden (Ref: G39/L180202 dated December 2018)
Flood Risk Assessment and Drainage Strategy – Waterman (Ref: STR14205 WIE13484-100-4-2-1-FRA dated December 2018)
Ground Investigation Specification - Waterman (Ref: dated 3rd June 2018)
Overheating Assessment – Calfordseaden (Ref: G39/L180202/FV Rev 01 dated December 2018)
Statement of Community Involvement – Lichfields (dated December 2018)
Transport Statement – WSP (Ref: 70045903-TS dated December 2018)
Framework Travel Plan – WSP (Ref: 70045903-FTP dated December 2018)

REASON: In order to ensure the development is carried out in accordance with the approved details and for the avoidance of doubt.

2	<p>Commencement</p> <p>The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.</p> <p>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.</p>
3	<p>Accessibility</p> <p>All the residential units will be built to Part M4(2) 'accessible and adaptable Dwellings' of the Building Regulations 2010 (as amended) and at least 10% (10 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.</p> <p>REASON: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan 2016 Policy 3.8.</p>
4	<p>Satellite Dishes</p> <p>The placement of a satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal solution for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.</p> <p>Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.</p>
5	<p>Ventilation to A3 / A4 uses</p> <p>No activities within Use Classes A3 or A4 of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall commence until details of ventilation measures associated with the specific use concerned have been submitted to and approved in writing by the Local Planning Authority. The approved ventilation measures shall be installed and made operational before any A3 or A4 use commences and shall be so maintained in accordance with the approved details and to the satisfaction of the Council.</p> <p>Reason: To safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.</p>
6	<p>Development in Conformity with Sustainability Statement</p> <p>The development hereby approved shall be constructed and delivered to the</p>

	<p>U-values set out in the document Sustainable Strategy Report and Sustainability Statement prepared by Calfordseaden dated December 2018, and any energy strategy document thereafter approved.</p> <p>Reason: to mitigate the impacts of climate change in accordance with policies 3.2, 5.3, 5.5 of the London Plan (2016).</p>
7	Plant Noise
	<p>Noise arising from the use of any plant or associated shall not increase the existing background noise level (LA90,15mins) when measured (LAeq, 15mins) 1 metre external from the nearest residential or noise sensitive premises.</p> <p>REASON: To ensure the surrounding residential amenities are protected.</p>
PRE-COMMENCEMENT	
8	Land Contamination
	<p>Prior to the commencement of development, other than for investigative work and demolition:</p> <ul style="list-style-type: none"> a) Using information from previous assessments the proposed site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for its written approval. b) A Method Statement detailing the remediation requirements, using the information obtained from the site investigations, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. c) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p>
9	Construction Environmental Management Plan
	Prior to the commencement of development a Construction Environmental

	<p>Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall provide details of how demolition and construction works are to be undertaken and include:</p> <p>A)</p> <ul style="list-style-type: none"> i) The identification of stages of works; ii) Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays); iii) Details of all plant and machinery to be used during demolition and construction stage, including an inventory of all Non Road Non-road Mobile Machinery (NRMM); iv) Details of an Unexploded Ordnance Survey; v) Details of community engagement arrangements; vi) Details of any acoustic hoarding; vii) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); viii) Details of external lighting <p>B) The inventory of all NRMM shall be kept on site during the course of the demolitions, site preparation and construction phases of the development hereby approved. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation shall be made available to Local Authority officers as required until development completion.</p> <p>The works shall only be carried out in accordance with an approved CEMP.</p> <p>REASON: To safeguard residential amenity, protect areas of nature conservation interest and prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policies 7.14, 7.18 and 7.19 of the London Plan (2016) and Policy SP13 of the Haringey Local Plan (2013).</p>
10	<p>Air Quality and Dust Management</p> <p>No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust and including a Dust Risk Assessment, has been submitted and approved in writing by the Local Planning Authority. The plan shall be in accordance with the Greater London Authority's Dust and Emissions Control Supplementary Planning Guidance document (July 2014) and include a Dust Risk Assessment.</p> <p>REASON: To comply with Policy 7.14 of the London Plan 2016.</p>

11	<p>Piling Method Statement (Thames Water)</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>
12	<p>NRMM Details and Registration</p> <p>Prior to the commencement of the development details of all plant and machinery to be used at the demolition and construction phases shall be submitted to, and approved in writing by the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM.</p> <p>No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration shall be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>REASON: To protect local air quality and comply with Policy 7.14 of the London Plan.</p>
13	<p>Site Levels</p> <p>Prior to the commencement of the development (except demolition works) details of all existing and proposed levels on the site in relation to the adjoining properties be submitted to and approved by the Local Planning Authority.</p> <p>Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.</p>
14	<p>Tree Protection</p> <p>No development shall commence until a Tree Protection Plan has been submitted to the Local Planning Authority for its written approval demonstrating a protection methodology for the neighbouring trees proposed</p>

