

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS	
Reference No: HGY/2014/1105	Ward: Tottenham Green
<p>Address: 332-334 High Road N15 4BN</p> <p>Proposal: Demolition of existing two storey building and redevelopment of site to provide a six storey block comprising of 2no. commercial units (Use Class A2/A3/B1/D1)) to the ground floor and 9no. self-contained flats (Use Class C3) to the upper levels</p> <p>Applicant: MrRobert Fletcher</p> <p>Ownership: Private</p> <p>Case Officer Contact: Valerie Okeiyi</p> <p>Site Visit Date: 22/05/2014</p>	
<p>Date received: 14/08/2014 Last amended date: 03/09/2014</p> <p>Drawing number of plans: Drawing No.'s 826/01 A, 02A, 03D, 04A, 05A, 06A, 07A, 08 to 826/09</p> <p>CIL Questions, Design and Access Statement Rev B, Lifetime Homes Statement, Affordable Housing Assessment, Air Quality, Assessment Archaeological Assessment, Daylight and Sunlight Study, Energy and Sustainability Statement, Heritage Statement, Planning Statement, Transport Statement.</p>	
1.1	This planning application is being reported to Committee as the proposal is for major development and is required to be reported to committee as set out under the current scheme of delegation.
1.2	This application is recommended for approval subject to the conditions and a S106 agreement being first entered into.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The scheme optimises the potential of the site by providing a high quality mixed used development in Tottenham;
- The scale, form and choice of materials for the proposed building have been designed sensitively in order to harmonise with the character and visual amenity of the surrounding area;
- Officers consider that the proposed development would preserve and enhance the character of the conservation area;
- The overall layout is appropriate;
- The proposal would provide a satisfactory standard of accommodation for future occupiers;
- The accommodation meets Life Time Homes Standards;
- The development would promote employment;
- The scheme would introduce measures to reduce the energy emissions of the proposed building;
- The proposed development would not have any adverse impact on the surrounding highway network or significant increase on car parking demand in this location;
- The proposal will not give rise to unacceptable harm to the amenity of surrounding land and buildings

2. RECOMMENDATION

(1) That the Committee resolve to GRANT planning permission and that the Head of Development Management is delegated authority to issue the planning permission and impose conditions and informatives and subject to sec. 106 Legal Agreement.

(2) That the section 106 legal agreement referred to in the resolution above is to be completed no later than 30 November 2014 or within such extended time as the Head of Development Management shall in her sole discretion allow; and

(3) That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions imposed on application ref: HGY/2014/1105 including;

- i. Development to begin no later than three years from the date of decision
- ii. Development to be carried out in accordance with the approved plans
- iii. Precise details of the materials to be submitted to LPA
- iv. Details of boundary treatment to be submitted to LPA
- v. Details of site levels to be submitted to LPA
- vi. Detailed scheme for the provision of refuse and waste storage to be submitted to LPA
- vii. Details of contaminated land to be submitted to the LPA
- viii. Details of control of construction dust to be submitted to the LPA
- ix. Details of combustion and energy plant to be submitted to the LPA.
- xi. Details of construction management plan and construction logistics plan to be submitted to the LPA
- xii. Details of Service Delivery Plan to be submitted to LPA
- xiv. Details of disabled parking
- xv. Final Code Certificate to be issued to the LPA for certifying that Code Level 4 (CSH) has been achieved
- xvi. Final BREEAM Certificate to be issued to the LPA for certifying that 'Excellent' has been achieved
- xvii. Details of extract duct/flue to be submitted to LPA
- xviii. Details of aerial to be submitted to LPA
- xx. Restricted Use Class
- xxi. Restricted use of the communal external roof garden
- xxii. Lifetime Homes

Informatives

- i. 1. Thames Water
- ii. 2. Secure by Design
- iii. 3. Asbestos Survey
- iv. 4. Hours of Construction
- v. 5. Community Infrastructure Levy
- vi. 6. Community Infrastructure Levy
- vii. 7. The new development will require numbering

2. RECOMMENDATION

(4) That, in the absence of the agreement(s) referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the Planning Application be refused for the following reasons;

- i. That in the absence of the provision of a transportation contribution the proposal would have an unacceptable impact on the local transport infrastructure and would be contrary to Local Plan Policy SP7
- ii. That in the absence of the provision of an affordable housing contribution would be contrary to Local Plan Policy SP2

(5) In the event that the Planning Application is refused for the reasons set out in resolution (4) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

S106 Heads of Terms

- 1) £8,000 towards improvements to the wider London cycle network within the vicinity of the site
- 2) £1000 towards the amendment of the Traffic Management Order (TMO)
- 3) Two years free membership to a local Car Club which
- 4) Towards the reinstatement of the footway by way
- 5) £50,234 towards affordable housing

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

This is an application for the demolition of the existing two storey building and redevelopment of site to provide a six storey block comprising of 2 commercial units (Use Class A2/A3/B1/D1) to the ground floor and 9 self-contained flats (Use Class C3) to the upper levels. The amendments are as follows;

The proposed building would have a flat roof and be six storeys in height and include a recessed top floor. The building would have a width of 16.9m from the High Road frontage and range from 3.5 – 18m in height.

The proposed building would be constructed using Red Stock brick and the recessed element on the top floor will be finished in grey powder coated aluminium composite panels. Other elements of the building would be constructed using steel glass balustrades to balconies, 1.8m aluminium privacy screens to balconies, grey powder coated aluminium double glazed doors/windows and shopfront. The proposed boundary treatment to the rear would consist of a 1.8m high timber fence.

The proposed layout would comprise of 239 sq.m. of commercial floorspace (A2/A3/B1/D1) separated into two units. Unit 1 to be 114 sq. m and unit 2 125.5 sq. m. Both units will have their own separate access from the High Road and have separate access to a rear yard. The refuse area for the flats above will also have its own separate access from the High Road and the bicycle store would be accessed from the communal hallway which gives access to the flats above. The flats are accessed via a stairwell and lift and comprise of 3 x 3 bed and 6 x 2 bed self contained flats. Two flats are proposed on each floor with the exception of the fifth floor that would accommodate one flat. All flats would have their own private balcony/winter garden and a communal roof garden is proposed on the fifth floor.

3.2 Site and Surroundings

The site is located on the eastern side of Tottenham High Road close to the junction of Monument Way and Philip Lane. The site lies within the Tottenham High Road and Tottenham Green Conservation Area. The site is also designated within an "Area of Archaeological Importance".

The site is occupied by a detached two storey building with a single storey element that is recessed. The building is currently in B1 office use. To the north of the site is Rosecrest Court, which is a six storey modern residential development and includes a recessed top floor and commercial unit on the ground floor and to the south is a three storey building with commercial on the ground floor and residential above including a long single storey rear projection which adjoins the single storey element of the subject site and is accessed at the side of the building. Further south on the western side is Tottenham Green. The surrounding area is predominantly mixed use in character, with commercial on the ground floor and residential at the upper levels.

The site is located in an area with a high public transport accessibility level and it is located within walking distance of the Tottenham High Road bus corridor, Bruce Grove

Rail station, Tottenham Hale underground station and Seven Sisters station with frequent bus routes.

3.4 Relevant Planning and Enforcement history

No relevant planning and planning enforcement history

4. CONSULTATION RESPONSE

4.1 The following were consulted regarding the application:

Internal

- 1) LBH Housing Renewal
- 2) LBH Cleansing – East
- 3) LBH Housing Design & Major Projects
- 4) LBH Conservation & Design Team
- 5) LBH Tottenham Team
- 6) LBH Building Control
- 7) LBH Transportation Team

External

- 1) The Greater London Archaeological Advisory Service (GLAAS)
- 2) Thames Water
- 3) TFL
- 4) London Fire Brigade
- 5) Tottenham Civic Society

The following responses were received :

Internal:

- 1) Cleansing (East) - Objection. Further details of waste management is required before the scheme can be supported
- 2) Commercial Environmental Health – The lead officer raises no objection and recommends the following conditions;
 - Building ventilation strategy;
 - Control of Construction dust
 - Combustion and energy plant

The following informative is also recommended;

- Asbestos survey
- 3) The Conservation team have no objection and made the following comments;
 - Whilst the overall height of the building is considered to be somewhat excessive, the block has a stepped appearance so that each floor from the third floor onwards is stepped slightly in from the side and front elevations. The top floor is substantially set back from the side and front, and would be only partially visible from the streetscene. This stepped appearance largely reduces the bulk and massing of the new built so that it fits well within the

streetscape, almost as a cascade between the seven storey block and the three storey terrace.

