

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2016/1661

**Ward:** Noel Park

**Address:** Land at Haringey Heartlands, between Hornsey Park Road, Coburg Road, Clarendon Road and the Kings Cross / East Coast Mainline, London N8

**Proposal:** Submission of reserved matters, namely a) Scale; b) Layout; c) Landscaping; and d) Appearance, pursuant to Outline Planning Permission ref. HGY/2009/0503 (EIA Development) (as varied by refs. HGY/2013/2455 and HGY/2016/0026), comprising a total of 1056 residential homes; 2,500sqm (GEA) of commercial floorspace uses (A1-A4/ B1/D1); 225 car parking spaces and car club facility; new pedestrian routes; new Pressure Reduction Station (PRS); and landscaping throughout the site including: a tree lined boulevard down Mary Neuer Road; a 'Pocket Park' off Hornsey Park Road; a public Garden Square; a private residential courtyard garden; and ecological gardens.

**Applicant:** St William Homes

**Ownership:** Private

**Case Officer Contact:** Adam Flynn

**Date received:** 03/06/2016

**Drawing number of plans:** 12511-SPR-00-00-3-1; 12511-SPR-05-00-3-3; 12511-SPR-05-01-3-3; 12511-SPR-05-02-3-3; 12511-SPR-05-03-3-3; 12511-SPR-05-04-3-3; 12511-SPR-05-05-3-4; 12511-SPR-05-06-3-2; 12511-SPR-15-00-3-2; 12511-SPR-20-01-3-3; 12511-SPR-20-02-3-3; 12511-SPR-20-03-3-1; 12511-SPR-20-04-3-2; 12511-SPR-20-05-3-1; 12511-SPR-20-06-3-1; 12511-SPR-20-07-3-1; 12511-SPR-20-08-3-1; 12511-SPR-20-09-3-2; 12511-SPR-B1-2-15-00-3-3; 12511-SPR-B1-2-15-01-3-3; 12511-SPR-B1-2-15-02-3-3; 12511-SPR-B1-2-15-03-3-3; 12511-SPR-B1-2-30-01-3-2; 12511-SPR-B1-2-30-02-3-3; 12511-SPR-B3-4-15-00-3-2; 12511-SPR-B3-4-15-01-3-2; 12511-SPR-B3-4-15-02-3-2; 12511-SPR-B3-4-15-03-3-2; 12511-SPR-B3-4-30-01-3-2; 12511-SPR-B3-4-30-02-3-2; 12511-SPR-B7-15-00-3-3; 12511-SPR-B7-15-01-3-3; 12511-SPR-B7-30-01-3-3; 12511-SPR-B7-30-02-3-3; 12511-SPR-B8-9-15-00-3-3; 12511-SPR-B8-9-15-01-3-3; 12511-SPR-B8-9-15-02-3-3; 12511-SPR-B8-9-15-03-3-3; 12511-SPR-B8-9-15-04-3-3; 12511-SPR-B8-9-15-05-3-3; 12511-SPR-B8-9-30-01-3-2; 12511-SPR-B8-9-30-02-3-3; 12511-SPR-B8-9-30-03-3-3; 12511-SPR-B11-13-15-00-3-3; 12511-SPR-B11-13-15-01-3-3; 12511-SPR-B11-13-15-02-3-3; 12511-SPR-B11-13-15-03-3-3; 12511-SPR-B11-13-30-01-3-2; 12511-SPR-B11-13-30-02-3-2; 12511-SPR-B12-15-00-3-3; 12511-SPR-B12-15-01-3-3; 12511-SPR-B12-30-01-3-3; 12511-SPR-

B12-30-02-3-2; 12511-SPR-GC-15-00-3-1; 12511-SPR-GC-30-01-3-1; Schedule of Accommodation (27/05/2016); Design Commentary (Draft Rev.3-5 – 31/05/2016); Landscape Strategy (Rev F – 29/04/16); Planning Statement (Q60542 – May 2016); London Housing Design Guide Statement of Conformity (01/06/2016); Report on Daylight and Sunlight and Appendices (AC/DW/ROL7465 – 27/05/2016); Statement of Community Involvement (May 2016)

**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 application site forms part of a wider strategic regeneration area known as Haringey Heartlands and is identified in the London Plan 2015 (FALP), Haringey Local Plan: Strategic Policies 2013-2016, Haringey Heartlands Development Framework SPD, and Haringey Site Allocations DPD Pre-Submission Version – January 2016 (Clarendon Square – SA22).
- Outline Planning Permission was granted by Planning Sub Committee on 21 March 2012 – ref. HGY/2009/0503, for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising 950 to 1,080 residential units, offices, retail/financial services uses, restaurant /cafe/drinking establishment uses, community/assembly leisure uses and associated parking, open space and infrastructure works. This outline permission included a number of parameter plans that guide and govern the reserved matters for the site.
- Two subsequent Section 73 (S73) applications were submitted for alterations to the scheme. The first was approved in 2014 which allowed for the remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions. The second, approved in May this year, allowed for the relocation and consolidation of the Pressure Reduction Stations on the site (resulting in the removal of 16 mews dwellings), the creation of a landscaped entrance from Hornsey Park Road (a 'Pocket Park'), and alterations to the phasing of conditions.
- The reserved matters, being Scale, Layout, Landscaping, and Appearance, are in accordance with the parameter plans approved as part of the outline permission, together with the alterations to these as approved under the previous S73 applications.
- It should be noted that Access was approved as part of the outline planning permission.

## **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 and impose conditions and informatives.

### **Conditions**

- 1) Development commencement
- 2) In accordance with approved plans
- 3) Secured by design
- 4) Section 72 and Section 278 agreement

### **Informatives**

- 1) Hours of construction
- 2) Street Numbering
- 3) Thames Water
- 4) Thames Water
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### **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

#### **3.1 Proposed development**

- 3.1.1 This is an application for the approval of reserved matters, namely a) Scale; b) Layout; c) Landscaping; and d) Appearance, pursuant to Outline Planning Permission ref. HGY/2009/0503 (EIA Development) (as varied by refs. HGY/2013/2455 and HGY/2016/0026),

3.1.2 This reserved matters application consists of a total of 1056 residential homes; 2,500sqm (GEA) of commercial floorspace uses (A1-A4/B1/D1); 225 car parking spaces and car club facility; new pedestrian routes; new Pressure Reduction Station (PRS); and landscaping throughout the site including: a tree lined boulevard down Mary Neuer Road; a 'Pocket Park' off Hornsey Park Road; a public Garden Square; a private residential courtyard garden; and ecological gardens.

## 3.2 Background and Planning History

3.2.1 In 2009, an Outline planning application (accompanied with an Environmental Impact Assessment) (ref. HGY/2009/0503), was submitted for the demolition of existing structures and redevelopment of the site to provide a residential led, mixed-use development, comprising:

- between 950 to 1,080 residential units (C3);
- 460sqm to 700sqm of office uses (B1);
- 370sqm to 700sqm of retail/financial and professional services uses (A1/A2);
- 190sqm to 550sqm of restaurant/cafe/drinking establishment uses (A3/A4);
- 325sqm to 550sqm of community/assembly/leisure uses (D1/D2);
- new landscaping, public and private open space,
- energy centre, two utility compounds,
- up to 251 car parking spaces, cycle parking, access and other associated infrastructure works.

3.2.2 This planning application was approved in 2012 subject to a section 106 legal agreement.

3.2.3 A revised planning application (S73) (ref. HGY/2013/2455) was submitted in 2013 (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2009/0503, described as:

*Variation of conditions to existing planning permission HGY/2009/0503 is sought as follows "Site Preparation Works" to include "demolition of (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigations or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, temporary estate roads and erection of the "Pressure Reduction Stations" and variation of conditions to allow for such works to be carried out prior to the submission of detailed reserved matters applications and for phased submission of these reserved matters applications.*

- 3.2.4 This planning application was approved on 3 April 2014 subject to a section 106 legal agreement. Essentially, this second planning application allowed remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions.
- 3.2.5 A further revised planning application (S73) (ref. HGY/2016/0026) was submitted this year (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2013/2455, described as:

*Variation of Condition 1 (Reserved Matters), Condition 2 (Time Limit), (Condition 3 (plans and specifications), Condition 6 (Maximum Building Heights), Condition 10 (Landscaping Details), Condition, 11 (Landscaping) Condition 26 (CCTV and Security Lighting), Condition 27 (External Lighting Strategy), Condition 28 (Surface Water Drainage), Condition 29 (Water Supply Impact Study), Condition 30 (Waste Storage and Recycling), Condition 31 (BREEAM), Condition 34 (Parking Provision), Condition 35 (Electric Vehicles), Condition 36 (Cycle Parking), Condition 37 (Travel Plan and Car Club), Condition 40 (Shopfronts), Condition 41 (Signage), Condition 55 (Network Rail), Condition 59 (Satellite Aerials), Condition 62 (Ventilation) and Condition 66 (Energy), deletion of Condition 67 (Code for Sustainable Homes) and additional informative regarding the Site Preparation Works as a 'phase' of development attached to planning permission HGY/2013/2455 to: permit the relocation of some gas infrastructure known as a Pressure Reduction Station (PRS) to a different part of the Site; to allow the submission of certain details to follow the approval of reserved matters for a particular phase of development, rather than being submitted at the same time as the reserved matters for that phase; and to add clarity to the planning permission.*

- 3.2.6 This planning application was approved on 23 May 2016 subject to a section 106 legal agreement. This permission allowed for the relocation and consolidation of the Pressure Reduction Stations on the site (resulting in the removal of 16 mews dwellings), the creation of a landscaped entrance from Hornsey Park Road (a 'Pocket Park'), and alterations to the phasing of conditions.
- 3.2.7 A separate S192 (Certificate of Lawfulness) application (ref. HGY/2016/0543) for the demolition of the gas holders on the application site was approved on 31 March 2016.
- 3.2.8 A number of other non-material amendment (S96A) applications have been submitted and approved to alter the wording of conditions to allow the submission of details to occur as part of each phase.

### **3.3 Site and Surroundings**

- 3.3.1 The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road and the London Kings Cross/East Coast Main Line, Clarendon Road and Coburg Road. The site covers an area of 4.83 ha and includes land, buildings and structures owned by National Grid Property and the Greater London Authority. The site is currently characterised by cleared, derelict land on the southern portion but also includes an occupied single storey call centre office building. The middle of the site contains two large unlisted operational gas holders. A car parking area is located adjacent to the largest gas holder and is used as a car compound by Haringey Council.
- 3.3.2 The site forms part of a wider strategic regeneration site known as Haringey Heartlands and is identified in the London Plan 2011, Haringey Local Plan: Strategic Policies 2013-2016 and Haringey Heartlands Development Framework SPD. The Haringey Heartlands area stretches from Alexandra Palace Station to the north, Wood Green High Road to the east, Hornsey station to the south and Hornsey High Street to the west.
- 3.3.3 In 2005 Haringey adopted the *Haringey Heartlands Development Framework* in order to help ensure major applications meet the strategic goals for the area. The framework covers two areas known as the western and eastern utilities lands as well as areas which provide vital links to Wood Green and Hornsey Centres. The framework replaced earlier planning briefs covering smaller sites in the area – the fundamental aim of the Framework is to regenerate these areas. The Framework seeks to provide at least 1,700 additional homes, 1,500 net additional jobs as well as new community, cultural and education facilities, public realm and improved transport infrastructure. This will be achieved by bringing back into use underused brownfield land, decommissioning the existing gas holders and decontaminating the land. This intention has been carried forward in the Councils' Site Allocations DPD, Pre-submission Version January 2016 (as SA22).
- 3.3.4 The surrounding land uses includes a mix of residential, retail, office, industrial and operational land. To the east is Hornsey Park Road characterised by two storey terraced dwellings with gardens backing on to the site. Coburg Road to the northern boundary of the site is characterised by a number of industrial units and further north are a number of cultural facilities including The Mountview Academy of Theatre Arts and The Chocolate Factory artist spaces. To the south is Clarendon Road which contains a number of light industrial and office uses.
- 3.3.5 To the west of the railway line is New River Village, a contemporary residential development. There is a pedestrian access between the two sites adjacent to the water treatment works and under the railway.

