

Amendments to Officer's report 25-06-12:

- 8.2 National planning policy is set by the National Planning Policy Framework (NPPF), which was published 27th March 2012 and replaces all previous Planning Policy Statements and Guidance. Within the framework there is a presumption in favour of sustainable development “which should be seen as a golden thread running through plan-making and decision-making” (NPPF para. 14). As discussed in subsequent sections, **Officers consider the scheme to be compliant with planning policy and as such constitutes sustainable development as defined under the NPPF and therefore benefits from this presumption.**
- 8.6.9 In order to assist with a number of practical issues identified relating to the temporary relocation of the market during the redevelopment of the site, the s106 will require Grainger to **[reference to the Council omitted]**:
- to facilitate or fund a specialist facilitator to engage with the traders in order to find and provide temporary accommodation;
 - to liaise with those existing Spanish-speaking traders to promote their interests in the temporary accommodation; and
 - to engage with and provide appropriate business support and advice to all traders to secure the maximum number of expressions of interest to return to the site.
- The above covenant will be given by Grainger only albeit underpinned by a mutual obligation in the Development Agreement.**
- 8.15.9 Paragraph 129 states that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal. **Officers endorse the view on the significance of the Conservation Area taken by David Lewis. This is elaborated on in the sections below.**
- 8.15.27 **Officers do not agree that “substantial harm” will be caused and therefore the test under paragraph 133 does not apply. However, it is considered that if the test were applied, the applicant has demonstrated that the substantial harm is necessary to achieve substantial public benefits that outweigh that harm or loss.**
- 8.15.28 **The test under paragraph 133 requires the development to meet the 4 criteria above if it cannot be demonstrated that the harm is necessary to achieve substantial public benefits**

that outweigh that harm or loss. The applicants have submitted a report which considers variations of the scheme that retain one or more of the existing locally listed buildings on the site. The report refers to a financial appraisal undertaken by Drivers Jonas Deloitte (DJD) which concludes that none of these options were found to be financially viable or deliverable meaning that it would not be possible to deliver the public benefits which the current scheme provides and retain one or more of the buildings. **It is therefore considered that the earlier test under paragraph 133 is met and the 4 criteria do not apply.** The DJD report has been submitted to DVS for independent assessment and its conclusions will be reported to the Planning Sub-committee.

8.31.2 Since the previous application was determined, the introduction of the Mayoral CIL has placed a significant financial burden on the scheme and due to the high cost of development on this site and its associated impact on viability, there has been a reduction in some elements of the s106 contributions in financial terms. These are summarised below:

- Removal of £200k education contribution
- **[second bullet point omitted, this contribution remains]**
- West Green Road improvement fund reduced from £250k to £150k

8.31.10 **In accordance with national, regional and local policy,** the Council has commissioned DVS to undertake an assessment of the applicant's financial appraisal and it was found that the scheme would not be viable if it included affordable housing.

8.31.26 [new point in list of provisions]

- No betting shops, payday loan agents or hot food takeaways

AMENDMENTS TO CONDITIONS

The following conditions have been omitted as they are already covered by the proposed s106 agreement:

- No. 15 Landscape/playspace management
- No. 17 Lifetime Homes
- No. 18 Wheelchair adaptability
- No. 23 and 24 Travel Plans
- No. 30 Public Realm Improvements

Specific conditions have been added to address land contamination and for car-free designation.

Amended list of conditions below:

Implementation

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

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

2. The development hereby authorised shall be carried out in complete accordance with the following plans as submitted to, and approved in writing by, the Local Planning Authority:- 10153/F/01-01; 8444/T/01A-06, 02A-06, 03A-06, 04A-06, 05A-06 and 06A-06; P(00)21B; P(00)00A, 01E, 02C, 03C, 04C, 05B, 06B, 07C, 08C, 10B, 100D, 101C, 102D, 110C, 111D and 112A

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

Materials

3. Notwithstanding the description of the materials in the application, no part of the development shall be commenced until precise details of the materials to be used in connection with that part have been submitted to, and approved in writing by, the Local Planning Authority. The development hereby authorised shall not be carried out otherwise than in accordance with the approved details.