	<p>to be retained during construction that shall incorporate the installation of appropriately sized and located wooden hoardings secured to the ground to protect the trees from impact damage. Once approved the development shall be constructed in accordance with the approved details.</p> <p>REASON: In order to ensure the safety and well-being of the trees on the site during construction works that are to remain after building works are completed in accordance with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.</p>
15	Waste Management Scheme
	<p>Prior to the commencement of any superstructure works on the approved buildings, and notwithstanding the approved Delivery and Servicing Plan (prepared by WSP dated December 2018) details of an updated scheme setting out the collection and storage of waste and recycled materials shall be submitted in writing to and for approval by the Local Planning Authority.</p> <p>The updated scheme shall address:</p> <ol style="list-style-type: none"> 1) Waste and recycling collection frequency, following liaison with Haringey's Waste Management Team and Veolia (Haringey's waste service provider) 2) The cost implications of collection frequency to future occupiers 3) The management of waste on site, including bin rotation and storage layout 4) The collection storage areas <p>The details shall be implemented as approved prior to the occupation of the development for residential purposes, and maintained thereafter.</p> <p>Reason: to protect the amenity of the locality.</p>
16	Sound Insulation
	<p>Prior to the commencement of the development, details of a sound insulation scheme to be installed between the commercial premises on the ground floor and residential premises on the first floor shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be installed as approved prior to any commercial occupation of the site and shall be maintained thereafter.</p> <p>Reason: To protect the amenity of the locality.</p>
17	Bus Stands
	<p>Prior to the commencement of the development (excluding demolition works) a report and plans detailing the location and arrangements for delivering the replacement of the bus stands on Ashley Road shall be submitted and</p>

	<p>approved, in consultation with Transport for London. The development shall be carried out in accordance with the approved details and the bus stands on Ashley Road shall remain in situ until such time as the delivery of replacement stands has been agreed.</p> <p>REASON: To secure and deliver appropriate public transport infrastructure and to accord with London Plan Policy 6.2 Providing public transport capacity.</p>
18	Overheating
	<p>Prior to the commencement of development (excluding demolition) a revised Overheating Report shall be submitted to and approved in writing by the Local Planning Authority. Details in the report shall include, but not be limited :</p> <ul style="list-style-type: none"> - The location and units modelled - Occupancy levels in the units - Impact of future weather files and how this will be risk mitigated. <p>The development shall be carried out in accordance with the details approved and maintained as such thereafter.</p> <p>REASON: To ensure sustainable development and mitigate the impacts of climate change in accordance with policies 5.1, 5.2 and 5.3 of the London Plan.</p>
PRIOR TO ABOVE GROUND WORKS	
19	Materials
	<p>A schedule and samples of materials to be used for the external surfaces of the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority, and the approved materials shall be used in the implementation of the development and thereafter so retained.</p> <p>REASON: To safeguard the appearance of the development and the character of the area generally and to enable the Local Planning Authority to properly consider and control the development, having regard to Local Plan 2017 policy SP11 and policy DM1 of the Development Management DPD 2017 and the requirements of the National Planning Policy Framework 2018.</p>
20	Affordable Housing Strategy
	<p>Prior to commencement of above ground works an affordable housing strategy shall be submitted to and approved in writing by the local planning authority relating to the provision of a minimum of 41% Affordable Housing. The details set out in the strategy shall thereafter be implemented in accordance with the approved strategy, unless otherwise agreed by the Local Planning Authority. Such a strategy for each phase must include:</p>

	<ul style="list-style-type: none"> i) The overall percentage, numbers, tenure, affordability and location of the affordable housing provision to be made within the related phase; ii) The timing of the construction of the affordable housing; iii) The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing. <p>REASON: To secure details relating to the provision of affordable housing and accord with London Plan Policy 3.11 Affordable housing targets.</p>
21	Broadband Strategy
	<p>Prior to the commencement of any residential development, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of the site shall be carried out in accordance with the approved strategy.</p> <p>REASON: to accord with Site Allocation Policy TH5 and DM38 and DM54 that support the provision of broadband infrastructure and economic development objectives.</p>
22	Biodiversity Enhancement Plan
	<p>Prior to commencement of above ground works, a Biodiversity Enhancement Plan (BEP) shall be submitted to and approved in writing by the Local Planning Authority. The BEP shall include:</p> <ul style="list-style-type: none"> i) Integration of bird and bat boxes; ii) Details of native and ‘nectar rich’ landscaping; and iii) Soft landscaping management & maintenance. <p>The Biodiversity enhancement measures set out in the approved BEP shall be implemented and maintained as such thereafter.</p> <p>Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policies 7.18 and 7.19 of the London Plan (2015), Policy SP13 of the Haringey Local Plan (2013) and Saved</p>
23	Sustainable Urban Drainage
	Prior to the commencement of above ground works details of the design,

	<p>implementation, maintenance and management of the sustainable drainage scheme shall be submitted to, and approved in writing by the Local Planning Authority. Those details shall include:</p> <ol style="list-style-type: none"> 1. Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters; 2. Substrate depths of the Green Roof; 3. Details of replacement/repair works to pipe runs at the site; 4. Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant); 5. Flood water exceedance routes, both on and off site; 6. Surface water flow paths 7. A timetable for its implementation, and 8. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. <p>Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.</p> <p>REASON: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with Policy 5.13 of the London Plan.</p>
24	<p>Updated Energy Strategy</p> <p>Notwithstanding the submitted details and prior to the commencement of above ground works, excluding demolition and site preparation works, a revised energy strategy shall be submitted to and approved in writing by the Local Planning Authority. The Energy Strategy shall, unless otherwise agreed by the Local Planning Authority, be based on connection of the building to the energy centre at the approved development at Ashley House (application Ref: HGY/2018/2353). The strategy shall explore all reasonable options for improving the energy efficiency of the buildings and reducing carbon dioxide emissions in accordance with the energy hierarchy set out in London Plan policy 5.2 'Minimising carbon dioxide emissions'. The Strategy will comply with the targets and measures set out in London Plan (2016) Policy 5.2 and</p>

