Planning Sub Committee Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2020/1972 **Ward:** Tottenham Hale

Address: 2 Chesnut Road N17 9EN

Proposal: S73 Minor material amendment for variation of condition 1 (approved plans) of the S73 planning permission HGY/2017/1008 in order to substitute the drawing numbers and variation of condition 6 (Student accommodation) of the original permission HGY/2013/0155 to allow Co-living (as well as student accommodation) for a temporary period of 3 years.

Applicant: Mr Webster Chesnut Properties Ltd

Ownership: Private

Case Officer Contact: Philip Elliott

Date received: 20/08/2020 **Last amended date:** N/A

1.1 The application is being reported to committee because it was requested that it be called in by The Chair of Planning Sub-Committee Councillor Sarah Williams of West Green Ward.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- A temporary permission of 3 years is sought as the building is currently underoccupied due to the COVID-19 pandemic as less students are travelling to London to study.
- Co-living or shared living is a relatively new form of development that seeks to provide high quality modern accommodation that provides individual bedrooms with shared services and is supported by the draft London Plan. The proposal would comply with the draft London Plan Policy for Co-living,
- The form and internal layout of the building would continue to provide a good standard of accommodation with well-appointed rooms and access to communal spaces on each floor level, a laundry & gym, a roof terrace, and the amenities of the High Road and Down Lane Park
- The conditions and legal agreement would ensure that where possible any vacant rooms would be let to key workers before they are offered to the open market.

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 Legal Agreement providing for the obligation set out in the Heads of Terms below.

2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability 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 Chair (or in their absence the Vice-Chair) 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 31/1/2021 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability 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 (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions (the full text of recommended conditions is contained in Appendix 1 of this report)

1) Temporary time limit for co-living element
2) Materials as approved
3) Landscaping as approved
4) Waste & recycling as approved
5) Student accom. with co-living for 3 years
6) BREEAM Very Good
7) Green or living roof as approved
8) Comply with approved Baseline Airwaves Study
9) Comply with approved details to ensure nil detriment to airwaves reception
10) Comply with roof terrace details
11) Comply with approved secure by design/designing out crime principles
12) Travel Plan
13) Windows restricted to ensure operation/security of police station not affected
14) Comply with approved doors and window details
15) Roof terrace restricted hours – not overnight
16) Management scheme and maintenance plan
17) Cycle parking

Section 106 Heads of Terms:

1) Car-free development for period of temporary permission (plus associated costs of £4000).

2) The building is and will continue to be under single management and will provide minimum tenancies of 3 months

3) Residential Travel Plan (plus associated costs of £2,000 for monitoring of the travel plan initiatives)

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 be refused for the following reasons:

1. In the absence of an agreement to preclude residents from parking on-street, the proposed development would result in a material increase in parking in the vicinity which would result in harm to highway efficiency and safety.

2.7 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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APPENDICES:

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1 Permission is sought to enable the rooms within the building to be let to non-students to increase the occupancy of the building. It had a high level of occupation until March this year when students went home due to COVID-19. They have not returned and are unlikely to do so in the forthcoming academic years. The proposal will allow the rooms to be filled for a limited period as co-living which is well suited to this building as it has the facilities and services to make this type of accommodation function successfully.

3.1.2 To make these changes the applicant seeks to vary condition 1 (approved plans) of planning permission HGY/2017/1008 in order to substitute the drawing numbers and vary condition 6 (Student accommodation) of the original permission HGY/2013/0155 to allow co-living (as well as student accommodation) for a temporary period of 3 years.

3.2 Site and Surroundings

3.2.1. The site has been redeveloped and recently completed with the façade of the original villa on Chesnut Road retained. The new building is 4-storeys in height with the top floor set back from Chesnut Road. The building incorporates purpose-built student accommodation with 64 rooms, communal living spaces and amenities. There are external roof terraces on the building.

3.2.2. The site is located close to Tottenham High Road within the Tottenham Green Conservation Area within the Tottenham High Road Heritage Corridor and within an Area of Archaeological Importance. Chesnut Road is a key corridor within the Tottenham area providing an important link between Tottenham Hale and Lea Valley Regional Park in the east and the High Road in the west.

3.2.3. Chesnut Road is mainly residential in character with Protheroe House to the east which has been redeveloped recently and incorporates apartments for the over-55s. Further east of the site are three storey terraced houses on Hamilton Close and four storey residential block on Tamar Close. Rycroft Way is residential in character with mainly three storey terraces.

3.2.4. The site is located to the rear of Tottenham Police Station with its western boundary fronting Eagle Yard and its eastern boundary fronting onto Rycroft Way. To the north is the car park adjacent to the attractive three storey detached building at no. 1 Chesnut Road, which is locally listed, Italianate in style with stuccoed elevations.

3.2.5. To the south of the site is open green space lined by semi mature trees followed by a car park between Rycroft Way and Reynardson Court fronting the High Road

and further south is the locally listed building at 2 Somerset Road; the former Tottenham Grammar School.

3.2.6. The site is in an area with a high public transport accessibility level and it is located within walking distance of the Tottenham High Road bus corridor, Bruce Grove Rail station and Tottenham Hale underground station. There is also the presence of several local and strategic cycle routes including LCN+ Link 79 which connects the site with Enfield and Waltham Forest.

3.3 Relevant Planning and Enforcement history

3.3.1. **HGY/2017/1008** - Variation of condition 2 (approved plans) attached to planning permission HGY/2013/0155 to revise the basement plan to provide sufficient space for a plant room, cycle store, laundry, and gym for student use only. Granted - 27/10/2017.

3.3.2. **HGY/2013/0155** - Partial demolition of existing buildings, retaining existing historical facade, construction of student accommodation over 3 and 4 floors to provide 64 student rooms and amenities areas. Granted - 26/03/2013.

4. CONSULTATION RESPONSE

4.1. Application Consultation

4.1.1. Transport: The transportation planning and highways authority would not object to this application subject to the following conditions and S.106 obligations.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 365 Neighbouring properties
- The Tottenham Conservation Area Advisory Committee (CAAC)
- 1 site notice was erected close to the site

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

No of individual responses:

- Objecting: 1

5.3 The following Councillors made representations:

- Councillors Ruth Gordon & Zena Brabazon objected to the application.

5.4 The issues raised in representations that are material to the determination of the application are set out in Appendix 3 and summarised with Officer responses listed adjacent in *italics*: The objections concern the following points:

- The Council's planning guidance has no provision for this type of accommodation
- The Opera House has been designed for students who are mainly there during termtime.
- The proposed model would encourage overcrowding with rentals providing one small bedroom with shared living space and shared kitchen areas.
- The applicant has cited examples from elsewhere which are not comparable in size.
- This area is a 'family protection zone' and this must be respected.

