

Planning Sub Committee Item No.

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2015/3398

**Ward:** Tottenham Hale

**Address:** 168 Park View Road, London N17 9BL

**Proposal:** Demolition of existing car repair/servicing garage and construction of a part 2 and part 4 storey building to provide 12 residential units with 7 car parking spaces and ancillary servicing accommodation

**Applicant:** Park View UK Limited

**Ownership:** Private

**Case Officer Contact:** Malachy McGovern

**Date received:** 13/11/2015

**Drawing number of plans:** Site Location Plan, Site Plan (P003-P1), P200-P1, P201-P1, P207, P300-P1, P202-P1, P203-P1, P204-P1, P205-P1, P100-P1, P101-P1, P102-P1, P103-P1, P106-P1

1.1 The application has been referred to the Planning Sub-Committee for a decision as it is a Major application.

### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development is acceptable on this site
- The proposed residential accommodation would be of an acceptable layout and standard
- The proposal would not harm the amenities of neighbours
- The design and appearance of the proposal is acceptable
- There would be no significant impact on parking
- The application is in accordance with the development plan

### 2.0 RECOMMENDATION

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission subject to the conditions and informatives set out below and subject to the prior completion of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.

- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 1st August 2016 or within such extended time as the Head of Development Management shall in her sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

### **Conditions**

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Construction Management Plan (CMP/ CLP)
- 4) Contamination Study
- 5) Contamination Report
- 6) Control of Dust & Emissions
- 7) Gas boilers
- 8) Piling Method Statement
- 9) Energy Statement
- 10) Refuse Storage & Collection
- 11) Sustainable Urban Drainage Scheme
- 12) Surface Water Drainage
- 13) Sustainable Drainage Maintenance
- 14) Green Roofs
- 15) Landscaping
- 16) Materials Details
- 17) No Satellite Dishes

### **Informatives**

1. CIL
2. Hours of Construction
3. Party Wall Act
4. Street Naming & Numbering
5. Sprinkler System
6. Sewer/ Drainage
7. Groundwater Risk management
8. Water Pressure
9. Asbestos Survey
10. Network Rail Informatives

### **Section 106 Heads of Terms:**

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

(i) In the absence of a financial contribution towards the Subway Underpass improvements identified, the proposal would have an unacceptable impact on affordable housing provision within the Borough. As such, the proposal would be contrary to Local Plan policy SP2 and London Plan policy 3.12.

(ii) In the absence of a financial contribution towards the amendment of the Traffic Management Order, highways works and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.

2.5 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) 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 Head of Development Management within a period of not more than 12 months from the date of the said refusal, and

(iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

2.6 In the event that members choose to make a decision contrary to the officer's recommendation members will need to state their reasons.

2.7 The Applicant/ Developer is required to contribute by way of a S.106 and an S.278 agreement £80,000 (eighty thousand pounds) 6 months prior to occupation towards the enhancement of lighting along the pedestrian/cycle link between Park View Road and Watermead Way, and for the alterations and amendments to the site access in accordance drawing P100 RevP1.

Reason: To secure the necessary upgrade of the existing lighting along the footpath linking Park View Road and Watermead Way in order to allow 24hour pedestrian access.

2. 8 The Applicant/Developer must offer all new residents of the proposed development two years free membership to a local Car Club. Evidence that each

unit has been offered free membership to the Car Club must be submitted to the Local Planning Authority.

Reason: To reduce the demand for private car ownership.

## **CONTENTS**

- 3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATION

### **APPENDICES:**

- Appendix 1: Consultation Responses
- Appendix 2: Plans and images
- Appendix 3: Quality Review Panel Notes

## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

- 3.1.1 The application seeks full planning permission for demolition of the existing commercial buildings on site and construction of a part 2, part 4 storey building to provide 12 residential units with 7 car parking spaces and ancillary servicing accommodation

### **3.2 Site and surroundings**

- 3.2.1 The application site is irregularly shaped measuring approximately 635 sq metres in area (0.0635 hectares) and is located on the northern side of Park View Road adjacent to the north - south railway line from Tottenham Hale. The site currently comprises a two storey commercial building previously used for light industry B1(c) however has been vacant and dilapidated for a number of years. Access is granted directly from Park View Road.
- 3.2.2 Immediately north of the site is the Roseberry Industrial Park and to the northwest and west of the site are a number of 2 – 3 storey terraced residential properties. The site adjoins the railway line to the east and is situated at the end of the cul-de-sac with a pedestrian underpass running from the south edge of the site eastwards. To the south of the site and on the opposite side of the road is a large commercial yard and vehicle depot.

3.2.3 The site does not comprise any Listed Buildings and is not located within a Conservation Area, however is located in a Flood Zone 2 area. The site is also located within the Tottenham Hale Growth Area as identified on the Haringey Local Plan Strategic Policies map.

### **3.3 Relevant planning history**

3.3.1 Planning PPA/2016/0004 PENDING --- 168 Park View Road Tottenham London PPA

3.3.2 Planning PRE/2014/0143 PASENT 24-02-15 168 Park View Road London Demolition of existing buildings and erection of a four storey block of flats comprising 9 x 1 bed flats, 9 x 2 bed flats and 3 x 3 bed flats.

3.3.3 Planning PRE/2015/0054 PASENT 08-05-15 168 Park View Road London Follow up to PRE/2014/0143 - Demolition of existing buildings and erection of a four storey block of flats comprising 9 x 1 bed flats, 9 x 2 bed flats and 3 x 3 bed flats.

3.3.4 Planning PRE/2015/0205 PASENT 10-09-15 168 Park View Road London Follow up to PRE/2014/0143 & PRE/2014/0054 - Demolition of Existing Car Gear Box Servicing Garage and Construction of 19 Residential Units with 5 Car spaces including one wheelchair car space and ancillary servicing accommodation. Residential Mix to include: 6 x 1Bed 2Person Units, 6 x 2Bed 3Person Units, 4 x 2Bed 4Person Units, 3 x 3Bed 5Person Units = Total 19 Residential units (Includes 2 wheelchair Units)

## **4.0 CONSULTATION**

4.1 A number of pre-application meetings were held with planning officers prior to submission of the planning application. The architects were advised as to the principle of development, the form and scale of the building proposed for the site, car parking and access, trees and refuse storage.

4.2 The scheme has been presented to the **Haringey Quality Review Panel** on the 10<sup>th</sup> February 2016

4.3 The minutes of the meeting are set out in Appendix 3. The issues raised and how they have been addressed by the application are set out in the Design section (6.2) of this report.

4.4 No **Development Management Forum** was held however, it was not considered necessary given the application is a smaller scale major development.