	<p>will be submitted using the format set out in the GLA guidance on Energy Strategies. The development shall be carried out strictly in accordance with the details approved.</p> <p>Reason: To ensure that the development hereby approved is energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2016.</p>
25	Sustainability Standards – Non-residential
	<p>Evidence that the commercial unit at the development hereby approved is registered with a BREEAM certification body and that a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated BREEAM level “Very good” shall be submitted to and approved in writing by the local planning authority prior to the commencement of the relevant works and a final certificate shall be submitted for approval to the Local Planning Authority within 6 months of the occupation of the development.</p> <p>REASON: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan (2016) and Policies SP0 and SP4 the Haringey Local Plan (2013).</p>
26	Green and Brown Roofs
	<p>Prior to the commencement of above ground development for the development hereby approved, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures shall be submitted to and approved in writing by the Council. The development shall accord with the details as approved.</p> <p>REASON: To ensure the provision of green and brown roofs in the interests of sustainable urban drainage and habitat provision in accordance with policies 5.11, 5.13 and 7.19 of the London Plan.</p>
27	Ultra Low NOx Boilers – Product Specification and Dry NOx Emissions Details
	<p>Prior to installation, details of the Ultra-Low NOx boilers for space heating and domestic hot water shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate dry NOx emissions not exceeding 40 mg/kWh. The boilers shall be installed in accordance with the approved details and maintained thereafter.</p> <p>Reason: To prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policy 7.14 in the London Plan</p>

	(2016).									
28	Cycle Parking Standards									
	<p>Prior to any superstructure works details of arrangements for cycle storage (including provision for a total of cycle parking spaces and means of enclosure for the storage area) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Transport for London (Borough Planning), and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter to the Authority's satisfaction.</p> <p>Reason: To ensure that adequate cycle storage facilities are provided and promote sustainable travel, in accordance with policy DM31 of the Development Management Development Plan Document 2017.</p>									
PRIOR TO OCCUPATION										
29	Internal Noise Levels									
	<p>The submitted Acoustic Report by WSP dated December 2018 states that with the specified recommended glazing and mechanical ventilation installed within the proposed residential units (with the windows closed) the following internal noise levels in accordance with BS8233:2014 will be achieved:</p> <table border="1" data-bbox="295 1041 1386 1228"> <thead> <tr> <th>Time</th> <th>Area</th> <th>Maximum Noise Level</th> </tr> </thead> <tbody> <tr> <td>Day time Noise: 7am-11am</td> <td>Living rooms and bedrooms</td> <td>35dB(A)</td> </tr> <tr> <td>Night time Noise: 11pm-7am</td> <td>Bedrooms</td> <td>45dB(A)</td> </tr> </tbody> </table> <p>Prior to first occupation of the development, an appropriate test shall be undertaken to demonstrate that the above noise levels have been met and the results submitted to the Local Planning Authority for approval.</p> <p>Reason: To ensure the surrounding residential amenities are protected.</p>	Time	Area	Maximum Noise Level	Day time Noise: 7am-11am	Living rooms and bedrooms	35dB(A)	Night time Noise: 11pm-7am	Bedrooms	45dB(A)
Time	Area	Maximum Noise Level								
Day time Noise: 7am-11am	Living rooms and bedrooms	35dB(A)								
Night time Noise: 11pm-7am	Bedrooms	45dB(A)								
30	Secured by Design									
	<p>Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use.</p> <p>Reason: To ensure that the proposed development meets the Police standards for the physical protection of the buildings and their occupants, and to comply with London Plan (2016) Policy 7.3 and Haringey Local Plan 2013 Policy SP11.</p>									
31	Estate Management and Maintenance Plan									

	<p>Prior to the occupation of the development hereby approved an Estate Management and Maintenance Plan for the site, setting out maintenance and management responsibilities for all communal play spaces, communal amenity spaces and all publicly accessible open spaces, shall be submitted to and approved in writing by the Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details.</p> <p>Reason: In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of local places in accordance with London Plan Policy 3.5.</p>
32	Landscaping and Playspace
	<p>Prior to occupation, details of the children’s playspace and soft landscaping provision contained within the private amenity areas, plus the details of landscape proposals for Ashley Link in accordance with the Design and Access Statement (dated December 2018) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The details shall include the:</p> <ul style="list-style-type: none"> a) location, layout, design of the playspace; b) equipment/ features c) hard surfacing materials d) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting) e) Proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc) <p>Soft landscape details shall include:</p> <ul style="list-style-type: none"> a) Planting plans b) Written specifications (including cultivation and other operations associated with plant and grass establishment) c) Schedules of plants, noting species, planting sizes and proposed numbers / densities where appropriate d) Implementation timetables. <p>The landscaping, playspace and equipment/features shall be laid out and installed prior to the first occupation of the development. The children’s playspace shall be provided strictly in accordance with the details so approved, installed/erected prior to the first occupation of the residential units and shall be maintained as such thereafter.</p> <p>REASON: In order for the Local Planning Authority to assess the acceptability of the landscaping scheme and playspace, thereby ensuring a</p>

	<p>satisfactory setting for the proposed development in the interests of the visual amenity of the area and appropriate provision of playspace consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Local Plan 2017, and Policies DM1, DM2 and DM12 of the Development Management Development Plan Document 2017.</p>
33	Details of Roof Top PV Panels
	<p>Prior to the occupation of the development for residential purposes, details of the layout and specification of the PV solar panel installation for the building hereby approved shall be submitted in writing to and approved by the Local Planning Authority. The installation shall be constructed in accordance with the approved details and maintained thereafter.</p> <p>REASON: To ensure sustainable development and mitigate the impacts of climate change in accordance with policies 5.1, 5.2 and 5.3 of the London Plan.</p>
34	Lighting Strategy
	<p>Prior to the building being brought into use a lighting strategy to address all external lighting across the development shall be submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details.</p> <p>REASON: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 'Local Character'.</p>
35	Car Parking Management Plan
	<p>Prior to the first occupation of each approved use within the development, a Car Park Management Plan shall be submitted to the Local Planning Authority for approval in writing. The plan should:</p> <ul style="list-style-type: none"> • describe how parking will be managed on the site • arrangements for leasing and allocating residential car parking spaces for wheelchair users; • provide details of how disabled users of the commercial part of the development, can use the parking spaces and how this is going to be managed including details of priority criteria for allocation and access for Dial-a-Ride services; • details of how the loading bay(s) will be managed, and any agreed restrictions; • confirmation of the area reserved for temporary parking on Ashley Link to be used only in connection with the assigned residential units; • details of the controlled access to the parking area(s), parking enforcement, ramp details (if any), to show structural columns, swept paths, vehicle circulatory movements, visibility splays, all while considering pedestrian safety nearby;

