

REPORT FOR CONSIDERATION AT PLANNING COMMITTEE

Reference No: HGY/2013/1985	Ward: Tottenham Green
Address: Land to rear of 318-320 High Road N15 4BN	
Proposal: Demolition of a derelict commercial building (B2) and a vacant land parcel, to provide 18 residential dwellings, associated landscaping, refuse and recycling facilities and 2 disabled car parking spaces.	
Existing Use: Commercial (B2)	
Proposed Use: Residential (C3)	
Applicant: Mrs Janet Mussington, Sanctuary Group	
Ownership: Private	

DOCUMENTS
Title
Design & Access Statement July 2013
Archaeological Desk Based Assessment September 2013
Code for Sustainable Homes Planning Statement September 2013

PLANS		
Plan Number	Rev.	Plan Title
11.286/D01	A	Location Plan
11.286/D02	A	Existing Site Plan
11.286/D03	A	Proposed Site Layout
11.286/D04	A	Proposed Ground Floor Plan
11.286/D05	A	Proposed First Floor Plan
11.286/D06	A	Proposed Second Floor Plan
11.286/D07	A	Proposed Third Floor Plan
11.286/D08	A	Proposed Fourth Floor Plan
11.286/D09	A	Proposed Roof Plan
11.286/D10	A	Proposed Elevations
11.286/D11	A	Proposed Elevations

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PLANNING DESIGNATIONS:

- Local Employment Area

RECOMMENDATION

GRANT AMENDMENT subject to conditions and s106 agreement

SUMMARY OF REPORT

The application site is a derelict site located behind development on the east side of Tottenham High Road and south of Monument Way. The proposed residential development provides much needed housing in a sustainable location.

The scheme's design has been carefully considered and is of a high quality addressing its context adequately, causing no harm to the character and appearance of the local area including Conservation Area or to local residential amenity, and provides new residential accommodation of an acceptable living and sustainability standard.

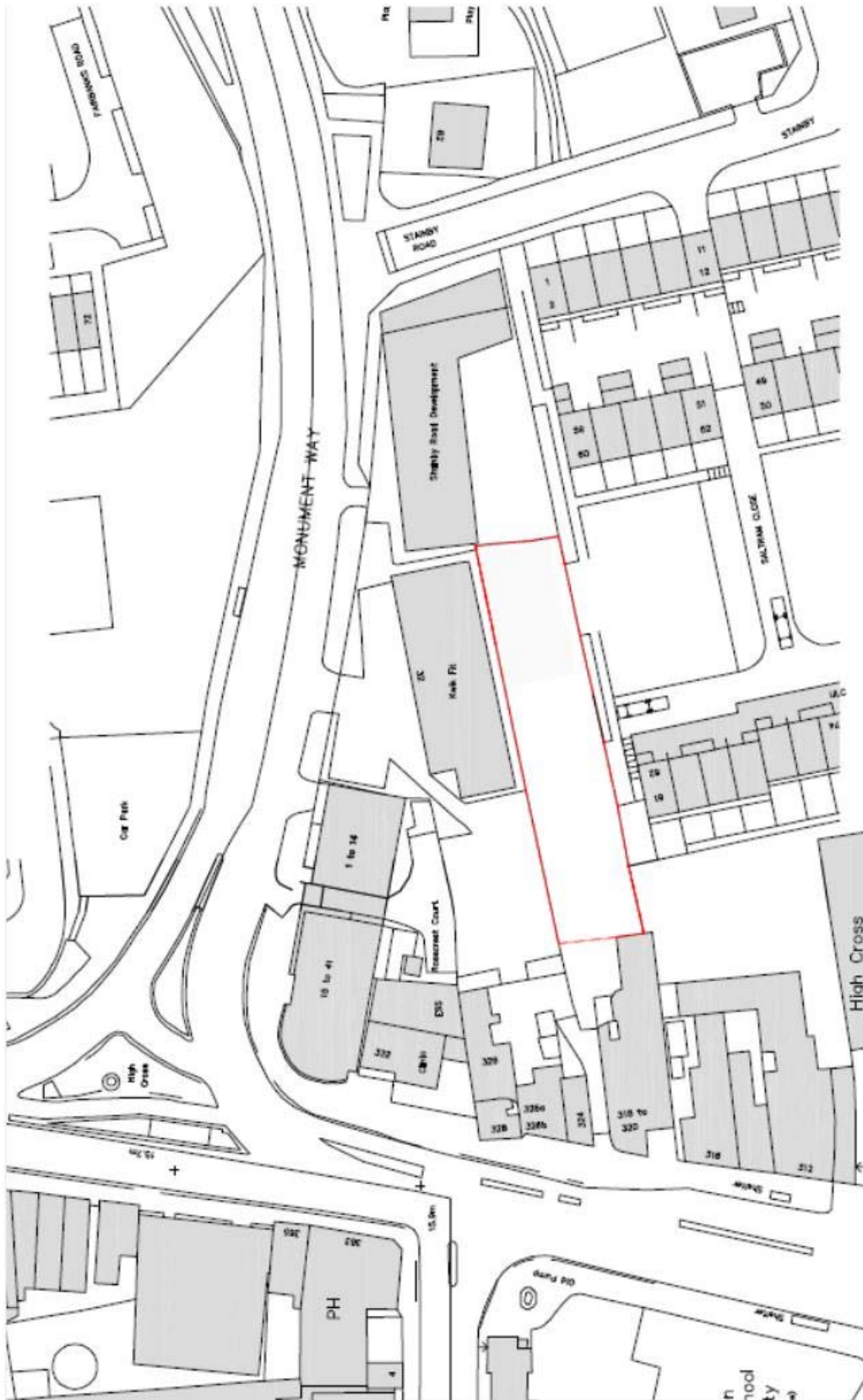
Due to the site's high accessibility to public transport, the lack of general parking provision is considered acceptable and the scheme will be designated 'car-restricted', preventing residents from gaining parking permits. However, two disabled parking spaces will be provided.