6 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of the development
- The quality of the residential accommodation
- Impact on the amenity of adjoining occupiers
- Parking and highway safety
- Other matters
- Conclusion

6.2 Principle of the development

6.2.1 No.2 Chesnut Road is a recently completed building containing 64-rooms of student accommodation with associated communal facilities (shared kitchens, lounge areas, gym, and laundry). The building is 4-storeys in height plus a basement level. The development retained a historic façade to Chesnut Road.

6.2.2 The current form and use of the building was originally granted planning permission under ref: HGY/2013/0155 on 26th March 2013 and varied under ref: HGY/2017/1008 (approved on 27th October 2017). The building was completed in 2019, in anticipation of the commencement of the new academic year that September.

6.2.3 The proposal seeks to use the property for a mix of both student accommodation and shared 'co-living' for a temporary period of 3-years. The Coronavirus (COVID-19) epidemic has resulted in significantly less students travelling to London to study and therefore the building is largely vacant and unviable. Occupancy levels within the existing building have decreased by 72% since March because of the impacts of COVID-19. The business is unsustainable without occupants and therefore unlikely to continue without the flexibility the proposal would provide.

6.2.4 The applicant has set out that Co-living is a new concept that provides high quality modern and low cost accommodation across London and is designed for employed graduates and young professionals through the provision of individual bedrooms with shared services, a high degree of servicing and 24 hour concierge. The proposal could provide accommodation for the young (and other age groups) working population in London who cannot afford to access the traditional C3 residential market through renting or buying a flat.

6.2.5 The New London Plan (NLP) is the only draft development plan policy covering Haringey which considers shared or co living (H16). Although not formally adopted the 'Intend to Publish' version has been produced and the secretary of state has not directed any changes of policies relevant to this proposal. Therefore, policy H16 must be given significant weight.

6.2.6 NLP policy H16 requires shared or co-living developments of more than 50 units (i.e. of a large-scale) to:

1) be of good quality and design
2) contribute towards mixed and inclusive neighbourhoods
3) be in an area well-connected to local services and employment by walking, cycling and public transport, and be designed so as not to contribute to car dependency
4) be under single management
5) have units that are all for rent with minimum tenancy lengths of no less than three months
6) provide communal facilities and services that are sufficient to meet the requirements of the intended number of residents
7) provide adequate functional living space and layout within the private units, and not be self-contained homes or capable of being used as self-contained homes
8) provide a management plan
9) deliver a cash in lieu contribution towards conventional C3 affordable housing. Boroughs should seek this contribution for the provision of new C3 off-site affordable housing as either an:
    a) upfront cash in lieu payment to the local authority, or
    b) in perpetuity annual payment to the local authority

6.2.7 The quality of the residential accommodation is considered in detail below but ultimately the proposal would re-purpose the existing student accommodation to enable it to be filled with a wider range of occupants. The property is operational as student accommodation with good quality shared facilities. The existing private units provide adequate functional living space and layout and are not self-contained homes or capable of being used as self-contained homes.

6.2.8 The student accommodation and proposed co-living would enable a continued contribution towards mixed and inclusive neighbourhoods. The building replaced a former night club in an area more suited to residential development. It is adjacent to a care home and site allocation for further residential development to the south. There are no similar schemes within the immediate area and the Chesnut estate to the east largely provides family sized housing.

6.2.9 The applicant has provided analysis of the likely occupants based on occupancy of other co-living schemes in London. This shows that co-living developments are largely occupied by 21-35-year-olds. Occupants of any age are likely to improve the vibrancy of the area supporting local retailers and services, particularly in comparison to the low occupancy at present because of the impacts of COVID-19.

6.2.10 The site falls within an area with high public transport accessibility (PTAL level 6a) in line with Policy H16. It is a 4-minute walk to Bruce Grove Station, a 9-minute walk to Tottenham Hale Train Station & Underground and a 12-minute walk to Seven Sisters Station and is served by several bus routes via the high road and a short distance from the cycle superhighway 1 and local services.

6.2.11 A management plan was submitted alongside the original application which provided details on how the property and factors such as residences, accessibility, maintenance, housekeeping, deliveries, check ins/outs, security, services, complaints, and waste & recycling would be managed successfully. A Draft Co-Living & Student Management Plan has been submitted alongside this application and thus the operation of the site can be secured by way of condition.

6.2.12 This sets out that:

- Any anti-social behaviour would be regulated and monitored by the concierge who will also organise events to help build community relations through group activities.
- The limit on occupancy will reflect the room numbers (not including staff).
- The building would be inspected regularly and serviced when necessary and check-ins/outs managed through planned arrival times
- The building is and will continue to be under single management and will provide minimum tenancies of 3 months, secured by an obligation in the s.106.

6.2.13 The original permission contributed £120,000 towards the provision of affordable housing in the borough. The applicant has been approached by an agent acting for North Middlesex University Hospital which wishes to take 15 rooms for staff and medical students at reduced rent levels. As the building is largely vacant the applicant is likely to agree to this approach.

6.2.14 This would ultimately provide a form of key-worker housing which is a type of affordable housing. The applicant cannot yet agree to the tenancies until planning

permission is in place so an obligation has been recommended through the S106 which requires the applicant to give first priority for 15 rooms to key workers for the temporary period of the permission.

6.2.15 The introduction of Co-living to the site is not expected to change rent levels. Given the contributions to affordable housing that have already been made, it would be unreasonable to request further payments or contributions. The proposal is a temporary solution to enable the building to be occupied with all the benefits high occupancy brings to the area. The proposal will also provide a desirable form of accommodation that could free up space in other HMOs / house-shares so could relieve pressure to convert family housing in the area to shared accommodation.

6.2.16 As set out the proposal to temporarily widen the potential occupants of this existing building complies with the criteria for high quality co-living set out in the Draft London Plan. This is a good location for co-living which would contribute to the vibrancy of the area and potentially provide key-worker housing for NHS staff, subject to detailed considerations, discussed below.

6.3 Quality of Residential Accommodation

6.3.1 NLP policy H16 requires communal facilities and services to be provided that are sufficient to meet the requirements of the intended number of residents and offer at least:

a) convenient access to a communal kitchen
b) outside communal amenity space (roof terrace and/or garden)
c) internal communal amenity space (dining rooms, lounges)
d) laundry and drying facilities
e) a concierge
f) bedding and linen changing and/or room cleaning services.

6.3.2 The existing building provides high-speed internet in all rooms, bike storage, laundry facilities on-site, a gym, a roof top terrace, a communal study room, a communal lounge, as well as an option for regular room cleaning services in accordance with H16. Each room includes a private en-suite bathroom, a fully fitted kitchenette with a fridge-freezer, microwave oven and hob, a dining area, and storage space. As such, the proposal would provide a high-quality level of accommodation.