	<ul style="list-style-type: none"> • demonstration that all car parking spaces are of the correct width and length, with in-between allowance of 6m, following the Manual for Street (MfS) guidance and taking into account the 'IStructE Design recommendations for multi-storey and underground car parks'-third edition; • details of the width in-between spaces that enables maneuvering in/out of parking spaces, include swept path analysis for corner spaces and show the structural columns; • provide a minimum of 20% active and 20% passive Electric Vehicle Charging Points including locations of the EVCP points, and details of the criteria for reviewing the usage and converting passive points to active points. All identified points spaces should be marked prior to occupation and retained & maintained thereafter. <p>REASON: To ensure suitable arrangements for car parking as part of the development in accordance with TfL and London Plan requirements. The London Plan and Policy DM32 of the Development Management DPD require a minimum provision of 20% active and 20% passive Electric Vehicle Charging Points.</p>
36	Details of Central Dish/Receiving System
	<p>Prior to the occupation of the development, details of a Central Satellite Dish/Receiving System for the residential units hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.</p> <p>REASON: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.</p>
37	Delivery and Servicing Plan
	<p>Prior to occupation of the development, an updated Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority and the development thereafter managed in accordance with the approved details.</p> <p>REASON: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p>

INFORMATIVES

1	Working with the applicant (LBH Development Management)
	<p>INFORMATIVE: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management</p>

	Procedure) (England) Order 2015 (as amended) to foster the delivery of sustainable development in a positive and proactive manner.
2	Community Infrastructure Levy (LBH Development Management)
	INFORMATIVE: The Community Infrastructure Levy will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.
3	Hours of construction work (LBH Development Management)
	INFORMATIVE: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours: <ul style="list-style-type: none"> • 8.00am - 6.00pm Monday to Friday • 8.00am - 1.00pm Saturday • and not at all on Sundays and Bank Holidays.
4	S.106 Legal Agreement (LBH Development Management)
	INFORMATIVE: The development hereby approved shall be completed in accordance with the associated Section 106 agreement.
5	Party Wall Act (LBH Development Management) Planning Sub-Committee Report
	INFORMATIVE: The applicant's attention is drawn to the Party Wall Act 1996, which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.
6	Designing Out Crime – Accreditation (Metropolitan Police)
	INFORMATIVE: The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.
7	Asbestos Survey (LBH Environmental Health)
	INFORMATIVE: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

8	Naming of new development (LBH Transportation)
	INFORMATIVE: The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (020 8489 5573) to arrange for the allocation of a suitable address.
9	Minimum pressure and flow rate (Thames Water)
	INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Appendix 1 – neighbour response summary

COMMENTS		OFFICER COMMENTS
Local Representations		
1 Letter from Resident	<p>The Planning Statement, in the Conclusion states that the units have laid vacant since its completion, over four years ago.</p> <p>This is not true. All 4 units currently have tenants, which are planned to be evicted by the owner.</p>	The Planning Statement makes no reference to vacant units.
External Consultee Responses		
London Fire Authority	The Commissioner is satisfied with the proposals.	Noted.
Environment Agency	Flood Risk: The site is located within Flood Zone 2 having a 'medium' risk of flooding. The standard 'Flood Risk Standing Advice' (FRSA) comments are relevant.	Noted.

	<p>Groundwater and contaminated land: The site is located within a Source Protection Zone 2, an area designated for drinking water abstraction from groundwater. Therefore, the bedrock and groundwater are vulnerable to mobilised contaminants. Reports and Risk Assessments should be prepared in line with our Groundwater Protection guidance and should be assessed by the Council's Environmental Health Department.</p>	
Transport for London – Infrastructure Protection	Confirm that no comments to make	Noted.
Designing Out Crime	<p>The Design and Access Statement mentions Secured by Design but does not specify which features of the design will reduce crime.</p> <p>Specific comments to design have been provided.</p> <p>In principle we have no objections, subject to conditions relating to Secured by Design accreditation</p>	<p>The proposed conditions are recommended to be included on any grant of permission.</p> <p>The specific design comments have been considered as part of the application and provided to the applicant.</p>
Thames Water	<p>Water: With regard to the water network and water treatment infrastructure capacity, we have no objection. Recommend an informative regarding water pressure.</p> <p>Waste: With regard to the Foul Water sewage and surface water network infrastructure capacity and we would have no objection. A condition is recommended requiring details of piling to be submitted to and approved by the LPA.</p>	Noted.