3.3.6 The site has a Public Transport Accessibility Rating (PTAL) of four and is within close proximity to Turnpike Lane and Wood Green Underground stations, Alexandra Palace and Hornsey train stations, and is within walking distance of numerous bus routes.

#### 4.0 CONSULTATION RESPONSE

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

Internal:

1) Design

Although design officers initially had considerable concerns with the proposals, and although the applicant has not always responded to officers concerns in ways that directly addressed them all, design officers are overall, and on balance, satisfied that the proposals are well designed, would be a beneficial addition to the streetscape and life of the area and provide a high standard of residential amenity.

2) Transport

In assessing the reserved matter application we have concluded that the application trips and parking demand generated by the development would not significantly impact on the transportation and highways network subject to conditions and a S278 agreement. (**Officer Response:** *the conditions recommended have the same intent as those imposed on the outline planning permission, with the exception of the recommended S278 agreement, which is recommended to be conditioned to ensure the implementation of the highways works*).

External:

3) Thames Water

No objections, subject to conditions. (**Officer Response:** *the conditions recommended have the same intent as those imposed on the outline planning permission*).

4) TfL

No objections, subject to conditions.

5) Natural England

No comments to make on this application.

6) Historic England – Archaeology

Recommend no archaeological requirement.

7) Designing Out Crime Officer

Raise concerns with certain aspects of the layout of the development as it stands. (**Officer Response:** *a condition is recommended to ensure that the development complies with Secured by Design requirements*).

## 5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Over 3000 Neighbouring properties
- Three Resident Associations
- Six 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: 8

Objecting: 6

Supporting: 1

Others: 1

5.3 The following local groups/societies made representations:

- Ladder Community Safety Partnership, concerns include:
  - Access for construction traffic
  - Traffic generated by the development
  - Pollution
  - Effect on public transport
  - Landscaping

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

- Overlooking
- Height of buildings
- Excessive size/scale, overdevelopment
- Increased traffic/congestion
- Air quality
- Lack of open space
- Lack of parking provision
- Impact on views (including Alexandra Place)
- Noise and disruption
- Construction traffic access
- Impact on Wood Green shopping centre / retail provision
- Impact on strategic views
- Ecology/habitat impacts
- Impact on infrastructure
- Location of affordable housing
- Lack of community space
- Additional tree planting
- Renewable energy



5.6 The following issues raised are not material planning considerations:

- Refuse and vermin
- Traffic congestion wider in the Borough
- Public transport congestion
- Loss of private views
- Construction nuisance
- Size of Pocket Park
- Impact on future potential development of neighbouring sites

## **6.0 MATERIAL PLANNING CONSIDERATIONS**

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Scale, layout and appearance
3. Landscaping
4. The impact on the amenity of adjoining occupiers
5. Affordable housing and Residential mix
6. Quality of accommodation
7. Transportation
8. Sustainability
9. Land Contamination
10. Waste
11. Designing out Crime
12. Drainage
13. Air quality
14. Planning Obligations

### **6.1 Principle of the development**

6.1.1 The principle of this development is established by the outline planning permission granted in 2012 (and variations approved in 2014 and 2016) which approved the land use principles and parameters of this development.

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 proposal is for the creation of 1056 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting 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. Furthermore, such a development is in accordance with the Haringey Heartlands Development Framework, and the Councils' Site Allocations DPD, Pre-submission Version January 2016.

6.1.3 This reserved matters application seeks to secure details relating to external appearance, layout, scale and landscaping.

## 6.2 Scale, layout 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 outline permission was granted in accordance with a number of parameter plans, which included building layout and footprint, maximum and minimum storey heights, ground floor uses, upper floor uses, site access and movement, and landscape strategy.

6.2.3 The following controls and constraints exist across the permission:

- The maximum height of the proposed development, including lift overruns, rooftop plant etc, shall be no greater than indicated on the parameter plan for Maximum and Minimum Storey Heights.
- The outline planning permission shall not exceed 1080 separate dwelling units, whether flats or houses.
- The dwelling mix shall be approved in writing by the Local Planning Authority in consultation with the Greater London Authority, prior to commencement of the development with the exception of the Site Preparation Works.
- The developer will be required to dedicate a 3m strip of land by way of a section 72 agreement along Mary Neuner Road.
- The applicant shall provide up to 251 car spaces parking provision for the residential component of the development, including 60 disabled spaces.
- Building and structures on site to be set a minimum of 8m back from the outer culvert wall of the Moselle Brook.
- Any proposed buildings shall be at least 2 metres from the boundary with the operational railway, at least 5 metres from overhead power lines, or 3 metres from viaducts.

6.2.4 The key aspect of the scheme's layout is to adopt an integrated approach where access – for pedestrians, cyclists and vehicles – is optimised to ensure permeability to areas surrounding the site. The layout of buildings and open space creates spaces and active edges that complement the existing neighbourhood and a new square, around which all buildings and uses are arranged to ensure the development has a sense of place.

6.2.5 The layout places public or commercial uses towards the north of the site, whilst residential accommodation is arranged predominantly to the south. The public or commercial uses are centred on the square which forms the link between the cultural quarter to the north and the new residential area to the south. The

square is also located on the east-west axis between the western part of Haringey Heartlands / Alexandra Park and Wood Green town centre.

6.2.6 The existing closed boundary to Hornsey Park Road is to become a pedestrian / cycles-only entrance and key gateway into the site, providing a safe and attractive route that connects the residential areas to the south and east with the new development, civic spaces, Cultural Quarter, new school and park beyond. This area doubles up as a 'green lung' for the site, a respite place for all local residents.

6.2.7 The applicant has described the different areas as:

- Mary Neuner Boulevard (central Axis) – The central boulevard creates the main North-South connection for the development. An avenue of mature trees and buffer defensible planting on both sides of the road will help define and demarcate private space, vehicular, cycling and pedestrian routes.
- Garden Square (northern main public square) – This urban square is the focal point of the development, creating a contemporary space accommodating multiple uses.
- Resident's Garden and Pocket Park – A green public communal open space along the boulevard, creating a link from the pocket park and Hornsey Park road into the development.
- Courtyard Gardens – Semi-private communal spaces for all apartments at ground floor or deck levels.
- Ecology Gardens – A landscaped buffer area between the development running north-south along the boundary with Hornsey Park Road. Private gardens for the relevant residents with planting to encourage biodiversity.

6.2.8 The massing of the buildings is governed by the approved parameter plans at outline application stage, which create a series of linear buildings of varying heights. The scale of the development would be dealt with by a number of approaches to attempt to limit the overbearing nature of the buildings. They are split into top, middle and bottom sections to add interest across the development. Vertical emphasis has been added to the larger buildings to help break the monotonous linear form. The large courtyard building has been given additional treatment to reflect the central point between the open spaces in the development. The residential buildings in the southern portion of the site are more formal and ordered, whereas the buildings towards the north are of a more lively design.

6.2.9 The buildings are predominantly faced in brickwork, which is a material that featured predominantly in the industrial history of the site, and is used a great deal in the local area. Two different brick shades are used to break down the scale of the development. A lighter buff brick would be used for buildings facing onto the residential boulevard to the south, whilst a darker brick would be used for the more urban and larger scale area to the northern end. Key details of the

building including the upper floors are highlighted in a metallic faced cladding material. This contrasts with the dense feel of the matt finished brickwork. This material is used to break the mass where required and helps create a lively roofscape. This is a brushed silver colour for the majority of buildings. With a more golden colour on the feature central building, and other key features throughout the site.

6.2.10 Whilst this application approves the design of the development, a condition still requires the exact details of the materials to be submitted for approval prior to each phase of the development commencing.

6.2.11 The application was presented to the Quality Review Panel (QRP), who raised a number of concerns with the proposal. However, the majority of these concerns are in relation to the overall masterplan for the site as approved in outline form. The panel acknowledges that the parameter plans (forming the existing permission) establish a largely inflexible framework for the site, but they feel that the site itself offers huge potential for development. As such, the massing and development density of the current proposals was not discussed, as these aspects of the proposal are defined by the existing parameter plans that form part of the existing outline permission.

6.2.12 More specific comments from the QRP are detailed below, along with the applicant's response to these points:

<b>QRP Comment</b>	<b>Applicant's / Officer's Response</b>
<p>The panel has significant concerns about the main square to the north; it is not at all clear what the type of space will be, or how it will be activated.</p> <p>The panel has concerns that the significant scale of the main square will render it sterile, and lacking in purpose and vision.</p>	<p>The first floor residential of the blocks around the public square have been amended to give the ground floor the appearance of a double height space. The square has been revised to 'step-down' on the southern side, rather than at the northern end.</p>
<p>They note that an intensification of footfall is required in order to create a successful square, but questions remain about how this will be achieved, given the mix and location of the proposed uses.</p>	<p>The principle of the uses within the site were established as part of the outline permission.</p>
<p>The panel suspects that within the current proposals, a defined and managed programme of events or activities within the square (e.g.</p>	<p>This is not an element that can be controlled as part of this reserved matters application.</p>

markets, pop-up activities, outdoor cinema) may be required in order to bring focus and activity in.	
The panel notes that the scale of the development (including a penthouse level) forming the main square will result in significant overshadowing problems within the main body of the square.	The scale of buildings around this square were established as part of the outline permission. Also, the main body of the square is set further away from the taller building, helping to alleviate overshadowing.
The panel feels that the design of the public realm needs to be significantly improved, and that a greater emphasis should be placed on creating a high quality external environment.	The landscape masterplan submitted with this application demonstrates a comprehensive redevelopment that responds to the differing character areas of the development.
Shared surfaces could be used in particular locations within the scheme (e.g. within the residential square) in order to slow down the traffic.	The vehicle access is along the boulevard, and this is a key vehicle route through this part of the borough, so a shared surface would not be appropriate.  Vehicle access is not proposed through the squares.
The panel highlights that the parking strategy for the residential accommodation seems very crude.	The parking is to be secured by a parking management plan which is a condition on the outline permission.
One side of the residential spine road has no parking, and this could be extremely problematic for affordable housing residents who may have parking requirements due to the nature of their work.	The parking is to be secured by a parking management plan which is a condition on the outline permission.
The panel also feels that it is unacceptable to have significant areas of leftover backland space within a masterplan of this scale and density. They would suggest that these left-over spaces are re-planned efficiently and re-purposed. One option may be to assign the left-over space to the ground floor residential accommodation as	The spaces between the apartment buildings and the back gardens of neighbouring houses on Hornsey park road are intended to be “ecological gardens”. These have been naturally landscaped and gated for restricted public access. Children’s amenity playgrounds have been removed to avoid conflict with its ecological