4.5 The following were consulted regarding the application, and the following responses were received:

Internal:

- 1) LBH Urban Design – generally happy with revised scheme which overcomes the concerns outlined by the Quality Review Panel (QRP).
- 2) LBH Transport: Generally happy with the proposal subject to conditions including contributions towards lighting along the footpath/ subway, Construction Management Plan and Car Club Membership.
- 3) LBH Pollution: Advised that Combined Heat Power (CHP) has been dismissed as unsuitable. Conditions recommended re 1. Contaminated Land, 2. Combustion of Energy / Plant and 3. Management and Control of Dust. Informative also advised re asbestos survey
- 4) LBH Carbon Management Team: No objection – requested further information re possible connection to District Energy Network (DEN)
- 5) LBH Waste Management: No objection – informative
- 6) LBH Regeneration: concerns remain regarding dominance of parking and bin storage, lack of active frontages, sight lines along underpass should be improved where possible. Financial contribution needed.
- 7) LB Housing: Dwelling mix does not comply and affordable housing provision fails to meet 50% target
- 8) LB Environmental Health: Floor Risk Assessment – No objection however conditions imposed

External:

Thames Water: No objection - Informatives advised

Transport for London (TFL): No objection raised

Network Rail: No objection raised however informatives concerning 1. Future Maintenance, 2. Drainage, 3. Plant & Materials, 4. Scaffolding, 5. Piling, 6. Fencing, 7. Lighting, 8. Noise & Vibration, 9. Landscaping (Permitted & Not Permitted species), 10. Vehicle Incursion.

Natural England: No objection

Designing Out Crime Officer: Some concern regarding undercroft parking – no natural surveillance. Conditions recommended re sections 2 & 3 Secured by Design

Environment Agency: No objection – informatives advised

## **5.0 LOCAL REPRESENTATIONS**

5.1 The following were consulted:

194 neighbouring properties

2 site notices were erected close to the site

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

No of individual responses: 2

Objecting: 2

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

- Additional parking pressure in a cul-de-sac
- Design is poor
- No benefit to the surroundings which require improvements to the underpass and barriers
- Improvements to make area feel less threatening are needed
- Retaining wall should be removed and better lighting installed

## **6.0 MATERIAL PLANNING CONSIDERATIONS**

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Design and appearance
3. The impact on the amenity of adjoining occupiers
4. Residential Mix and Quality of Accommodation
5. Density
6. Affordable Housing
7. Transportation
8. Sustainability

- 9. Land Contamination
- 10. Waste
- 11. Accessibility
- 12. Drainage
- 13. Planning Obligations

## **6.1 Principle of the development**

- 6.1.1 Local Plan Policy SP0 supports the broad vision of the NPPF and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 6.1.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The principle of introducing 12 new residential units on site would be supported by the Council in augmenting the housing stock in the area and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations being met.
- 6.1.3 The site currently comprises a two-storey commercial building which has previously been used for car repairs and light industrial purposes. The loss of the existing employment land is a fundamental planning consideration and Local Plan Policy SP8 makes it clear that there is a presumption to support local employment and small sized businesses that require employment land and space. It is also important to note that emerging DPD Policy DM48 states that the Council will only consider the loss of employment land or floorspace to be acceptable subject to any new development proposals providing the maximum amount of replacement employment floorspace possible having regard to viability. Although only limited weight can be afforded to emerging DM DPD policies, the document is now at pre-submission stage and is now closer to adoption stage, so is therefore material in assessing this planning proposal.
- 6.1.4 However, Saved UDP Policy HSG2 states that a change of use to residential use would be acceptable, provided that the site does not lie in a designated employment area, there would be no loss of open space, the site is not within a designated shopping frontage and would provide satisfactory living conditions. Furthermore saved UDP Policy EMP4 encourages the redevelopment of unallocated employment sites providing that: the land or building is no longer suitable for business or industry use on environmental, amenity and transport grounds in the short, medium and long term; and 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 result in wider regeneration benefits.



- 6.1.5 As stated above the site is currently vacant and has been in general decline. This is evidenced by the general condition of the main workshop building which has fallen into a state of disrepair. It is noted that the site has historically formed part of a larger industrial estate (as shown on the historical maps provided) however between 1975 – 1985 however this part of Park View Road was redeveloped for residential use. The application site was left over as it was a long standing family business which was still operating at the time.
- 6.1.6 The length of time that the site has been vacant is a material consideration in this respect. The Applicant submits that the site was previously occupied by J McCartney Ltd between 1967 and 2011 and has not provided any employment or jobs for at least 5 years. This period of vacancy indicates that it is no longer suitable for an employment generating use.
- 6.1.7 The Applicant submits that following the ceasing of operations in March 2011 there was a period of probate. The site was then marketed on the open market since March 2014 and letters from Stirling Ackroyd have been submitted as evidence. The Council's Business Rate's records confirm this period of vacancy.
- 6.1.8 As such, the loss of the employment land is considered to be acceptable and the redevelopment of the site with a residential scheme would provide much needed housing in the borough, therefore contributing to the council's major policy objectives. Furthermore, the proposed residential development on the site would meet all of the criteria set out in Saved Policy HSG2 and would contribute to the boroughs wider regeneration initiatives for the area.

## **6.2 Design and appearance**

- 6.2.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11 and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016, which identifies that all development proposals should respect their surroundings by being sympathetic to their form, scale, materials and architectural detail.
- 6.2.2 The scheme proposes a part 2, part 4-storey building with a flat roof and a staggered linear form orientated north east – south west. The proposed 4 storey massing is considered acceptable given the sites position adjacent to a railway line. The two storey element on the western side would provide a suitable transition from the neighbouring 2 storey residential terrace. The proposed scale and massing is therefore acceptable in its context.
- 6.2.3 The submitted drawings and information indicate that the external materials would be predominantly grey brick with some charcoal fibre cement-board cladding on the eastern side of the front elevation providing contrast and interest. Aluminium doors and brick reveals would be complemented by frameless glass balustrades to the balconies. Rainscreen cladding would be used on the west and north elevations however overall, a simple uniform grey brick would be used on those elevations which are not visible from street views. To the front, a large

PPC steel frame gate would enclose the ground floor undercroft parking and internal refuse area which is considered acceptable. A limited amount of landscaping is provided around the building given the obvious site constraints however this is deemed to be acceptable given the close proximity to Down Lane Park and Tottenham Marshes.

- 6.2.4 In addition to the benefits of providing additional housing, the scheme would also improve the accessibility of the area by introducing new lighting and improving the surfacing of the existing footpath path to the south. The existing barrier across the cul-de-sac would be removed and the approach to the subway would be improved with new surfacing and lighting. These works would also improve the perception of safety by improving the openness of the subway entrance – a key concern for local residents. The proposed building would also introduce new windows which would improve natural surveillance and the perception of safety in and around the subway. These works would substantially improve the quality of the public realm and are central to the success of the scheme.
- 6.2.5 The Council's Regeneration Team have advised that a draft Green and Open Spaces Strategy (G&OSS) for Tottenham Hale was approved by Cabinet in February 2016. It sets out a vision for a grid, or network, of connections linking the High Road with existing green assets such as Tottenham Marshes as well as the future District Centre. This is rooted in analysis of the quality and provision of current access to nature and open space, as well as the impact and requirements of the District Centre Framework and the Tottenham Area Action Plan.
- 6.2.6 The subway / underpass adjacent to the site is identified as a key link within the strategy and once improved, it will provide resilience within the green grid and offer a safe and pleasant route to Tottenham Marshes and the Lea Valley. During community engagement events in 2015 (March, June, November), the resounding feedback was that due to the poor condition of the underpass, the lack of visual access, existing barriers and lack of natural surveillance, residents did not feel safe using it. As a result of this feedback, improving the underpass is listed as a 'priority project' within the strategy and has become a strategic objective for senior leadership in the council. The proposed improvements to the underpass therefore serve a vital objective both locally and in broader strategic terms.
- 6.2.7 The application was presented to the Quality Review Panel (QRP) in February 2016, who expressed support for the proposal generally. The panel advised that the top floor should be reconfigured to match the layout of the floors below in order to re-orientate the living space and outlook away from the railway line. They suggested that this would in turn simplify the front elevation and allow lightweight balconies. The panel also recommended further improvements to the main entrance, specifically the need to make it more generous and open. Following the QRP, the upper floor was revised as per the advice and is considered to be a much more successful layout and front elevation.