Greater London Archaeological Advisory Service (GLAAS)	Recommend no archaeological requirements.	Noted.
TfL (Crossrail 2 Safeguarding)	No comment on this application.	Noted.
Greater London Authority	The application isn't referable in its own right so we won't be providing comments	Noted.
London Borough of Waltham Forest	<p>The priority for promoting sustainable transport in car-free developments should be creating a coherent cycle network that links with the work delivered in Waltham Forest. Vital to this is a high quality segregated cycle link between our work on Forest Road/the Wetlands and the proposals for a Camden to Tottenham Hale route. All developments in the area, including this site, should be supporting and financially contributing to this work.</p> <p>The Construction Logistics Plan shows Forest Road as a route for construction vehicles. LBWF Highways Development would want to be consulted on the detailed Construction Logistics Plan and would need more detail on how many vehicles are expected to use this route. Forest Road will already be experiencing high numbers of construction vehicles serving the Blackhorse Lane area, and that highway works are anticipated on Forest Road and Blackhorse Road junction for 2019 and 2020. Therefore construction should minimise the use of this area as site access.</p>	<p>The proposal is car free and provides sufficient cycle parking. The proposed legal agreement requires details to be submitted for the improved cycle network in the vicinity of the site.</p> <p>LB Waltham Forest form part of the Tottenham Hale Construction Logistic Plan Forum where details of CLPs are shared and coordinated.</p>
Transport for London (TfL)	The car free development is in line with draft London Plan policy and	Noted.

	<p>is welcomed by TfL.</p> <p>The 3 accessible parking spaces equates to one accessible bay per dwelling for 3% of dwellings. This aligns with the draft London Plan.</p> <p>A further 4 accessible spaces are safeguarded, a further 4%. In line with draft London Plan policy T6.1, a further 7% of dwellings should be provided with an accessible space if requested in the future. Although not in line with draft London Plan policy, due to the accessibility of this location, TfL considers this approach to be reasonable.</p> <p>20% of car parking bays will benefit from active Electric Vehicle Charging Points, with the remaining 80% having provision for future requirements. This is in line with draft London Plan policy, and is welcomed by TfL.</p> <p>The trip rates for the Tottenham Hale Centre are different for those on this site. Why there is a difference, particularly within mode split, between that site and that used for the Tottenham Hale Centre?</p> <p>It is noted that accessible parking for the commercial unit(s) on site will be provided by using the accessible parking bay in the Ashley Link. This access should be secured through condition.</p> <p>Site permeability would be improved through the Ashley Link, TfL encourage the applicant to consider the north-to-south permeability of the site.</p> <p>Information on how this site will interact with the remaining area of</p>	<p>Trip rates have been assessed by LB Haringey Transport Officers and found to be acceptable.</p> <p>Site Access for vehicles will be finalised as part of the S.278 agreement required as part of the S.106 legal agreement.</p> <p>There is no desire line north to south through the site and Site Allocations TH5 and TH6 seek a north-south route along Ashley Road</p> <p>The Design and Access Statement provides details of movements throughout</p>
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	<p>site allocation TH5, and the Area Action Plan (AAP), in terms of movement should be included within the Transport Assessment.</p> <p>The cycle parking is in line with draft London Plan policy, and is welcomed by TfL.</p> <p>The Transport Assessment indicates that service vehicles will access the site from Ashley Road, while the Design and Access Statement indicates that service vehicles will enter the site from the adjoining consented Ashley House development.</p> <p>It is welcomed that a construction logistics plan has been prepared for this site.</p> <p>A full delivery and servicing plan (DSP) should be secured through condition.</p>	<p>this part of Tottenham Hale and is considered to be acceptable.</p> <p>Service vehicles are detailed in both documents to enter the site via Ashley Link. The final means of access will be determined by the Ashley Road Design being undertaken by the Council.</p> <p>A condition to this effect is recommended.</p>
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Internal Consultee Responses

<p>Pollution (Air Quality and Land Contamination)</p>	<p>The proposal is car free which is supported.</p> <p>Performance against the Building Emission Benchmarks for NOx emissions was found to be compliant, as was performance against the Transport Emission Benchmarks for NOx and PM10. Therefore, the Proposed Development is 'air quality neutral'.</p> <p>The findings and conclusions of the Air Quality Report are generally acceptable. Further details are requested.</p> <p>The submitted Ground Investigation Specification report is acceptable. Condition recommended regarding risk assessment and remediation</p>	<p>Noted.</p> <p>Noted and condition recommended.</p> <p>Noted and condition recommended.</p>
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	works.	
Waste Management	<p>The amount of waste receptacles outlined in Design and Access statement for this application is sufficient to meet current requirements.</p> <p>Commercial waste must be stored and collected separately from residential waste. Arrangements for a scheduled waste collection with a Commercial Waste Contractor will be required. The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>The applicant should provide confirmation of the following points:</p> <ul style="list-style-type: none"> - Waste receptacles will be within 10 metres of the waste collection vehicle point on day of collections. - Waste collection vehicles will be able to enter and egress using forward motion gears. - Route from waste storage points to collection point must be as 	<p>Noted.</p> <ul style="list-style-type: none"> - The bin stores are located within 10 metres of the collection points. - Vehicles can enter and egress the Ashley Link in a forward motion gear. - A condition is recommended regarding site levels.

	<p>straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces should be smooth and sound, concrete rather than flexible. Dropped kerbs should be installed as necessary.</p>	
<p>Transportation Planning</p>	<p>Satisfied that the additional trips generated by the development can be accommodated within the capacity of the local public transport services with a nil detriment and no material impacts on the highway impacts will be created.</p> <p>Car free development and wheelchair accessible parking is supported.</p> <p>The southern vehicular access conflicts with the proposed layby for the site to the south. The Council will manage the design of the access and highway through a S.278 agreement.</p> <p>Cycle parking levels are acceptable. A condition is recommended requiring further details.</p> <p>A Delivery and Servicing Plan is required to be submitted.</p> <p>A final CLP will be required to be submitted.</p> <p>A Travel Plan is required to be submitted</p>	<p>Noted.</p> <p>The condition is recommended here.</p> <p>A condition is recommended requiring this.</p> <p>A condition is recommended requiring this and it will be secured in the S.106 agreement</p> <p>This will be secured through a S.106 agreement.</p>
<p>Carbon Management Officer</p>	<p>It is vital that this development is connected and get all its hot water needs (Space heating and hot</p>	<p>The S106 secures connection to this development or a DEN</p>