6.3.3 There is no detailed planning guidance on co-living in terms of space standards or the scale of communal facilities. This is recognised in the supporting text to New London Plan policy H16, which states that such guidance will be produced if deemed necessary. The New London Plan notes that “it is important within a large-scale purpose-built shared living development to create a sense of community. Buildings should be designed and managed in a way that lowers barriers to social interaction and encourages engagement between people”.

6.3.4 The existing rooms and communal facilities have been accepted for student accommodation and are not proposed to be altered by this proposal. Several co-living schemes have been approved in London in the last few years with room sizes varying across and within schemes from 8 sqm to the mid-20 sqm for larger rooms. For instance, last year Wandsworth Council permitted a 292 co-living scheme in Earlsfield. The scheme included 86% of rooms at 16 sqm.

6.3.5 Existing room sizes within the building range from 14.2sqm to 21.6sqm. From reviewing other similar developments, the room sizes within the building are comparable to recently approved shared living developments and are in the mid-upper range of provision given the level of communal facilities and other amenities on offer.

6.3.6 The existing rooms cannot be amended without significant capital expenditure which would be unnecessary given that they match similar shared living developments elsewhere and are already in situ. The proposal has only come about due to the unforeseen and damaging impacts from COVID-19 on the purpose-built student accommodation sector. The proposal offers a short-term solution which would allow the benefits of high occupancy on the economy of the area to be maintained.

6.3.7 Although Co-living and student housing are not HMOs an analysis of the proposal against Haringey's HMO standards finds the quality of space to be acceptable. The proposed development would also include a greater range of communal services and facilities than would be included in a HMO.

6.3.8 The existing accommodation provides several aspects that are referred to in Haringey's Standards for HMOs, such as the following:

1. All the existing student rooms exceed the minimum space standards for single person rooms (10sqm where there is a separate kitchen, shared or otherwise)
2. Fixed space heating in all rooms;
3. Private bathroom, which includes a toilet, sink and shower;
4. Fire Precautions: The current property and associated rooms meet all of the requirements set out within the 'fire precautions' section of the Council's HMO guidance;

6.3.9 The existing building does not provide a kitchen for every 3 rooms as required in the HMO standards. However, this is not expected for co-living facilities and recent appeal decisions in other boroughs have noted that 1 kitchen for every 3 units would be an overprovision and an unreasonable & unrealistic expectation for student accommodation and/or co-living – particularly when each room has a kitchenette. In an appeal decision for an allowed scheme in Hounslow (ref: APP/F5540/W/19/3227226) the Inspector determined that it was unlikely that all residents on a particular floor would wish to use the kitchen or lounge facilities at the same time.

6.3.10 The existing building provides 64 rooms and a total of 605sqm of communal space This equates to 9.5sqm communal space per room / resident and 330sqm or 5.2sqm of internal living space (not incl. laundry & external areas) per room / resident. The following provides a breakdown of the communal space proposed:

- Laundry Room (21 sq. m);
- Gym facility (54 sq. m);
- External Courtyard (43 sq. m);
- Shared Kitchen and Living Area (53 sq. m);
- Shared Kitchen and Living Area (80 sq. m);
- Shared Kitchen and Living Area (77 sq. m);
- Shared Kitchen and Living Area (66 sq. m); and
- External Roof Terraces (211 sq. m).

6.3.11 The provision of communal amenity space is proportionate to the number of private rooms within the building. On this basis, the scheme provides a high-quality design and facilities that would ensure a high standard of living for future residents. Recent examples elsewhere in London have provided 5sqm of communal floorspace per room / resident which is matched in this building. The external space also provides additional high-quality space for residents.

6.4 Parking and highway safety

6.4.1 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.

6.4.2 DM Policy (2017) DM32 'Parking' states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

6.4.3 Considering transportation impacts, the site is in an area with a High Public Transport accessibility level and is located within walking distance of the Tottenham High Road bus corridor, Bruce Grove Rail station and Tottenham Hale underground station. There is also the presence of several local and strategic cycle routes including CS1 and LCN+ Link 79.

6.4.4 To ensure that good active travel options are both promoted and adhered to, to increase active travel mode shares and make the development more sustainable in transportation terms - It is appropriate for the development to include a residential travel plan and associated monitoring fee.

6.4.5 As with the original application, 3 off street blue badge bays are proposed, accessed via crossovers, with two accessing Chesnut Road and the third accessing Rycroft. Given the demographic and number of occupiers (64) it is considered that three spaces may well be more than is necessarily needed, and it is suggested that this is reduced to 2. Revised layout drawings can be provided, covered by condition to provide details for review and approval.

6.4.6 The Transportation Team note that the site is not currently directly located in a controlled parking zone, and that the nature of the trips to the site will change and could result in more trips by car. Given the site is in an area with a high public transport accessibility level, and changes to the current CPZ are planned, this development proposal can be dedicated as a car free development in line with Policy DM32. The applicant will therefore need to enter into the appropriate planning agreement and meet the Council's costs for this.

6.4.7 It is proposed to provide 66 cycle parking spaces in total which would meet current standards set out in the draft London Plan, provision of 1 space per room/unit. To ensure compliance with TfL's London Cycle Design Standards dimensioned layout drawings and the manufacturer's specification for installation are required by condition. Details of visitor cycle parking to meet, the London Plan requirements are for 3 spaces. should be provided through condition.

6.4.8 It is noted that there is reference to a concierge for the development, this person can accept multiple deliveries for the development in single visits and distribute to occupiers accordingly. There are several short stay Red Route Parking bays along Chesnut Road, and there is also the Stoneleigh Road car park so should be no shortage of spaces for visiting delivery and servicing vehicles to park and dwell.

6.4.9 Consequently, the transportation planning and highways authority would not object to this application subject to the conditions and S.106 obligations.

6.5 Impact on the amenity of adjoining occupiers

6.5.1 This application does not propose any changes to the built form of the building and, as such, there would be no impact on the amenity of adjoining occupiers because of the change of use. The only change would be that some rooms may be occupied by individuals that are not students or people undertaking higher education.

6.6 Other matters

6.6.1 Elements such as energy & climate change, & flood risk and drainage have been resolved as the building itself has been constructed. As the proposal does not involve any works to the building, it would preserve the character or appearance of the Conservation Area. The methods for dealing with Waste and Recycling will be maintained in accordance with details already approved and retained for the lifetime of the development.

6.6.2 Under the previous permission a contribution towards environmental and/or pedestrian safety improvements of £30,000 was paid. Payments of £60,137.91 towards Mayoral CIL and £22,097.28 towards Haringey CIL have also already been made.

6.7 Conclusion

6.7.1 The impacts of COVID-19 have led to a 72% decrease in the occupancy of the building since March. The building is unsustainable without tenants and unlikely to continue without the flexibility the proposal would provide. The existing size and facilities provided within the building are suitable for shared or co-living particularly given its location near to transport links and parks and other amenities. The temporary permission would allow the building to continue to operate providing homes and provide economic benefits to the local area that come with higher occupancy.