<p>private gardens.</p>	<p>function. The private communal gardens behind the blocks have been delineated into individual gardens for each block, to provide a sense of ownership and residents' control.</p>
<p>The panel identifies that there is significant reliance on long, central corridors and single aspect flats within the residential elements of the current proposals.</p> <p>The minimum block width of 15m prescribed by the parameter plans creates significant difficulties.</p> <p>However, the panel recommends the introduction of additional vertical cores, a reduction in corridor lengths, and a reduction in single aspect units.</p>	<p>Due to the design constraints and limitations of the parameter plans, this is an unavoidable situation, and the applicant has improved the living environment of these flats with good outlook and amenity space.</p>
<p>This reduction could be achieved by changes in configuration, in addition to replacing single aspect ground floor flats with maisonettes.</p>	<p>The incorporation of duplexes was considered and discounted due to its impact on density with a 20% reduction in unit numbers across the ground and first floors and production of oversized two bedroom dwellings which at 102 m<sup>2</sup> would normally incorporate a four bedroom dwelling.</p>
<p>The panel feels that the circulation cores should have good levels of daylight inside.</p>	<p>Where possible within the constraints of the parameter plans, cores will have access to daylight.</p>
<p>Ground floor bedroom windows should be minimised.</p>	<p>Ground floor residential uses are only located along the main section of the boulevard, which is residential in nature. Such windows will be protected by defensible space in front of the building.</p>
<p>The panel suggests that each block should be considered individually, in terms of addressing all of the inherent problems, instead of as a standard response across all of the residential</p>	<p>Given the constraints of the approved parameter plans and the resulting form of development, it is considered that a common language of building form and materials is acceptable in this</p>

<p>accommodation.</p> <p>Within a development of this size the panel would suggest that if a reasonable masterplan was in place, then it could be appropriate to strengthen the architectural team by assembling up to three architectural practices to take forward different elements within the masterplan. This approach can help to lend richness and diversity to the overall development; and is seen widely across other schemes of this scale.</p>	<p>development.</p> <p>Requiring additional architects is not something that can be controlled as part of a planning application.</p>
<p>In the scheme's current format, the panel suggests that it may be more appropriate to adopt a simple approach to architectural expression in the residential boulevard.</p> <p>The panel would welcome a restrained and solid palette of materials, in order to achieve 'quieter' residential accommodation along the spine road. In contrast, the facades fronting onto the squares could have more flourish and articulation.</p>	<p>The materials palette has been simplified and reduced to a brick base, with additional 'feature' cladding. The materials are 'quiet' in the boulevard, and become more striking up into the main square.</p>
<p>The panel would like to know more about the strategic approach to energy efficiency, environmental sustainability and inclusive design for the scheme as a whole.</p>	<p>These aspects of the proposal were assessed, and conditioned, as part of the outline approval.</p>

6.2.13 The development is constrained by the previously approved parameter plans and within these constraints the design is considered to be an appropriate response and is acceptable overall and is in general accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

### 6.3 Landscaping

6.3.1 The landscape proposals have been developed in accordance with the parameter plans as approved in the outline permission. As discussed above, the

development is designed to sit within five different areas of character, and each of these has been designed with a different landscape character also.

6.3.2 This has been demonstrated in the landscape master plan that has been submitted in support of this application. This breaks the landscaping into the following:

- Garden Square – The Garden Square is framed by box-headed trees and beds of ecological ornamental planting, and is furnished with signature seats on its edges. As well as terrace spaces for outdoor cafes, there is scope to include, other seating areas. The planted edges soften the predominantly hard space, while the arrangement of the garden beds and trees emphasise the north-south and east-west pedestrian connections.
- Garden Street (boulevard) – The Garden Street is the principal structuring element of the masterplan and is a linear garden that connects the areas to the north of the site to the areas to the south. Although the street will support the movement of vehicular traffic along its southern section (approximately two thirds of its total length) its design is very much focused on making the walking and cycling experience attractive and safe. The Garden Street will provide a sensory experience with mature trees, beds of herbaceous planting and grasses, becoming the home to a range of birds and invertebrates.
- Pocket Park / Residents Square – The Pocket Park and Residents' Garden are located in the centre of the site, adjacent to the Garden Street, and form the east-west connection to Hornsey Park Road. Together these form a simple green space comprising lawns, trees, and low planting, with the mature limes on Hornsey Park Road retained. The Pocket Park will be a place for informal play, for sitting in the sun, or under the shade of a tree. It will also be a space to move through and particular care has been taken to ensure that it is sufficiently open to feel safe and secure, in line with Secure by Design principles. The design of the Pocket Park is to be developed in consultation with the local community through a series of workshops.
- Courtyard Garden – This is a generously proportioned communal space at the podium level, designed as a garden and featuring gently topographic lawns, mature trees, ornamental planting, early years play, paths and hard spaces. The design provides a memory of the two gasholders by mapping their footprints both on the ground plane and three dimensionally in the form of pergola structures and long arcing benches.
- Ecology Gardens – The western and eastern edges of the development respond to two different conditions, woodland adjacent to railway sidings and residential back gardens respectively. The response is to create linear ecological gardens adjacent to both edges with a defensible private garden strip running alongside the apartment blocks. Footpaths run between the defensible strips and the ecological gardens. The design of the ecological gardens will feature a variety of habitat types, including native hedges, meadow, dry swales, native trees and shade tolerant woodland understorey planting.



- 6.3.3 In addition to these key landscaping areas, the proposal also provides children's play space and rooftop amenity space in the form of allotments. The provision of children's play will be in accordance with Planning Condition 65, and would provide a wide range of exciting play opportunities as a fully integrated part of the landscape throughout the masterplan. Whilst the approach to play recognises the importance of play for all ages of people, play especially focussed for younger ages has been located in the private more enclosed and secure areas of the masterplan. The key public spaces are designed to support incidental play for all ages with natural play designed as part of the green structure of the private ecological gardens.
- 6.3.4 The rooftop landscape performs in various ways, including as a device for water retention, community productivity, social space, ecological resource and power generation. The living roofs include rooftop allotments for residents, green roofs and brown roofs with aggregate surfaces that can support natural ecological colonisation. The strategic location of living roofs across the site provide important ecological connections that work in a complimentary way with the green infrastructure at ground level. Photovoltaic panels providing on site power generation comprise the last multifunctional rooftop element.
- 6.3.5 This comprehensive landscape master-plan demonstrates the high quality landscaping that can be achieved across the site, whilst being in accordance with the approved parameter plans. The specific details of the landscaping are controlled via a condition on the outline permission, but it is considered that this proposal would provide a high quality landscape across the site.

#### **6.4 Impact on adjoining occupiers**

- 6.4.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no material adverse impacts on the amenity of surrounding residents or other surrounding uses in terms of loss of daylight or sunlight, loss of privacy, overlooking or enclosure. Similarly London Plan Policy 7.6 requires that 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.
- 6.4.2 The daylight/sunlight, privacy and overlooking, and overbearing/enclosure impacts of the proposal on the neighbouring properties was assessed as part of the outline permission, and the heights and layouts of the proposed buildings were set and established by the approved parameter plans.
- 6.4.3 The daylight/sunlight assessment that was submitted with the outline application concluded that the majority of the residential properties within Hornsey Park Road would be unlikely to experience a noticeable change in the level of daylight

should the maximum scale of the development be completed, as the windows of these residential properties are compliant with the BRE Guidelines. On this basis, the likely effect of the maximum scale parameters of the development on daylight availability on the majority of properties along Hornsey Park Road would be negligible.

- 6.4.4 The assessment did conclude however that for three of the properties along Hornsey Park Road (103, 105 and 123), the BRE Guidelines suggest that the occupants of those rooms may experience a noticeable alteration to one or more of their rooms when compared to the values of the baseline conditions. The impact on these properties was deemed to be moderately significant for 105 and 123 and of minor significance for 103 and therefore was not considered significant in itself to warrant refusal. Following the removal of the mews houses as a result of the relocation of the pressure reduction station, the impact on these properties is likely to be further mitigated, as the houses that would have been directly to the rear of these properties have been removed.
- 6.4.5 With regard to noise, a Noise and Vibration assessment was submitted with the outline application to assess both the effects of the development in terms of noise and vibration on off-site receptors and noise levels at the development site itself. The assessment considered the effects of noise and vibration during the demolition and construction works as well the effects following completion and operation of the development. This report concluded that subject to appropriate conditions (imposed on the outline permission), there would be a negligible affect on the neighbouring residential properties.

## **6.5 Affordable housing and Residential mix**

- 6.5.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 6.5.2 Similarly, The London Plan Policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing... when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability”.
- 6.5.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 50%.

- 6.5.4 The proposed mix of tenures in the scheme is 851 units for private sale, 61 Intermediate units, and 144 for affordable rent, for a total of 205 affordable units. This equates to 19.4% of the units, or 24.4% on a habitable room basis. The proportion of affordable housing has been agreed under the outline consent. This allowed for between 14% and 24.4% of the units as affordable (on a habitable room basis), which equated to between 118 and 208 units. Of the 205 affordable units 17.1% of these would be 1-bed, 42% 2-bed, 30.2% 3-bed, and 10.7% 4-bed (a total of 40.9% 'family' units). As such, the proposed tenure mix is in line with that approved at outline stage, and provides a 70%:30% split in favour of rented units. The Council's Housing Team has confirmed that the mix of unit sizes within the affordable provision would meet their requirements.
- 6.5.5 The outline consent for the site allows for up to 1,080 dwellings to be built. This proposal proposes 1,056 units, which is below the maximum number granted permission. The resulting density would be 223 units per hectare (595 habitable rooms per hectare) across the site, which is within the range of 70-260 u/ha and 200-700 hr/ha as set out Table 3.2 of the London Plan. Objections have been raised in respect of overdevelopment however, the principle of residential development of this size and density has been accepted under the original outline permission.
- 6.5.6 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. This approach is continued in Haringey Local Plan SP2 Housing.
- 6.5.7 Overall, the development delivers 39 x 1-bedroom/1-person units (3.7%), 410 x 1-bedroom units (38.8%), 495 x 2-bedroom units (46.8%), 90 x 3-bedroom units (8.6%), and 22 x 4 bedroom units (2.1%) (10.7% family units). The proposed mix is generally in accordance with the indicative mix demonstrated as part of the outline application.
- 6.5.8 As such, the overall proposed mix and tenure split is considered acceptable.

## **6.6 Quality of accommodation**

- 6.6.1 London Plan Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing SPG.
- 6.6.2 All the proposed units meet the Housing SPG standards and are Lifetime Homes compliant with 10% (106) being wheelchair adaptable. Furthermore, the proposal would provide sufficient private amenity space, by way of a garden or a good

sized terrace, to each dwelling, together with a large area of communal amenity space. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

- 6.6.3 Children's playspace is provided within the large communal landscaped amenity areas, and will be a mixture of formal, incidental and natural play spaces, both public and private.
- 6.6.4 As per a condition on the outline planning permission, the applicant has submitted a statement outlining compliance with the Mayor's Housing SPG. This demonstrates that the proposal meets almost all of the criteria, and is only part-compliant on 4 criteria two Priority 1, wheelchair car parking and dual aspects, and two of these are Priority 2, units per core and living spaces.
- 6.6.5 With regard to the wheelchair car parking, the applicant has stated that the scheme provides 106 adaptable units which can easily become wheelchair accessible units. 60 wheelchair accessible parking bays have been designed in accordance with the requirements as per the planning approved numbers. These bays will be made available to the 60 first occupied adaptable units. The remaining 46 adaptable units will be provided with a wheelchair accessible car parking bay as and when required by adaptation of the existing non wheelchair accessible car parking stock.
- 6.6.6 The Housing SPG states that developments should avoid single aspect dwellings that are north facing, exposed to noise exposure categories C or D, or contain three or more bedrooms. All the single aspect units are the smaller units, and there are no Category C or D areas. Unfortunately, the outline approval was designed based on a single aspect unit configuration, which has resulted in a number of single aspect units, which includes a small number, 4.5%, of north-facing single aspect units. Due to the design constraints and limitations of the parameter plans, this is an unavoidable situation, and the applicant has improved the living environment of these flats with good outlook and amenity space.
- 6.6.7 With regard to the Priority 2 issues, the number of units in some cores exceed the 8 per floor requirement, however, the majority of these exceedences are due to the number of 1-bed units within a block, which is considered to mitigate this concern. The Housing SPG states that units of 3 or more bedrooms should have two living spaces (e.g. a living room and a kitchen/diner). The 4-bed units are designed in accordance with this, however, the 3-bed units have been designed as open plan due to size and layout constraints internally.
- 6.6.8 Although some of the criteria of the Housing SPG are not complied with in this proposal, it is considered that the shortfalls are marginal, and are suitably mitigated. On balance, the proposed development provides residential accommodation of an acceptable standard in compliance with the above policies.