	<p>water) from the energy centre to the other site on Ashley Road (to the north).</p> <p>That the full carbon offsetting requirement is secured through legal agreement.</p> <p>The units are at high risk from overheating. More information required on:</p> <ul style="list-style-type: none"> - The location and units modelled. - Occupancy levels in the units. - The impact of future weather files (only modelled current weather files). And how this risk will be mitigated. 	<p>should it not go forward.</p> <p>The S106 secures this contribution.</p> <p>A condition to secure this is recommended.</p>
Drainage Engineer	<p>The site is constrained which results in limited options to utilise the top order of the SUDS hierarchy.</p> <p>The SUDS solutions, inclusive of Blue/Green/Brown roofs and sub-base systems are acceptable for control and storage to achieve 85% betterment.</p> <p>Thames Water to confirm network capacity for additional water.</p> <p>Need plan of flow path, green roof substrate details and details of replacement/repairs to pipe runs.</p> <p>Generally the drainage strategy is acceptable subject to final detailed drawings.</p>	<p>Noted.</p> <p>Thames Water confirmed its acceptable.</p> <p>Condition Recommended.</p>
Conservation Officer	<p>The benefits to the setting of Berol House through public realm improvements, would outweigh any harm caused by the scale of the proposed development. The impact on the setting of Berol House would be positive.</p> <p>The development wouldn't affect the significance of any other</p>	<p>Noted.</p>

	heritage assets	
Regeneration	<p>Contribution to improvements to Down Lane Park to provide access to open space, play, leisure and recreation facilities at Down Lane Park, including a contribution to meet the scheme's requirements for access to over 5s play space. A contribution of £370,000 will be payable upon implementation of the development.</p> <p>Down Lane Park is a core asset for the Tottenham Hale area and its comprehensive upgrade is central to the DCF vision. It will support the delivery of healthy, happy communities with access to open space and recreational facilities, recognising the pressure that the new development coming forward at Tottenham Hale will place on the area's existing open space and recreational assets.</p> <p>The current allocated funding for DLP is circa £3m. Project cost estimates are up to £6m. Early delivery of an Artificial Grass Pitch will be brought forward this year. Project planning is underway for the wider works and we would anticipate the first phases of core park upgrade works to commence in 2020.</p>	Noted and Contribution will be secured in S.106 agreement.
Housing	<p>Commented on draft Heads of Terms for legal agreement, adding the following:</p> <p>Of the intermediate units, minimum 40% lower-cost shared ownership within Band 2 aimed at those households earning less than £40,000 a year; in line with the intermediate housing policy (see</p>	See section 6.3 of the report.

	<p>attached).</p> <p>Time Limited marketing of the Low Cost Intermediate homes, for a period of up to three months. Time limited marketing of Intermediate, for a period of up to three months to persons who live or are employed in Haringey.</p>	
Public Health	<p>The level of affordable housing is good.</p> <p>Concerns over daylight levels in Scenario 3.</p> <p>The Under 5 playspace is welcomed but further detail required regarding seating around this.</p> <p>Particulate monitoring should be provided three months prior to construction.</p> <p>The site has good public transport but more information is required on the cycle storage.</p> <p>More information is required regarding Secured by Design.</p>	<p>Noted.</p> <p>This is assessed at section 6.6</p> <p>Landscaping details will be secured by condition.</p> <p>A CEMP is conditioned.</p> <p>Details of cycle storage are conditioned to be submitted.</p> <p>A condition is recommended requiring further details</p>

Appendix 2 Quality Review Panel

CONFIDENTIAL



Haringey Quality Review Panel

Report of Formal Review Meeting: Ashley Park

Wednesday 12 September 2018
River Park House, 225 High Rd, Wood Green, London N22 8HQ

Panel

Peter Studdert (chair)
Joanna Sutherland
Chris Twinn
David Ubaka
Marie Burns

Attendees

James Farrar	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Emily Read	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Lucy Morrow	London Borough of Haringey
Bruna Varante	London Borough of Haringey

Confidentiality

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Report of the Haringey Quality Review Panel
12 September 2018
HQRP26_Ashley Park

1. Project name and site address

Land adjacent to Ashley House, Ashley Road, London N17 9LJ

Site known as 'Ashley Park' to avoid confusion with other emerging schemes in the area.

2. Presenting team

Kelly Harris	Notting Hill Genesis
Danielle Lennon	Notting Hill Genesis
David De Sousa	PCKO
Will Day	Churchmans
Clare Catherall	Lichfields

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The Ashley Park site sits within the wider Ashley Road South (ARS) Masterplan. The northern part of the site comprises part of the Ashley Link, which is a green route running east-west across the Ashley Road South masterplan. The proposed development comprises a single linear block located on the southern side of the Ashley Link, to the south of the proposed Notting Hill Genesis's Ashley House development (currently being pursued through a separate reserved matters application due to be discussed by the QRP). The site forms part of site allocation (TH5) and requires town centre uses on all frontages to Ashley Road.

Haringey officers held two pre-application meetings with the applicant team. A range of issues have been discussed, particularly the requirement for each site to provide the maximum amount of employment floorspace, the inclusion of commercial space to activate the Ashley Road frontage and the overall layout.

The applicant worked jointly with council officers to explore alternative options for the layout and ground floor treatment, in order to achieve the optimum outcome for mix of uses, bedroom mix, residential quality, amenity, and visual appearance from the park and Ashley Road. The access arrangements resulting from the layouts explored, particularly for disabled users, has also been discussed.