6.2.8 The Council's Design Officer considers that the QRP comments and the applicant's subsequent response to the points raised result in a successful scheme in urban design terms. Both the QRP and the Council's Design Officer have stressed the importance of ensuring that the quality palette of materials proposed are secured through the final design and that this is not compromised through the procurement process. Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

QRP Comment	Action Taken
Reconfiguration of top floors to orientate living space away from the railway line would vastly improve the scheme	Layout has been amended to have living space facing west with terraces enjoying evening sun. Elevations simplified and improved as a result.
Changes to entrance of the building should be considered in order to make the space more open	The building has been set back further from the front (southern boundary) and back further from the road. The result is a greater sense of openness and flexibility in terms of treatment to the immediate public realm adjoining the subway underpass.
<p>The scheme must improve the quality of the space, the bleakness of the locality, and the visibility of and perception of safety around the subway underpass. Maintenance is also a concern.</p> <p>Visual integration of the underpass with the site entrance strongly recommended</p>	<p>The proposal will provide an £80K contribution towards highway works and improvements to the approach to the subway underpass. This will involve removal of the physical vehicle barrier, remodelling the slope of the road to the underpass, new hard surfacing and lighting.</p> <p>The proposed building will be set back from the road and a landscaping plan including hard surfacing will ensure consistency and integration with the subway underpass. Boundary wall height would be reduced and planting would be low level to improve visibility as recommended.</p>
Strip of land at north of site should be allocated to the ground floor dwelling as amenity space.	The strip of land has now been incorporated into the ground floor flat amenity space as advised.

<p>Extremely important that the high quality palette of materials proposed is secured by condition and is not compromised through procurement or delivery of the scheme.</p>	<p>The materials will be conditioned requiring further details and samples to be submitted as suggested. It is acknowledged that this is important to the success of the scheme.</p>
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### 6.3 Impact on the amenity of adjoining occupiers

- 6.3.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no significant adverse impact on residential amenity or other surrounding uses in terms of loss of daylight or sunlight, privacy, overlooking. Similarly London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.
- 6.3.2 The proposal has been accompanied by a daylight/sunlight report. This report concludes that there would be no harmful loss of daylight/sunlight to adjoining neighbours at two critical points (A and B). The report states that the greatest potential for negative impacts is on the ground floor rear windows of 156 – 161 Parkview Road. The report states that both of the points assessed would not suffer from unacceptable light loss and that any reduction would be in keeping with BRE guidelines, more specifically BRE 209.
- 6.3.3 It is noted that the daylight / sunlight report does not deal with the impact on neighbouring gardens of 156 – 161 Park View Road. Given the two storey height of the proposed building at the point where it is immediately south of the gardens, it is considered that only some morning sun would be lost. The proposed 4 storey element is considered to be a sufficient distance away from the gardens and rear facing habitable windows to no.s 156 – 161 so as to not have a significant overbearing impact. The neighbouring gardens would still receive adequate sunlight hours from mid day to afternoon in line with BRE guidelines.
- 6.3.4 The scheme has been revised since the original submission and the advice of the QRP to reconfigure the top floors and have the amenity space and terraces face west (away from the railway line) have been incorporated into the scheme. The proposed building would now have roof terraces and balconies at first, second and third floor. The west facing terraces would overlook the rear gardens of no's 156 – 161 however given the approximate 10 metre separation distance it is not considered that this would cause an unsatisfactory degree of harm. A condition can be imposed restricting the use of the green roof facing no. 167 Park View Road thereby overcoming any potential loss of privacy to no's 162 – 167 Park View Road.

- 6.3.5 In addition to the west facing terraces, the new building would also have west facing windows overlooking the residential properties immediately west. The submitted plans indicate that a distance of 22 metres would be achieved between the existing east facing windows to the properties on 156 – 161 and the proposed building. This separation is considered to be sufficient and is not considered to reduce privacy to an unacceptable degree.
- 6.3.6 Noise pollution is dealt with under saved UDP Policy UD3 which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Given the scale of the proposal and the nature of noise from residential uses, the proposal would not cause a significant degree of noise and disturbance upon nearby residents in meeting the above policy framework.
- 6.3.7 Conditions are recommended requiring adequate dust control to protect the amenities of neighbours during the build phase of the development. Hours of construction are controlled by other legislation and an informative noting the hours and relevant legislation is recommended.
- 6.3.8 The proposal is not considered to harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2015 Policy 7.6.

#### **6.4 Residential mix and quality of accommodation**

- 6.4.1 The Council's policy SP2 states that the Council will seek to provide homes to meet Haringey's housing needs and provide a range of unit sizes. The proposed development contributes towards the housing need in the borough. The housing mix provided (6 x 1-bed flats, 3 x 2-bed flats, 3 x 3-bed flats), is acceptable given the constraints of the site, the number of units provided and the quality of accommodation on offer.
- 6.4.2 London Plan Policy 3.5 and accompanying Mayor's Housing SPG 2016 set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered. The standards by which this is measured are set out in the Mayor's Housing SPG 2012.
- 6.4.3 One of the challenges for the development is to achieve satisfactory noise mitigation given the obvious proximity to the railway line and the carriageway flyover immediately east. This has been overcome to some degree by orientating the upper floors so that the amenity areas face west and away from the railway and road traffic. The applicant has also submitted a noise and vibration impact assessment undertaken by 'KP Acoustics' and this report confirms that a specific glazing product and specification would be suitable for

the development which would satisfy the design range BS8233. The report concludes that appropriate glazing could overcome the road and rail noise concerns and that any vibration from train activity is below the threshold of human perception.

6.4.4 In assessing the proposal against the London Plan 2015 and the Mayor's Housing SPG 2016, all the units would accord with the minimum unit size requirements. Furthermore, the proposal would provide sufficient private amenity space for each flat, by way of a garden or a good sized terrace. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

6.4.5 The submitted drawings indicate that 3 of the 12 flats would be single aspect however these would be west facing enjoying evening sun and all would have terraces providing outdoor amenity. Given the constraints with the site, it is considered that this is acceptable and that all 3 single aspect units would receive sufficient daylight and sunlight. There would be no single aspect units facing the railway line.

## **6.5 Density**

6.5.1 Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.