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

7.0 CIL

7.1 Payments of £60,137.91 towards Mayoral CIL and £22,097.28 towards Haringey CIL have already been made.

8.0 RECOMMENDATION

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

Applicant's drawing No.(s) 500-001 Rev P01 (Existing & Proposed Site Plan); 500-002 Rev. P01 (Existing & Proposed Block Plan); 500-200 P01 (Proposed Basement Floor Plan); 501-201 P02 (Proposed Ground Floor Plan); 501-202 P01 (Proposed 1st Floor Plan); 501-203 P01 (Proposed 2nd Floor Plan); 501-204 P01 (Proposed 3rd Floor Plan); 501-205 P01 (Proposed Roof Plan); 500-210 P01 (Proposed Front Elevation); 500-211 P01 (Proposed Side Elevation); 500-212 P01 (Proposed Rear Elevation (South)); 500-213 P01 (Side Elevation (West)).

Subject to the following condition(s) in Appendix 1:

Appendix 1 Conditions & Informatives

Temporary time limit for co-living element

1. This permission shall be for a limited period expiring on 09/11/2023 when the co-living use hereby approved shall be discontinued and determined and the land reinstated for use as student accommodation and associated ancillary uses only.

   Reason: To enable the Local Planning Authority to review and assess the use following experience after a period of operation.

Materials as approved

2. The materials used on the building shall be maintained in accordance with the details approved pursuant to HGY/2017/1068 on 22/06/2017 only and retained thereafter unless otherwise agreed in writing by the Council.

   Reason: To retain control over the external appearance of the development in the interest of the visual amenity of the area.

Landscaping as approved

3. The landscaping used in the development shall be maintained in accordance with the details approved pursuant to HGY/2015/3802 on 15/02/2016 and retained thereafter unless otherwise agreed in writing by the Council.

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

Waste & recycling as approved

4. The details relating to the provision of refuse and waste storage and recycling facilities shall be maintained in accordance with the details approved pursuant to HGY/2017/1069 on 23/06/2017 and retained for the lifetime of the development unless otherwise agreed in writing by the Council.

   Reason: To protect the amenities of the locality and to comply with Policy 5.17 of the London Plan 2016.

Student accom. with co-living for 3 years

5. Until the expiry of the limited period referred to in condition 1 (09/11/2023) the rooms within the application building can be occupied by non-students as co-living. At the end of the limited period, any co-living uses shall be discontinued and determined, and the land reinstated for use as student accommodation in accordance with the details approved pursuant to HGY/2017/1012 on 13/09/2017. The reinstated student accommodation shall then be retained in accordance with the details unless otherwise agreed in writing by the Council.

Reason: To ensure that an appropriate mix of accommodation is provided in the neighbourhood consistent with the Spatial Strategy for Tottenham and Seven Sisters Neighbourhood set out in Chapter 1 of the Haringey Local Plan. And to ensure that the development is not used for HMO or other forms of housing (except for co-living whilst necessary) which would either be inappropriate in this location or for which additional affordable housing contributions might be required consistent with London Plan Policy 3.8 Housing Choice.

BREEAM Very Good

6. The development shall continue to meet a BREEAM Very Good rating.

Reason: To ensure sustainable construction in accordance with Chapter 5 of the London Plan.

Green or living roof as approved

7. The details relating to the Green or living roof shall be maintained in accordance with the details approved pursuant to application ref. HGY/2015/3806 on 15/02/2016 and shall be retained thereafter unless otherwise agreed in writing by the Council.

Reason: To ensure the green roofs are suitably designed to enhance ecology/biodiversity and to reduce the potential for urban heat islands consistent with the London Plan.

Comply with approved Baseline Airwaves Study

8. The details relating to the Baseline Airwaves Study shall be maintained in accordance with the details approved pursuant to application ref. HGY/2017/1067 on 01/08/2017 and retained for the lifetime of the development in accordance with the details hereby approved unless otherwise agreed in writing by the Council.

Reason: To ensure that the existing airwaves reception at the adjacent police station is not adversely affected by the proposed development.

Comply with approved details to ensure nil detriment to airwaves reception

9. The development shall only be occupied if the details relating to airwaves reception are maintained in accordance with the details approved pursuant to application ref. application ref. HGY/2019/2600 on 19/11/2019 and shall be retained thereafter unless otherwise agreed in writing by the Council.

Reason: To ensure that the existing airwaves reception at the adjacent police station is not adversely affected by the proposed development.

Comply with roof terrace details

10. The details relating to the roof terrace shall be maintained in accordance with the details approved pursuant to application ref. HGY/2015/3807 on 15/02/2016 and

shall be retained thereafter in accordance with the approved details unless otherwise agreed in writing by the Council.

Reason: To ensure that the operation and security of the adjoining police station is not adversely affected by the development and to protect the living conditions of nearby residents.

Comply with approved secure by design/designing out crime principles

11. The details relating to secure by design and designing out crime principles shall be maintained in accordance with the details approved pursuant to application ref. HGY/2015/3808 on 15/02/2016 and shall be retained thereafter in accordance with the approved details unless otherwise agreed in writing by the Council.

Reason: To ensure that the proposed development achieves the required crime prevention elements.

Travel Plan

12. When the co-living uses are discontinued and determined and the land reinstated for use as student accommodation in accordance with condition 1, the details relating to the travel plan approved pursuant to application ref. HGY/2015/3809 on 15/02/2016 shall be re-implemented and complied with thereafter unless otherwise agreed in writing by the Council.

Reason: To maximise the use of public transport.

Windows restricted to ensure operation/security of police station not affected

13. The building shall only be occupied if the windows on the western flank facing the adjacent police station are restricted so that no windows on the upper floors can be operable above 1.7m and that the windows below 1.7m are obscurely glazed.

Reason: To ensure that the operation and security of the adjoining police station is not adversely affected by the development.

Comply with approved doors and window details

14. The details relating to the doors and windows shall be maintained in accordance with the details approved pursuant to application ref. HGY/2015/3810 on 15/02/2016 unless otherwise agreed in writing by the Council.

Reason: To retain control over the external appearance of the development in the interest of the visual amenity of the area consistent with Policy SP12 of the Haringey Local Plan.

Roof terrace restricted hours – not overnight

15. The communal external roof terrace located at third floor and roof level of the building, shall not be used between 2200 and 0900 hours the following day.

Reason: To restrict the use of the area which would otherwise give rise to condition which would be detrimental to the amenity of occupiers of the development and surrounding occupiers by reason of noise and disturbance, occasioned using this area.

Management scheme and maintenance plan

16. The accommodation shall be managed in accordance with the management scheme and maintenance plan details approved pursuant to application ref. HGY/2019/2293 on 13/12/2019 & the Draft Co-Living & Student Accommodation Management Plan submitted alongside this application for the lifetime of the development unless agreed in writing by the Council.