- The building's design is simple in appearance with the front projecting bay and the stepped bays providing an interesting visual articulation to the otherwise plain facade. The positioning and design of the fenestration also helps to relieve the solid and masonry appearance of the building, providing a much lighter elevation and adding to its verticality.
- The ground floor shop fronts follow a similar rhythm established within the area. The detailing is contemporary and further consents would be required for advertisements and illumination.
- The proposed scheme would enhance the character and appearance of the High Road at this location and the wider conservation area. It would also help the strategic regeneration aspirations of the area which would have a much wider public benefit and in this respect, would accord with the NPPF

4) The planning policy team have made the following comments;

- In planning policy terms the introduction of A1 on this site cannot be supported as it is outside of a town centre designation and Local Plan policy SP10 states its town centres are considered first for new retail development. In this instance, it is considered that integrating A2/B1 a uses on the ground floor can be supported in planning policy terms as this use is accommodated on the existing site.
- The site is an Area of Change as allocated in the Local Plan. These areas have considerable potential for growth.

5) The Transportation team have no objection and made the following comments;

- The application site fronts onto a section of High Road Tottenham which is controlled by Transport for London (TfL),
- The majority of the prospective residents of this site would travel using sustainable modes of transport, especially given the excellent public transport links.
- Cycle storage has been provided in line with London Plan (2013) standards,
- Although, the application does not include any on-site parking provision, the characteristics of this site fulfil the criteria set out within the Council's adopted Unitary Development Plan (saved policies 2013) Policy M9, for dedication as a car-free development
- The site does not fall within an area that has been identified within the Haringey Council adopted Unitary Development Plan (UDP) as that suffering from a high level of on-street parking pressure
- The highway and transportation authority would not object to this application subject to the imposition of the following;

- S106 towards the amendment of the Traffic Management Order
- S106 towards improvements to the wider London cycle network within the vicinity of the site
- The applicant/developer to offer all new residents of the proposed development two years free membership to a local car club
- S278 obligations towards securing all necessary works to close an existing crossover onto Tottenham High road, which forms part of the TFL Network and reinstate the footway
- Planning conditions for details of a construction management and logistics plan, details of a service delivery plan.
- Informative – The new development will require numbering

6) The Tottenham regeneration team have no objection and made the following comments;

- Support the proposed land uses in the development- commercial on the ground floor and residential above
- The redevelopment of the site is welcomed given the poor quality development currently on the site and poor relationship with the existing corner building
- The housing provision (9 x 2 and 3 bed private units) is considered an appropriate tenure and bedroom mix in this location. The development should aim to sell these to owner occupiers as opposed to buy to let investors- a clause could be inserted into the leasehold documents to specify this in more detail.
- Adequate refuse and recycling provision should be provided within the development as there are issues with refuse disposal and fly tipping along the High Road, often from flats above commercial ground floor uses.
- The design is acceptable in principle; high quality materials should be conditioned, if the application is approved, to ensure high quality materials are used in the Conservation Area
- The narrow strip of land that has been left undeveloped to maintain access to the residential unit should be screened off from the footpath if possible- Secure By Design officer comments are welcomed here.
- Support car free development subject to the provision of cycle parking spaces (in accordance with the London Plan). A disabled parking bay should be provided if possible.

7) The housing enabling team object to the scheme and make the following comments;

- The proposed development does not comply with Haringey's affordable housing off-site requirements and does not comply with the council dwelling mix.
- There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the tenure and promote the area's regeneration, a higher proportions of market sale homes and intermediate housing in the east of the borough is required. This position is supported in the local plan policies SP2 Housing

External:

8) Thames Water – No objection and has made the following comments;

- With regards to sewerage infrastructure Thames Water has no objection;
- With regards to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required
- With regards to water infrastructure capacity Thames water has no objection;
- Thames Water would not object to this application subject to the imposition of the following:
 - Planning Condition for piling method statement details
 - Thames water recommend an informative regarding minimum pressure in the design of the proposed development.

9) The Greater London Archaeological Advisory Service (GLAAS) would not object to this application subject to the imposition of the following;

- Planning condition requiring a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.
- The Greater London Archaeological Advisory Service (GLAAS) recommend an informative to ensure that the written schemes of investigation is prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines.

10) TFL have made the following comments;

- The site is located on the High Road (A10), which forms part of the Transport for London Road Network. TfL is the highway authority for the TLRN and is therefore concerned about any proposal which may affect the safety or performance of the TLRN.
- 12 cycle parking spaces will be provided in a secure and covered location
- Whilst the principle of a car free development in this location is welcome, the applicant should clarify arrangements for disabled residents, visitors or employees who may require access to a Blue Badge space on or near the premises.

- Given the site fronts a bus-only lane and the Red Route restrictions along the High Road, the applicant should also clarify servicing arrangements for the proposed commercial units.
- TFL raise no objections to the grant of permission for the scheme including the two now A2/B1 (only) commercial units
- TFL would not object to this application subject to the imposition of the following;
- Planning condition details of secure cycle parking spaces, details of servicing arrangement

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

Residents of 104 properties;

- Local Ward Councillors;
- A site notice was displayed outside the site to publicise that a planning application has been submitted for consideration

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

No of individual responses:

Objecting:2

Supporting:1

Others: 1

5.3 Tottenham CAAC – No objection and has made the following comments;

- The present building is ugly. The proposed building will improve the appearance of the block on the corner of Monument Way.
- Tottenham CAAC are glad to see that there are no balconies over the main road.

5.4 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- The light level study does not take into account the 5 storey block recently approved under HGY/2013/1985
- Concerns with large communal roofspace. If planning permission is approved a condition should be imposed to mitigate noise nuisance
- The development will infringe on the privacy of the occupiers on Rosecrest Court

5.5 The following issues raised are not material planning considerations:

- The development will cause disruption and disturbance to residents at Rosedale Court (This is not a material consideration)
- The development is a money grabbing scheme (This is not a material consideration:)

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. The impact of the proposed development on the character and appearance of the conservation area
3. The impact on the amenity of adjoining occupiers
4. Living conditions for future occupants
5. Dwelling Mix
6. Density
7. Affordable Housing
8. Parking and highway safety
9. Environmental & Sustainability
10. Waste Management
11. Contaminated land
12. Archaeology
13. Flood Risk and Drainage
14. Planning Obligations

6.2 Principle of the development

6.2.1 The location is a key site for Tottenham in close proximity to Tottenham Green. The redevelopment of this site is supported by Local Plan Policy SP1 'Managing Growth' which seeks to promote development in the Tottenham High Road Corridor. Paragraph 3.1.44 of policy SP1 'Managing Growth' points out that there are a number of large sites along the High Road that have the potential for redevelopment and/or currently detract from the quality of the area and where development would be encouraged by the Council.

6.2.2 Paragraph (C) of Saved UDP policy EMP4 'Non Employment Generating Uses' seeks to ensure that planning permission will be granted to redevelop or change the use of land and buildings in an employment generating use providing the redevelopment or re-use of all employment generating land and premises would retain or increase the number of jobs permanently provided on the site, and would result in wider regeneration benefits.

6.2.3 Although the office floorspace on the site is less than present, the proposed commercial use is supported by paragraph (c) of Saved UDP Policy EMP4 'Non Employment Generating Uses' which encourages redevelopment where the number of jobs permanently provided on the site is retained within the context of wider regeneration. Furthermore, Local Plan Policy SP8 'Employment' protects B uses to meet forecast demand and supports local employment and SME businesses.

6.2.4 The proposed A2/A3/B1/D1 use on the ground floor is acceptable for the site because it is outside the town centre designation. Local Plan Policy SP10 states that town centres are considered first for new retail development. It is noted that A2/B1 use is already accommodated on the site. Condition 17 is recommended to be imposed on any grant of planning permission in order to ensure that the development shall be occupied as A2/A3/B1/D1 use only on the

ground floor and for no other purpose, including any purpose within Class A1 of the Use Classes Order 1987.