S106 contributions towards local environmental improvements, education, maintenance of the adjacent Saltram Close play area and amendment of the Traffic Management Order will be sought.

The proposal is considered acceptable against national, London and local planning policy and should be approved.

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1.0 SITE PLAN



2.0 IMAGES

General Layout





3.0 SITE AND SURROUNDINGS

- 3.1 The application site is a rectangular piece of land lying east-west behind 318-320 High Road, N15. Currently there is a derelict single storey former industrial building occupying the east most quarter of the site. The rest of the site is in poor condition and covered in debris.
- 3.2 The site is enclosed by a 2-3m high brick wall with a vehicle gate on the east side. Access to the site is via an access lane which leads to the High Road between no.'s 320 and 324 High Road.
- 3.3 To the north of the site is a Kwik Fit garage which fronts onto Monument Way, to the east is a recently constructed 5-storey residential building also developed by Sanctuary Housing Group. To the south is a Local Authority housing estate known as Saltram Close. The estate consists of 4-storey blocks of flats and is arranged around a play area in the centre of the estate. This play area is immediately south of the application site. To the west is 320 High Road, a Locally Listed 3-storey late 19th Century building with commercial use on the ground floor and flats above. No. 318 is a smaller 2-storey building well set back from the footway, leaving a front courtyard which is used as an outside retail stall. These properties and others along the High Road are within the Tottenham Green Conservation Area. To the north-west is a modern 5-storey block of flats facing onto the junction of High Road and Monument way.
- 3.4 The site is well served by public transport having access to the Tottenham High Road Bus Corridor, Seven Sisters Underground station and rail station to the south and Bruce Grove rail station to the north.

4.0 PROPOSAL DESCRIPTION

- 4.1 Permission is sought for the demolition of the existing building and erection of two buildings containing 18 dwellings. The two blocks are both rectangular in plan. On the west side is a 3-storey block 22.8m long and 9.9m deep. On the east side is a 5-storey block 23.5m long and 12.5m deep. Separating these blocks is a 15.4 wide landscaped area. Two Blue Badge parking spaces are provided in the south-west corner of the site which are accessed via the small access road off the High Road.
- 4.2 The existing boundary wall will be replaced by a more modest means of enclosure and pedestrian access will be provided to Saltram Close.
- 4.3 The buildings are contemporary in appearance and follow the general architectural language of the completed block of flats to the north east. The buildings are proposed to be finished simply in buff brick with perforated aluminium balcony screens.

5.0 PLANNING HISTORY

5.1 The site's planning history is provided below:

- HGY/2001/1564 - The erection of a three storey building comprising 15x2 bed self contained flats and 14 car parking spaces with access from Stainby Road – NOT DETERMINED
- OLD/2000/0775 - Erection of 2 storey garage & store for repair and maintenance of funeral vehicles & storage of coffins - WITHDRAWN
- OLD/1985/0513 - Installation of prefabricated toilet accommodation - GRANTED

6.0 RELEVANT PLANNING POLICY

National Planning Policy Framework

London Plan 2011

Policy 3.4 Optimising Housing Potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing Choice
Policy 3.9 Mixed and Balanced Communities
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable Housing thresholds
Policy 4.4 Managing Industrial Land and Premises
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.17 Waste capacity
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Secured by design
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 8.3 Community infrastructure levy

Haringey Local Plan 2013-2026

SP0 Presumption in Favour of Sustainable Development

SP1 Managing Growth
SP2 Housing
SP4 Working Towards a Low Carbon Haringey
SP6 Waste and Recycling
SP7 Transport
SP9 Improving skills and training to support access to jobs and community cohesion and inclusion
SP11 Design
SP12 Conservation

Saved Unitary Development Plan 2006 Policies

UD3 General Principles
UD7 Waste Storage
M10 Parking for Development

Supplementary Planning Guidance

SPG1a 'Design Guidance'
SPD - Housing ('Density, Dwelling Mix, Floor space Minima, Conversions, Extensions and Lifetime Homes')
SPG7a 'Parking Standards'
SPG8a 'Waste and Recycling'
SPG8f 'Land Contamination'
SPG9 'Sustainability Statement'
SPG10a 'The negotiation, management and monitoring of planning obligations'
SPG10b 'Affordable Housing'
SPG10c 'Educational Needs generated by new housing development'
Mayor's Housing SPG

7.0 CONSULTATION

Internal	External
Ward Councillors Cleaving Transportation Building Control Housing, Design & Major Projects Tottenham Team Housing Renewal Conservation and Design Commercial Environmental Health	Local Residents (184 addresses) Tottenham CAAC Thames Water Greater London Archaeological Advisory Service (GLAAS) London Fire Brigade

7.1 A Development Management Forum was held on 29 October 2013 at Tottenham Green Leisure Centre however there were no attendees.

8.0 RESPONSES

8.1 No responses from local residents or Councillors were received.

8.2 LBH Housing Enabling Team

8.3 The scheme in its current form complies with the Councils Strategic Policies, principally on the grounds that it promotes the area's regeneration – current policy SP2.

8.4 This position is supported by paragraphs 3.2.18 and 3.2.19 of the SP and 5.28-5.30 of the Housing SPD, as such the proposals have been developed to include a high proportion of low cost home ownership.

8.5 The enabling team supports this scheme in terms of the proportion of affordable housing delivered due to the reasons outlined above and will have continuous engagement with Sanctuary Housing to ensure the council aims and objectives are met.