6.5.2 The red line site area is 0.063 hectares however given the context and the proposed improvements to the adjacent subway, some flexibility must be applied when considering the appropriate density. The surrounding area is considered to be somewhere between sub-urban and urban, and has a PTAL of 2 which would increase to 4 given the proposed improvements to the subway underpass and adjoining footpath. The density proposed is 172 units per hectare (12 units / 0.063 ha) and 500 habitable rooms per hectare (55 habitable rooms / 0.11 ha), which falls just above the guidelines of 45 - 130 u/ha for a suburban PTAL of 4 set out in the London Plan table 3.2.

6.5.3 It should be noted that density is only one consideration of the acceptability of a proposal. As noted above, the proposal would provide a good standard of living accommodation with generous room sizes and unit sizes. As such, at the density proposed, the proposal can be considered acceptable if it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

## **6.6 Affordable housing**

- 6.6.1 Policy 3.12 of the London Plan 2013 seeks to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London over the 20-25 year term of the London Plan.
- 6.6.2 Saved Policy HSG 4 of the UDP 2006 requires developments to provide a proportion of affordable housing to meet an overall borough target of 40%. This target is reiterated in Policy SP2 of the Local Plan.
- 6.6.3 The Applicant submitted a viability assessment which demonstrates the amount of the contribution that is affordable in terms of the viability of the development. Given the relative complexity with the site and its location adjacent to the railway, the proposed build cost is anticipated to be greater than usual and as such no affordable housing is proposed. The assessment has been independently assessed by the Council's consultants, who consider the scheme would result in a surplus of £80,000 and the scheme would still be viable with such a contribution.
- 6.6.4 Notwithstanding this assessment, the applicant has agreed to accept a lower level of return and provided an offer of £80,000 towards improvements to the subway underpass, highway and public realm. The applicant has also accepted that a review mechanism is included in the S106, should the development not commence within 18 months of permission being granted. While it is acknowledged that the proposal does not provide any on-site affordable housing, on balance, it is considered acceptable as it would allow the development to come forward, as well as providing much needed improvements to the subway / underpass and immediate public realm. Officers consider that the public benefit of the improvements to the subway and underpass would dramatically improve the quality of the public realm and the perception of safety providing a more pleasant townscape. Officers consider that these benefits are a priority for the Council and would outweigh the lack of affordable housing.
- 6.6.5 The Council's Tottenham Area Regeneration Team supports the proposal on agreement that the contributions can be allocated towards improvement of the subway underpass. This improvement would complement the Council's wider regeneration initiative as outlined in the draft Green and Open Spaces Strategy (G&OSS). This strategy for Tottenham Hale was approved by Cabinet in February 2016. It sets out a vision for a grid, or network, of connections linking the High Road with existing green assets such as Tottenham Marshes as well as the future District Centre. This is rooted in analysis of the quality and provision of current access to nature and open space, as well as the impact and requirements of the District Centre Framework and the Tottenham Area Action Plan.
- 6.6.6 The underpass is identified as a key link within the strategy and once improved, it will provide resilience within the green grid and offer a safe and pleasant route to Tottenham Marshes and the Lea Valley. During community engagement events in 2015 (March, June, November), the resounding feedback was that the due to

the poor condition of the underpass, the lack of visual access, existing barriers and lack of natural surveillance, residents did not feel safe using it. As a result of this feedback, improving the underpass is listed as a 'priority project' within the strategy and has become a strategic objective for senior leadership in the council.

## **6.7 Transportation**

- 6.7.1 The application site is located in an area that has a relatively low public transport accessibility level which increases to 4 within a relatively short walking distance. The applicant has submitted a Transport Assessment which provides a PTAL of 4 based on a manual calculation including improvements to the subway/ footpath immediately south. Given the proposed improvements in terms of accessibility and the fact the site is within walking distance of a number of local bus routes, the proposal is considered to be acceptable in transport terms.
- 6.7.2 The applicants transport consultants have used a first principle approach to estimate the number of peak hour trips made by car, which total 2 inward and outward bound trips combined during the am peak and 2 inward/outward bound trips in the pm peak. The TRAVL database has been used to predict the number of car trips that will take place once the development has been occupied. Using comparable sites the Transport Assessment suggests that the development will generate 2 inward/outward bound car trips during the am peak and 1 car trip during the evening peak. Therefore the level of peak hour traffic generation is likely to remain similar to that expected in relation to the existing use of the site.
- 6.7.3 The proposal includes the removal of the existing vehicle barrier immediately south of the site at the end of Park View Road and additional improvements to the highway adjacent to the subway underpass. This would be secured via a S278 agreement.
- 6.7.4 The submitted drawings indicate that secure cycle parking would be provided within the ground floor undercroft area for 20 cycles in addition to parking for 5 vehicles. Given 12 units would be provided the London Plan requires disabled provision for 10% i.e. 1 unit. 4 additional parking spaces would be provided for the 3 family units proposed which is considered acceptable. This can be secured by condition.
- 6.7.5 The Council's Transportation team has assessed the application, and has concluded that overall, the development is unlikely to generate any significant increase in traffic and parking demand which would have any adverse impact on the local highways network in the area surrounding the site, subject to conditions and S106 obligations. Conditions are recommended regarding the imposition of a construction management and logistics plan to ensure construction disruption is minimised, and for two years free Car Club Membership. The proposal is therefore acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan 2015 Policy 6.9 and Local



Plan 2013 Policy SP7 Transport, and Policy DM31 of the Pre-Submission Version of the Development Management DPD January 2016.

## **6.8 Sustainability**

- 6.8.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change. The Council requires new residential development proposals to meet the carbon reduction requirements of the London Plan.
- 6.8.2 The Council's Carbon Management Officer has raised concerns that the proposal does not include connection to a district energy network (DEN). The area has been highlighted as an area that a DEN is very probable to be delivered by both the GLA and the Council. This requires all development to have a single combined energy centre which serves all units. The applicant is required therefore to submit details of how the site will be able to connect to the DEN in future. This could be achieved through a single plant room that will provide all units with their space heating and hot water needs. Whilst the submitted plans indicate a large plant room at ground floor level with the capacity for delivering such, the Council requires further details of how this would achieve the standards required. This can be secured by condition.
- 6.8.3 Currently adopted GLA planning guidance published April 2015, forming part of the London Plan (2015) as referred to by Greengage, acknowledges that CHP is unlikely to be economically viable for small to medium sized schemes of up to 500 units. The cost, in relation to a scheme which is only capable of providing 12 units, is considered to be disproportionate.
- 6.8.4 The submitted Energy Strategy from 'Green Build Consult' details have been provided with the application to demonstrate that the scheme would achieve a minimum 35.6% reduction in carbon emission from Part L of the 2013 Building Regulations. This would be achieved through the use of high quality construction standards, high quality windows, heat recovery systems, high levels of insulation and a solar PV system. This meets the 35% target in the London Plan. A condition to ensure the units are constructed to meet a minimum of 35% carbon reduction is recommended, and would ensure the proposal accords with the NPPF 2012 and to London Plan 2015 Policies, as well as Policy SP4 of Haringey's Local Plan 2013, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions.