- 6.2.5 Housing is supported by London Plan Policies 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing and the Council's new and raised target of meeting or exceeding 820 homes a year. It is also supported by Haringey Local Plan Policy SP2 'Housing. Furthermore the site is surrounded by residential uses and is within a broader residential context.
- 6.2.6 As such, the principle of development is considered acceptable and is in accordance with London Plan Policy 3.3 'Increasing Housing Supply' and 3.4 'Optimising Housing', Local Plan Policy SP1 'Managing Growth' and SP8 'Employment' and Saved UDP Policy EMP 4 'Non Employment Generating Uses'.

6.3 Character and appearance of the conservation area

- 6.3.1 Section 72 of the 1990 Town and Country Planning Act sets out that special attention should be paid to the desirability of preserving or enhancing the character or appearance of the conservation area. The importance of properly discharging the duty conferred by these provisions and the need to pay particular attention to potential harm was recently underlined by the decision of the courts in the case of Barnwell Manor and subsequent decisions that rely on it.
- 6.3.2 NPPF chapter 12 'Conserving and enhancing the historic environment' and London Plan policy 7.8 'Heritage Assets and Archaeology' states that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. Similarly Local Plan Policy (2013) SP12 seeks to ensure the conservation of heritage assets, their setting, and the wider historic environment. The London Plan Policy 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 Policy UD3 and SP11 Design and SP12 Conservation of the Local Development Plan continue this approach.
- 6.3.3 The proposal seeks to demolish the existing two storey building and redevelop the site to provide a six storey block comprising of 2 commercial units to the ground floor and 9 self-contained flats on the upper floors. The six storey block would replace the existing two storey building which is not considered to be of architectural or historic significance and as such the building makes neutral, if any, contribution to the conservation area.
- 6.3.4 The six storey block would sit adjacent to the taller corner building on the intersection of Tottenham High Road and Monument Way. To the south, the terrace is continued with three storey yellow brick building with red brick details. The proposed development would sit comfortably in relation to the adjacent 7 storey new block and three to four storey terraces to the south as a whole. The proposed development is acceptable in terms of its height and massing as the block has a stepped appearance so that each floor from the third floor onwards

is stepped slightly in from the side and front elevations. The top floor is substantially set back from the side and front, and would be only partially visible from the streetscene. This stepped appearance largely reduces the bulk and massing of the proposed building so that it fits well within the streetscape, almost as a cascade between the seven storey block and the three storey terrace.

- 6.3.5 The design of the proposed development is simple in appearance with the front projecting bay and the stepped bays providing an interesting visual articulation to the otherwise plain facade. The positioning and design of the fenestration also helps to relieve the solid and masonry appearance of the building, providing a much lighter elevation and adding to its verticality.
- 6.3.6 The ground floor shop fronts which enable the development to have an active frontage follow a similar rhythm established within the area. The detailing is contemporary and further consents would be required for advertisements and illumination.
- 6.3.7 The range of materials proposed are appropriate for the building and within context of both the site and the adjacent built form and appearance of the surrounding existing built environment in the locality. The detailed materials are subject to discharge by condition.
- 6.7.8 Overall, the stepped appearance of the proposed development and its articulated facade creates an interesting building of contemporary design, at this prominent location of the High Road. The building relates successfully to its context and would contribute positively to the conservation area.
- 6.3.9 From a conservation point of view, in context of the recent case on Barnwell Manor, the discharge of duty to ensure that development should preserve or enhance the character of heritage assets has been considered. The proposed scheme would not cause any harm and would enhance the character and appearance of the High Road at this location and the wider conservation area and would be acceptable in this instance.

6.4 Impact on the amenity of adjoining occupiers

- 6.4.1 The London Plan 2011 Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking and aspect.
- 6.4.2 The proposed development would not have a material adverse impact on adjacent residential properties with regards to daylight/sunlight, increased sense of enclosure, loss of privacy and overlooking. The architect has demonstrated that the scheme would comply with BRE Good Practice guidelines.

- 6.4.3 The proposed development has been designed, such that the front elevation on the side facing the adjacent new 7 storey block at Rosedale Court is set back so that it would not cause any material loss of amenity to the private balconies/windows of the adjacent block. The impact on the adjacent 7 storey block is further reduced in terms of overshadowing, daylight and sunlight because the new upper floors of the proposed development from the rear have been significantly stepped back from the commercial element on ground floor so that it does not extend beyond the blank element of the side elevation of the adjacent 7 storey block where there are private balconies and windows. It is noted that a large proportion of these windows and balconies receive very little sunlight due to its recessed nature which is enclosed by a metal mesh balustrade.
- 6.4.5 The proposed development would not cause any material loss of amenity in relation to the property at 326 High Road which is to the rear of the retail shop fronting the High Road given the 2.1m – 4.5m gap between the side wall of the property in question and that of the proposed. It is noted that the first floor windows of this property already faces onto the side flank wall of the existing two storey office building and a sufficient gap will still be retained between both buildings which reduces the impact further. The stepped appearance of the proposed development also reduces the impact further.
- 6.4.6 A concern was raised that the light level study did not take into account the 5 storey block recently approved under HGY/2013/1985 for the site to the rear of 318 – 320 High Road. With regard to the proposed development overshadowing the approved development (HGY/2013/1985), due to the building being set in from the various boundaries any such impact would be negligible with no material overshadowing.
- 6.4.7 The balconies proposed on the rear elevation of the building would have a 1.8m high frosted glass privacy screen, therefore preventing overlooking and loss of privacy to both adjacent buildings.
- 6.4.8 Overall there will be no significant reduction in daylight/ sunlight here, given the distances in question and the findings of the sunlight and daylight report submitted with the application, in line with Building Research Establishment (BRE) Standards. The proposed development has also taken careful consideration in terms of its layout, form and design to ensure that the privacy and amenity of neighbouring occupiers will not be adversely affected. As such the proposal is considered to be in accordance with London Plan 2011 Policy 7.6 policy UD3 of the UDP and with sections 8.20-8.27 of the Housing SPD.

6.5 Living conditions for future occupants

- 6.5.1 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. Local Plan Policy SP2 'Housing' states that high quality new residential development in Haringey will be provided by ensuring that new development complies with

the Mayor's Housing SPG sets out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered.

6.5.2 The overall layout of the scheme is acceptable because the entrance to the flats is clearly distinct from the entrance to the commercial units as it is located directly to the centre of the building under a natural canopy formed by the building projection which houses the winter gardens. Located adjacent to the communal entrance is the refuse/recycling enclosure. Its position is such, so as to allow ease of access for residence of the proposed development. A secure and enclosed communal bike store is also provided adjacent to the communal residential entrance of the building for 12 bikes, which is adequate to serve each flat. The bike store is conveniently located within the communal entrance for ease of access by the residence. The communal parts of the proposed development are consistent throughout all the levels, well lit, and include a lift, providing access to all flats on all levels.

6.5.3 The size of each flat is set out below. These figures exceed the minimum standards, set out in table 3.3 of London Plan Policy 3.5.

Flat 1	First floor 2 bed 3 person	73 sq. m.
Flat 2	First floor 3 bed 5 person	117.5 sq. m.
Flat 3	Second floor 2 bed 3 person	73 sq. m.
Flat 4	Second floor 3 bed 5 person	117.5 sq. m.
Flat 5	Third floor 2 bed 3 person	73 sq. m.
Flat 6	Third floor 3 bed 5 person	106 sq. m.
Flat 7	Fourth floor 2 bed 3 person	73 sq. m.
Flat 8	Fourth floor 2 bed 4 person	97 sq. m.
Flat 9	Fifth floor 2 bed 4 person	86.5 sq. m.

6.5.4 The Mayor's SPG recommends that single-aspect dwellings should be generally avoided. All the flats are dual aspect that would benefit from adequate light and ventilation.

6.5.5 The communal roof garden provided for the exclusive use of occupants would be sufficient in size. In addition to the communal amenity space all the units would have balconies and winter gardens in the form of private amenity space at the front and rear which meets and exceeds the requirements set in the Housing Design Guide (2010)

6.5.5 All flats have been designed to Lifetime Homes Standards.

6.5.6 The standard of accommodation including overall layout would therefore be in compliance with the above policies and is acceptable.

6.6 Dwelling Mix

6.6.1 The National Planning Policy Framework (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. Local Plan Policy SP2 states that high quality new residential development in Haringey will be provided by ensuring that new development provides a range dwelling types and sizes to meet local housing requirements.

6.6.2 The proposed development provides 6 x 2-bed and 3 x 3-bed flats. Although there are no 1 and 4 bed units proposed the proposal has a mixture of family size and smaller units and given the size of the scheme and limitations of the site the mix is considered acceptable.