## 6.7 Transportation

- 6.7.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.
- 6.7.2 The proposed development is located in an area with a Public Transport Accessibility Level (PTAL) of 3 - 4. It is within easy walking distance of Wood Green and Turnpike Lane Underground stations, and Alexandra Palace Station. The traffic generated by the development proposals as a whole is still within the threshold assessed as part of the outline application. The applicant has proposed providing 225 off street parking spaces as part of the proposed development. 1168 cycle spaces are also provided across the development. This is in accordance with the parameters involved as part of the outline permission.
- 6.7.3 Transport for London has raised concerns regarding the number of cycle spaces provided, as the provision is less than the current London Plan requirements. However, the outline scheme was designed in accordance with the requirements of the London Plan at the time, and due to the design constraints and limitations of the parameter plans, this is an unavoidable situation, and the applicant has maximised the cycle parking provision where possible. The cycle parking for the proposed development is secured by Condition 36 of the outline permission, which requires the applicant to provide 1 cycle parking space per residential unit and 50 cycle parking spaces for the commercial aspect of the development, a total of 1106 cycle parking spaces. The applicant is proposing to provide a total of 1168 cycle parking spaces, which is above the cycle parking provision required by Condition 36.
- 6.7.4 The Council's Transportation team has assessed the proposed development and has stated that in assessing the reserved matter application they have concluded that the application trips and parking demand generated by the development would not significantly impact on the transportation and highways network subject to conditions requiring details of refuse collection, a construction management plan, a delivery and servicing plan, and a S278 agreement.
- 6.7.5 The applicant is proposing to realign the existing carriageway and provide inset parking on Mary Neuner Road as per- Drawing 12511-SPR-05-00-03\_2. Condition 33 of the outline permission requires the developer to dedicate a strip of land 3 metres in width to construct the proposed inset parking bays. The specific details of these works have not been submitted as part of this application, and therefore the applicant would be required to submit a detailed design for the proposed realignment of the carriageway and the strips of land required to construct the proposed inset car parking bays on the eastern and

western side of Mary Neuner Road. Details of this should be provided before the construction of the residential development, and the works will need to be delivered at the applicant's expense by way of a S.278 agreement as Mary Neuner Road is an adopted highway. A condition requiring this agreement be entered into is recommended on this application.

- 6.7.6 The conditions recommended have the same intent as those imposed on the outline planning permission, with the exception of the recommended S278 agreement, which is recommended to be conditioned to ensure the implementation of the highways works.

## **6.8 Sustainability**

- 6.8.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.

- 6.8.2 The outline planning application was submitted with an accompanying Sustainability Statement which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies.

- 6.8.3 A number of conditions of consent were attached to the outline permission to ensure compliance with sustainability criteria, including the requirement for a detailed energy strategy for the whole site, and that a minimum standard of "Very Good" under the Building Research Establishment Environmental Assessment Method (BREEAM) is achieved. The Code for Sustainable Homes has been removed, and this condition was therefore removed in the 2016 variation. However, the Condition 66 requires an energy strategy for the whole to site to be submitted, which would ensure compliance with the carbon reduction requirements of the Building Regulations and London Plan requirements.

## **6.9 Land contamination**

- 6.9.1 The original application contained a preliminary assessment of potential ground contamination across the whole site. Condition 45 of the outline planning permission (as varied) requires a full risk assessment, site investigation, remedial strategy and verification of the contamination on the site. No further assessment of contamination is required as part of this application.

## **6.10 Waste**

- 6.10.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development

proposals make adequate provision for waste and recycling storage and collection.

6.10.2 In terms of residential waste, each apartment or house would include adequate storage space to allow for separate bins for general waste, recyclables, and organic waste. In terms of commercial waste, arrangements for the collection and disposal of commercial waste would be contracted out to a private waste management company or the Council.

6.10.3 A planning condition requiring full details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials was imposed on the outline permission, which would secure adequate facilities.

## **6.11 Designing out Crime**

6.11.1 The proposed development has been broadly designed with regard to the requirements of Secured by Design. However, the Secured by Design Officer has raised some concerns with some aspects of the design and layout of the scheme with regard to Secured by Design principles. The applicant has committed to achieving this certification, and will work with the Metropolitan Police to obtain full Secure by Design certification. A condition requiring this was secured on the outline permission, however, to ensure this compliance, a further condition requiring this certification be demonstrated is recommended for this reserved matter application. In addition, all lighting will be in accordance with Haringey Guidelines and British Standards with the installation of CCTV included where deemed necessary, which is secured via condition on the outline approval.

## **6.12 Drainage**

6.12.1 The Environmental Statement submitted with the original application makes an assessment of the proposed scheme on the water environment during both construction and operation, including water quality, water usage and flooding. There are two watercourses within close proximity of the site, the Moselle Brook which is culverted beneath the site and the New River, to the west and south of the site, which is an entirely artificial watercourse. This was supported by a flood risk assessment. Conditions imposed on the outline planning permission (as varied) requires a full SUDS scheme for the site, together with a number of other requirements to satisfy Thames Water and Environment Agency requirements in terms of foul and surface water, and water supplies. No further assessment of contamination is required as part of this application.

## **6.13 Air quality**

- 6.13.1 The Environmental Statement submitted with the original application included an Air Quality Assessment in order to assess the construction and operational impacts of the development on local air quality.
- 6.13.2 Air quality impacts arising from the completed and operational development could arise from vehicle emissions or operational plant and ventilation systems were assessed as part of the outline application. The potential effects of vehicular traffic on air quality generated as a result of the development have been minimised as part of the design, in terms of limiting car parking opportunities, with a total of 225 spaces now proposed (a reduction from the 251 in the original outline approval). In addition, a site-wide Travel Plan will be required by a condition on the outline permission, and this will need to be implemented in order to promote all non-car modes of travel. It is not considered that the proposed development would have any significant adverse impact on local air quality as a result of vehicle emissions.
- 6.13.3 With respect to atmospheric emissions from heating plant, the proposed development would incorporate modern plant and building services facilities with low emissions, in line with tightened legislation and industry standards. The proposed development would incorporate an Energy Centre which would include a communal heating system with a gas Combined Heat and Power (CHP) unit installed as the lead heat source, biomass boilers providing further heating, and gas-fired boilers provided for back up and to meet peak demands. The proposed location of the energy centre is in the basement of the block at the south-west corner of the site. The location of the flues from the boiler plant within the energy centre would be located above roof level.
- 6.13.4 A range of construction mitigation measures would be set out in a comprehensive Construction Environmental Management Plan (CEMP) (including appropriate mitigation measures to minimise dust and emissions, including but not limited to routine dust monitoring, an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring and close liaison with surrounding sensitive properties). The CEMP was secured via a condition of consent on the outline approval, and the development implemented in accordance with the approved details. Additionally the site contractors will be required to be registered with the Considerate Constructors Scheme.

## **6.14 Planning obligations and CIL**

- 6.14.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority (LPA) to seek financial contributions to mitigate the impacts of a development. S106 obligations were agreed as part of the original outline permission and its subsequent variations. No change to this agreement is proposed.



6.14.2 As the application is for reserved matters, CIL is not applicable.

## 6.15 Conclusion

6.15.1 The development of the site is in accordance with the principles and parameters of the outline planning permission, as well as the Council's strategic direction for this area. The detailed reserved matters as proposed are considered acceptable

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

## 7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 12511-SPR-00-00-3-1; 12511-SPR-05-00-3-3; 12511-SPR-05-01-3-3; 12511-SPR-05-02-3-3; 12511-SPR-05-03-3-3; 12511-SPR-05-04-3-3; 12511-SPR-05-05-3-4; 12511-SPR-05-06-3-2; 12511-SPR-15-00-3-2; 12511-SPR-20-01-3-3; 12511-SPR-20-02-3-3; 12511-SPR-20-03-3-1; 12511-SPR-20-04-3-2; 12511-SPR-20-05-3-1; 12511-SPR-20-06-3-1; 12511-SPR-20-07-3-1; 12511-SPR-20-08-3-1; 12511-SPR-20-09-3-2; 12511-SPR-B1-2-15-00-3-3; 12511-SPR-B1-2-15-01-3-3; 12511-SPR-B1-2-15-02-3-3; 12511-SPR-B1-2-15-03-3-3; 12511-SPR-B1-2-30-01-3-2; 12511-SPR-B1-2-30-02-3-3; 12511-SPR-B3-4-15-00-3-2; 12511-SPR-B3-4-15-01-3-2; 12511-SPR-B3-4-15-02-3-2; 12511-SPR-B3-4-15-03-3-2; 12511-SPR-B3-4-30-01-3-2; 12511-SPR-B3-4-30-02-3-2; 12511-SPR-B7-15-00-3-3; 12511-SPR-B7-15-01-3-3; 12511-SPR-B7-30-01-3-3; 12511-SPR-B7-30-02-3-3; 12511-SPR-B8-9-15-00-3-3; 12511-SPR-B8-9-15-01-3-3; 12511-SPR-B8-9-15-02-3-3; 12511-SPR-B8-9-15-03-3-3; 12511-SPR-B8-9-15-04-3-3; 12511-SPR-B8-9-15-05-3-3; 12511-SPR-B8-9-30-01-3-2; 12511-SPR-B8-9-30-02-3-3; 12511-SPR-B8-9-30-03-3-3; 12511-SPR-B11-13-15-00-3-3; 12511-SPR-B11-13-15-01-3-3; 12511-SPR-B11-13-15-02-3-3; 12511-SPR-B11-13-15-03-3-3; 12511-SPR-B11-13-30-01-3-2; 12511-SPR-B11-13-30-02-3-2; 12511-SPR-B12-15-00-3-3; 12511-SPR-B12-15-01-3-3; 12511-SPR-B12-30-01-3-3; 12511-SPR-B12-30-02-3-2; 12511-SPR-GC-15-00-3-1; 12511-SPR-GC-30-01-3-1; Schedule of Accommodation (27/05/2016); Design Commentary (Draft Rev.3-5 – 31/05/2016); Landscape Strategy (Rev F – 29/04/16); Planning Statement (Q60542 – May 2016); London Housing Design Guide Statement of Conformity (01/06/2016); Report on Daylight and Sunlight and Appendices (AC/DW/ROL7465 – 27/05/2016); Statement of Community Involvement (May 2016)

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 2 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 approved plans and specifications comprise:

12511-SPR-00-00-3-1; 12511-SPR-05-00-3-3; 12511-SPR-05-01-3-3; 12511-SPR-05-02-3-3; 12511-SPR-05-03-3-3; 12511-SPR-05-04-3-3; 12511-SPR-05-05-3-4; 12511-SPR-05-06-3-2; 12511-SPR-15-00-3-2; 12511-SPR-20-01-3-3; 12511-SPR-20-02-3-3; 12511-SPR-20-03-3-1; 12511-SPR-20-04-3-2; 12511-SPR-20-05-3-1; 12511-SPR-20-06-3-1; 12511-SPR-20-07-3-1; 12511-SPR-20-08-3-1; 12511-SPR-20-09-3-2; 12511-SPR-B1-2-15-00-3-3; 12511-SPR-B1-2-15-01-3-3; 12511-SPR-B1-2-15-02-3-3; 12511-SPR-B1-2-15-03-3-3; 12511-SPR-B1-2-30-01-3-2; 12511-SPR-B1-2-30-02-3-3; 12511-SPR-B3-4-15-00-3-2; 12511-SPR-B3-4-15-01-3-2; 12511-SPR-B3-4-15-02-3-2; 12511-SPR-B3-4-15-03-3-2; 12511-SPR-B3-4-30-01-3-2; 12511-SPR-B3-4-30-02-3-2; 12511-SPR-B7-15-00-3-3; 12511-SPR-B7-15-01-3-3; 12511-SPR-B7-30-01-3-3; 12511-SPR-B7-30-02-3-3; 12511-SPR-B8-9-15-00-3-3; 12511-SPR-B8-9-15-01-3-3; 12511-SPR-B8-9-15-02-3-3; 12511-SPR-B8-9-15-03-3-3; 12511-SPR-B8-9-15-04-3-3; 12511-SPR-B8-9-15-05-3-3; 12511-SPR-B8-9-30-01-3-2; 12511-SPR-B8-9-30-02-3-3; 12511-SPR-B8-9-30-03-3-3; 12511-SPR-B11-13-15-00-3-3; 12511-SPR-B11-13-15-01-3-3; 12511-SPR-B11-13-15-02-3-3; 12511-SPR-B11-13-15-03-3-3; 12511-SPR-B11-13-30-01-3-2; 12511-SPR-B11-13-30-02-3-2; 12511-SPR-B12-15-00-3-3; 12511-SPR-B12-15-01-3-3; 12511-SPR-B12-30-01-3-3; 12511-SPR-B12-30-02-3-2; 12511-SPR-GC-15-00-3-1; 12511-SPR-GC-30-01-3-1; Schedule of Accommodation (27/05/2016); Design Commentary (Draft Rev.3-5 – 31/05/2016); Landscape Strategy (Rev F – 29/04/16); Planning Statement (Q60542 – May 2016); London Housing Design Guide Statement of Conformity (01/06/2016); Report on Daylight and Sunlight and Appendices (AC/DW/ROL7465 – 27/05/2016); Statement of Community Involvement (May 2016)

The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

3. Prior to the occupation of each phase of the development hereby approved, confirmation that the phase of the development complies with the requirements of Secured by Design, shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development meets the Police standards for the physical protection of the buildings and their occupants.

4. The developer will be required to enter into a Section 72 agreement to dedicate a 3m strip of land along Mary Neuner Road and a Section 278 agreement for the implementation of the realigned carriageway works and inset parking bays. This agreement shall be entered into prior to the commencement of above ground works of the relevant phase(s) including these works.

Reason: To ensure safe and efficient vehicle access, and to secure the implementation of the highways works, enabling access to the development proposal.

**Informatives:**

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: 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: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit [www.thameswater.co.uk/buildover](http://www.thameswater.co.uk/buildover).

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 [wwgriskmanagement@thameswater.co.uk](mailto:wwgriskmanagement@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 would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE: With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. 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 to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. They can be contacted on 0800 009 3921.

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: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

INFORMATIVE: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

INFORMATIVE: The discharge of condition application for the landscaping condition on the outline application should include:

- For the Landscaping beds in public realm (on street and square), to include planting to beds and maintenance that ensure the lush and varied vegetation shown in the proposals can be achieved and boundary treatments to all planting beds to show robust and effective means of separation from roadways and paths, such as a dwarf wall or fence of suitable and complimentary design.
- For the Pocket Park & Residents' Garden, to include:

- how it is a direct, well lit, clear and safe route that allows visibility right through from Hornsey Park Road through to the Spine Road (Mary Neuner Way);
  - how the different programmes, layout planting, management and uses create a distinction in character between the two spaces;
  - details of the boundary between the two spaces, including gateway(s) and thresholds between the two;
  - details of path treatment that distinguish in appearance and durability between the heavily used “primary” footpath / cyclepath, main secondary paths (particularly those to the south of the Residents’ Garden, tertiary circumambulation paths and those such as to the ecological gardens / private (communal) gardens used primarily for occasional visits and/or maintenance; and
  - details of landscape screening to the PRS.
- For the Private Communal Gardens, to include details of separation of these block by block and/or core by core, boundary fences, and youngest childrens’ play facilities (in each one)

## Appendix 1: Consultation Responses

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Design</b>	<p>Entirely happy, or sufficiently happy to not object (with caveats explained) that the following concerns have been resolved:</p> <ul style="list-style-type: none"> <li>• The proposed materials palette using just two clearly distinct bricks and a fairly limited set of robust and good quality other materials gives me great confidence that when built the proposals would appear pleasing and distinctive and have a robustness and durability.</li> <li>• Gradation of floors of taller blocks (over 6 storeys) – previous concern was that many of the street and public space facing elevations of the higher blocks lacked gradation (distinction between the “base” ground and sometimes 1<sup>st</sup> floor, “middle” 4 or 5 floors and top (sometimes 2) floors, to produce pleasing proportions), and therefore appeared over bulky, domineering and out of human scale. The concept of gradation is considered the best practice of a number of ways in which a taller building (say one over 5 or 6 stories; in this the boundaries are not hard and fast) can best proportion its appearance. In response, the applicants have made design changes to respond: <ul style="list-style-type: none"> <li>• the top two floors were not consistently treated differently nor sufficiently set back – this is now improved with rainscreen metal cladding used over much of the top two</li> </ul> </li> </ul>	Noted

Stakeholder	Question/Comment	Response
	<p>floors of the higher blocks; and</p> <ul style="list-style-type: none"> <li>• the base one or (preferably) two floors were not treated differently; several of the higher blocks now have a clear and distinct separate 2 storey base, including all of those facing the Garden Square apart from the “Knuckle”, which is discussed separately below and can be considered a special case for the reasons given there.</li> </ul> <p>Therefore there is a much clear gradation into base, middle and top to many of the blocks.</p> <ul style="list-style-type: none"> <li>• The Garden Square is an excellent space and revisions to the location of the steps that resolve the rise in level to the south make a great contribution to enclosing the main section of the square, dividing the seating and activity area from the route part and forming an informal “stage set” seating area. The formal square of trees in the square reinforce the identity, character and function of the square and the further formal lines of trees on neighbouring streets and paths, especially the spine street continuing to the south, further reinforce and support the legibility and pedestrian appeal of the street network within and around the site.</li> <li>• Pocket Park &amp; Residents’ Garden – the following specific earlier concerns have been resolved: <ul style="list-style-type: none"> <li>• lack of clear, visible route through from one side to the other – this is less convoluted;</li> <li>• clarity of different functions and distinct separation – The applicants are adamant</li> </ul> </li> </ul>	

Stakeholder	Question/Comment	Response
	<p>that these two spaces are intended to be experienced as separate spaces with separate functions. I am happy now that the band of trees and other suggested landscaping would contribute to providing a clear separation between these two spaces;</p> <p>and</p> <ul style="list-style-type: none"> <li>• lack of planting around the Pressure reduction Station (PRS) – I am happy that planting has been introduced to the main face onto the Pocket Park (north side), and that some has been introduced to the east side.</li> <li>• Potential conflicts in the Ecological Garden (to the east of Block 9) between its nature reserve, residents amenity and childrens playground functions have been resolved with the latter two removed.</li> </ul> <p>Levels of sunlight to public and communal spaces is impressive.</p>	
	<p>Some concerns with the following issues, partially but not fully resolved:</p> <ul style="list-style-type: none"> <li>• Materials – need for details.</li> <li>• Gradation of floors of taller blocks (over 6 storeys) – concern that a) not consistently treated differently nor sufficiently set back and b) base rarely treated differently over 2 floors. <ul style="list-style-type: none"> <li>• the top two floors are not consistently treated differently nor sufficiently set back –</li> </ul> </li> </ul>	<p>Noted; conditions regarding details of materials, landscaping beds in public realm, clearly visible route through Pocket Park &amp; Residents’ Garden, path treatment (distinguish in appearance and durability between heavily used &amp; primarily for occasional visits and/or maintenance) and planting around the Pressure reduction Station (PRS) are to be recommended.</p>



Stakeholder	Question/Comment	Response
	<p>there are still several “castellated” sections and stair towers with no different treatment such that on many blocks less than half of the width of key street facing elevations have a different treatment to the lower floors;</p> <ul style="list-style-type: none"> <li>• lack of set back of the top two floors (in plan); I felt even a small set back of 150-200mm would significantly improve appearance, but they have not felt they are able to set the top floors back even to a virtually insignificant degree; and</li> <li>• the base one of (preferably) two floors are not treated differently in many of the higher blocks. I would have preferred more of the blocks along the Garden Street to have had a clear 2 storey base treatment, but they do have elements of 2 storeys, including clear 2 storey high grand double height entrance halls come porches. Also, to be clear, this is not a concern with regards to the lower blocks.</li> <li>• Balconies, specifically: <ul style="list-style-type: none"> <li>• Considered to be less than satisfactory from a privacy and security point of view at 1<sup>st</sup> floor on busy streets / spaces. The applicants have reduced the number of these, but they are but still present in several instances. However the logic of the design is strong now and in many of these instances this is suggested by that logic.</li> </ul> </li> </ul>	<p>On gradation of floors of taller blocks, the considerable improvements that have been made are recognised and on balance it is considered the overall impression will be that the higher blocks height and bulk is mitigated by either clear gradation into base, middle and top (around the square), special treatment (the Knuckle) and elements of 2 storey base and top (along the west side of the street). The intended outcome of the higher blocks not appearing too bulky, overwhelming and out of human scale will by and large have been achieved.</p> <p>Reasonable mitigation measures including landscaping the area below 1<sup>st</sup> floor balconies have generally been taken.</p> <p>Partial mitigation measures including addition of a low kerb around landscaping beds in public realm have been taken.</p>

Stakeholder	Question/Comment	Response
	<p>Reasonable mitigation measures including landscaping the area around below them have generally been taken.</p> <ul style="list-style-type: none"> <li>• Landscaping beds in public realm (on street and square) – lack of separation &amp; level change to pavement street.</li> <li>• Pocket Park &amp; Residents’ Garden – specific concerns only partially resolved or consider further information required (by condition): <ul style="list-style-type: none"> <li>• lack of clear, visible route through from one side to the other – this is less convoluted but is still kinked in the middle so it is an improvement but still a concern from security and wayfinding point of view; vital that pedestrians can see from one end (on Hornsey Park Road) straight through, on a direct, well lit path, to the other side (on Mary Neuner Road).</li> <li>• clarity of different functions and distinct separation – The applicants are adamant that these two spaces are intended to be experienced as separate spaces with separate functions; band of trees and other suggested landscaping would contribute to providing a clear separation between these two spaces</li> <li>• The hierarchy of paths not appropriate for likely use, relative importance in the local route network; especially if for purely leisure (“circumambulation”) and largely / purely for maintenance or occasional tours; particularly the heavy and extensive</li> </ul> </li> </ul>	