## **6.9 Land Contamination**

- 6.9.1 Given the historical use of the land for car repairs and industrial uses, a full investigation of land contamination is required. The proposal has been viewed by the Council's Pollution Officer who raises no objection to the scheme,

however, requires that conditions are included with regards to site investigation and remediation should it be required.

6.9.2 Therefore, the proposal, subject to a thorough site investigation and appropriate remediation, where required, is considered to be acceptable and appropriate for a residential development and is in general accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey Unitary Development Plan.

## **6.10 Waste**

6.10.1 It is considered that the details included with the application are sufficient to demonstrate that refuse and recycling can be adequately stored on the site. Given the layout of the site, it is considered that details of the storage and collection of refuse, together with a management plan for collection, should be secured via a condition, should consent be granted.

## **6.11 Accessibility**

6.11.1 Policy HSG1 of the UDP and Policy 3.6 of the London Plan require that all units are built to Lifetime Homes Standard. This standard ensures that dwellings are able to be easily adapted to suit the changing needs of occupiers, particularly those with limits to mobility. All of the proposed units have been designed in accordance with Lifetime Homes Standards.

6.11.2 One of the units (10%) have been designed to be wheelchair accessible, which is in line with policy requirements. This would be secured as part of the S106 Legal Agreement.

## **6.12 Flood Risk & Drainage**

6.12.1 London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- 1 store rainwater for later use
- 2 use infiltration techniques, such as porous surfaces in non-clay areas
- 3 attenuate rainwater in ponds or open water features for gradual release
- 4 attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5 discharge rainwater direct to a watercourse
- 6 discharge rainwater to a surface water sewer/drain
- 7 discharge rainwater to the combined sewer.

6.12.2 They also require drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Major's Sustainable Design and Construction SPG (2014) including how to design a suitable SUDS scheme for a site. The SPG advises that if greenfield runoff rates are not proposed, developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken. This should be done using calculations and drawings appropriate to the scale of the application. On previously developed sites, runoff rates should not be more than three times the calculated greenfield rate. The SPG also advises that drainage designs incorporating SUDS measures should include details of how each SUDS feature, and the scheme as a whole, will be managed and maintained throughout its lifetime.

6.12.3 The applicant has provided details of its proposed provisions for reducing surface water run-off in accordance with policy requirements, which are acceptable. Therefore, it is recommended that a condition requiring a SUDS scheme be submitted for approval to ensure these provisions are implemented.

6.12.4 The applicant has submitted a Flood Risk Assessment (FRA) as the site is located within a Flood Risk Zone 2. The Environment Agency have been consulted on the application and have not raised any objections with regard to flood risk. The Council's Drainage Officer has recommended 2 conditions with regard to drainage which have been included.

6.12.5 The proposal will therefore provide sustainable drainage and will not increase flood risk in accordance with London Plan (2011) Policy 5.13 'Sustainable drainage' and Local Plan (2013) Policy SP5 'Water Management and Flooding'

### **6.13 Planning Obligations**

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

1. A contribution of £80,000 towards improvement of the subway underpass
2. 2 years free Car Club membership
3. S278 Highway works
4. A review mechanism that provides for reassessment of viability should the scheme not be implemented within 18 months.

### **6.14 Conclusion**

6.14.1 The principle of a residential development on the site is acceptable. The design and appearance of the development would provide a pleasant feature within the locality and safeguard the visual amenity of the street scene. The proposal would

not unduly impact on the amenity currently enjoyed by surrounding residents and subject to the imposition of appropriate conditions and section 106 measures, would not have an adverse impact on the surrounding highway network and parking.

6.14.2 The proposal is a suitable and complementary development to the surrounding townscape, utilising a currently underutilised piece of land to provide 12 new residential units that are well proportioned and will add to the borough's housing stock. The proposal would also provide much needed contribution towards the immediate subway/ underpass as part of the Council's wider regeneration initiatives.

6.14.3 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.

## **7.0 CIL**

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £ (652sqm x £35) and the Haringey CIL charge will be £ (652sqm x £165 x 1.054 ). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **8.0 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions and subject to a S106 Legal Agreement

Applicant's drawing No.(s): Site Location Plan, Site Plan (P003-P1), P200-P1, P201-P1, P207, P300-P1, P202-P1, P203-P1, P204-P1, P205-P1, P100-P1, P101-P1, P102-P1, P103-P1, P106-P1

### **Conditions:**

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 the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

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

3. The applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 1 month (one month) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. Demolition) would be undertaken taken in a manner that disruption to traffic and pedestrians on Lordship Lane and the roads surrounding the site is minimised. The construction management plan must include details on the construction of the development and of the development in a way such that the Councils depot will always have unrestricted access. It is also requested that construction vehicle movements should be carefully planned and coordinated 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.

4. Before development commences other than for investigative work:

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

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

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

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

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 in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

5. 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 in accordance with Policy 5.21 of the London Plan 2011 and Saved Policy UD3 of the Haringey Unitary Development Plan.

6. 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 with reference to the GLA's SPG Control of Dust and Emissions during Construction and Demolition. All demolition and construction contractors and Companies working on the site must 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.

7. Prior to installation details of the gas 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 20 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

8. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with

Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

9. An approved renewable energy statement shall be submitted prior to commencement of works above ground and the energy provision shall be thereafter retained in perpetuity without the prior approval, in writing, of the Local Planning Authority. The energy statement must demonstrate how the development will be designed to allow for connection to a District Energy network should it come forward in the future.

Reason: To ensure that a proportion of the energy requirement of the development is produced by on-site renewable energy sources to comply with Policy 5.7 of the London Plan 2011 and Policies SP0 and SP4 of the Haringey Local Plan 2013.

10. 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.

11. No construction works (excluding demolition) shall commence until further details of the design implementation, maintenance and management of the sustainable drainage scheme have been submitted & approved in writing by the Local planning Authority. Details shall include:-

(a) Details of an emergency plan should the pumps fail.

(b) Management and maintenance plan for the lifetime of the development, management by Residents

Management Company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime a scheme of surface water drainage works including an appropriate maintenance regime have been submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be constructed in accordance with the approved details and thereafter retained.

Reason: To promote a sustainable development consistent with Policies SP0, SP4 and SP6 of the Haringey Local Plan 2013.

12. No development shall take place until a detailed surface water drainage scheme for Site, which is based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to

and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year plus 30% for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall include details of its maintenance and management after completion and shall subsequently be implemented in accordance with the approved details before the development on Site is occupied.

Reason: Mechanism for the detailed drainage proposals to be approved as the scheme is developed

13. Completion and Maintenance of Sustainable Drainage - Shown on Approved Plans No building or use hereby permitted shall be occupied or the use commenced until the sustainable drainage scheme for this site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal and maintained thereafter.

14. No development shall commence until details of a scheme for a "vegetated" or "green" roof(s) for the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The details shall include its (their) type, vegetation, location and maintenance schedule. The development shall be implemented in accordance with the approved scheme prior to its first occupation and the vegetated or green roof shall be retained thereafter. No alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason: To ensure a sustainable development consistent with Policy 5.11 of the London Plan 2011 and Policies SP0, SP4 and SP11 of the Haringey Local Plan 2013.

15. 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 layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment);



schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme]. The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter .

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Local Plan 2011, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

16. 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 2015, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

17. Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and

approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

### **Informatives:**

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

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £22,820 (652 sqm x £35) and the Haringey CIL charge will be £107,580 (652 sqm x £165). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE : 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 : Party Wall Act: The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

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.

INFORMATIVE : The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners

to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE : With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)

INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

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

INFORMATIVES: Network Rail

**Future maintenance**

The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

**Drainage**

No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

**Plant & Materials**

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

**Scaffolding**

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

**Piling**

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

### **Fencing**

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

### **Lighting**

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

### **Noise and Vibration**

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

### **Landscaping**

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will

2

have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

**Permitted:** Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees – Pines (*Pinus*), Hawthorne (*Cretaeagus*), Mountain Ash – Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (Shrubby *Salix*), Thuja Plicatata "Zebrina"

**Not Permitted:** Alder (*Alnus Glutinosa*), Aspen – Poplar (*Populus*), Beech (*Fagus Sylvania*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

### **Vehicle Incursion**

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

[AssetProtectionAnglia@networkrail.co.uk](mailto:AssetProtectionAnglia@networkrail.co.uk) prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at

## Appendix 1: Consultation Responses

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	Overall, the development is unlikely to generate any significant increase in traffic and parking demand which would have any adverse impact on the local highways network in the area surrounding the site, subject to conditions and S106 obligations. Conditions are recommended regarding the imposition of a construction management and logistics plan to ensure construction disruption is minimised, and for two years free Car Club Membership.	Noted and both conditions included
<b>Pollution Team</b>	No objection to the proposal however two conditions regarding contaminated land	Noted and both conditions included
<b>Carbon Management Team</b>	No objection however recommended conditions regarding connection to District Energy Network (DEN) and to secure the single plant room and 17 solar PV panels	Noted and both conditions attached
<b>Waste Management</b>	No objection however information provided	Noted and refuse management secured by condition
<b>Regeneration Team</b>	<p>Raised initial concerns about openness of the site with regard to the front boundary treatment, treatment of underpass and amenity space for the ground floor flat to the rear.</p> <p>Following revisions the team are now fully supportive of the scheme due to the benefits to improving the subway and wider area.</p>	Scheme has been amended to include area of land on northern boundary as amenity space for ground floor flat. Building has been set back further from the road to improve openness. Contributions now secured to improve subway underpass.
<b>Housing Team</b>	Advice on Affordable housing and tenure	No Affordable Housing proposed however this has been justified by a viability

Stakeholder	Question/Comment	Response
		assessment. Contributions of £80 secured for improvements to subway underpass.
<b>EXTERNAL</b>		
<b>Thames Water</b>	No objection raised – two informatives regarding drainage and piling method	Noted, condition recommended and informatives included.
<b>Natural England</b>	No objection to the proposal	Noted
<b>Transport for London</b>	No objection to the proposal	Noted.
<b>Designing Out Crime</b>	Some concern about Undercroft Parking.	Noted however adequate lighting is proposed and an informative re Secured by Design has been included
<b>Network Rail</b>	No objection raised however an informative is recommended	Noted and Informative included
<b>NEIGHBOURING PROPERTIES</b>	<ul style="list-style-type: none"> <li>- Increased parking pressure,</li> <li>- increased crime</li> <li>- Poor design</li> <li>- No benefit to local community or underpass which requires a lot of attention</li> </ul>	Comments are noted. Parking provision is policy compliant with adequate provision for disabled and family units. The scheme has been revised to ensure a high quality of design and materials will be secured by condition. A contribution to the improvement of the underpass has been secured.

**Appendix 2: Plans and Images**

**Site Plan**



**Proposed South Elevation**





- ① **Brickwork:** Forum Grey - Wienerberger
- ② **Windows/Doors:** Aluminium windows and doors. Finish PPC RAL 7016 colour. Glis to match.
- ③ **Windows detail:** Full brick reveals within brickwork elevations.
- ④ **Cladding:** Eternit EQUITONE (nature) Charcoal (N073) fibre cement board, shiplap fixing.
- ⑤ **Parapet Coping:** PPC aluminium coping. Colour to match windows.
- ⑥ **Balcony:** Framless glass balustrade with s/s handrail
- ⑦ **Residential Entrance:** Glazed door, with PPC aluminium frame. Finish with Frame colour to match windows.
- ⑧ **Refuse Store Door:** To be aluminium frame to match windows. Finish PPC colour RAL 7016 with Eternit EQUITONE (nature) Charcoal (N073) fibre cement board cladding matching facade.
- ⑨ **Gate and fence:** PPC steel frame with flat bar infill, all to RAL 7016
- ⑩ **Fence:** Treated FSC hardwood as vertical timber slats fence.
- ⑪ **Rainscreen Cladding:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑫ **Walkway screening:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑬ **Balcony:** PPC perforated aluminium balustrade.
- ⑭ **Post box unit:** within part glazed, part solid panel.

## Proposed North Elevation



- ① **Brickwork:** Forum Grey - Wienerberger
- ② **Windows/Doors:** Aluminium windows and doors. Finish PPC RAL 7016 colour. Glis to match.
- ③ **Windows detail:** Full brick reveals within brickwork elevations.
- ④ **Cladding:** Eternit EQUITONE (nature) Charcoal (N073) fibre cement board, shiplap fixing.
- ⑤ **Parapet Coping:** PPC aluminium coping. Colour to match windows.
- ⑥ **Balcony:** Framless glass balustrade with s/s handrail
- ⑦ **Residential Entrance:** Glazed door, with PPC aluminium frame. Finish with Frame colour to match windows.
- ⑧ **Refuse Store Door:** To be aluminium frame to match windows. Finish PPC colour RAL 7016 with Eternit EQUITONE (nature) Charcoal (N073) fibre cement board cladding matching facade.
- ⑨ **Gate and fence:** PPC steel frame with flat bar infill, all to RAL 7016
- ⑩ **Fence:** Treated FSC hardwood as vertical timber slats fence.
- ⑪ **Rainscreen Cladding:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑫ **Walkway screening:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑬ **Balcony:** PPC perforated aluminium balustrade.
- ⑭ **Post box unit:** within part glazed, part solid panel.

## Proposed West Elevation



- ① **Brickwork:** Forum Grey - Wienerberger
- ② **Windows/Doors:** Aluminium windows and doors. Finish PPC RAL 7016 colour. Cills to match.
- ③ **Windows detail:** Full brick reveals within brickwork elevations.
- ④ **Cladding:** Eternit EQUITONE (natural) Charcoal (N073) fibre cement board, shiplap fixing.
- ⑤ **Parapet Coping:** PPC aluminium coping. Colour to match windows.
- ⑥ **Balcony:** Frameless glass balustrade with s/s handrail
- ⑦ **Residential Entrance:** Glazed door, with PPC aluminium frame. Finish with Frame colour to match windows.
- ⑧ **Refuse Store Door:** To be aluminium frame to match windows. Finish PPC colour RAL 7016 with Eternit EQUITONE (natural) Charcoal (N073) fibre cement board cladding matching facade.
- ⑨ **Gate and fence:** PPC steel frame with flat bar infill, all to RAL 7016
- ⑩ **Fence:** Treated FSC hardwood as vertical timber slats fence.
- ⑪ **Rainscreen Cladding:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑫ **Walkway screening:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑬ **Balcony:** PPC perforated aluminium balustrade.
- ⑭ **Post box unit:** within part glazed, part solid panel.