8.6 LBH Transportation

8.6.1 The application site has a high public transport accessibility level (PTAL) of 6 and is within walking distance of a number of local bus routes servicing High Road Tottenham with a combined two-way frequency of 205 buses per hour. The site is within easy walking distance of both Seven Sisters and Tottenham Hale underground and rail stations. It is therefore considered that prospective residents of this development would use sustainable travel modes for the majority their journeys to and from the site.

8.6.2 The vehicular access to the west of the site is narrow and egresses onto a major junction with High Road/Monument Way/Philip Lane, which forms a part of the Transport for London Road Network. It is intended that this

existing access only serve two parking bays on the site, which will limit the number of movements from this narrow access. The site does not have any other direct vehicular access to the public highway. However, it is intended that refuse collections and access for servicing be gained from privately controlled Saltram Close.

- 8.6.3 Stainby Road is the nearest public residential street from the proposed development and lies to the east of the site. Although Stainby Road falls within the Seven Sisters controlled parking zone (CPZ), none of the prospective residents will be eligible for on-street parking permits as Parking Management have confirmed that the application site does not physically fall within the defined boundary of the CPZ itself. To ensure that the objectives of the parking zone are not nullified the Council does not allow for residents from properties outside the drawn boundary to apply for parking permits. It should be noted that the extent of CPZ boundary is legally defined within its associated Traffic Management Order. However, to avoid any future ambiguity the applicants have agreed to enter into a S.106 agreement to secure and promote the development as car-restricted.
- 8.6.4 The two on-site parking spaces are designated for the use of disabled blue badge holders only. This level of provision is in line with maximum parking standards outlined within the Haringey Council adopted UDP (saved policies 2013) and additionally accords with UDP Policies M9- 7.19 and M9- 7.20 which states “The construction of new residential developments without car parking would support Council policies to reduce car dependency and the encouragement of other modes of transport”. The parking levels within this development also accord with UDP Policies M10- 7.21 and M10-7.22 and Haringey’s Local Plan Strategic Policies (2013- 2026) outlined within SP1, SP4 and SP7.
- 8.6.5 In line with SP7 we will also require that the applicant provide all prospective residents with two years free membership of the existing car club, which operates within the immediate vicinity of the site and currently has a car-club bay located on Antill Road. This will offer a more sustainable option for those who still require access to a car. As there is no realistic prospect of residents using on-street parking facilities within the immediate vicinity of the site we would agree with the assumption in the transport statement that the site will not generate a significant number of traffic movements.
- 8.6.6 The proposal also includes the provision of two secure storage facilities capable of catering for up to 24 bicycles. This level of provision complies with standards set out within The London Plan (2011). However, in order to further encourage the uptake of cycling the highway and transportation authority will seek contributions from the applicant in order to provide improvements to the local cycle route network within the vicinity of the site. The contribution should be secured by a Section 106 Agreement.
- 8.6.7 It is considered that the proposed development is unlikely to have any

adverse impact on the surrounding highway network or car parking demand at this location. Therefore, the highway and transportation authority would not object to this application subject to the imposition of the following S.106 obligations and planning condition:

S.106 Obligations:

1. "The residential unit is defined as 'car restricted' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose.
2. The Applicant/ Developer will be required to contribute by way of a S.106 agreement £12,000 (twelve thousand pounds) for environmental improvements within the local area surrounding the site.
3. A residential travel plan must be secured by the S.106 agreement. As part of the travel plans, the following measures must be included in order to maximise the use of sustainable modes of transport:
 - a) Provision of welcome residential induction packs containing public transport and cycling/walking information like available local cycle/walking routes map, details of cycle parking and public transport time-tables to all new residents, travel pack to be approved by the Council's transportation planning team.
 - b) Secure that the developer offers all residents of the development free membership to a local car club for at least the first 2 years, evidence of which must be submitted to the Haringey Transportation Planning team.
 - c) cycle parking to be provided in line with the 2011 London plan
 - d) The developer is required to pay a sum of, £3,000 (three thousand pounds) for the purposes of monitoring the travel plan for a period of at least 5 years.

Pre-commencement condition:

1. The Applicant/ Developer is required to submit a construction management plan (CMP) and construction logistics plan (CLP) for the local authority's approval 3 months prior to construction work commencing on site. The plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on High Road Tottenham and Stainby Road is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

Informative

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

In addition to the above comments TfL has the following comments and conditions:

Informatives

- 1.The site of the proposed development is adjacent to the A10, High Road, which forms part of the Transport for London Road Network (TLRN).
- 2.Vehicle access will be via the existing access arrangements which is acceptable.
- 3.TfL supports no car parking is proposed for the proposed development, with the exception of 2 accessible parking spaces.

Conditions

Cycle parking should be provided in accordance with the standards set out in the London Plan.

Subject to the above condition being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).

8.7 LBH Conservation Officer

- 8.7.1 The proposed development is for substantial residential use providing 18 units in total. The layout of the scheme follows the overall Master Plan envisaged for the site allowing further future development of the site as part of the wider regeneration of Tottenham.
- 8.7.2 The scheme proposes two blocks of flats, three and five storeys high respectively. The three storey block would be located immediately behind the retail units along High Road and would be in closest proximity to the

locally listed building. However, given its overall height and bulk this would not be considered detrimental to its setting and would be acceptable.

- 8.7.3 The five storey block would be more visible from Monument Way, although most of it would be obscured behind the existing block of flats. The stepped height and the overall mass of the two blocks relate well to the surrounding buildings and whilst partly visible from some long distance views within the conservation area, they would not have a detrimental impact on it.
- 8.7.4 The contemporary and simplistic design and architectural language would be considered positive to the setting of the conservation area.
- 8.7.5 Overall, the scheme would not be considered detrimental to the setting of the locally listed building and would enhance the setting of the conservation area. It is, therefore, acceptable.