Stakeholder	Question/Comment	Response
	<p>looking paths shown from the eastern end of the Residents' Garden to the ecological gardens / private (communal) gardens, which will not be open to the public and will only be used for maintenance and very occasional guided tours. Surface treatments should be more proportional, to ensure no more hard paving is included than is required, and help indicate a hierarchy of routes, appropriate for expected uses.</p> <ul style="list-style-type: none"> <li>• lack of planting around the Pressure reduction Station (PRS) to the west and (where visible) south sides.</li> </ul> <p>Dividing up the private communal gardens to the east of Blocks 3 &amp; 4 and to the west of Blocks 1, 2 &amp; 7 (and to some extent Block 11/13 – 3 cores, 2 separate entrances to garden) into separate sections; one for each core, to provide greater privacy, security and sense of ownership – this has been done to some extent but the layout makes this unnecessarily difficult as many cores provide no access to the communal gardens; the only access is off the street or from ground floor flats. I am also concerned that access to childrens' playspaces is unequal given that only some of these private communal gardens have them; if children from other blocks are to get access to a play space they will need to get access to a different block's private communal garden, which will be a weakening of security and the sense of ownership. It would be preferable to me if the youngest childrens' playspaces were divided up into smaller playspaces in each and every private communal</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="569 237 684 264">garden.</p> <p data-bbox="569 272 1383 337">The following concerns have not been resolved (but they could be considered acceptable on balance.</p> <ul data-bbox="621 383 1383 1406" style="list-style-type: none"> <li data-bbox="621 383 1383 1365">• Ground and 1<sup>st</sup> Floor Maisonnettes – applicants were unable to include ground and first floor maisonnettes instead of single aspect flats on the ground floor, an especial where facing busy roads or spaces (of which there are 31no.). Ground floor single aspect flats facing the main streets and squares inevitably have poor privacy as both their living room and bedroom(s) are close to and highly visible to passers-by, and their only private amenity space is their front garden, which is also unlikely to be private. It was also an important intention in the approved outline scheme that there be the maximum number of front doors off the street in blocks, achieved by each ground floor flat having their own front door, and achieved even more by a greater density of front doors from maisonnettes (with narrower frontage) rather than flats. The applicants’ argument that this is not possible is predicated on their apparent impossibility of designing maisonnettes that provide the same number of units and habitable rooms as flats. Whilst I would urge further investigation whether maisonnettes couldn’t be made to work, I accept that the disadvantages flats on the ground floor produce can to a considerable extent be mitigated in detailing which could be secured by condition.</li> <li data-bbox="621 1373 1383 1406">• North &amp; south facing single aspect flats – there</li> </ul>	<p data-bbox="1404 272 2037 630">Noted; conditions regarding details of privacy screening to private amenity spaces and bedroom windows, mitigation measures for north and south facing single aspect flats, flats in internal corners, video entry phone systems, maintenance and supervision of communal spaces and facilities, inclusion of solid or translocation sections to balcony balustrades are to be recommended.</p> <p data-bbox="1404 675 2037 995">Landscaping is conditioned in the original outline application and approval is not sought in this application; it will be expected to be in a future application. If no changes are made to the landscaping shown in this application, a condition will be recommended on the Pocket Park &amp; Residents’ Garden will specifically request that the further details show:</p> <ul data-bbox="1415 1003 2037 1406" style="list-style-type: none"> <li data-bbox="1415 1003 2037 1149">• how it is a direct, well lit, clear and safe route that allows visibility right through from Hornsey Park Road through to the Spine Road (Mary Neuner Way);</li> <li data-bbox="1415 1157 2037 1295">• how the different programmes, layout planting, management and uses create a distinction in character between the two spaces;</li> <li data-bbox="1415 1304 2037 1406">• details of the boundary between the two spaces, including gateway(s) and thresholds between the two;</li> </ul>

Stakeholder	Question/Comment	Response
	<p>are several north facing single aspect flats and numerous south facing. This is not normally considered acceptable but can be accepted where additional mitigation measures such as, in north facing single aspect; larger windows, angles and projecting bay windows higher floor to ceiling heights and more generous room sizes; in south facing single aspect; fitted sun screening and fresh air ventilation systems.</p> <ul style="list-style-type: none"> <li>• Flats in internal corners of Block 8/9 (“the Knuckle”), especially at southern end where heavily overshadowed, &amp; all internal corners (Block 7 &amp; 12 as well as 8/9) where privacy could be compromised.</li> <li>• Privacy and security of flats; there is often a large numbers of flats per core; in excess of the 25 maximum (unless there is full time concierge or video entry phone) in the Mayor’s Housing SPG, a large number of flats in any one core per floor (max. 8) and often cores are apparently interlinked, effectively making communal circulation, entrances and shared communal facilities shared amongst an unsustainably large number of different flats. Block 8 has 9 flats per floor off one core and 16 flats per floor in another section off 2 cores connected, each over eight storeys. Research shows this leads to alienation, anonymity of flats, and a lack of sense of shared ownership of common parts and facilities, leading to them not being well cared for.</li> <li>• Horizontality and apparent “massiveness” of Block 8 (“The Knuckle”) due to the visual effect of the</li> </ul>	<ul style="list-style-type: none"> <li>• details of path treatment that distinguish in appearance and durability between the heavily used “primary” footpath / cyclepath, main secondary paths (particularly those to the south of the Residents’ Garden, tertiary circumambulation paths and those such as tot the ecological gardens / private (communal) gardens used primarily for occasional visits and/or maintenance; and</li> <li>• details of landscape screening to the PRS.</li> <li>• further details of private communal gardens, including separation of these block by block and/or core by core, boundary fences, and youngest childrens’ play facilities (in each one).</li> </ul>

Stakeholder	Question/Comment	Response
	<p>gold screen; Concerns remain that this block will appear bulky, but given the amount of effort to, on balance, successfully reduce the bulky appearance of the other, surrounding blocks, it can be seen as reasonable that an exception is made in this case. The “bulky” golden screen clad sides of this building are only those facing into the rest of the development, and where they are seen across the rest of this development, from other industrial sites that will most probably also be redeveloped; the sides of this building facing the existing 2 and 3 storey terraced houses on Hornsey Park Road is much lower and elevated in a different style, in more traditional materials, to present a much less bulky and more contextual appearance. Also this building is approximately on the site of, and of a similar rounded form to, the existing gigantic, yellow painted gasholders. The proposed “Knuckle” can therefore be seen as having a more than feint echo of the gasholders in its form and appearance. It should also be born in mind that the whole Haringey Heartlands area is subject of major change and many neighbouring sites will be redeveloped at significantly greater height and density than currently prevails, so that this will no longer be seen in a low rise context, but surrounded by buildings of similar and greater height.</p> <ul style="list-style-type: none"> <li>• Balconies, specifically: <ul style="list-style-type: none"> <li>• preference to recessed over projecting (rejected by applicant with argument about referencing industrial heritage); I am not</li> </ul> </li> </ul>	

Stakeholder	Question/Comment	Response
	<p>convinced that the apparent reference to industrial heritage is evident or relevant but it is something I am happy to allow the applicants preference. Although recessed balconies are preferred, projecting balconies can and often are acceptable.</p> <ul style="list-style-type: none"> <li>• need for solid / translucent balustrades instead of clear as widely proposed – the applicants assert that concerns over unsightly clutter on balconies can be resolved by their standard rental or lease conditions, but our experience is that legal restrictions are a poor alternative to the problem being designed out, and do not get over the additional concern about residents privacy. Preference is not that <i>all</i> of the balustrade to be solid or translucent, so the current detail could be retained for part.</li> <li>• Landscaping beds in public realm (on street and square) <ul style="list-style-type: none"> <li>• lack of separation &amp; level change to pavement street – not remotely adequately mitigated by addition of a low kerb as the main danger is they will be walked, cycled &amp; driven across. <i>See Conditions for suggested mitigation.</i></li> <li>• unrealistically lush, varied landscaping, showing a dense mass of numerous different variegated and flowering plants that could not realistically be expected to be in such a state all at the same time and would require very high levels of</li> </ul> </li> </ul>	

Stakeholder	Question/Comment	Response
	maintenance.	
<b>Transportation</b>	<p>The application is reserved matter application which includes Scale, Layout, Landscaping and Appearance, attached to planning permission HGY2009/0503, the impact of the development proposal on the transportation and highways network has already been assessed and S.106 obligations negotiated and secured to mitigate the impact of the development proposal. Our assessment of this application will focus on the impacts relating to the above reserve matters application our comments area as follows:</p> <p>This proposed development is located in an area with public transport accessibility level of 3 –4 across the site, the site is within reasonable walking distances of Wood Green and Turnpike Lane and Alexandra Palace Station, the site is bounded by the railway lines to the west and Hornsey Park Road to the east. The area surrounding the site to the east of the railway lines is covered by the Wood Green Control Parking Zone which operates seven days a week between the hours of 8am-10pm and the Wood Green outer Control Parking Zone which operates Monday to Saturday 8am to 06:30 Pm.</p> <p>The approved outlined application development includes: up to 1080 residential units (C3); with 460sqm to 700sqm of office uses (B1); 370sqm to 700sqm of retail/financial and professional services uses (A1/A2); 190sqm to 550sqm of restaurant/cafe/drinking establishment uses (A3/A4); 325sqm to 550sqm of community/assembly/leisure uses (D1/D2). The applicant</p>	<p>Noted.</p> <p>Comments on recommended conditions are below:</p>



Stakeholder	Question/Comment	Response
	<p>is proposing to construct 1056 residential units and application, 2,500 square metres of commercial space and 225 car parking 60 of which will be dedicated as wheel chair accessible car parking spaces.</p> <p>As part of the previous applicant the following measure aimed at improving transport infrastructure in the area surrounding the site were negotiated and secured by way of a S.106 agreement:</p> <ol style="list-style-type: none"> <li>1) Contribution of £660,000 for bus service extension/diversion (bus route 67 or 230) into the site.</li> <li>2) Obligation to provide a car club to resident of the development at a subsidised rate</li> <li>3) Highways works contribution for works within the site</li> <li>4) Transport infrastructure contribution of £340,000 towards improving bus stops and pedestrian and cycle routes to and from local transport interchanges.</li> <li>5) Car Free development obligation preventing residents of the development from applying for on street car parking permits.</li> <li>6) Travel Plan obligation for the residential and commercial aspect of the development to promote the use of sustainable modes of transport to and from the site</li> </ol> <p>In relation to the layout which forms part of the reserve matter application the layout will include the removal of the vehicular access to Hornsey Park Road which</p>	

Stakeholder	Question/Comment	Response
	<p>previously serves the Mews Houses and provided emergency access to the development, we have considered that the removal of the vehicular access to Hornsey Park Road will not materially impact on the trip distribution of vehicular trips from the site as a whole, as the access was only proposed to be used by the Mews Houses and emergency access to the development. The applicant is proposing to retain pedestrian and cycle access to Hornsey Park Road. The removal of the vehicular access to Hornsey Park Road will not impact on emergency vehicle, as access for emergency vehicles can be achieved via Mary Neuner Road. We do have some concern in relation to the pedestrian and cycle link between Mary Neuner Road and Hornsey Park Road, as on entering from Hornsey Park Road, the path through the site is not clearly legibility for pedestrians this may potentially impact on pedestrians sense of safety after dark, if on entering the space they cannot clearly see the exit point, it is our recommendation that the path should be realigned to form a straight path and remove the bend, we will also need details on the lighting and security measures such as CCTV proposed for the link.</p> <p>As the application is a reserve matters application, the car parking provision including disable car parking space are secured by Condition: 34 which included the provision of up to 251 car parking spaces, the applicant is proposing to provide 225 car parking spaces including 60 wheelchair accessible car parking spaces, this is in compliance with the condition as illustrates on Drawing number numbers (12511-SPR-B1_2-15-00-3_3, 2511-SPR-B7-15-00-3_3 and 12511-SPR-B8_9-15-00-3_3.</p>	