## Proposed East Elevation



- ① **Brickwork:** Forum Grey - Wienerberger
- ② **Windows/Doors:** Aluminium windows and doors. Finish PPC RAL 7016 colour. Cills to match.
- ③ **Windows detail:** Full brick reveals within brickwork elevations.
- ④ **Cladding:** Eternit EQUITONE (natural) Charcoal (N073) fibre cement board, shiplap fixing.
- ⑤ **Parapet Coping:** PPC aluminium coping. Colour to match windows.
- ⑥ **Balcony:** Frameless glass balustrade with s/s handrail
- ⑦ **Residential Entrance:** Glazed door, with PPC aluminium frame. Finish with Frame colour to match windows.
- ⑧ **Refuse Store Door:** To be aluminium frame to match windows. Finish PPC colour RAL 7016 with Eternit EQUITONE (natural) Charcoal (N073) fibre cement board cladding matching facade.
- ⑨ **Gate and fence:** PPC steel frame with flat bar infill, all to RAL 7016
- ⑩ **Fence:** Treated FSC hardwood as vertical timber slats fence.
- ⑪ **Rainscreen Cladding:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑫ **Walkway screening:** Vertical C-shaped cast-glass plank system within horizontal aluminium channels.
- ⑬ **Balcony:** PPC perforated aluminium balustrade.
- ⑭ **Post box unit:** within part glazed, part solid panel.