8.8 Greater London Archaeological Advisory Service

- 8.8.1 The site lies within the historic core of the medieval settlement of Tottenham. The applicant's archaeological desk-based assessment has been examined by GLAAS but it is not able to agree with its conclusions without corroborating survey data.
- 8.8.2 In view of the above it therefore advises that the following condition be added to any forthcoming consent.

Condition

A) No demolition or development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in PPS 5/NPPF.

8.9 LBH Waste Management

8.9.1 The proposed development does not provide adequate information on waste collection and storage in order to provide bespoke comments. This part of the application has been given RAG traffic light status of RED for waste storage and collection arrangements. Further details have been provided in response to these comments and a suitable condition has been included on the decision notice.

8.10 LBH Environmental Health

8.11 Conditions requiring contaminated land assessment, details of all boilers and associated air quality and construction dust mitigation plan to be submitted and approved in writing by the Local Planning Authority should be included in the decision notice.

9.0 ANALYSIS / ASSESSMENT OF APPLICATION

9.1 Principle of Development

9.1.1 The proposal provides 18 residential units. Additional housing is supported by London Plan Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing Potential'. It is also supported by Haringey Local Plan Policy SP2 'Housing' which seeks an additional 820 homes per annum in the Borough. Although the site once contained an employment use, the site has been derelict for a number of years and the development of the site for housing of the density proposed represents the optimal use of the site.

9.2 Density

9.2.1 National, London and local policy seeks to ensure that new housing development makes the most efficient use of land and takes a design approach to meeting density requirements.

9.2.2 Table 3.2 of the London Plan sets out the acceptable range for density according to the Public Transport Accessibility (PTAL) of a site. The site is considered to be in an 'urban' context and has a PTAL of 5, thus development should be within the density range of 200 to 700 habitable

rooms per hectare (hr/ha). Accounting for the retail uses on the ground floors, the proposed development has a density of 544 hr/ha, which is acceptable having regard to the site's accessibility and urban context.

9.3 Dwelling Mix

- 9.3.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing, which is supported by the Council's Housing SPD.
- 9.3.2 The proposed dwelling mix is 3 x 1-bedroom (17%), 9 x 2-bedroom (50%) and 6 x 3-bedroom (33%). This does not exactly accord with the Council's desired dwelling mix as it provides fewer 1-bedroom and more 2- and 3-bedroom properties, however the greater provision of these larger dwellings is welcome. The LBH Housing Enabling Team considers the proposed mix acceptable.

9.4 Affordable Housing

- 9.4.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 9.4.2 Similarly, The London Plan (2011), Policy 3.12 states that Boroughs should seek "the maximum reasonable amount of affordable housing...when negotiating on individual private residential and mixed-use schemes", having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability".
- 9.4.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 50%.
- 9.4.4 The development as proposed is 100% affordable housing, thereby exceeding the above threshold. The tenure mix is as follows: 6 x rent, 4 x intermediate rent and 8 x shared ownership. The Council's Housing team have no objection to this mix as it helps to address the balance of social rented housing across the borough.

9.4.5 Although 100% affordable housing is proposed, the s106 will allow for flexibility of between 50% and 100% in the proportion of affordable provided in order enable the applicant to secure finance for the scheme. Even at 50%, the development would be in compliance with planning policy, as such this approach is considered acceptable in this instance.

9.4.6 The development is therefore considered to be in compliance with Policy 3.12 “Negotiating affordable housing on individual private residential and mixed use schemes” of the London Plan.

9.5 Standard of Accommodation

9.5.1 London Plan Policy 3.5 ‘Quality and Design of Housing Developments’ requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor’s Housing SPG.

9.5.2 All of the proposed flats exceed the floorspace standards in the above SPG. All except two flats are dual aspect. However, the two single aspect flats (1-bedroom flats on the second and third floors of Block B) do have a partial westerly aspect over the balcony.

9.5.3 Due to the Kwik Fit garage, the outlook to the north is poor but the flats have been designed so that only secondary windows face this direction. All habitable rooms have a primary window facing east, west or south.

9.5.4 Each dwelling benefits from a private external amenity space which would meet or exceed the minimum size standard in the SPG and receive adequate light and outlook.

9.5.5 Lift access is provided to all floors and no more than 3 dwellings per floor share a core (maximum permitted is 8 per floor).

9.5.6 The scheme has been designed in accordance with Lifetime Homes and two flats (more than 10% of the scheme) have been designed as fully wheelchair accessible units.

9.5.7 The proposed residential accommodation is therefore considered acceptable. .

9.6 Child playspace

9.6.1 London Plan Policy 3.6 ‘Children and young people’s play and informal recreation facilities’ requires developments make provision for play and informal recreation, based on the expected child population generated by the scheme. The Mayor’s SPG “Shaping Neighbourhoods: Play and

Informal Recreation" 2012 provides minimum standards for the provision of children's play space. The Haringey Open Space and Recreation Standards SPD sets out the Council's own play space standards under the Local Plan.

- 9.6.2 According to the Mayor's SPG the proposal would have a child yield of 10.7 children, requiring 107m² of child playspace (or 32.1m² under Haringey Standards). The development provides 49m² of well-overlooked children's playspace in the open area between the two blocks. Although this is below the Mayor's standard, occupants of the development will have access to the approximately 900m² play area in Saltram Close which features play equipment and a basketball half-court. Children living in the development will therefore have access to sufficient 'doorstep', 'local playable' and 'neighbourhood playable' space as set out in the Mayor's SPG and the Haringey SPD.
- 9.6.3 The proposal is therefore considered to have sufficient provision for play space in compliance with the above policies.
- 9.6.4 The s106 will secure a £500p.a. contribution over 25 years (£12,500) to the maintenance of this play area.