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

4. Samples of all materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any of the relevant part of the development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development hereby authorised shall not be carried out otherwise than in accordance with the approved details.

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

Hours of Construction

5. The construction works of the development hereby authorised shall not be carried out before 0800 or after 1800 hours Monday to Friday or before 0800 or after 1200 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties.

Waste storage and recycling

6. A detailed scheme for the provision of refuse, waste storage and recycling within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby authorised. The scheme as approved shall be implemented prior to occupation of the development hereby authorised and permanently retained thereafter.

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

Disabled Access

7. The entrance door to each of the retail units hereby authorised shall have a minimum width of 900mm, and a maximum threshold of 25mm.

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

Shopfront Design

8. Detailed plans of the design and external appearance of the shopfronts hereby authorised, including details of the fascias, shall be submitted to and approved in writing by the Local

Planning Authority before any shopfront is installed. All shopfronts shall be installed in accordance with the approved details.

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

Secured by Design

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

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

Parking and Loading/unloading

10. No part of the development hereby authorised shall be occupied unless car parking and loading and unloading facilities to serve that part have been provided in accordance with details previously submitted to, and approved in writing by, the Local Planning Authority. . The approved facilities shall be permanently retained for the accommodation of vehicles of the occupiers, users , or persons calling at the premises and shall not be used for any other purposes.

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

11. Details of on site parking management plan shall be submitted to and approved by the local planning authority prior to the commencement of the use of the basement car parking area. The agreed plan shall be implemented prior to use of the basement car parking area and permanently maintained in operation.

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

Satellite Aerials

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

development shall have a central dish / aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of any part of the development hereby authorised , and the approved scheme shall be implemented and permanently retained thereafter.

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

Drainage

13. The development hereby authorised shall not be commenced until details of drainage works (including a programme for implementation) have been submitted to and approved by the Local Planning Authority. The drainage works shall be carried out in accordance with the approved details.

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

Landscaping

14. Notwithstanding the details of landscaping referred to in the application, a landscaping scheme to include detailed drawings of:

- a. those existing trees to be retained;**
- b. those existing trees to be removed;**
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of the development hereby authorised; and**
- d. those new trees and shrubs to be planted together with a schedule of species,**

shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting

season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter.

Reason: In order 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.

Environmental Management Plan/Air Quality Assessment

15. Details of a site specific environmental management plan as referred to in the Air Quality Assessment [DATE?] shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby authorised. The agreed plan shall be implemented during the period of construction.

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

Noise

16. Details of the specification of the glazing to be used in the development hereby authorised with the objective of reducing noise levels within the residential units shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby authorised. The residential units shall not be constructed (and maintained) otherwise than in accordance with the approved details.

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

17. The service road ventilation plant noise emissions shall be in accordance with the limiting sound pressure level referred to in the Noise and Vibration Exposure Assessment dated May 2012 as prepared by Alan Saunders Associates

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

Cycle Parking

18. The development hereby authorised shall provide service covered storage for 234 cycle racks for the residential units and 11 cycle racks for the commercial units, a total of 245 cycle racks to be provided. These racks shall be provided prior to occupation of the relevant part of the development hereby authorised and

shall be subsequently maintained.

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

Commercial Opening Hours

19. The commercial uses hereby authorised shall not be open to the public before 0700 or after 0100 hours on any day.

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

Servicing and Deliveries

20. A servicing and delivery plan shall be submitted to, and approved in writing by, for the local planning authority prior to occupation of the development hereby authorised. The plans should provide details on how servicing and deliveries will take place including access via the proposed service gate and the need to avoid the AM and PM peak periods wherever possible. All servicing and delivery to the development hereby authorised shall be undertaken in accordance with the approved plan.

Reason: To reduce traffic and congestion on the transportation and highways network.