6.7 Density

6.6.3 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.

6.6.4 Table 3.2 of the London Plan suggest sets out the acceptable ranges for density according to the public transport accessibility (PTAL) of a site. The site is considered to be in the 'urban' context and has a PTAL of 6, thus development should be within the density range of 200 to 700 habitable room per hectare (hr/ha). The proposed development has a density of 225 hr/ha, which is consistent with the London Plan Density Matrix for urban locations with a PTAL of 6.

6.8 Affordable Housing

6.8.1 In line with London Plan Policies 3.9, 3.10, 3.11, 3.12 and 3.13, Local Plan Policy aims to provide affordable housing by:

- Achieving 20% affordable units on sites of 1 – 9 net units in line with Local Plan Policy SP2
- Using a residual land value approach, with the difference in value of providing an affordable unit included, in order to establish a robust per unit contribution that reflects both the 20% requirement in the policy, and availability of the borough in line with the newly adopted Planning Obligations SPD (2014)

6.8.2 Paragraph 173 of the NPPF (2011) seeks to ensure viability, the cost of any requirements for affordable housing, when taking account of the normal cost of

development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

- 6.8.3 Whilst in most cases Affordable Housing, as part of a S106 Agreement, is located on the application site, there is provision in the newly adopted Planning Obligations SPD (2014) to allow for an off-site contribution on sites for 1 – 9 units where it would not be practicable to provide on-site affordable housing.
- 6.8.4 The applicant has submitted an economic viability assessment based on the 'GLA Toolkit' which is an approved London-wide method of assessing viability of affordable housing schemes. The appraisal has been independently assessed and the figures and conclusions outlined in the viability report have been verified.
- 6.8.5 A policy compliant affordable housing contribution in line with the recently adopted Planning Obligations SPD 2014 would be £190,400 (£224 per sq. m.). The viability assessment demonstrates that it is only viable for the scheme to contribute £50,234 towards affordable housing.
- 6.8.7 This level of contribution is acceptable in this instance.

6.9 Parking and highway safety

- 6.9.1 NPPF (2012) chapter 4 Promoting sustainable transport, saved policy M10 (Parking for Development) of the Council's UDP (2006) seeks to ensure that proposed developments do not adversely affect the free flow of traffic around the site and that they do not result in a material impact on existing parking levels.
- 6.9.2 The proposal provides no off street parking however it would include secure cycle storage for 12 bicycles. The Council's Transportation Team has assessed the proposal and do not object because the proposed development would not have any adverse impact on the surrounding highway network or significant increase on car parking demand in this location. This is also supported by Transport for London (TfL) who control this section of the High Road. TfL asked for clarification on arrangements for disabled residents, visitors or employees who may require access to a Blue Badge space on or near the premises and servicing arrangements for the proposed commercial units. The submission of details of servicing of the commercial units has been conditioned. With regard to arrangement for disabled visitors it is not possible for provision to be made on-site and in this instance it is considered that parking can be found in nearby streets.
- 6.9.3 The applicant is required to enter into a S106 agreement with the following clause: "The residential unit is defined as 'car free' and therefore no residents therein will be entitled to apply for an on street 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 Traffic Management Order (TMO) for this purpose. The developer must also offer all

new residents of the proposed development two years free membership to a local Car Club which operates within the vicinity of site with the nearest bay located on Antill Road. Evidence that each unit has been offered free membership to the Car Club must be submitted to the Local Planning Authority. The applicant must contribute a sum of £8000 (eight thousand pounds) towards improvements to the wider London cycle network within the vicinity of the site. The developer must also enter into a S278 agreement with Transport for London to secure all necessary works to reinstate the footway”.

6.9 Environmental & Sustainability

6.9.1 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.

6.9.2 The proposed development is acceptable because the scheme will be designed to meet the Code for Sustainable Homes (CSH) level 4. The energy and sustainable development assessment prepared by ERS Ltd shows that the development is on track to achieve this level. A condition has been applied to ensure that CSH Level 4 is achieved overall and that the commercial floorspace achieves a BREEAM ‘excellent’ rating. Additional sustainable measures include the following;

- Low air permeability of facade
- Improved U value
- High performance Low E double glazing
- Efficient condensing A rated boilers
- Heat recovery
- Energy efficient lighting

6.9.3 The development would therefore comply with Policy 5.2 and 5.11 of the London Plan 2011.

6.10 Contaminated land

6.10.1 Saved Policy ENV11 ‘Contamination’ requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.10.2 The Council’s Environmental Health Pollution Officer raises no objections to the proposed development subject to the imposition of conditions consistent with Saved Policy ENV11 ‘Contamination’.

6.11 Waste Management

6.11.1 London Plan Policy 5.17 ‘Waste Capacity’ and Saved UDP Policy UD7 ‘Waste Storage’ requires development proposals to make adequate provision for waste and recycling storage and collection.

6.11.2 The LBH Waste Management Team has objected to the proposed development. The proposed site and ground floor plan has been revised under drawing no. 826/03 D to address their concerns. A condition has been included requiring an appropriate waste strategy to the satisfaction of the Council consistent with London Plan Policy 5.17 'Waste Capacity' and Saved UDP Policy UD7 'Waste Storage'.

6.12 Archaeology

6.12.1 London Plan Policy 7.8 and saved UDP Policy CSV8 restricts developments where they would adversely affect areas of archaeological importance.

6.12.2 The site is within an identified area of Archaeological Importance. The Greater London Archaeology Advisory Service (GLAAS) has raised no objections to the proposed development subject to the imposition of conditions consistent with London Plan Policy 7.8 and Saved UDP policy CSV8.

6.13 Flood Risk and Drainage

6.13.1 The site lies in Flood Zone 1 and is under a hectare and therefore a flood risk assessment is not required.

6.14 Planning Obligations

6.14.1 Section 106 planning obligations, are legally binding commitments by the applicant/ developer and any others that have an interest in the land to mitigate the impacts of new development upon existing communities and/or to provide new infrastructure for residents in new developments. Guidance is also set out in Council's Development Plan policies and supplementary planning document, specifically Haringey Local Plan Planning Obligations SPD (Adopted October 2014).

6.14.2 The statutory policy tests which planning obligations must meet are set out in the Community Infrastructure Levy Regulations 2010. Planning obligations must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

6.14.3 The applicant has agreed to provide the following contributions in the form of a S106/S278 agreement. These contributions are in line with Haringey policy

Transportation contribution

1) The applicant has agreed that the residential units are defined as 'car free' and therefore no residents therein will be entitled to apply for on street 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 has agreed to contribute a sum of £1000 (one thousand pounds) towards the amendment of the TMO for this purpose.

2) The applicant has agreed to offer two years free membership to a local Car Club which operates within the vicinity of site with the nearest bay located on Antill Road, evidence of which must be submitted to the Transportation Team.

3) The applicant has agreed to contribute £8000 towards improvements to the wider London cycle network within the vicinity of the site

4) The applicant has agreed to secure all necessary works to reinstate the footway by way of a S278 obligation

Affordable housing

The applicant has agreed to make a financial contribution of £50,234 towards the provision of affordable housing in the borough.

6.15 Conclusion

6.15.1 The proposed development is acceptable because the scheme optimises the potential of the site for a high quality mixed used development in Tottenham. The scale, form and choice of materials for the proposed building have been designed sensitively to the character of the surrounding area. The proposed development would not cause harm to the conservation area and would preserve and enhance the character of the conservation area. The development has sensitively addressed the impact on living conditions of neighbouring properties. The overall layout of the scheme is appropriate. The proposed development would provide a satisfactory standard of accommodation for future occupiers. The accommodation is built in accordance with Life Time Homes Standards. The proposed development would promote employment. The scheme would introduce measures to reduce the energy emissions of the proposed building and the proposed development would not have an adverse impact on the surrounding highway network or significant increase on car parking demand in this location.

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

6.16 CIL

6.16.1 Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £29,750 (850 x £35). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure

to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

6.16.2 Based on the Haringey's CIL charging schedule and the information given on the plans, the charge will be £12,750 (850 x 15). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions as set out below:

- a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) and in accordance with the approved plans and documents as follows.