9.7 Inclusive Design and Access

- 9.7.1 London Plan Policy 7.2 'Inclusive Environment' requires development to follow the principles of inclusive design and to meet the highest standards of accessibility and inclusion. Haringey Local Plan Policy SP11, Haringey UDP Policy UD3 "General Principles" and SPG 4 "Access for All – Mobility Standards" all seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties are considered.
- 9.7.2 The development has been designed in accordance with relevant standards relating to inclusive access (BS8300 and Building Reg. Part M). Access to each flat is by 800mm wide communal doors with level thresholds and to each entrance to a wheelchair flat and the lift is 1500mm x 1500mm clear landing to accommodate a wheelchair. The communal staircase will have uniform risers and handrails designed to assist mobility impaired users. Circulation signage will be both visual and tactile.
- 9.7.3 Internal layouts are designed to allow for accessibility for wheelchair users and the two ground floor flats to block A are designed specifically for wheelchair users.
- 9.7.4 The proposed development will therefore provide inclusive access for future occupiers in accordance with the above policies.

9.8 Design and appearance

- 9.8.1 London Plan Policies 7.4 ‘Local Character’ and 7.6 ‘Architecture’ require development proposals to be of the highest design quality and have appropriate regard to local context. Haringey Local Plan Policy SP11 and Saved UDP Policy UD3 ‘General Principles’ continue this approach. Policy 7.8 ‘Heritage Assets and Archaeology’ of the London Plan requires development to conserve the significance of the heritage asset. Haringey Local Plan Policy SP12 seeks to ensure that proposals affecting Conservation Areas preserve or enhance the historic character of the Conservation Area.
- 9.8.2 The proposed design is for two contemporary style buildings with simple block forms in a linear arrangement. The approach is similar to that taken for a recently completed development on Stainby Road by the same applicant. As such, the size and massing of the buildings are in keeping with this development and the existing blocks of flats in the immediate area.
- 9.8.3 The external finish is in brick with visual interest created by recessed balconies and varied brick bond styles. The balconies are perforated aluminium sheets to provided interest while also providing privacy for users. Final details of materials will be secured by condition.
- 9.8.4 The subject site has a small frontage onto the Conservation Area and as set out above in the Council’s Conservation Officer’s comments the proposed design would not cause harm to its character.
- 9.8.5 The proposed development is therefore considered to be of high quality design suited to the context of the area in compliance with the above policies.

9.9 Impact on Amenity

- 9.9.1 London Plan Policy 7.6 ‘Architecture’ and Saved UDP Policy UD3 requires development proposals to have no significant adverse impacts on the amenity of surrounding development.

Sunlight/daylight

- 9.9.2 Due to the location and orientation of the site, there is no residential development to the north. The shadow cast by this development would fall mainly on the Kwik Fit garage immediately to the north. There would be some over shadowing late in the afternoon (17:00 to 18:00) for the recently consented 5-storey block of flats to the north east but there would be no impact at other times of the day. On balance, it is considered that there would no significant impact on sunlight/daylight for neighbouring residential properties.

Privacy

- 9.9.3 There are no facing windows within 20m of the development that would experience overlooking. There are 2 small windows on north flank elevation of 61 and 62 Saltram Close but these are obscure glazed.
- 9.9.4 The distance between the two proposed buildings is 15.4m although 20m is desirable, the Mayor's Housing SPG sets out a flexible approach should be taken in order secure the optimal development of sites. The units which do have facing windows between the two blocks have a secondary outlook which provides longer views. For the balconies which are also within 15.4m, screening can be installed. This will be secured by condition.
- 9.9.5 The proposed development would cause no harm to existing residential amenity.

9.10 Traffic and Parking

- 9.10.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.
- 9.10.2 The subject site has a high public transport accessibility level (PTAL) of 6 and is within walking distance of a number of local bus routes and both Seven Sisters and Tottenham Hale underground and rail stations. It is therefore considered that prospective residents of this development would use sustainable travel modes for the majority their journeys to and from the site.
- 9.10.3 The vehicular access to the west of the site is narrow and egresses onto a major junction with High Road/Monument Way/Philip Lane, which forms a part of the Transport for London Road Network. It is intended that this existing access only serve two parking bays on the site, which will limit the number of movements from this narrow access. The site does not have any other direct vehicular access to the public highway. However, it is intended that refuse collections and access for servicing be gained from privately controlled Saltram Close.
- 9.10.4 Stainby Road is the nearest public residential street from the proposed development and lies to the east of the site. Although Stainby Road falls within the Seven Sisters controlled parking zone (CPZ), none of the prospective residents will be eligible for on-street parking permits as the application site does not fall within the boundary of the CPZ itself. To ensure that the objectives of the parking zone are not nullified the Council does not allow for residents from properties outside the drawn boundary to apply for parking permits. However, to avoid any future ambiguity the applicants have agreed to enter into a S.106 agreement to secure and promote the development as car-restricted.

- 9.10.5 The two on-site parking spaces are designated for the use of disabled blue badge holders only. This level of provision is in line with maximum parking standards outlined within saved UDP Policies M9- 7.19 and M9- 7.20 which states. The parking levels within this development also accord with UDP Policies M10-7.21 and M10-7.22 and Haringey's Local Plan Strategic Policies (2013-2026) outlined within SP1, SP4 and SP7.
- 9.10.6 In line with SP7 the applicant will be required to provide all prospective residents with two years free membership to the local car club, which has a car-club bay located on Antill Road. This will offer a more sustainable option for those who still require access to a car.
- 9.10.7 The proposal also includes the provision of two secure storage facilities capable of catering for up to 24 bicycles. This level of provision complies with standards set out within The London Plan (2011). However, in order further encourage the uptake of cycling the highway and transportation authority will seek contributions from the applicant in order to provide improvements to the local cycle route network within the vicinity of the site. The contribution should be secured by a Section 106 Agreement.
- 9.10.8 Subject to the above, the proposed development will not cause harm to local traffic and highway conditions in compliance with the above policies.