Reason: To ensure that the proposed accommodation does not give rise to conditions which would be detrimental to the amenities of surrounding occupiers by reason of noise and disturbance, safety and security and highways congestion.

Cycle Parking

17 Prior to the use hereby approved being implemented details of the cycle parking in line with the requirements of TfL's London Cycle Design Standards, in particular chapter 8 which is for cycle parking, including dimensioned layout drawings and the manufacturer's specification for installation shall be submitted to and approved in writitng.

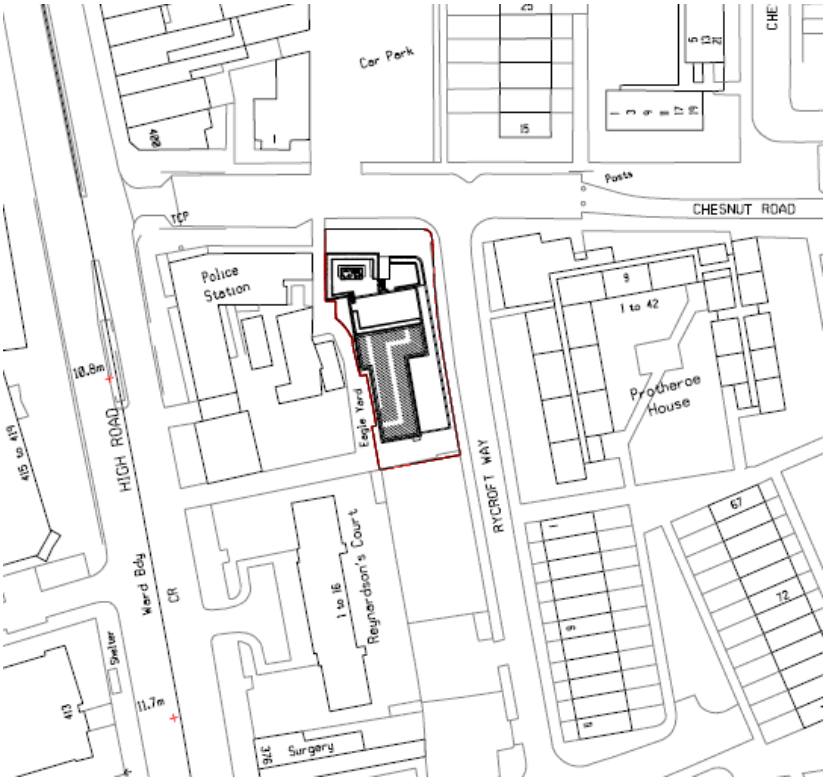
Reason: To ensure sustainable travel.

Informatives:

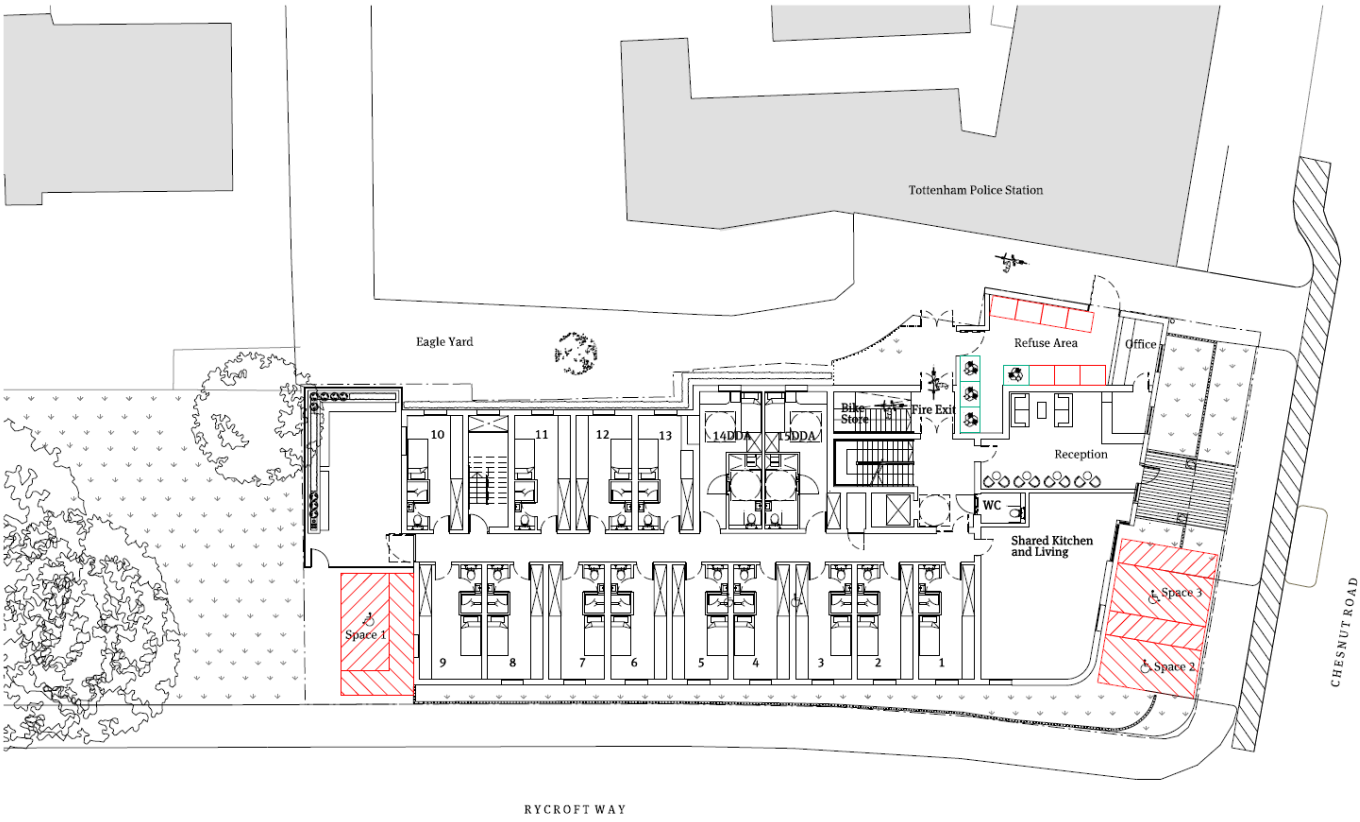
INFORMATIVE : In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in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