Applicant's drawing No.(s); 826/01 A, 02A, 03D, 04A, 05A, 06A, 07A, 08 to 826/09, CIL Questions, Design and Access Statement Rev B, Lifetime Homes Statement, Affordable Housing Assessment, Air Quality, Assessment Archaeological Assessment, Daylight and Sunlight Study, Energy and Sustainability Statement, Heritage Statement, Planning Statement, Transport Statement.

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of three 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.

2. Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the approved plans; 826/01 A, 02A, 03D, 04A, 05A, 06A, 07A, 08 to 826/09

Reason: To avoid doubt and in the interests of good planning.

PRE-COMMENCEMENT CONDITIONS

Materials

3. Samples of all materials to be used in conjunction with the proposed development for all the external surfaces of buildings hereby approved, areas of hard landscaping and boundary walls shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples should include type and

shade of cladding, window frames and balcony frames, sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. The development shall thereafter be implemented in accordance with the approved samples.

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.

Boundary Treatment

4. Details of the proposed boundary treatment shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The approved boundary treatment shall thereafter be installed prior to occupation of the new residential unit.

Reason: In the interest of the visual amenity of the area and residential amenities of neighbouring occupiers.

Levels

5. The details of all levels on the site in relation to the surrounding area be submitted and approved by the Local Planning Authority.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.

Waste Storage

6. No development shall take place until a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy UD7 'Waste Storage' of the Haringey Unitary Development Plan and Policy 5.17 'Waste Capacity' of The London Plan.

Contaminated Land

7. a) A building ventilation strategy shall be carried out which shall consider natural ventilation, mechanical ventilation and mixed-mode ventilation and identify the best available ventilation mode to reduce exposure to air pollution and sent to the LA for approval. The strategy should take into account the Building Regulations 2000, Approved Document F (Ventilation) and the Domestic Ventilation Compliance Guide, as well as guidance provided by the Chartered Institution of Building Services Engineers (CIBSE), including Guide A: Environmental Design and Minimizing Pollution at Air Intakes. A balance must be struck between ventilation to improve air quality indoors versus air tightness to improve energy efficiency performance. The ventilation must address the pollutants of concern of PM10 and nitrogen dioxide.

b) Using the information in the ventilation strategy and prior to the commencement of works on the development, details of the ventilation or other plant shall be submitted to and approved by the Local Planning Authority prior to installation. Details should include full specifications of all filtration, deodorising systems, noise output and

termination points. The approved scheme shall be completed prior to occupation of the development and shall be permanently maintained thereafter.

Reason: To protect the amenity of future occupants against poor air pollution
Control of Construction Dust:

8. 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. (Reference to the London Code of Construction Practice) and that the site or Contractor Company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

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

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 NOx 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.

Construction Management Plan and Construction Logistics Plan

10. Full details of a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for TfL and local authority's approval three months prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on the A10 High Road Tottenham would be minimised. Due to the importance of A10, on-going lane closure would not be permitted by TfL for the construction of the development. The footway and carriageway on this road is not blocked during construction. Temporary obstructions must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on this road. In addition, no skips or materials should be kept on the footway or carriageway at any time. 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.

POST-COMMENCEMENT CONDITIONS

Service Delivery Plan

11. Full details of a Service and Delivery Plan (SDP) for the local authority's approval prior to occupancy of the proposed development. The Plans should provide details on how servicing including refuse collection and deliveries will take place. It is also requested that servicing and deliveries should be carefully planned and coordinated to avoid the AM and PM peak periods.

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

Disabled parking

12. Full details of arrangement for disabled residents, visitors or employees who may require access to a Blue Badge space on or near the premises to be submitted and approved by TFL and the LPA prior to occupancy of the proposed development.

Reason: In order to ensure that people with disabilities are not excluded from using the proposed development, pursuant to Policy 6.13 of the London Plan 2011.

Code for Sustainable Homes

13. The dwelling(s) hereby approved shall achieve Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 4 has been achieved.

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

BREEAM

14. No building shall be occupied until a final Certificate has been issued certifying that BREEAM rating 'Excellent' has been achieved for this development

Reasons: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan 2011 and Policies SP0 and SP4 the Haringey Local Plan 2013.

Extract Duct/Flue

15. Prior to the implementation of the permission, details of any extract fans or flues shall be submitted to and approved by the Local Planning Authority prior to commencement of use".

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties

Aerial

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

Reason: In order to protect the visual amenities of the neighbourhood.

Restricted Use Class

17. The development shall be occupied as Class A2/A3/B1/D1 and for no other purpose, including any purpose within Class A1 of the Use Classes Order 1987.

Reason: In granting this permission the Local Planning Authority has had regard to town centres as a priority over out of town centres for retail development .

- Restricted use of the communal external roof garden
18. The communal external roof garden located at fifth floor level, hereby permitted shall not be used between 2100 and 0900 hours the following day.

Reason: To restrict the use of the area which would otherwise give rise to condition which would be detrimental to the amenity of occupiers of the development and surrounding occupiers by reason of noise and disturbance, occasioned by the use of this area in accordance with UDP Policy UD3 General Principles.

Lifetime Homes

19. The residential units hereby approved shall be designed to Lifetime Homes Standard.

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

- i. 1.Thames Water
- ii. 2.Secure by Design
- iii. 3.Asbestos Survey
- iv. 4. Hours of Construction
- v. 5. Community Infrastructure Levy
- vi. 6. Community Infrastructure Levy
- vii. 7. The new development will require numbering

INFORMATIVE 1 – Thames Water

Minimum pressure is required in the design of the proposed development.

INFORMATIVE 2 –Secured by Design

The new homes would benefit from the Secured by Design standards, particularly for the narrow strip of land that has been left underdeveloped to maintain access to the residential unit should be screened off from the footpath if possible

INFORMATIVE 3 – Asbestos Survey

Prior to refurbishment of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

INFORMATIVE 4 - Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:- 8.00am - 6.00pm Monday to Friday 8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

INFORMATIVE 5 - Community Infrastructure Levy

The application is advised that the proposed development will be liable for the Mayor of London's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £29,750 (850 x £35). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume

liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE 6 - Community Infrastructure Levy

The application is advised that the proposed development will be liable for Haringey's CIL. Based on the Mayor's CIL charging schedule and the information given on the plans, the charge will be £12,750 (850 x £15). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE:6 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.

Appendix 1 – Consultation Responses

No	Internal/External Consultees	Comments	Response
1.	LBH - Conservation	<p>The Conservation team have no objection and made the following comments;</p> <p>Whilst the overall height of the building is considered to be somewhat excessive, the block has a stepped appearance so that each floor from the third floor onwards is stepped slightly in from the side and front elevations. The top floor is substantially set back from the side and front, and would be only partially visible from the streetscene. This stepped appearance largely reduces the bulk and massing of the new built so that it fits well within the streetscape, almost as a cascade between the seven storey block and the three storey terrace.</p> <p>The building's design is simple in appearance with the front projecting bay and the stepped bays providing an interesting visual articulation to the otherwise plain facade. The positioning and design of the fenestration also helps to relieve the solid and masonry appearance of the building, providing a much lighter elevation and adding to its verticality.</p> <p>The ground floor shop fronts follow a similar rhythm established within the area. The detailing is contemporary and further consents would be required for advertisements and illumination.</p> <p>The proposed scheme would enhance the character and appearance of the High Road at this location and the wider conservation area. It</p>	Noted in para. 6.3.1 – 6.3.9

No	Internal/External Consultees	Comments	Response
		<p>would also help the strategic regeneration aspirations of the area which would have a much wider public benefit and in this respect, would accord with the NPPF</p>	
	LBH – Planning Policy	<p>In planning policy terms the introduction of A1 on this site cannot be supported as it is outside of a town centre designation and Local Plan policy SP10 states its town centres are considered first for new retail development. In this instance, it is considered that integrating A2/B1 a uses on the ground floor can be supported in planning policy terms as this use is accommodated on the existing site.</p> <p>The site is an Area of Change as allocated in the Local Plan. These areas have considerable potential for growth</p>	Noted in para. 6.9.2 – 6.9.
2.	LBH - Transportation	<p>The Transportation team have no objection and made the following comments;</p> <p>The application site fronts onto a section of High Road Tottenham which is controlled by Transport for London (TfL)</p> <p>The majority of the prospective residents of this site would travel using sustainable modes of transport, especially given the excellent public transport links.</p> <p>Cycle storage has been provided in line with London Plan (2013) standards,</p> <p>Although, the application does not include any on-site parking provision, the characteristics of this site fulfil the criteria set out within the Council's adopted Unitary Development Plan (saved policies 2013) Policy M9, for dedication as a car-free development</p> <p>The site does not fall within an area that has been identified within the Haringey Council adopted Unitary Development Plan (UDP) as that suffering from a high level of on-street parking pressure</p> <p>The highway and transportation authority would not object to this application</p>	Noted in para. 6.9.2 – 6.9.3