9.11 Trees and Landscaping

- 9.11.1 Under Policy OS17 'Tree Protection, Tree Masses and Spines' of the Haringey UDP, the Council will seek to protect and improve the contribution of trees to local character. London Plan Policy 7.4 'Trees and Woodlands' states that existing trees of value should be retained and any loss as the result of development should be replaced.
- 9.11.2 There are no mature trees within the application boundary but there are several mature trees close to the southern boundary. A condition will be applied requiring the submission and implementation of a tree protection scheme during construction.
- 9.11.3 The proposal includes an indicative landscaping scheme consisting of planters, small trees and lawn areas. A condition will be applied requiring the submission and approval of a detailed landscaping scheme.

9.12 Energy and Sustainability

- 9.12.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. Policy 5.2 sets out the Mayor's 'lean, clean, green' energy hierarchy which prioritises energy use reduction, clean production and renewable production respectively.

9.12.2 Using photovoltaics and high thermal efficiency, the development will achieve a 25% reduction in emission compared to 2010 Building Regulations baseline, thereby achieving Code for Sustainable Homes Level 4, in compliance with the above policies.

9.13 Flood Risk

9.13.1 The site is not in Flood Risk zones 2 or 3 and a flood risk assessment is not required under the NPPF, London Plan or Local Policy.

9.14 Contaminated Land

9.15 London Plan Policy 5.21 'Contaminated Land' requires that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination. This is continued in Haringey UDP Policy ENV11.

9.16 The site was in light industrial use and there is the possibility of land contamination. A condition will be applied requiring a full investigation of site contamination.

9.17 Waste Management

9.17.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection.

9.17.2 The Council's Waste Management Officer objected to the scheme requiring further information. The applicant has responded confirming waste containers have been provided in both blocks and they sit adjacent to the central landscaped area, as shown on the ground floor plan. Further details on the management of the waste area (such as exact collection point of Saltram Close) will be secured by condition.

9.18 S106 Planning Obligations and Community Infrastructure Levy (CIL)

9.18.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development. Below are the agreed Heads of Terms.

Affordable housing

- Minimum 50% affordable housing

Education

- A contribution towards school places of £80,416 based on the formula set out in SPG 10C and child yield figures from the GLA.

Transport

- £1000 towards the amendment of the TMO to designate it as car-restricted.
- Travel Plan and £3000 towards its monitoring for at least 5 years
- £12,000 towards environmental improvements within the local area

Local Employment

- £3,750 for every £1m of construction cost towards a Work Placement Co-ordinator.

Maintenance of Saltram Close play area

- £500 p.a. for 25 years (£12,500) towards the maintenance of the adjacent Saltram Close play area

Cost recovery

- 3% of total s106 contribution

CIL

The development as proposed is 100% affordable housing scheme so it is not liable for CIL. If however, the affordable element falls below 100%, CIL will be liable for that portion at a rate of £35 per m².

10.0 SUMMARY AND CONCLUSION

- 10.1 The proposed residential development provides much needed housing in a sustainable location.
- 10.2 The scheme's design has been carefully considered and is of a high quality addressing its context adequately, causing no harm to the character and appearance of the local area including Conservation Area or to local residential amenity, and provides new residential accommodation of an acceptable living and sustainability standard.
- 10.3 Due to the site's high accessibility to public transport, the lack of general parking provision is considered acceptable and the scheme will be designated 'car-restricted', preventing residents from gaining parking permits. However, two disabled parking spaces will be provided.
- 10.4 S106 contributions towards local environmental improvements, education, maintenance of the adjacent Saltram Close play area and amendment of the Traffic Management Order will be sought.
- 10.5 The proposal is considered acceptable against national, London and local planning policy and should be approved.

11.0 RECOMMENDATION

GRANT PERMISSION

Subject to the following conditions and s106 Agreement

IMPLEMENTATION

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

Reason: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

DRAWINGS

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

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

MATERIALS

3. Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include (proposed finished levels or contours, means of enclosure, car parking layout, other vehicle and pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures (e.g. furniture, play equipment refuse or other storage units, signs, lighting etc.), retained historic landscape features and proposals for restoration where relevant, and thereafter retained in perpetuity.

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

5. Before the development hereby permitted is commenced details of balcony screening between the two buildings shall be submitted to and approved in writing by the Planning Authority. Development shall be carried out in accordance with the approved details prior to the first use of the balcony and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the adjoining properties and to comply with Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 General Principles of the Haringey Unitary Development Plan 2006.

WASTE AND RECYCLING COLLECTION

6. Details of a scheme for the storage and collection of refuse from the premises shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Saved Policy UD7 of the Haringey Unitary Development Plan 2006 and Policy 5.17 of the London Plan 2011.

ARCHAEOLOGY

7. A) No demolition or development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in PPS 5/NPPF.

CONTAMINATED LAND

8. 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:-

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

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

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

COMBUSTION AND ENERGY PLANT

9. Prior to installation details of the boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NO_x emissions not exceeding 40 mg/kWh (0%).

Reason: To ensure that the Code for Sustainable Homes assessment obtains all credits available for reducing pollution, as required by The London Plan Policy 7.14.

CONTROL OF CONSTRUCTION DUST

10. No works shall be carried out on the site until a detailed report, including Risk Assessment, detailing management of demolition and construction dust has been submitted and approved by the LPA. This shall be with reference to the London Code of Construction Practice. In addition either the site or the Demolition Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any work being carried out on the site.