5. Quality Review Panel's views

Summary

The Quality Review Panel understands that a considerable amount of work has gone into the development of the scheme so far, and it is generally supportive of how the scheme has evolved throughout this design process. It feels that the scale of the development is appropriate, and that the commercial element is well-considered; and that the high-level decisions in terms of massing, layout, architectural expression and external space have a lot of merit.

It feels that some scope for improvement remains within the configuration of the easternmost section of the block at Ashley Road, which could facilitate a reduction in the impact of parked cars on the rear communal open space. Potential also exists to explore alternative configurations for the deck access, circulation corridors and amenity spaces, in order to improve the quality of accommodation and the amenity space that the units benefit from. Further details on the panel's views are provided below.

Massing and development density

- The panel feels that the scale of the development is appropriate, and supports the overall massing of the accommodation.

Scheme layout, access and integration

- The panel feels that the mews area within the centre of the block has the potential to become an attractive space for the residents, where younger children could safely play, rather than being visually (and physically) dominated by parked cars.
- The current location of Core B (onto Ashley Road) feels secondary and incidental; the panel wonders whether it would be more appropriately located off the Ashley Link, at the northern façade of the building, in a similar way to Core A.
- It would encourage the design team to explore the potential for reconfiguring the floorplan of the accommodation (including removal of the north facing single aspect unit at ground level), the service areas and vehicular access in the corner of the development at the south of Ashley Road to allow some (or all) of the disabled parking to be located under the building in an undercroft. This could enable more of the central mews space at ground level to be landscaped and used as a communal amenity.
- The panel questions whether a detailed assessment of the exact plant requirements for the scheme has been undertaken, as not all of the area identified as plant at ground level may be needed, allowing further adjustment and refinement of the ground floor plan.



- The panel notes that large bicycle stores have been proposed at ground floor. In reality these are often underused and considered insecure if they are accessed directly from the street rather than from the circulation core.
- Within galleried deck access circulation arrangements, the opportunity exists to provide smaller amounts of more localised bicycle storage closer to each dwelling, within each level of the deck. This requires larger lifts to enable the carriage of bicycles up the building. As the deck is covered, a simple stand for the bicycles is usually adequate, and can include metal screens if required to enable the storage to integrate well into the deck as a primary circulation space. Flexibility in the design of these spaces is encouraged, to enable other uses if required.
- If the size of the ground floor bicycle store can be reduced, this will provide additional space for reconfiguring the vehicular access and parking arrangements.
- The panel would also encourage the design team to explore alternative options for the location (and nature) of the deck access, and the private amenity spaces, in order to improve the outlook, light levels and amenity of the accommodation.
- One solution could include the relocation of the deck access above ground floor level to the northern façade overlooking the Ashley Link. This would help to activate this important elevation, whilst also enabling a different approach to the southern façade. At a detailed level, the deck access could be located within the existing framing structure of the façade to provide a strong edge to the street, overlooking the Ashley link.
- The kitchens and bathrooms would have a northerly outlook onto the Ashley Link, whilst the bedrooms and living rooms would be orientated to the quieter aspect in the south, maximising daylight and sunlight. Private amenity space (including balconies) for the residents would also benefit from a south-facing orientation.
- An alternative option could include retaining a more generous deck access (that incorporates amenity space for socialising) at the southern elevation of the block.
- The current orientation of the ground floor residential units seems to work well.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- It questions whether the roof area is intended as an amenity space, or whether it will be used for PV panels, or if it will be landscaped as a living roof. It notes that the roof area is the 'fifth elevation' as viewed from above, and it would encourage the design team to consider the visual qualities of the roof from above.



- The panel would encourage the design team to assess the daylight and sunlight levels within the accommodation and spaces as the architecture develops; it may be necessary to change the size of fenestration at different levels of the building in response to light levels.

Next Steps

The panel would welcome a further opportunity to review the proposals via a Chair's Review. They highlight a number of action points for consideration by the design team, in consultation with Haringey officers.

Appendix: Haringey Quality Charter

Policy DM1: Delivering High Quality Design

All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- Make a positive contribution to a place, improving the character and quality of an area;
- Confidently address feedback from local consultation;
- Demonstrate how the quality of the development will be secured when it is built; and
- Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development - development proposals should relate positively to their locality, having regard to:

- Building heights;
- Form, scale & massing prevailing around the site;
- Urban grain, and the framework of routes and spaces connecting locally and more widely;
- Maintaining a sense of enclosure and, where appropriate, following existing building lines;
- Rhythm of any neighbouring or local regular plot and building widths;
- Active, lively frontages to the public realm; and
- Distinctive local architectural styles, detailing and materials.

Haringey Development Management DPD (2017)



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Haringey Quality Review Panel

Report of Chair's Review Meeting: Ashley Park

Wednesday 05 December 2018
River Park House, 225 High Rd, Wood Green, London N22 8HQ

Panel

Peter Studdert (chair)
Joanna Sutherland

Attendees

Robbie McNaugher	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Adela Paparistou	Frame Projects

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Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Lucy Morrow	London Borough of Haringey
James Farrar	London Borough of Haringey
Bruna Varante	London Borough of Haringey
Emily Read	London Borough of Haringey

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2. Presenting team

Danielle Lennon	Notting Hill Genesis
David De Sousa	PCKO Architects
Cristina Grimaldos	PCKO Architects
Lewis Stanford	PCKO Architects
Matthew Williams	Lichfields

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The Ashley Park site sits within the wider Ashley Road South (ARS) Masterplan. The northern part of the site comprises part of the Ashley Link, which is a green route running east-west across the Ashley Road South masterplan. The proposed development comprises a single linear block located on the southern side of the Ashley Link, to the south of the proposed Notting Hill Genesis's Ashley House development (currently being pursued through a separate reserved matters application due to be discussed by the QRP). The site forms part of site allocation (TH5) and requires town centre uses on all frontages to Ashley Road.