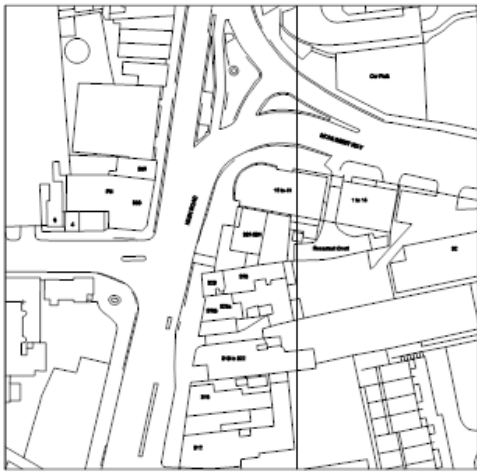
No	Internal/External Consultees	Comments	Response
		<p>subject to the imposition of the following;</p> <p>S106 towards the amendment of the Traffic Management Order</p> <p>S106 towards improvements to the wider London cycle network within the vicinity of the site</p> <p>The applicant/developer to offer all new residents of the proposed development two years free membership to a local car club</p> <p>S278 obligations towards securing all necessary works to close an existing crossover onto Tottenham High road, which forms part of the TFL Network and reinstate the footway</p> <p>Planning conditions for details of a construction management and logistics plan, details of a service delivery plan.</p> <p>Informative – The new development will require numbering</p>	
3.	LBH – Regeneration team	<p>The Tottenham regeneration team have no objection and made the following comments;</p> <p>Support the proposed land uses in the development- commercial on the ground floor and residential above</p> <p>The redevelopment of the site is welcomed given the poor quality development currently on the site and poor relationship with the existing corner building</p> <p>The housing provision (9 x 2 and 3 bed private units) is considered an appropriate tenure and bedroom mix in this location. The development should aim to sell these to owner occupiers as opposed to buy to let investors- a clause could be inserted into the leasehold documents to specify this in more detail.</p> <p>Adequate refuse and recycling provision should be provided within the development as there are issues with refuse disposal and fly tipping along the High Road, often from flats above commercial ground floor uses.</p>	Noted

No	Internal/External Consultees	Comments	Response
		<p>The design is acceptable in principle; high quality materials should be conditioned, if the application is approved, to ensure high quality materials are used in the Conservation Area</p> <p>The narrow strip of land that has been left undeveloped to maintain access to the residential unit should be screened off from the footpath if possible- Secure By Design officer comments are welcomed here.</p> <p>Support car free development subject to the provision of cycle parking spaces (in accordance with the London Plan). A disabled parking bay should be provided if possible.</p>	
4.	Housing Enabling Team	<p>The housing enabling team object to the scheme and make the following comments;</p> <p>proposed development does not comply with Haringey's affordable housing off-site requirements and does not comply with the council dwelling mix.</p> <p>There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the tenure and promote the area's regeneration, a higher proportions of market sale homes and intermediate housing in the east of the borough is required. This position is supported in the local plan policies SP2 Housing</p>	Noted
5	Thames Water	<p>No objection and has made the following comments;</p> <p>With regards to sewerage infrastructure Thames Water has no objection;</p> <p>With regards to surface water drainage where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required</p> <p>With regards to water infrastructure capacity Thames water has no objection;</p>	.Noted

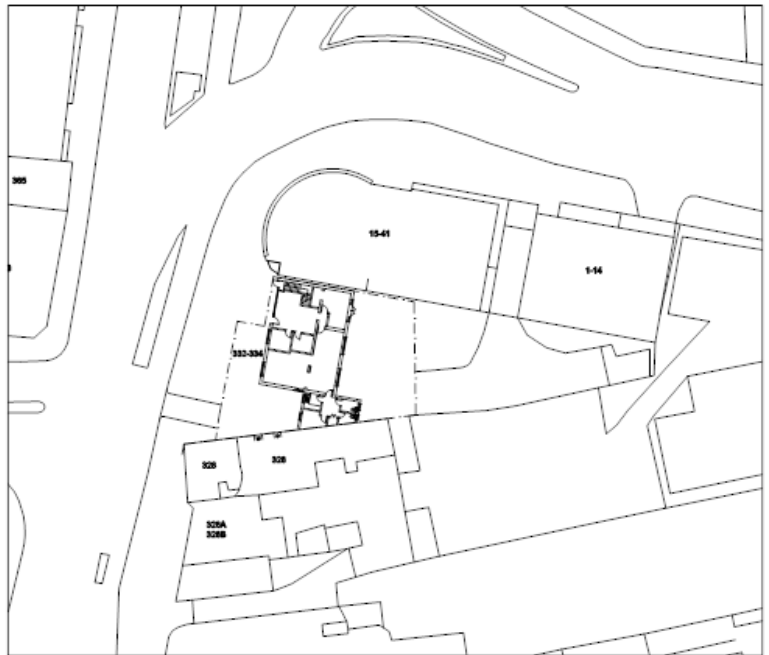
No	Internal/External Consultees	Comments	Response
		<p>Thames Water would not object to this application subject to the imposition of the following:</p> <p>Planning Condition for piling method statement details</p> <p>Thames water recommend an informative regarding minimum pressure in the design of the proposed development.</p>	
6	GLAAS	<p>The Greater London Archaeological Advisory Service (GLAAS) would not object to this application subject to the imposition of the following;</p> <p>Greater London Archaeological Advisory Service (GLAAS) would not object to this application subject to the imposition of the following</p> <p>Planning condition requiring a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.</p> <p>The Greater London Archaeological Advisory Service (GLAAS) recommend an informative to ensure that the written schemes of investigation is prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines</p>	Noted
7	TFL	<p>The site is located on the High Road (A10), which forms part of the Transport for London Road Network. TfL is the highway authority for the TLRN and is therefore concerned about any proposal which may affect the safety or performance of the TLRN.</p> <p>12 cycle parking spaces will be provided in a secure and covered location. Whilst the principle of a car free development in this location is welcome, the applicant should clarify arrangements for disabled residents, visitors or employees who may require access to a Blue Badge space on or near the premises.</p> <p>Given the site fronts a bus-only lane and the Red Route restrictions along the High Road, the</p>	Noted

No	Internal/External Consultees	Comments	Response
		<p>applicant should also clarify servicing arrangements for the proposed commercial units.</p> <p>TFL raise no objections to the grant of permission for the scheme including the two now A2/B1 (only) commercial units</p> <p>TFL would not object to this application subject to the imposition of the following;</p> <p>Planning condition details of secure cycle parking spaces, details of servicing arrangement</p>	
No	Local representatives	Comments	Response
8	Tottenham CAAC	<p>No objection and has made the following comments;</p> <p>The present building is ugly. The proposed building will improve the appearance of the block on the corner of Monument Way.</p> <p>Tottenham CAAC are glad to see that there are no balconies over the main road.</p>	Noted
	Neighbours consulted	<p>Concerned raised by neighbours are as follows;</p> <p>The light level study does not take into account the 5 storey block recently approved under HGY/2013/1985</p> <p>Concerns with large communal roofspace. If planning permission is approved a condition should be imposed to mitigate noise nuisance</p> <p>The development will infringe on the privacy of the occupiers on Rosecrest Court</p> <p>The development will cause disruption and disturbance to residents at Rosedale Court (This is not a material consideration)</p> <p>The development is a money grabbing scheme (This is not a material consideration:)</p>	Noted