Stakeholder	Question/Comment	Response
	<p>20% of all the car parking spaces must have electric charging points with a further 20% passive provision for electric vehicles; this is secured by Condition 35 which will be discharged at a later date.</p> <p>The cycle parking provision is not in line with the London Plan FLAP 2015, however the cycle parking for the proposed development is secured by Condition 36: which requires the applicant to provide 1 ( one ) cycle parking spaces per residential unit and 50 cycle parking spaces for the commercial aspect of the development, a total of 1106 cycle parking space, the applicant is proposing to provide a total of 1168 cycle parking spaces, which is above the cycle parking provision required by Condition 26. The applicant is proposing to provide cycle parking in each of the 13 blocks which comprises the development, cycle parking is provided close to the core of the blocks which is easily accessible for by residents the application has not include details on the type of cycle storage or the method of security, details of which will be required as part of the Travel Plan.</p> <p>In relation to refuse collection, Condition 30, requires the applicant to provide details for the storage, collection of refuse for each phase of the development, each of the blocks will be provide with dedicated refuse facility as per Drawing 12511-SPR-05-00-03_2, some of the bins are located in excess of the 10 metres carrying distance as required by our waste collection contractor, we therefore require the contractor to submit a refuse strategy for the development before it is occupied.</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant is proposing to realign the existing carriageway and provide inset parking on Mary Neuner Road as per- Drawing 12511-SPR-05-00-03_2, Condition 33 requires the developer to dedicate a strip of land 3 metres in width to construct the proposed inset parking bays, these details have not been submitted as part of this application we will therefore require the applicant to submit detailed design for the proposed realignment of the carriageway and the of the strips of land required to construct the proposed inset car parking bays on the eastern and western side of Mary Neuner Road, details of which must be provided before the construction of the residential development, the works will have to be delivered at the applicants expense byway of a S.278 agreement as Mary Neuner Road is adopted highways.</p> <p>In assessing the reserves matter application we have concluded that the application trips and parking demand generated by the development would not significantly impact on the transportation and highways network subject to the following conditions and S.278.</p>	
	<p>Obligation:</p> <p>The proposed realignment of the carriageway Drawing 12511-SPR-05-00-03_2, will require further development to include Condition 33, (Dedication of a 3 metres strip of land) in order to protect the integrity of the local highways network, the applicant will be required to enter into a S.72 agreement for the dedication of the land and</p>	<p>A condition is recommended requiring this S72 and S278 agreement be secured to ensure the works are carried out.</p>

Stakeholder	Question/Comment	Response
	<p>a S.278 agreement for the implementation of the realigned carriageway works, and inset car parking bays. The applicant should enter into the S.72 and S.278 agreement before development commences on site.</p> <p>Conditions:</p> <p>1) Some of the refuse storage location is in excess of the 10 metres carriage distance of the highways network as such the applicant will be required to develop a refuse strategy which ensures that all the refuse is within 10 metres on a refuse collection day.</p> <p>Reason: To comply with the Councils refuse collection strategy, and enable collection of refuse from the site.</p> <p>2) The appliance is required to submit details of light security including CCTV for the pedestrian and cycle path which links Mary Neuner Road with Hornsey Park Road, the details including the alignment of the path should be submitted before development commences on site.</p> <p>Reason: To safeguard pedestrians, and promote travel by sustainable modes of transport.</p> <p>3) The applicant/ Developer are required to submit a revised Construction Management Plan (CMP) and Construction Logistics Plan (CLP) to the local authority's approval 3 months (three months) prior</p>	<p>The refuse condition of the outline permission (condition 30), requires details of refuse storage to be submitted. For this condition to be approved, it will need to comply with this 10m distance, with a strategy for this to be implemented if required.</p> <p>This would be covered by the CCTV and lighting condition on the outline permission (Condition 26).</p> <p>This is covered by Condition 22 of the outline permission.</p>

Stakeholder	Question/Comment	Response
	<p>to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Mary Neuner Road, Western Road, Clarendon Road and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>4) The applicant is also required to submit a Delivery and Service Plan (DSP), details of which must include servicing of the commercial unite, and servicing of the residential units including refuse collection and deliveries.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation</p> <p>Informative: The new development will require naming and numbering. The applicant should contact the Local Land Charges section on 020 8489 5573.</p>	<p>This is covered by Condition 71 of the outline permission.</p> <p>This informative will be added.</p>
<b>EXTERNAL</b>		
<b>Thames Water</b>	<b>Waste Comments</b>	Noted, the informatives would be added as

Stakeholder	Question/Comment	Response
	<p>Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed:</p> <p>Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.</p> <p>Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.</p> <p>Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval</p>	<p>recommended, however, the conditions are not relevant to the reserved matters that are being applied for, and have been included on the previous outline permission.</p>

Stakeholder	Question/Comment	Response
	<p>should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit <a href="http://www.thameswater.co.uk/buildover">www.thameswater.co.uk/buildover</a></p> <p>No 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.</p> <p>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.</p> <p>We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site</p>	



Stakeholder	Question/Comment	Response
	<p>dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:</p> <p>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 <a href="mailto:wwriskmanagement@thameswater.co.uk">wwriskmanagement@thameswater.co.uk</a>. Application forms should be completed on line via <a href="http://www.thameswater.co.uk/wastewaterquality">www.thameswater.co.uk/wastewaterquality</a>.</p> <p>Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p><b>Surface Water Drainage</b> With regard to surface water drainage it is the responsibility of a developer to make proper provision for</p>	

Stakeholder	Question/Comment	Response
	<p>drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. 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 to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. They can be contacted on 0800 009 3921.</p> <p><b>Water Comments</b>  The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed:</p> <p>Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.</p> <p>Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p>	

Stakeholder	Question/Comment	Response
	<p>A piling condition is recommended:</p> <p>No 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 water 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.</p> <p>Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>Thames Water recommend the following informatives be attached to this planning permission:</p> <p>a) 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.</p> <p>b) There are large water mains adjacent to the proposed</p>	

Stakeholder	Question/Comment	Response
	<p>development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p> <p>c) There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.</p>	
<p><b>Transport for London</b></p>	<p>Thank you for consulting Transport for London regarding the above mentioned application. TfL are concerned with any application which may impact the safe and normal function of the transport network including the Transport for London Road Network (TLRN) which TfL are the highway authority for.</p> <p>The application above relates to the submission of details pursuant to HGY/2009/0503 (and the section 73 app HGY/2016/0026). Having reviewed the submitted plans TfL have the following comments:</p> <ul style="list-style-type: none"> <li>• The development proposes 1,168 total cycle parking spaces. However, in accordance with the minimum standards set out in the London Plan, the proposed 1,056 residential units equates to a total of 449 x 1</li> </ul>	<p>Noted, and conditions recommended as suggested, with the exception of cycle storage.</p> <p>The outline approval was designed in line with the London Plan cycle standards in place at the time. As such, it would not be possible to include the additional cycle storage required within the approved parameters.</p>

Stakeholder	Question/Comment	Response
	<p>bedroom, 495 x 2 bedroom, 90 x 3 bedroom, and 22 x 4 bedroom units. The schedule of accommodation will result in the necessity for 1,663 Long-stay cycle spaces and a further 26 short-stay spaces. The commercial breakdown of 2,500 sqm will result in approximately 11 long-stay spaces and an additional 37 short-stay spaces. In total the site will require 1,674 long-stay spaces and 63 short-stay spaces.</p> <ul style="list-style-type: none"> <li>• As well as measuring cycle parking against the levels set out in the London Plan TfL assess cycle parking suitability against the criteria set out in the London Cycle Design Standards. Indeed, amongst other requirements TfL require shower and changing facilities to be provided for commercial long-stay parking, 5% of spaces should accommodate larger cycles, and short-stay parking should be included in the public realm. Given the above TfL request full details of cycle parking and storage to be secured by condition prior to any construction works commencing.</li> <li>• TfL welcomes the restrained approach to car parking. Indeed the ratio of 0.2 units per space is deemed acceptable given the Public Transport Accessibility Level rating of the site. The provision of 225 spaces should include 105 blue badge spaces in line with the London Plan requirements for accessibility set out in the Housing SPG. A Car Parking Management Plan should be secured to outline how spaces will be allocated.</li> <li>• A Construction Logistics Plan should be secured by condition prior to any construction or demolition works commencing.</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>A Delivery and Servicing Plan should be secured prior to occupation. In addition a Travel Plan should be secured.</li> </ul> <p>On the understanding that the above mentioned conditions will be secured TfL do not have any objection to the proposals. Please do not hesitate to contact me if you wish to discuss this email further.</p>	
<b>Natural England</b>	<p>Natural England has no comments to make on this application.</p> <p>The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.</p>	Noted.
<b>Greater London Archaeological Advisory Service</b>	<p>Recommend No Archaeological Requirement.</p> <p>Thank you for your consultation dated 03 June 2016.</p> <p>The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework</p>	Noted.

Stakeholder	Question/Comment	Response
	<p>and GLAAS Charter.</p> <p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>No further assessment or conditions are therefore necessary.</p>	
<p><b>Designing Out Crime Officer</b></p>	<p>The western elevation of Block 12, overlooking the public square is deeply recessed (by flats above) and could lead to congregation / anti-social behaviour issues. The angled columns could also be seen as a challenge to climb. This recess also lacks natural surveillance, making it attractive for people to gather out of sight, potentially resulting in anti social behaviour complaints.</p> <p>The design of the main housing blocks, features primary and secondary doors which would be suitable for the Secured by Design scheme with the correct specification of doors, glazing and access control. There would need to be further consultation in order to achieve a Secured by Design award and we would require secure access control on each floor of the housing blocks. We can give further advice as necessary.</p> <p>Block 1 has storage units between communal cores and the shared deck that appear to narrow the access route for residents and restrict sight lines / natural surveillance.</p>	<p>Concerns noted, and condition recommended to ensure scheme complies with Secured by Design (and other) requirements.</p>

Stakeholder	Question/Comment	Response
	<p>I am encouraged that the space between blocks will be gated and segregated for residents own use to prevent casual intrusion. Clearly defining private space, by creating resident's private gardens at the rear of blocks is also good design. This will be particularly important for the space between the rear of Blocks 8/9 &amp; 3/4 and the rear gardens of existing homes on Hornsey Park Road. The creation of defensible space and a buffer between the private space of homes and public paths is also entirely appropriate. It will also be necessary to include a buffer / defensible space between the private gardens of homes and shared communal decks, where the two adjoin on some of the blocks.</p> <p>Blocks that feature undercroft parking areas within curtilage of buildings will need gating and a secure perimeter to prevent unauthorised access, both to vehicles/cycles and to the residential cores. The large number of cycle racks located in some of the blocks is likely to be a crime magnet, also compromising the security of the vehicles parked nearby, and the entrances to the building cores.</p> <p>Some of the above elements of the application do not currently comply with the principles of the Secured by Design, and have the potential to result in crime, anti social behaviour and disputes. There has been no consultation with Designing Out Crime Officers in order to comply with the aims and objectives of the Secured by Design scheme. The site at Haringey Heartlands is ripe for development but in its current form, does not comply</p>	



Stakeholder	Question/Comment	Response
	with the layout of a Secured by Design scheme.	
<b>Ladder Community Safety Partnership</b>	<p>The LCSP is an umbrella organisation representing numerous Residents' Associations, Neighbourhood Watches and many other individual residents, all of whom live in Harringay Ward. We are a long-established group, with hundreds of members. I am writing to you in my capacity as Chair, on behalf of the LCSP.</p> <p>We understand that the fundamentals of the development have already been granted planning permission so we are only commenting on issues such as traffic and pollution which we believe will have some bearing on the current application. We would also like to note that St William/Four Communications gave a very helpful presentation to our monthly meeting on 9 June.</p> <p><b>1. Access for construction traffic</b>  LCSP members are keen to ensure that there is an agreed route for all construction traffic via A roads only. This would ensure the use – for example – of Turnpike Lane and Green Lanes, rather than Wightman Rd and the Ladder roads, which are not suitable for heavy vehicle traffic and anyway have a 7.5 ton limit except for access. This must be made a condition of all works contracts and the developers should be required to fund CCTV enforcement to ensure compliance, which will otherwise be flouted – cameras at either end of Wightman Rd would probably be sufficient for this purpose. In the longer term we hope that cameras can be permanently installed for this purpose perhaps funded by several developers whose developments will lead to</p>	