Haringey officers have held five pre-application meetings with the applicant team. A range of issues have been discussed, particularly the requirement for each site to provide the maximum amount of employment floorspace, the inclusion of commercial space to activate the Ashley Road frontage and the overall layout.

The applicant worked jointly with council officers to explore alternative options for the layout and ground floor treatment, in order to achieve the optimum outcome for mix of uses, bedroom mix, residential quality, amenity, and visual appearance from the park and Ashley Road. The access arrangements resulting from the layouts explored, particularly for disabled users, has also been discussed.



5. Quality Review Panel's views

Summary

The Quality Review Panel offers warm support for the proposals, and feels that the Ashley Park scheme promises a high quality development. It thinks that the scale and massing of the development is appropriate, the commercial element is well-considered, and that the architectural expression and external space have a lot of merit. The panel thanks the design team for their positive response to issues raised at a previous review, particularly in terms of the ground floor layout of the block, the entrances and internal circulation within the block, and the amenity spaces. The quality of the materials and construction of the scheme will significantly contribute to the success of the scheme. The panel would support planning officers in securing this through planning conditions. It reiterates that this will be especially important in terms of the quality and type of bricks specified.

Further details on the panel's views are provided below.

Scheme layout, access and integration

- The panel welcomes the adjustments that have been made to the location and layout of the two entrances, cycle stores and bin stores, at ground floor level.
- The amendments to the configuration of the duplex units is also supported; the increase from two bedrooms to three bedrooms with a patio at ground floor works very well.
- The flipped configuration of the deck access seems a sensible move, enabling living spaces and balconies to have a south-facing orientation, whilst the deck is located on the busier northern face of the building. Locating the deck behind the visual 'frame' of structure within the elevation creates a strong 'edge' to the Ashley link adjacent.
- As the deck access has now shifted to the north face of the building, the panel understands that a number of bedrooms are now fronting on to the deck access. However, it considers that the advantages of locating the deck access on the north face outweigh the privacy concerns regarding the proximity of bedroom windows to the deck access.
- It would encourage the client and design team to explore whether privacy can be increased, through detailed design and management.
- In addition, the panel wonders whether reducing the potential footfall along the deck, by breaking the deck into two lengths, would help to enhance privacy.
- Lighting design for the deck needs careful consideration. The aim should be to achieve an attractive wash of light, avoiding standard overhead lighting which could create an institutional feel.



- Consideration of nuisance to neighbouring properties should also be taken into account in terms of specifying / designing lighting installations.
- The provision of private patios at ground level within the courtyard for the duplex units is welcomed. The panel supports the range of private and communal amenity spaces provided, which as well as the ground-level patios includes balconies and the central courtyard area.
- The parking and landscape strategy within the central courtyard / mews area seems very well-considered. At a detailed level, the panel welcomes the flexibility within the proposal that will enable unused parking spaces to be used as raised planting areas.
- Accessing the cycle storage from the rear courtyard seems very sensible; the relationship between the entrance lobbies and the cycle stores also seems to work well.

Architectural expression

- The panel finds much to admire in the architectural expression of the scheme. It supports the layering of different elements within the facades, alongside a palette of different tones of brick.
- The building elevations fronting onto the park are very successful, and perform well within the sequence of views approaching from within the park.
- At a detailed level, the design of balconies and railings seem very well-considered, striking a good balance between openness and privacy, whilst providing a welcome opportunity for a carefully chosen accent colour.
- The success of the scheme will depend upon the quality of materials and construction, especially the brickwork. The panel welcomes the commitment to high quality materials from both the client and the design team, and it would support planning officers securing this quality through planning conditions.

Inclusive and sustainable design

- The panel notes that the roofscape of Ashley Park will accommodate an array of photovoltaic panels, alongside a brown (biodiverse) roof.
- In addition, it supports the commitment to connect into the energy centre that will be located within Ashley House (building 2A) of the Ashley Road South development, alongside the aspiration for a future connection into a community heat and power network (CHP).



Next Steps

The panel offers warm support for the proposals, and feels that Ashley Park will be a high quality place to live in and visit. It would support the planning officers to secure high quality materials and finishes through planning conditions.

Appendix: Haringey Quality Charter

Policy DM1: Delivering High Quality Design

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- f) Active, lively frontages to the public realm; and
- g) Distinctive local architectural styles, detailing and materials.

Haringey Development Management DPD (2017)



Appendix 3 Development Management Forum

Development Management Forum – ‘Ashley Park’

Notes from Planning Sub-Committee meeting 12th November 2018

Feedback:

- Councillors requested to see the full QRP comments
- Members referred to the previous comments made in respect of the Reserved Matters application for Ashley House/Cannon Factory. The developer was asked to look back at the comments made during the discussion and take note of the key issues raised.
- Requested confirmation the development will be tenure blind.
- Councillors requested confirmation the material is brick as the CGI fly through looked like a different material and darker.
- Councillors queried the potential for overshadowing from adjacent development (the subject of a planning application by Argent Related).
- Councillors queried the potential for balconies to be used as storage and/or screens being introduced later.
- Councillors reiterated concerns about the impact on Down Lane Park which cannot be expanded and raised concerns about whether the park would be able to cope with the cumulative impact of development across Tottenham Hale
- Play space – confirmation that sufficient doorstep play space will be made available and it will be safe for small children.
- Councillors asked about the timetable for submission – the developer stated the intention to submit in December.
- Councillors asked about the landscaping shown within Ashley Link shown on the CGI fly through and asked about the width of the route.

Appendix 4 Plans and Images

[See separate appendix]