Appendix 2 – Plans and Images

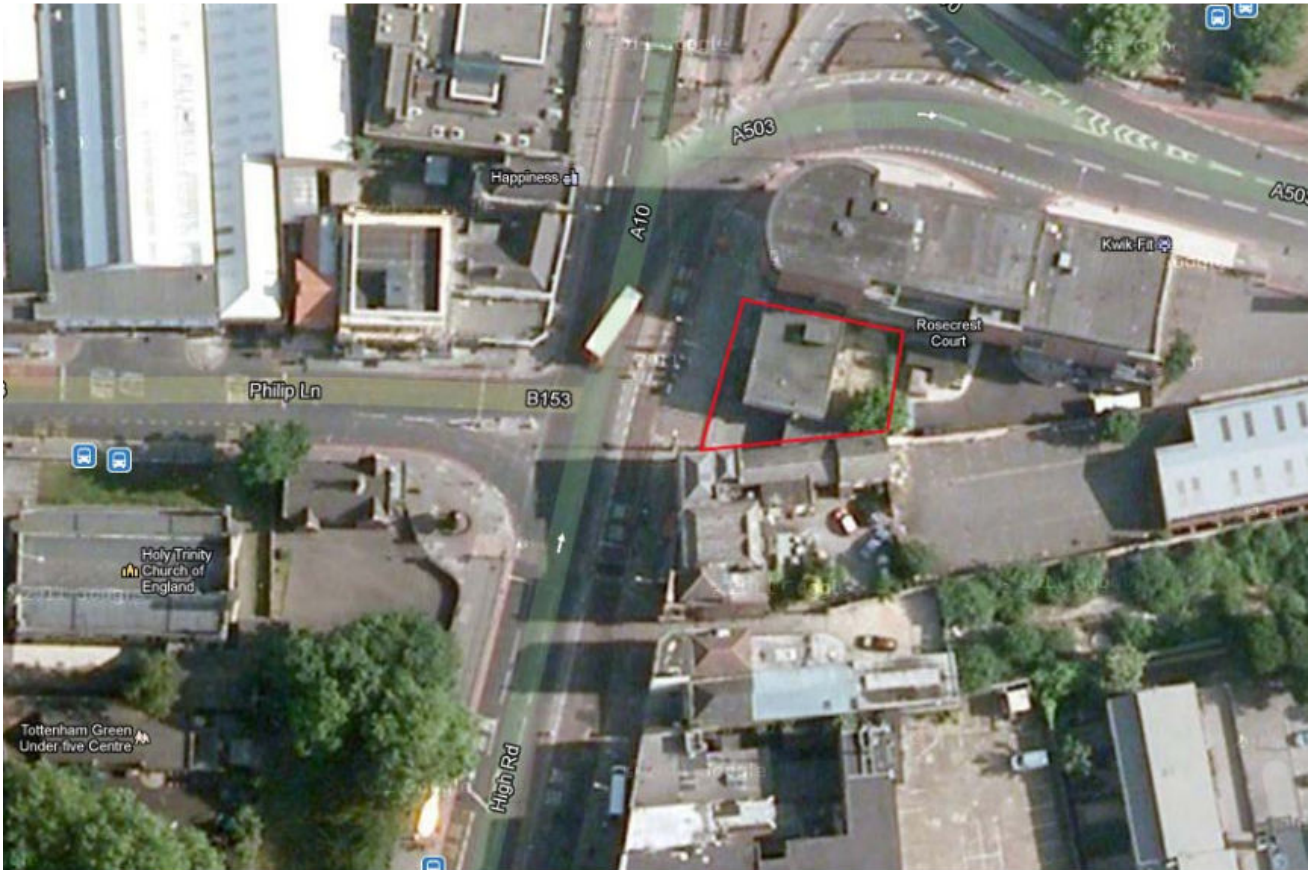


Site Location Plan
Scale 1:1250



Site Plan
Scale 1:500

Site location plan



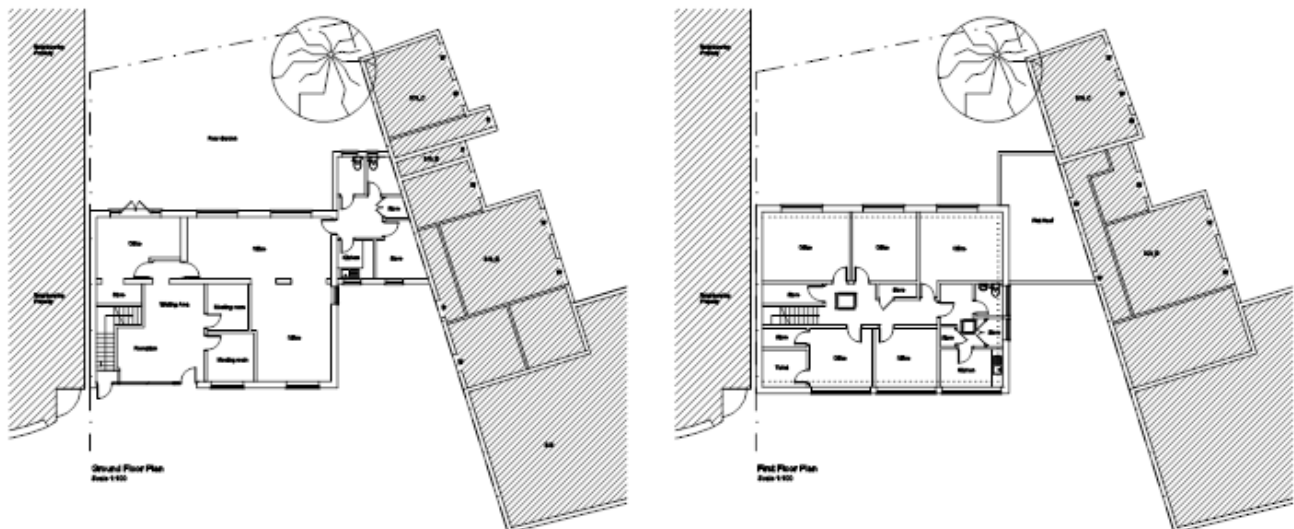
Birds eye view



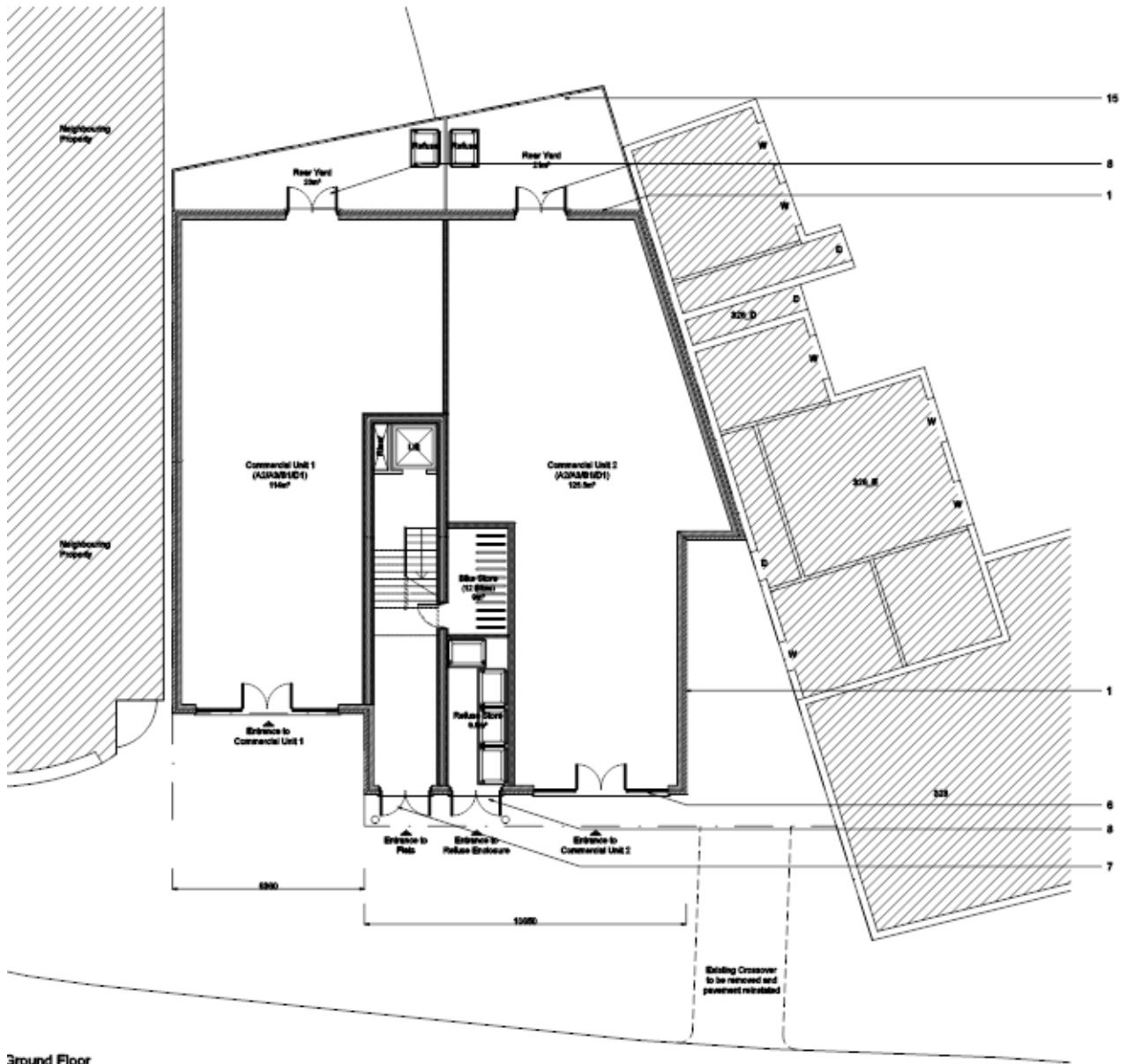
View from the High Road/Philip Lane



View from the High Road

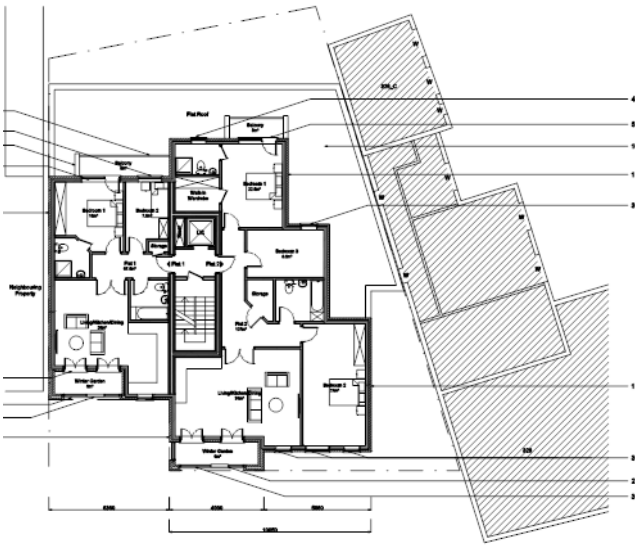


Existing plans and elevations

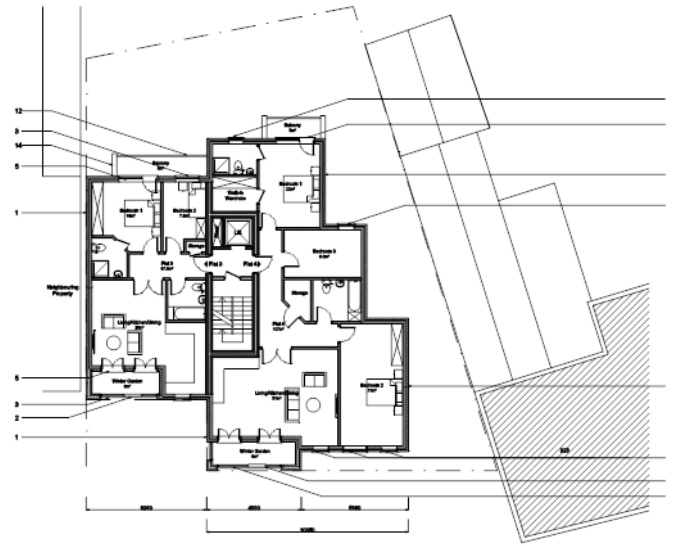


Ground Floor
scale 1:100