21. A construction management plan shall be submitted to, and approved in writing by, the local planning authority prior to the commencement of construction work on site. The plan should provide details on how construction work (including demolition) would be undertaken in a manner that minimizes disruption to traffic and pedestrians on A503 Seven Sisters Road and Suffield Road and avoids the AM and PM peak periods wherever possible. All works of construction relating to the development hereby authorised shall be undertaken in accordance with the approved plan.

Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation

Climate Change Mitigation

22. The residential development hereby authorised shall comply with Part L of 2010 Building Regulations.

Reason: To be consistent with London Plan Policies 5.2 and 5.3 and UDP Policy UD2 Sustainable Design and Construction.

Energy Modelling

23. Energy models for the commercial units hereby authorised based on NCM compliant methods shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of works in relation to those units. The commercial units hereby authorised shall not be constructed otherwise than in accordance with the approved details.

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

Demolition Management Plan

24. Prior to the commencement of the development hereby approved, a demolition management plan detailing the method of demolition, all construction vehicle activity related to demolition works, noise, dust and vibration mitigation measures and suitable measures to enhance the external appearance of the site, including appropriate additional lighting, associated with the development hereby approved shall be submitted to, and approved in writing by the Local Planning Authority. Works of demolition associated with the development hereby authorised shall not be undertaken otherwise than in accordance with the approved management plan.

Reason: To protect the existing amenity of the surrounding area.

Photovoltaics

25. Notwithstanding the drawings submitted with the application, details and drawings of the proposed photovoltaic equipment shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of the development hereby authorised . Such approved scheme shall be implemented prior to occupation of the development hereby authorised and shall be permanently retained.

Reason: In order to ensure the development meets the appropriate design and sustainability standards as required by London Plan Policies 5.2 and 5.3 and UDP Policy UD2 Sustainable Design and Construction.

Green Roof

26. Notwithstanding the drawings submitted with the application, details and drawings of the proposed green roof shall be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of the development hereby authorised. Such approved scheme shall be implemented prior to

the occupation of the development hereby authorised and shall be permanently retained.

Reason: In order to ensure the satisfactory provision of the green roof in the interests of sustainability

Piling Method Statement

27. No impact piling shall take place until a piling method statement (detailing the 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 water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

Water Infrastructure

28. Impact studies of the existing water supply infrastructure shall be submitted to, and approved in writing by, the local planning authority prior to the commencement of the development hereby authorised. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. The development hereby authorised shall not be carried out otherwise than in accordance with the approved studies.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

Electric Vehicle Charging Point

29.1 in 5 parking spaces hereby authorised shall provide an electrical vehicle charging point.

Reason: To encourage the uptake of electric vehicles in accordance with London Plan Policy 6.13.

Land Contamination

30. Before development commences other than for investigative work:

a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might

be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

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

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

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

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

CAR-FREE

31. No residents within the proposed developments, with the exception of up to 12 of the proposed houses on Suffield Road will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One Thousand pounds) towards the amendment of the TMO for this purpose.

Reason: To mitigate the parking demand generated by the development on the local Highways Network and to reduce car

ownership and trips generated by car, and increase travel by sustainable modes of transport.

INFORMATIVES

- A The development hereby authorised is subject to covenants contained within a planning obligation entered into pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended).
- B The new development will require naming/numbering. The applicant should contact the Transportation Group at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.
- C There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
- D There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.
- E With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

- F In accordance with Section 34 of the Environmental Protection Act and the Duty of Care, any waste generated from construction/excavation on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Waste must be removed by a registered carrier and disposed of at an appropriate waste management licensed facility following the waste transfer or consignment note system, whichever is appropriate.
- G A contribution towards the interchange between rail and underground in order to widen corridors/walkways to the London Underground station may be required. TfL welcomes further discussion about this matter.
- H The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

CONSERVATION AREA CONSENT Condition:

1. The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the works of redevelopment of the site has been granted for the redevelopment for which the contract provides.