Appendix 2 Plans & Images

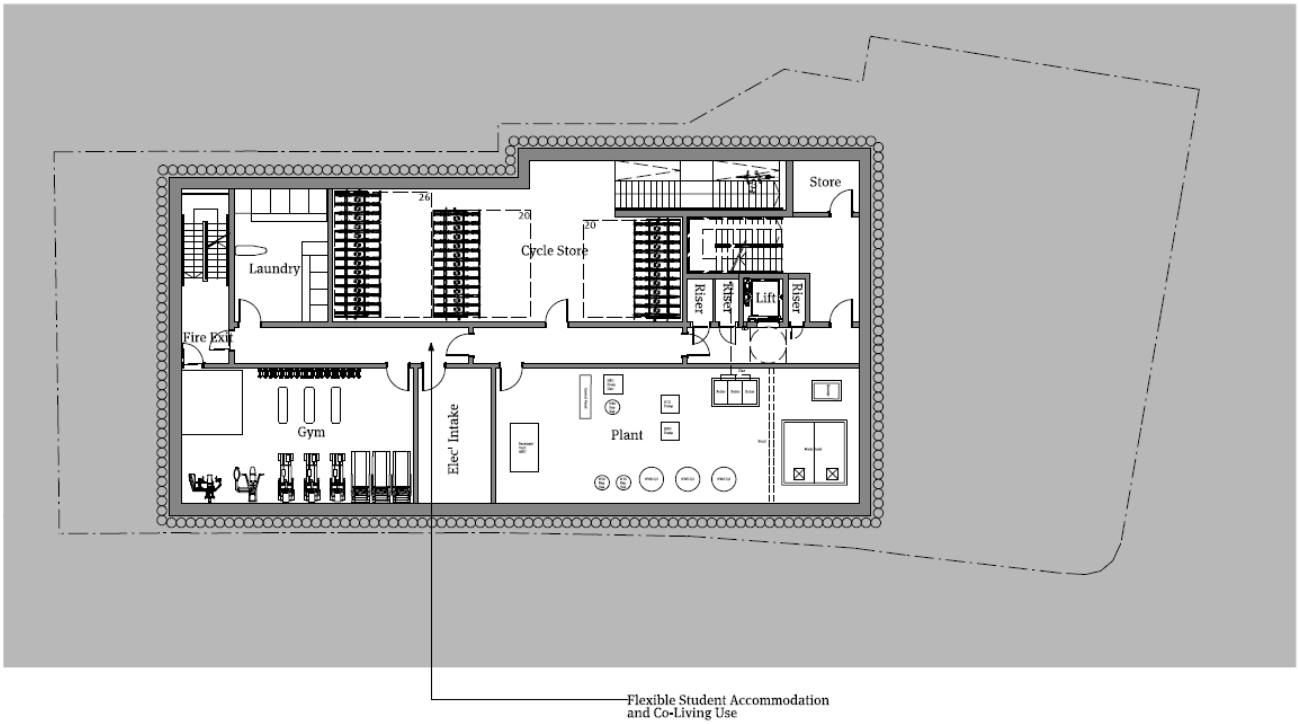
Location Plan



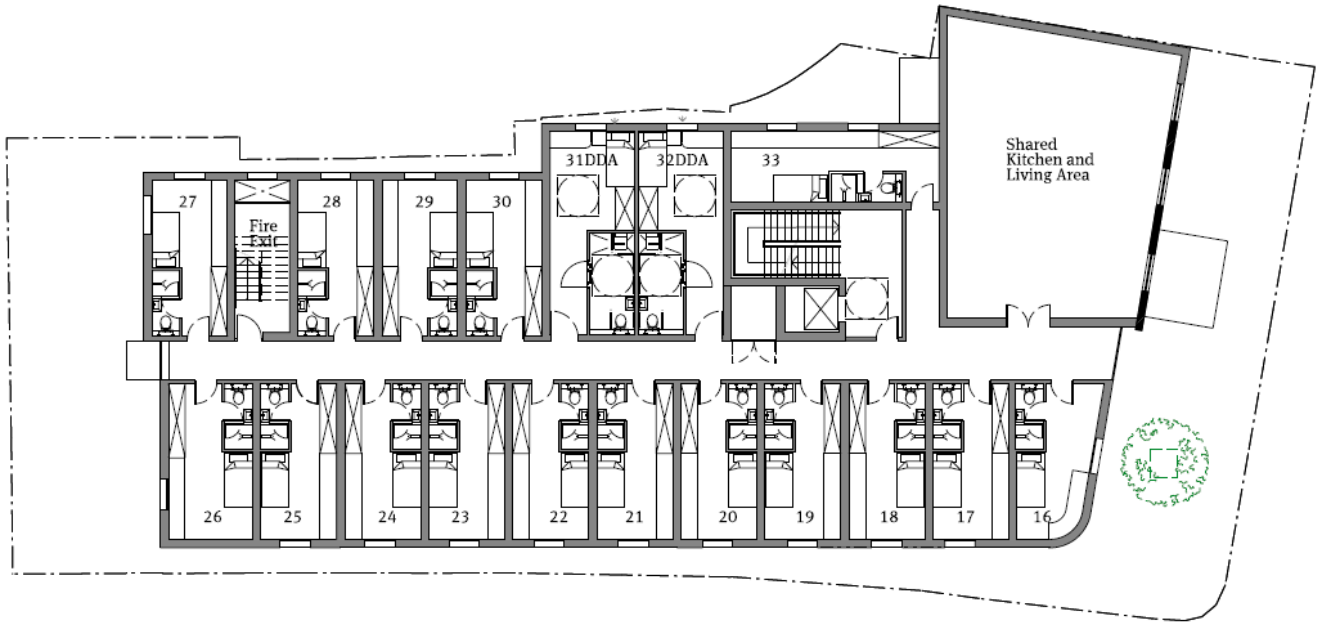
Ground Floor Plan



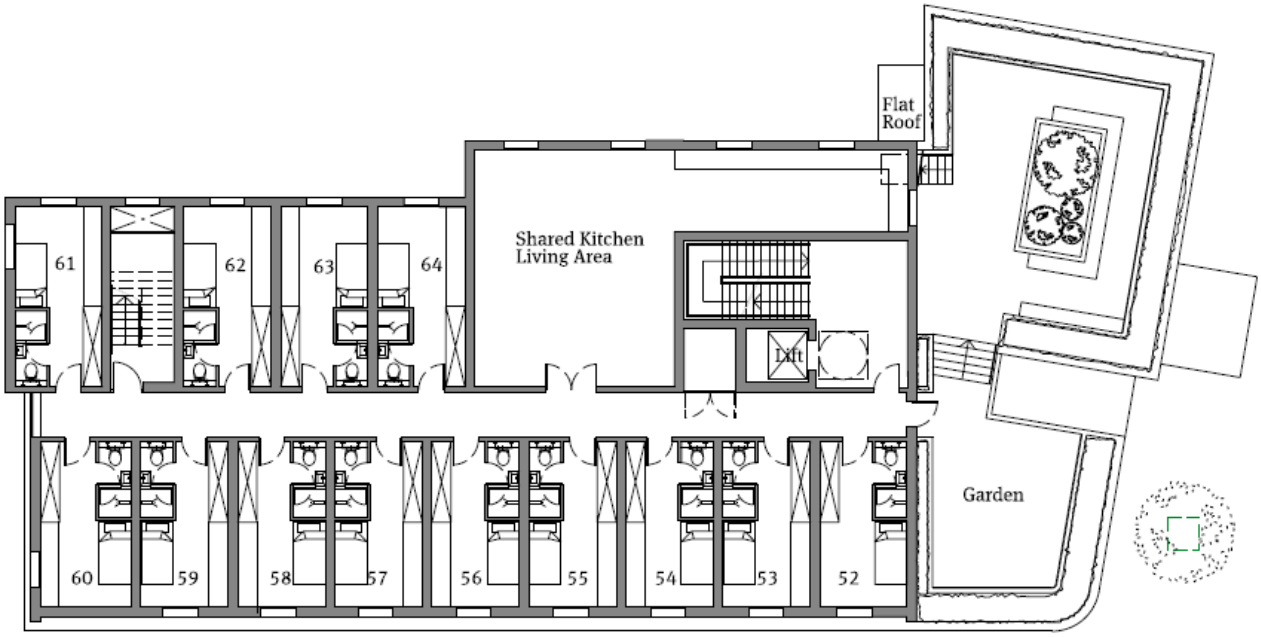
Basement Plan



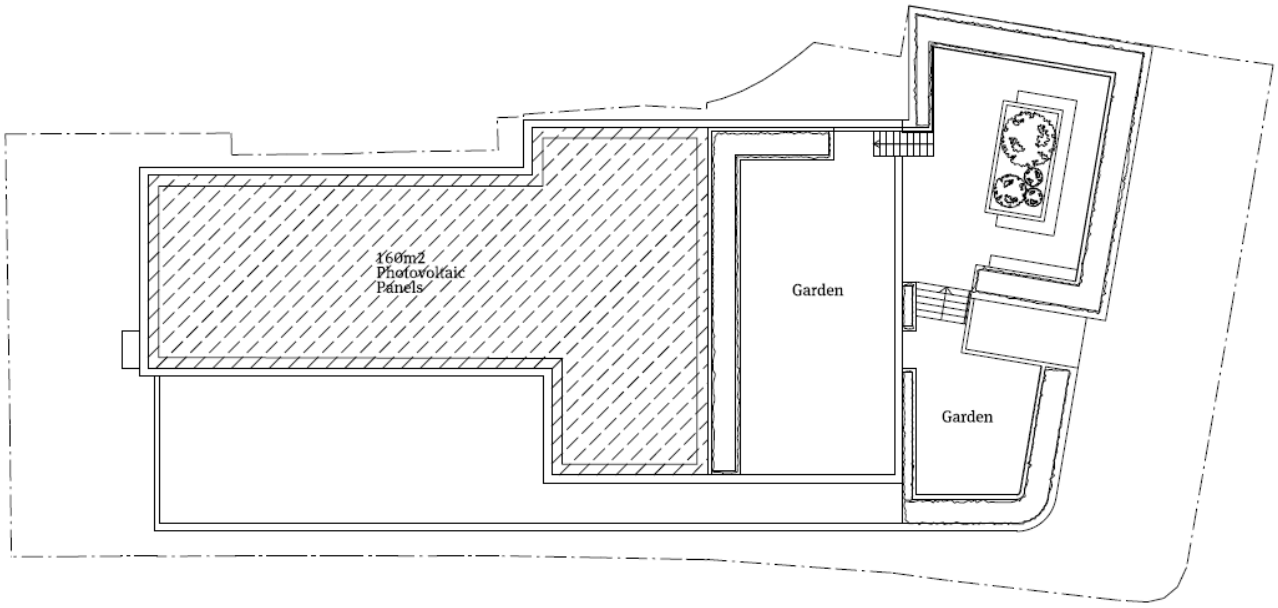
First Floor Plan (Second floor is virtually identical to this)



Third Floor Plan



Roof Plan



Chesnut Road Elevation (No external or internal changes are proposed)

Example communal kitchen and roof terrace

Photo 5: Communal Kitchen and Dining Area

Photo 6: Communal Roof Terrace, fronting onto Chesnut Road

Room example

Communal shared

Appendix 3 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment/objection (summarised)	Response
INTERNAL		
Transportation	**Location and access** The site is located to the northern side of Chesnut Road, at the corner of Chesnut Road and Rycroft Way. It is immediately adjacent to (the eastern side of) Tottenham Police Station. It has a PTAL value of 6A, considered 'excellent' access to public transport services, within walking distance of the Tottenham High Road bus corridor, Bruce Grove Rail station and Tottenham Hale underground station. It is also very close to several local and strategic cycle routes including CS1 and LCN+ Link 79. Chesnut Road is a direct walking and cycling route connecting Tottenham Hale and Tottenham High Road. There are two CPZ's in place in the locality of the site, with The Hale CPZ in place on the eastern side of the High Road, and the Bruce Grove CPZ in place on the western side. Both have restrictions in place 0800 – 1830, with the Bruce Grove CPZ operating Monday to Saturday and the Hale CPZ Monday to Friday. Additional restrictions come into play on match and event days/evenings at the Tottenham Hotspur Stadium. Although the site is located in an area of extensive CPZ coverage the formal parking along Chesnut Road is managed and controlled by TfL as under Red Route/TLRN designation. There is a Haringey Council car park on the north side of Chesnut Road (Stoneleigh Road car park A) which has 50 spaces. Proposal and initial transportation considerations	*Conditions and obligations have been attached requiring further details of cycle parking details – to be submitted for approval prior to commencement, car-capped Development, £4000 (four thousand pounds) towards the amendment of the Traffic Management Order, residential Travel Plan and £2,000 for monitoring of the travel plan* *S278 agreement is not necessary as no works are proposed to the highway, Car club provision is not necessary due to the temporary nature of the development.