Reason: In order to minimise harm to air quality and residential amenity in accordance with Saved UDP Policy ENV7.

CONSTRUCTION TRAFFIC

11. Three months prior to commencement of the development hereby permitted, details a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) shall be submitted, approved in writing by the Local Planning Authority and implemented accordingly. The Plans must provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on High Road Tottenham and Stainby Road is minimised and that construction vehicle movements will be planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To minimise vehicular conflict at this location in the interest of safety and the freeflow traffic in accordance with Saved UDP Policy UD3 and Haringey Local Plan Policy SP7.

CYCLE PARKING

12. Prior to the first occupation of the development hereby permitted, the applicant shall provide secure and covered cycle storage for 24 bicycles.

Reason: To encourage the use of sustainable modes of transport and to comply with London Plan standards.

TREE PROTECTION

13. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, details of the protection of any retained tree onsite or nearby which is likely to be affected by the development, to comply with *BS 5837: 2012 - Trees in relation to design, demolition and construction - Recommendations* shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be installed prior to the commencement of any development hereby approved and maintained until all equipment, machinery and surplus materials have been removed from the site.

Nothing shall be stored or placed in any area fenced in accordance with this condition nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access be made, without the written consent of the Local Planning Authority.

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 consistent with London Plan Policy 7.21, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan.

LOCAL LABOUR/TRAINING

14. That where reasonably possible, not less than 20 percent (20%) of onsite workforce (excluding managers and supervisors) employed during the construction period for the proposed development comprise of 'local residents'. In the event that achieving 20% proves impracticable for reasons notified in writing to and approved by the Council then another figure agreed by the relevant parties concerned (acting reasonably) may be acceptable.

Note: 'Local' is defined as employees preferably within the Haringey confines, but where not practicable, will include North London Sub-Region. This is consistent with Construction Web's approach.

Reason: In order to provide employment opportunities for local residents in accordance with Policy G4 of the Haringey Unitary Development Plan and Policy 4.12 'Improving Opportunities for All' of the London Plan.

15. That where reasonably practicable not less than 10 percent (10%) of the onsite 'local' workforce (excluding managers and supervisors) employed during the construction period for the proposed development comprise of trainees, but in the event that achieving 10% proves impracticable for reasons notified in writing to and approved by the Council then another figure agreed by the parties concerned acting reasonably may be acceptable. These trainees can be self employed or sourced from 'local' Small and Medium size Enterprise's. Note: The ten percent (10%) trainees is included in the 20 percent (20%) figure of 'local employees' and not the percentage of the workforce on-site as a whole.

Reason: In order to provide employment opportunities for local residents in accordance with Policy G4 of the Haringey Unitary Development Plan and Policy 4.12 'Improving Opportunities for All' of the London Plan.

INFORMATIVES:

The development of this site is likely to damage heritage assets of archaeological and historical interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.

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

12.0 APPENDICES

12.1 Appendix 1 – Consultation Responses

No.	Stakeholder	Question/Comment	Response
	INTERNAL		Noted. Conditions and s106 provision
	LBH Housing Enabling Team	<p>The scheme in its current form complies with the Councils Strategic Policies, principally on the grounds that it promotes the area's regeneration – current policy SP2.</p> <p>This position is supported by paragraphs 3.2.18 and 3.2.19 of the SP and 5.28-5.30 of the Housing SPD, as such the proposals have been developed to include a high proportion of low cost home ownership.</p> <p>The enabling team supports this scheme in terms of the proportion of affordable housing delivered due to the reasons outlined above and will have continuous engagement with Sanctuary Housing to ensure the council aims and objectives are met.</p> <p>12.2</p>	Notes
	LBH Transportation	<p>The application site has a high public transport accessibility level (PTAL) of 6 and is within walking distance of a number of local bus routes servicing High Road Tottenham with a combined two-way frequency of 205 buses per hour. The site is within easy walking distance of both Seven Sisters and Tottenham Hale underground and rail stations. It is therefore considered that prospective residents of this development would use sustainable travel modes for the majority their journeys to and from the site.</p> <p>The vehicular access to the west of the site is narrow and egresses onto a major junction with High Road/Monument Way/Philip Lane, which forms a part of the Transport for London Road Network. It is</p>	Noted. Recommendations followed.

No.	Stakeholder	Question/Comment	Response
		<p>intended that this existing access only serve two parking bays on the site, which will limit the number of movements from this narrow access. The site does not have any other direct vehicular access to the public highway. However, it is intended that refuse collections and access for servicing be gained from privately controlled Saltram Close.</p> <p>Stainby Road is the nearest public residential street from the proposed development and lies to the east of the site. Although Stainby Road falls within the Seven Sisters controlled parking zone (CPZ), none of the prospective residents will be eligible for on-street parking permits as Parking Management have confirmed that the application site does not physically fall within the defined boundary of the CPZ itself. To ensure that the objectives of the parking zone are not nullified the Council does not allow for residents from properties outside the drawn boundary to apply for parking permits. It should be noted that the extent of CPZ boundary is legally defined within its associated Traffic Management Order. However, to avoid any future ambiguity the applicants have agreed to enter into a S.106 agreement to secure and promote the development as car-restricted.</p> <p>The two on-site parking spaces are designated for the use of disabled blue badge holders only. This level of provision is in line with maximum parking standards outlined within the Haringey Council adopted UDP (saved policies 2013) and additionally accords with UDP Policies M9-7.19 and M9-7.20 which states “The construction of new residential developments without car parking would support Council policies to reduce car dependency and the encouragement of other modes of transport”. The parking levels within this development also accord with UDP Policies M10-7.21 and M10-7.22 and Haringey’s Local Plan Strategic Policies (2013-2026) outlined within SP1, SP4 and SP7.</p> <p>In line with SP7 we will also require that the applicant provide all prospective residents with two years free membership the existing car club, which operates within the immediate vicinity of the site and currently has a car-club bay located on Antill Road. This will offer a more sustainable option for those who still require access to a car. As there is no realistic prospect of residents using on-street parking</p>	