Proposed ground floor plan

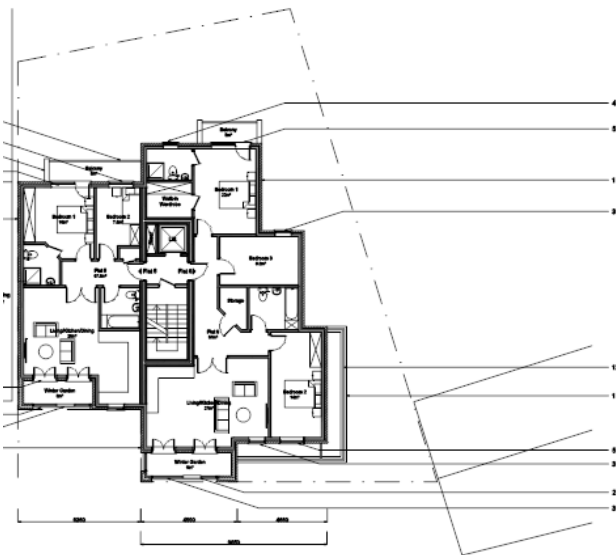


First Floor Plan

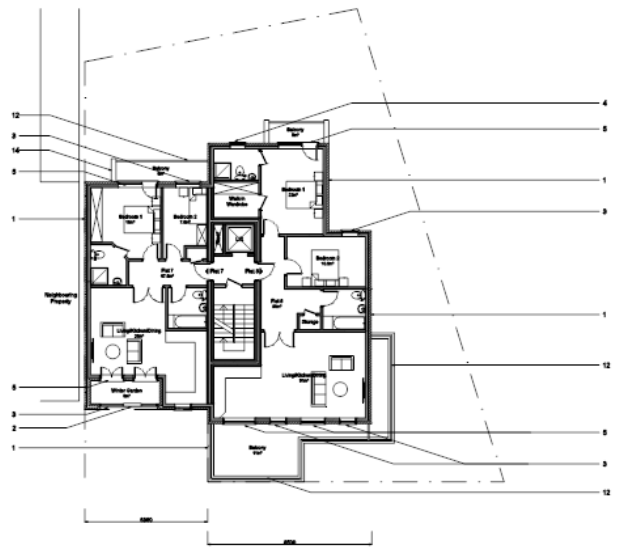


Second Floor Plan

Proposed first and second floor plan



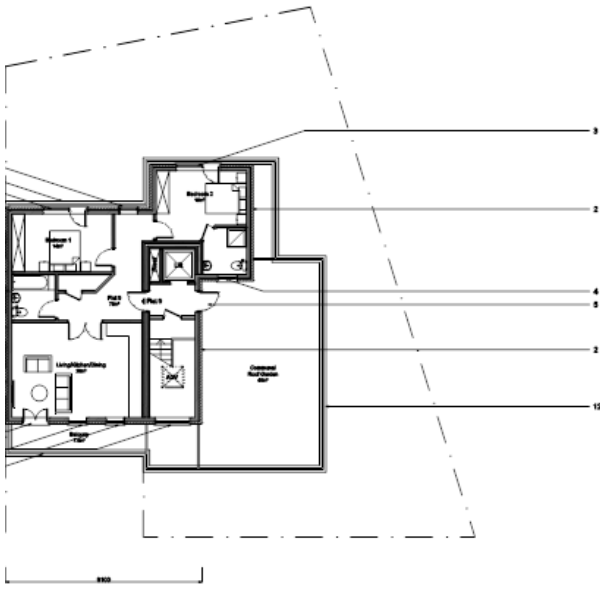
Third Floor Plan



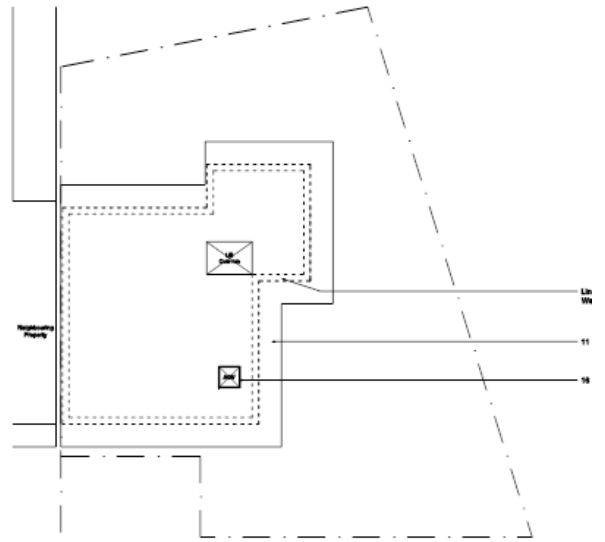
Fourth Floor Plan

Proposed third and fourth floor plan

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Fifth Floor Plan



Roof Plan

Proposed fifth and roof plan



Visual 1



Visual 2