## Proposed Ground Floor Plan



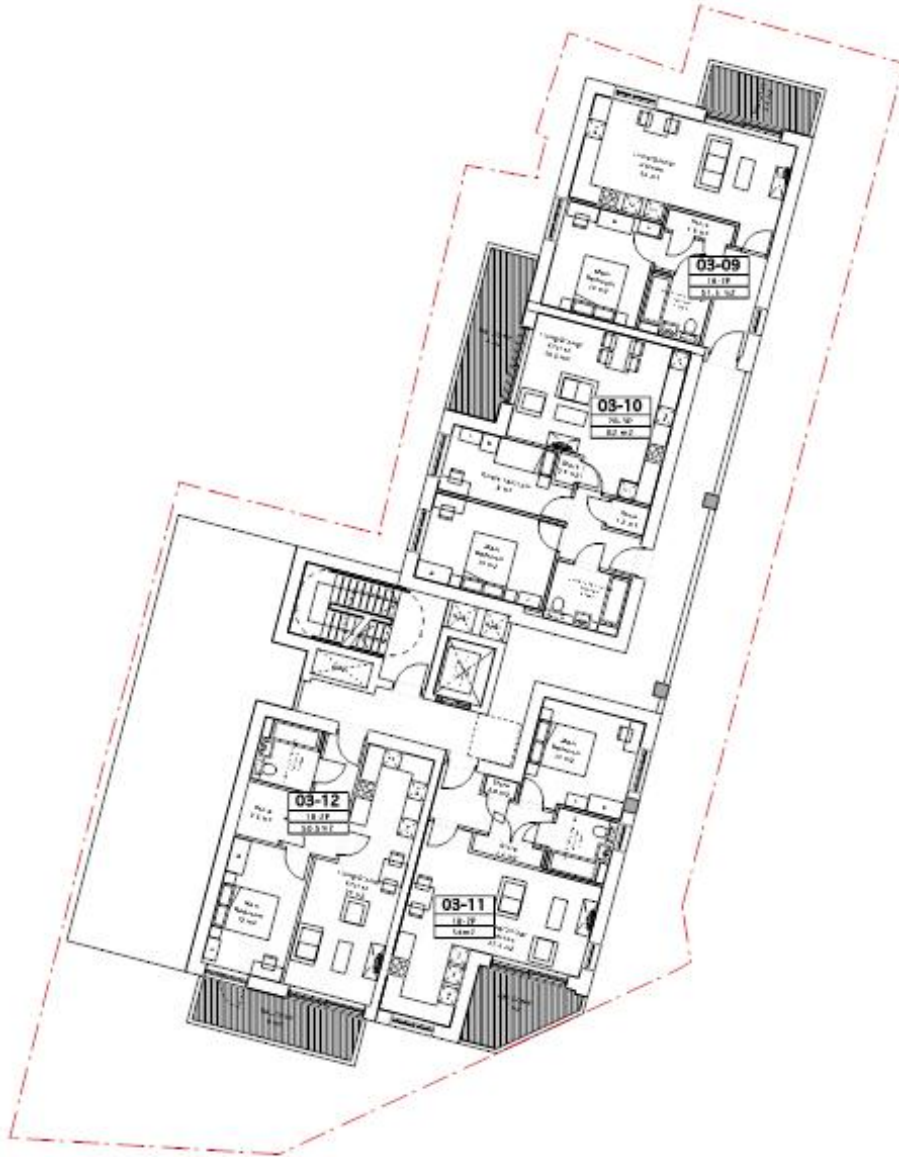
**Proposed First Floor**



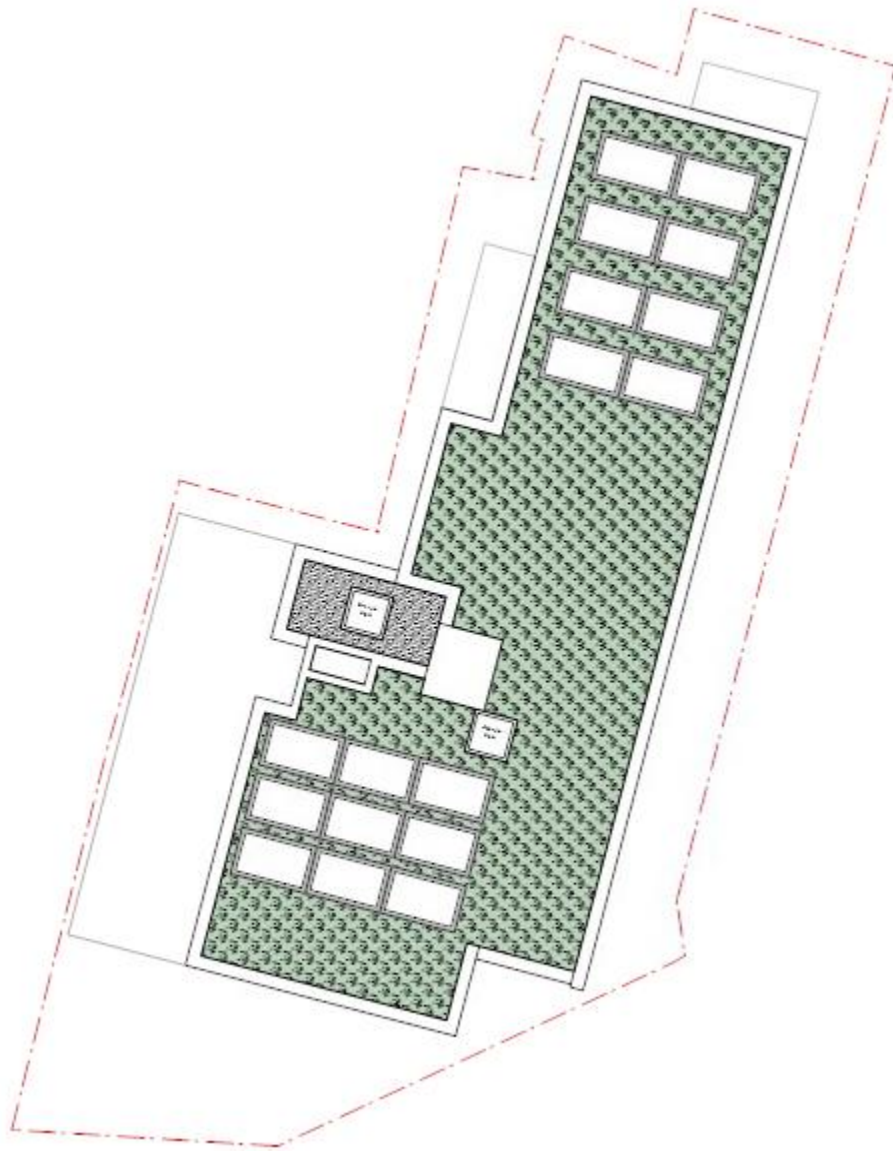
**Proposed Second Floor**



**Proposed Third Floor**



**Proposed Roof Plan**



**Appendix 3: QRP Note**

## London Borough of Haringey Quality Review Panel

### **3. Planning authority's views**

The site at 168 Park View Road is of a modest size, and is not located within a conservation area; however the area itself is on the threshold of a significant amount of change, due to upcoming regeneration projects. The building currently occupying the site is neither statutorily nor locally listed.

The applicant has engaged in pre-application discussions with Haringey Council. The application proposes the redevelopment of the site to provide 12 residential units. The proposed building is predominantly four storeys, with a two storey section adjacent to 167 Park View Road. It will be constructed of brick with fibre cement board shiplap details, in addition to glazed plank elements and balustrades.

The redevelopment of the site as proposed may be broadly acceptable in principle subject to satisfactory justification for the loss of employment generating uses, in addition to addressing the relationship with the front boundary and underpass. The viability report submitted with the application is currently being independently reviewed.

### **4. Quality Review Panel's views**

#### *Summary*

The Quality Review Panel expressed warm support for the proposals at 168 Park View Road, and acknowledged the constructive dialogue that has taken place with Haringey officers. The panel recommended that the layout of the top floor should be reconfigured to match that of the floors below, in order to re-orientate the top-floor living space away from the railway and elevated roadway. This would also enable increased simplicity to the elevations, whilst allowing a visually lightweight treatment of the balconies. The panel would also welcome further consideration of the entrance to the development, to bring it forward out of the undercroft and make it more generous and open. The panel supported the palette of materials proposed, and highlighted the necessity to ensure the use of quality materials and components. Further details on the panel's views are provided below.



### *Massing and development density*

- The panel generally supported the proposed massing and development density currently proposed.
- However, the panel identified that the top storey of accommodation looks out onto the railway and the elevated roadway, and would be unable to get a view of the marshes beyond.
- The panel suggested that the layout of the top storey should be reconfigured to match that of the storeys below, which would switch the outlook of the accommodation to the communal gardens to the west of the site, instead of the infrastructure to the east.
- This would also serve to simplify the massing and elevational treatment of the development.

### *Place-making, character and quality*

- The panel identified that the current proposals have gone a long way to improve the proposed nature of the place, despite the significant challenges presented by the infrastructure and lack of surveillance to the east, and the adjacent boundary walls to the south.
- Introduction of further landscape elements would be encouraged, in order to help reduce the perceived bleakness of the immediate locality.
- The potential to introduce some trees outside of the site (e.g. in the communal gardens along the western boundary), or in the south (entrance) section of the site should be explored further.
- Care should be taken that landscaping onto the Park View Road frontage does not obscure sight lines into and out of the underpass.

### *Relationship to surroundings: access and integration*

- The panel strongly supported the attempt to visually integrate the entrance of the underpass within the site.
- Measures to increase visibility into and out of the underpass were welcomed, including the reduction in height of existing boundary walls, the gradual stepped approach to the underpass level, and the provision of railings and bollards to provide maximum surveillance.
- The panel suggested that maintenance of the underpass is a key issue, especially with regard to drainage, and the problems of excessive water within the underpass itself.
- The panel would recommend that this issue of maintenance should be addressed by the Council in order to improve the quality of the environment (and the perception of safety) within the underpass.
- The need to work closely with the Council regarding the existing boundary walls and approach to the underpass was highlighted.
- Officers should help to facilitate contact between the design team and the relevant council departments.
- The use of glazed balustrading to the balconies fronting onto Park View Road was welcomed, potentially providing additional surveillance towards the underpass.
- It was suggested that the configuration of the entrance area and approach to the underpass should seek to support a long view westwards down Park View Road, for pedestrians emerging from the underpass.

### *Scheme layout and architecture*

- The panel identified that the strip of land to the north of the site could be given to the ground floor dwelling as private enclosed amenity space, with private access.
- The potential to reconfigure the top floor to match the lower storeys (as detailed above) would enable a more coherent approach to the elevational treatment of the scheme.

- The balconies to the western façade (overlooking the communal gardens) would all align, and could then be treated as a visually lightweight element, instead of being formed in brick, as currently proposed.
- This would provide a more elegant solution, and would allow greater light penetration into the balconies and living areas.
- The detailing of the balconies should ensure that whilst they provide some translucency, they also support privacy, with an element of screening.
- The panel would welcome further consideration of the entrance area, to pull it forward from the undercroft area, and create a more generous and open circulation area.
- Further reconfiguration should also seek to improve the relationship between the entrance and the ancillary accommodation, such as the bin stores.
  - The panel welcomed the level of thought expressed in the palette of materials, and felt that the finishes specified would help to achieve a coherent development.
  - It was felt extremely important that the high quality of the specified materials would be critical to the success of the scheme, and the panel would support the use of planning conditions to secure this.

*Next steps*

- The panel offered warm support for the scheme, and expressed confidence that the design team would be capable of making the changes outlined above, in consultation with Haringey officers.

# The underpass

The underpass at the end of Park View Road is a very important route to Tottenham Marshes used by cyclists, dog walkers and other residents.

The underpass does not feel very safe, there are some broken street lights and visibility is poor. It is a priority for residents and the council to improve this area.

Cyclists and wheelchair users find the motorcycle barriers very difficult to get through but they are needed to deter motorcycle assisted crime.

Our vision is to:

- Look at a different type of motorcycle barrier which is easier for cyclists
- Improve sight lines
- Lower the retaining wall that obscures views through the underpass
- Make sure new development nearby is designed to overlook the underpass
- Support the establishment of businesses in under used spaces beneath Watermead Way
- Enhance the underpass through new lighting and improved drainage



Photographs of Park View Road and the underpass today