No.	Stakeholder	Question/Comment	Response
		<p>facilities within the immediate vicinity of the site we would agree with the assumption in the transport statement that the site will not generate a significant number of traffic movements.</p> <p>The proposal also includes the provision of two secure storage facilities capable of catering for up to 24 bicycles. This level of provision complies with standards set out within The London Plan (2011). However, in order further encourage the uptake of cycling the highway and transportation authority will seek contributions from the applicant in order to provide improvements to the local cycle route network within the vicinity of the site. The contribution should be secured by a Section 106 Agreement.</p> <p>It is considered that the proposed development is unlikely to have any adverse impact on the surrounding highway network or car parking demand at this location. Therefore, the highway and transportation authority would not object to this application subject to the imposition of the following S.106 obligations and planning condition:</p> <p>S106 Obligations:</p> <ol style="list-style-type: none"> 1. "The residential unit is defined as 'car restricted' and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £1000 (One thousand pounds) towards the amendment of the TMO for this purpose. 2. The Applicant/ Developer will be required to contribute by way of a S.106 agreement £12,000 (twelve thousand pounds) for environmental improvements within the local area surrounding the site. 3. A residential travel plan must be secured by the S.106 agreement. As part of the travel plans, the following measures must be included in order maximise the use of 	

No.	Stakeholder	Question/Comment	Response
		<p>sustainable modes of transport:</p> <p>a) Provision of welcome residential induction packs containing public transport and cycling/walking information like available local cycle/walking routes map, details of cycle parking and public transport time-tables to all new residents, travel pack to be approved by the Council's transportation planning team.</p> <p>b) Secure that the developer offers all residents of the development free membership to a local car club for at least the first 2 years, evidence of which must be submitted to the Haringey Transportation Planning team.</p> <p>c) cycle parking to be provided in line with the 2011 London plan</p> <p>d) The developer is required to pay a sum of, £3,000 (three thousand pounds) for the purposes of monitoring the travel plan for a period of at least 5 years.</p> <p>Pre-commencement condition:</p> <p>2. The Applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months prior to construction work commencing on site. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on High Road Tottenham and Stainby Road is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p>	

No.	Stakeholder	Question/Comment	Response
		<p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>Informative The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p> <p>In addition to the above comments TfL has the following comments and conditions:</p> <p>Informatives</p> <p>1.The site of the proposed development is adjacent to the A10, high Road, which forms part of the Transport for london road Network (TLRN).</p> <p>2.Vehicle access will be via the existing access arrangements which is acceptable.</p> <p>3.TfL supports no car parking is proposed for the proposed development, with the exception of 2 accessible parking spaces.</p> <p>Conditions</p> <p>Cycle parking should be provided in accordance with the standards set out in the London Plan.</p> <p>Subject to the above condition being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).</p>	

No.	Stakeholder	Question/Comment	Response
	LBH Conservation Officer	<p>The proposed development is for substantial residential use providing 18 units in total. The layout of the scheme follows the overall Master Plan envisaged for the site allowing further future development of the site as part of the wider regeneration of Tottenham.</p> <p>The scheme proposes two blocks of flats, three and five storeys high respectively. The three storey block would be located immediately behind the retail units along High Road and would be in closest proximity to the locally listed building. However, given its overall height and bulk this would not be considered detrimental to its setting and would be acceptable.</p> <p>The five storey block would be more visible from Monument Way, although most of it would be obscured behind the existing block of flats. The stepped height and the overall mass of the two blocks relate well to the surrounding buildings and whilst partly visible from some long distance views within the conservation area, they would not have a detrimental impact on it.</p> <p>The contemporary and simplistic design and architectural language would be considered positive to the setting of the conservation area.</p> <p>Overall, the scheme would not be considered detrimental to the setting of the locally listed building and would enhance the setting of the conservation area. It is, therefore, acceptable.</p>	Noted.
	LBH Waste	The proposed development of Demolition of a derelict commercial	Further details required by condition.

No.	Stakeholder	Question/Comment	Response
	Management	building (B2) and a vacant land parcel, to provide 18 residential dwellings, associated landscaping, refuse and recycling facilities and 2 disabled car parking spaces, does not provide adequate information on waste collection and storage in order to provide bespoke comments. This part of the application has been given RAG traffic light status of RED for waste storage and collection arrangements.	
	LBH Environmental Health	Conditions requiring contaminated land assessment, details of all boilers and associated air quality and construction dust mitigation plan are submitted and approved in writing by the Local Planning Authority.	Noted. Conditions applied.
	EXTERNAL		
	Greater London Archaeological Advisory Service	<p>The site lies within the historic core of the medieval settlement of Tottenham. I have examined the applicant's archaeological desk-based assessment but without corroborating survey data I am not able to agree with its conclusions that no significant archaeological survival can be anticipated.</p> <p>In view of the above, I therefore advise that the following condition be added to any forthcoming consent.</p> <p>Condition</p> <p>A) No demolition or development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.</p> <p>B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).</p> <p>C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance</p>	Noted. Recommendations followed.

No.	Stakeholder	Question/Comment	Response
		<p>with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p>Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation followed by the subsequent recording of significant remains prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in PPS 5/NPPF.</p>	
	RESIDENTS	n/a	
		A Development Management Forum was held 29 th October 2013 at Tottenham Leisure Centre but there were no attendees.	