Reason: In order to safeguard the special architectural or historic interest of the building.

AMENDED REASONS FOR APPROVAL

Tweaked wording and added London Plan policies.

REASONS FOR APPROVAL

- a) It is considered that the principle of this development is supported by National, Regional and Local Planning policies which seek to promote regeneration through housing, employment and urban improvement to support local economic growth.
- b) The scheme is considered to be of a high-quality design which enhances the character and appearance of the conservation area by having a bulk, massing and design which is commensurate to the location and is sympathetic to the architectural language of the Tottenham High Road Corridor/Seven Sisters /Page Green / Conservation Area. The scheme reinforces local distinctiveness and addresses connectivity between people and places and the integration of new development into the built historic environment. It is considered that the development proposal will result in less than substantial harm to the significance of the designated heritage asset and any harm is outweighed by the public benefits brought about by regeneration of the site. The scheme is considered to comply with paragraph 134 of the National Planning Policy Framework.
- c) The Planning Application has been assessed against and on balance is considered to comply with the
 - o National Planning Policy Framework;
 - o London Plan Policies: 2.15 'Town centres', 3.3 'Increasing housing supply', 3.4 'Optimising housing potential', 3.5 'Quality and design of housing developments', 3.6 'Children and young people's play and informal recreation facilities', 3.8 'Housing choice', 3.9 'Mixed and balanced communities', 3.12 'Negotiating affordable housing on individual private residential and mixed use schemes', 4.7 'Retail and town centre development', 4.8 'Supporting a successful and diverse retail sector', 4.9 'Small shops', 4.12 'Improving opportunities for all', 5.2 'Minimising carbon dioxide emissions', 5.3 'Sustainable design and Construction', 5.7 'Renewable energy', 5.10 'Urban greening', 5.11 'Green roofs and development site environs', 5.14 'Water quality and wastewater infrastructure', 5.15 'Water use and supplies', 5.21 'Contaminated land', 6.3 'Assessing effects of development on transport capacity', 6.5 'Funding Crossrail and other strategically important transport infrastructure', 6.9 'Cycling', 6.10 'Walking', 6.12 'Road network capacity', 6.13 'Parking', 6.14 'Freight', 7.1 'Building London's neighbourhoods and communities',

7.2 'An inclusive environment', 7.3 'Designing out crime', 7.4 'Local character', 7.5 'Public realm', 7.6 'Architecture', Policy 7.8 'Heritage assets and Archaeology', 7.9 'Heritage-led regeneration', 7.15 'Reducing noise and enhancing soundscapes'; and

- London Borough of Haringey Unitary Development Plan (UDP) 2006 policies G2 'Development and Urban Design', G3 'Housing Supply', UD2 'Sustainable Design and Construction', UD3 'General Principles', UD4 'Quality Design', UD6 'Mixed Use Developments', UD9 'Locations for Tall Buildings', HSG1 'New Housing Developments', HSG4 'Affordable Housing', HSG7 'Housing for Special Needs', AC3 'Tottenham High Road Regeneration Corridor', M2 'Public Transport Network', M3 'New Development Location and Accessibility', M5 'Protection, Improvements and Creation of Pedestrian and Cycle Routes', M9 'Car- Free Residential Developments', M10 'Parking for Development', CSV1 'Development in Conservation Areas', CSV2 'Listed Buildings', CSV3 'Locally Listed Buildings and Designated Sites of Industrial Heritage Interest', CSV7 'Demolition in Conservation Areas', EMP3 'Defined Employment Areas - Employment Locations', EMP5 'Promoting Employment Uses', ENV1 'Flood Protection: Protection of the Floodplain and Urban Washlands', ENV2 'Surface Water Runoff', ENV4 'Enhancing and Protecting the Water Environment', ENV5 'Works Affecting Watercourses', ENV6 'Noise Pollution', ENV7 'Water and Light Pollution', ENV11 'Contaminated Land' and ENV13 'Sustainable Waste Management'