* *The suggestion to block up an existing disabled parking space is considered to be unnecessary and could prejudice disabled residents given that it was part of the original permission and there are no changes to resident numbers or any building works relating to the proposal.*

Stakeholder	Question/Comment/objection (summarised)	Response
	It is proposed to retain the building exactly as with the earlier consented arrangements, to include 64 rooms along with the waste and other arrangements in the ground and basement floor levels. 66 cycle parking spaces are proposed for the basement. Specific comments on cycle parking follow on later in this response. Considering transportation impacts, the site is in an area with a High Public Transport accessibility level and is located within walking distance of the Tottenham High Road bus corridor, Bruce Grove Rail station and Tottenham Hale underground station. There is also the presence of several local and strategic cycle routes including CS1 and LCN+ Link 79. It is considered appropriate for the development to include a residential travel plan, to ensure that good active travel options are both promoted and adhered to, to increase active travel mode shares and make the development more sustainable in transportation terms. A £2000 monitoring fee will be appropriate. **Parking considerations** As with the original application, 3 off street blue badge bays are proposed, accessed via crossovers, with two accessing Chesnut Road and the third accessing Rycroft. Given the demographic and number of occupiers (64) it is considered that three spaces may well be more than is necessarily needed, and it is suggested that this is reduced to 2. Revised layout drawings can be provided, covered by condition to provide details for review and approval. Any changes to the highway will require the applicant to enter into the appropriate Highways Act Agreement and meet the Council's costs.	

Stakeholder	Question/Comment/objection (summarised)	Response
	As described earlier the site is not currently directly located in a controlled parking zone, however our recent discussions with the parking management team suggests that there are parking issues on Chesnut Road which need to be addressed in the form of a Controlled Parking Zone. When considering the proposal to change relevant conditions to allow co-living as well as student accommodation, this is not likely to increase the number of trips, however considering the nature of the use will be changing from student accommodation to co-living which will have more persons which are not student. The nature of the trips to the site will change and may result in more trips by car, although this application is for both Student accommodation and Co-living there is no limit on the proportion of the accommodation that can be used for Co-living and no assessment has be submitted to determine the likely impact of the change in use on the mode split and any resulting parking accumulation. We have however considered that given the site is located in an area with a high public transport accessibility level, and changes to the current CPZ are planned for the future, this development proposal can be dedicated as a car free development in line with Policy DM32. The applicant will therefore need to enter into the appropriate planning agreement and meet the Council's costs for this (£4000). **Cycle parking** It is proposed to provide 66 cycle parking spaces in total, located in the basement. It is noted that there is a ramp feature adjacent to the	

Stakeholder	Question/Comment/objection (summarised)	Response
	stairs used to access the basement, that cycles can be wheeled down. Since the earlier application, the London Plan has been updated, and for the forthcoming/draft London Plan, provision of 1 space per room/unit would be appropriate. Therefore 66 spaces would meet current standards. The proposed arrangements should meet with the requirements of TfL's London Cycle Design Standards, in particular chapter 8 which is for cycle parking, the applicant will need to provide full details including dimensioned layout drawings and the manufacturer's specification for installation. If granted consent this can be covered by condition. In addition to this there should also be visitor cycle parking, the London Plan requirements are for 3 spaces. Details should be provided for the proposed location of these, and again this can be covered by a pre commencement cycle parking condition. **Delivery and servicing arrangements** It is noted that there is reference to a concierge for the development, this person can accept multiple deliveries for the development in single visits and distribute to occupiers accordingly. There are a number of short stay Red Route Parking bays along Chesnut Road, and there is also the Stoneleigh Road car park so should be no shortage of spaces for visiting delivery and servicing vehicles to park and dwell. **Summary**	

Stakeholder	Question/Comment/objection (summarised)	Response
	This application seeks to change the consented arrangements for the student accommodation development at 2 Chesnut Road, to permit part of whole occupancy as a co-living type establishment. The applicant is not seeking any physical changes to the proposals for the new building. From the transportation perspective, there may be changes to the trip patterns and modes used with the co-living occupiers, however without clear proportions it is difficult to be clear on this. The Parking Team has made Transportation aware of parking issues in the locality of the site so it will be appropriate for the site to be designated as a car capped site to prevent occupiers obtaining CPZ permits. This is covered in the S106. In addition to this it will also be appropriate for the development to include a residential travel plan, again this can be covered by the S106. Finally, details of the proposed arrangements for long stay and short stay cycle parking will be required, this can be covered by condition. Consequently, the transportation planning and highways authority would not object to this application subject to the following conditions and S.106 obligations. Conditions 1. Cycle parking details – to be submitted for approval prior to commencement 2. Car parking details – revision to provision and full details of proposed arrangements to be submitted for approval prior to commencement	

Stakeholder	Question/Comment/objection (summarised)	Response
	S106 Obligations 1. Car-capped Development The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity. 2. Residential Travel Plan Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport: a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident.	

Stakeholder	Question/Comment/objection (summarised)	Response
	c) Establish or operate a car club scheme, which includes the provision of 2 (two years)' free membership for all residents and £50.00 (fifty pounds in credit) per year for the first 2 years. d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information e) the travel plan must include specific measured to achieve the 6% cycle mode share by the 3rd year. f) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year for a period of 3 year for monitoring of the travel plan initiatives 3. S278 Agreement or similar To cover changes to the public Highway to create crossovers to access the blue badge parking for the development.	
EXTERNAL		
Cllr & resident objections (summarised)	The Council's planning guidance has no provision for this type of accommodation.	*Policy H16 of the 'Intend to Publish' version of the New London Plan (NLP) supports this type of accommodation and must be given significant weight.*
	The Opera House has been designed for students who are mainly there during termtime.	*There is no restriction on occupancy to terms time. Often students occupying purpose-built student accommodation (PBSA) are from overseas and stay throughout the year. Purpose built Co-living developments are laid-out in a similar way to this development with communal areas on each*

Stakeholder	Question/Comment/objection (summarised)	Response
		floor and other facilities such as cleaning services, laundry, and gym on-site. *In fact, one of the largest examples of a successful co-living scheme planning permission (ref: 165092OPDFUL) granted by Ealing Council at Nash House, Old Oak Lane, Park Royal was originally approved as student housing then amended to co-living.*
	The proposed model would encourage overcrowding with rentals providing one small bedroom with shared living space and shared kitchen areas.	*The building would continue to operate as it has done, with the 64 rooms being occupied only by individuals which will be managed by the operator. The proposal simply seeks to allow rooms to be let to non-students as PBSA is no longer viable given far fewer students are coming to London to study.*

Stakeholder	Question/Comment/objection (summarised)	Response
	Whichever way this is being marketed, it is in essence more like multiple occupancy on a very large scale, with tenants having bed-sits with nowhere even to sit.	*Purpose built Co-living developments are laid-out in a similar way to this development with communal areas on each floor and other facilities such as cleaning services, laundry, and gym on-site. The building provides 64 rooms and a total of 605sqm of communal space. This equates to 9.5sqm of communal space per room / resident. The facilities, services, and amenities available within the rooms and throughout the building collectively provide a good standard of accommodation and offer much greater communal facilities than an HMO.*
	The applicant has cited examples from elsewhere which are not comparable in size.	*The room sizes range from 14.2sqm to 21.6sqm. From reviewing other similar developments, the room sizes within the building are comparable to recently approved shared living developments within London.*
	This area is a 'family protection zone' and this must be respected.	*The existing use is student accommodation which is not a form of family housing and prior to this it was a nightclub. The existing use and the proposal*

Stakeholder	Question/Comment/objection (summarised)	Response
		would contribute to mixed and inclusive neighbourhoods. The provision of the accommodation would alleviate some of the pressure on family housing from shared accommodation.