Stakeholder	Question/Comment	Response
	<p>increased traffic along this road.</p> <p>Even with such measures being taken, we remain concerned about the impact of construction traffic on the surrounding A roads which are already overloaded, and the consequential displacement of existing through traffic on to Ladder roads.</p> <p>A report to predict likely increase of traffic on access roads should be submitted before work begins so traffic planning can be undertaken to cover the period of construction</p> <p><b>2. Traffic generated by the development</b></p> <p>Another issue is the inevitable increase in traffic which this development will cause. We appreciate that it is a 'car-free' development, nonetheless there are 225 car parking spaces and a car club which together seem excessive. The unavoidable needs of 1056 new households in terms of deliveries (an ever increasing factor), supplies, visitors (social and commercial), maintenance etc will lead to a significant increase in traffic in an already highly congested part of the borough. North-south access via Wightman Road and Green Lanes is already often gridlocked not just at peak times – and this is before various local planned developments have been built. By 2024 when the Heartlands development is finished it is unclear whether there will be capacity on these roads.</p> <p>Our concern is that Outline Planning Permission granted for the development in 2012 was based on a Transport</p>	

Stakeholder	Question/Comment	Response
	<p>Assessment of Feb 2009 using data from 2008 at the latest and with a significant amount dating back to 2004. Even that Assessment admitted that many of the junctions surrounding the development were at or over capacity, and of course took no account of the developments now planned by the Site Allocations Document (2015). The focus was also on peak times AM and PM weekdays but weekends are regularly a major congestion time in our area.</p> <p>We therefore urge the need for a new, updated survey, working in close conjunction with the Council's consultants who are currently looking holistically at traffic flow in and around the entire Green Lanes area of Harringay/St Ann's/Seven Sisters, ie the area to the immediate south of the Heartlands site.</p> <p><b>3. Pollution</b></p> <p>Since Outline planning permission was granted in 2012 it has been realised how damaging air pollution is to health as well as global warming. Our members have similar concerns to those expressed above about the need for current and up-to-date data incorporating informed and realistic projections with regard to pollution resulting from the increases in traffic flow which will be generated on surrounding roads by the development. Given that official data show that many of these roads are already above or close to EU limits of pollution it is essential to demonstrate that the development can be made compatible with the Council's obligations on pollution and the LIP (Local Implementation Plan) of its Transport Strategy.</p>	

Stakeholder	Question/Comment	Response
	<p>There is reference in the Transport Assessment to government policy of 2001, the London Plan of February 2008, the LBH Unitary Development Plan of 2006: these reference sustainability but not health due to air pollution. Since then congestion has hugely increased as has realisation about the connection between health and air pollution. Pollution itself is worse due to an increase in diesel since 2010. Recent changes in government and local policy are not reflected in this application.</p> <p>Will the development be fully compliant with the latest requirements for energy efficiency and the use of renewable energy (e.g. solar panels)?</p> <p><b>4. Effect on Public Transport</b> Clearly the development will have a major effect on the already overstretched public transport system, notably the Great Northern rail services and Piccadilly Line. This will make it even more difficult for example for Ladder residents to get on to morning peak hour services at Hornsey and Haringay (Great Northern), and at Manor House (Piccadilly Line) where the massive Manor House development (LB Hackney) has already significantly increased delays and overcrowding even before it is completed. In addition, the bus routes between Wood Green and Haringay Green Lanes into the centre are already slow and overcrowded.</p> <p>Is it really possible to increase capacity on these existing services to cope, bearing in mind that Crossrail 2 has not yet been approved and, even if it is, it would not open for</p>	

Stakeholder	Question/Comment	Response
	<p>15-20 years? As with the impact on road traffic discussed above (2) we believe that the capacity of the public transport system also needs to be re-evaluated and updated before any of the development on this site takes place. It is vital to ensure the travel plan submitted for outline approval is still viable, and any enhancements needed will definitely be in place as and when the development is occupied.</p> <p>We would therefore expect an updated report on projected use of various public transport routes at various stages of development of this project to ensure that there is capacity when it is finished.</p> <p><b>5. Landscaping</b> In the context of minimising pollution in the area of the development itself we would advocate the planting of many more trees and of a type that will absorb pollution and reduce heat, particularly those that will grow into large mature specimens such as plane trees – and the retention of more trees that already exist.</p>	
<b>NEIGHBOURING PROPERTIES</b>	<i>5 letters of objection and 1 letter of support:</i>	
Objection	<p>I live in the New River Village (NRV) estate across the railway tracks, west, from the proposed site. I cannot tell from the drawings submitted how much higher than the new train maintenance building the new buildings would be, in terms of how much (if any) of the development can be seen from our side of the tracks.</p> <p>I have a feeling, however, that at least the top storey of</p>	

Stakeholder	Question/Comment	Response
	<p>Blocks 1 and 2 would be visible from NRV. I do not object in the principle to the development, but I do object if residents in those top floor flats will be able to look into my own and therefore would prefer Blocks 1 and 2 to be at least one storey lower.</p>	
<p>Objection</p>	<p>I wish to express my concern regarding an extra traffic and a pollution that this project is going to introduce to the junction of Turnpike Lane and Wightman Road. With 1000 apartments at least 500 cars will add up to the local traffic. Should not be it against the London's policy against raising pollution? The quality of the air is not good in this area at rush hour.</p>	
<p>Objection</p>	<p>High concern on impact on local transport and traffic.</p>	
<p>Objection</p>	<p>A) Effect on local amenities. There is distinctive congestion of traffic and lack of open spaces in the area of Hornsey Park Road and the environs:  1. At present in the surrounding roads there is no space for wheel chairs and people accompanying them or for mothers with small children walking alongside buggies on the street as cars are parked half way up the pavements! Decongest what you have got and then think of adding more cars and people.  2. At present the traffic jams at the Turnpike Lane/Hornsey Park Road/Clarendon Road and Whiteman Road both mornings and evenings are horrendous. Adding 1000+ dwellings to the bottleneck at Turnpike Lane will make it nearly impossible creating a total gridlock. (The Railway Bridge is a natural obstacle and if you add more cars it will be a no go area, despite</p>	

Stakeholder	Question/Comment	Response
	<p>the name of the Turnpike Lane.) In addition the scale of this development in conjunction to the others recently built or proposed on both sides of the railway will also add to the problems of police cars, ambulances and fire engines which also will not be able to move.</p> <p>3. We have lived in this area now for over 30 years and throughout that time there has always been a lack of convenient, safe to get to open green space for children to play or the elderly to go for a walk on the west side of the railway track and nothing in the current proposal addresses this.</p> <p>4. Turnpike Lane Tube Station is so congested in the mornings that my husband who has travelled on the line for over 40 years to work, now, still working, has to let at least 3/4 trains to go before being able to get on the tube due to the congestion already created further north. In addition Hornsey Station has also become equally bad during the rush hours with the journeys bordering on being unsafe. If 1000+ dwellings are added this means potentially over 3000 extra people using the already congested facilities and the safety of the passengers put further in jeopardy. And imagine the problems created should either service suffer the strikes or breakdowns which have occurred in recent months if not years!</p> <p>5. The proposal to only add 225 car parking spaces for a potential population of 3000+ new residents within the development appears grossly unrealistic and will inevitably lead to occupants seeking alternate parking spaces in the surrounding, already congested streets!</p> <p>6. Have any visuals been produced showing how the 10/11 storey high blocks will impact on the views from the surrounding streets, properties or even the local</p>	

Stakeholder	Question/Comment	Response
	<p>major amenity of Alexandra Palace? As the proposed heights, whilst potentially similar to the Gas Containers which are being demolished, are spread over a vastly larger linear area and are far more obtrusive. The gas holders, even when they were in use, were empty and viewed as an open lattice structure for a significant part of time, and since they were decommissioned have barely been noticeable whereas the new proposed blocks are going to block the view of Alexandra Palace from a significant chunk of Haringey and in themselves form a blot on the landscape!</p> <p>B) Noise and disruption resulting from new uses:  7. What arrangements have been made within the existing Planning Permission to stop Construction Traffic using the existing residential streets as a cut through between the site and Turnpike Lane and out to the East? How is it proposed to police any restrictions put in place? Will the Developer have to adopt the same strict regime currently in place stopping traffic turning into Whiteman Road due to the Bridge Works being carried out down towards Finsbury Park?  8. The quality of air which is already bad in this area and will deteriorate even more below an accepted standards with such an increase of traffic and usage. This issue is totally ignored while planning the site in this part of the borough. There is a dip in the topography of the landscape just around the area of Hornsey Park Road with corner of Turnpike Lane, The Avenue and East side of Clarendon Road causing a lingering stink of fuel fumes.  9. The noise level is getting unbearable without the</p>	



Stakeholder	Question/Comment	Response
	<p>addition of such large development in such small space. Extra cars, taxis, lorries, deliveries, bicycles, motor bikes etc. during day and night time and even pedestrians coming home 2.00, 3.00 o'clock in the morning with the slamming doors of their cars, taxis, talking loudly are all of which is going to exacerbate the already bad situation.</p> <p>10. And the last point which is vital to functioning of a modern European city is the cleanliness of its streets. At the moment as it stands the Borough of Haringey seems to be totally neglecting the Turnpike Lane area, and surrounding roads such as Alexandra Road, The Avenue, Hornsey Park Road etc having fly tipping lying around for days, broken glass on the pavements and roads, weeds and dry dead trees standing out like eye sores. The worst however, is the amount of rubbish bins overturned or just rubbish bags with food scattered on the pavements throughout the days and nights on which foxes and vermin feed daily. Foxes especially are making their presence noticeable lurking around the gardens and creating a real nuisance with regular nightly noises of their fighting and mating and deposits of their faeces, which need to be cleaned daily. The animals have become so bold in this borough that one would be afraid to leave children alone to play in the gardens. The amount of perishable rubbish left lying around is a health and safety hazard which will only become worse with the greater overload of this drastically increased community in such a cramped space. As it stands, Haringey Council does not seem to be coping with the problem at present let alone when in higher use.</p> <p>C) Effect on vitality and viability of shopping centre:</p>	

Stakeholder	Question/Comment	Response
	<p>At present the Wood Green Shopping area, down to and including Turnpike Lane is going through a particularly bad patch with previous major retailers and smaller occupants closing down and/or relocating out of the borough and, being replaced by low quality stores which are not adding to the amenities or reputation of the area. This is lowering the tone of the area overall and is adding to the perception of Haringey as a second or third rate borough. Rather than creating further underutilised retail facilities in the proposed new development the existing facilities in and around Wood Green should be upgraded and better marketed to be more profitable and to increase employment alike.</p>	
<p>Objection</p>	<p>I strongly object to the development at Haringey Heartlands Hornsey Park Road on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The size and scale of the development is far too big. The height of the blocks will be an eyesore across the landscape and will look like a giant Super Cruise ship bearing down on anyone living, working or travelling within its vicinity. Anything greater than 4-5 storeys will completely darken the area and change the feel from a leafy suburb to a central London skyrise.</li> <li>2. My view of Ally Pally will be completely obliterated across the width of my skyline by the behemoth development planned. I have just purchased a house on Alexandra Road in part because of the beautiful view from my main bedroom of Alexandra Palace and the Gas towers- which will completely disappear as a result of the height and length of the buildings!</li> </ol>	

Stakeholder	Question/Comment	Response
	<p>3. The height of the development will ruin the view from Ally Pally itself.</p> <p>4. Too many residential homes considering the limited access to transport available. The tubes and trains are already ram packed during rush hour. The access to these stations is limited and the increased flow of 3000+ people will cause increased safety issues, especially as the roads leading from the site to the station have narrow and unkempt pavements- Hornsey Park Road and Turnpike Lane especially!</p> <p>5. The construction of this development will have a significant impact on the environment in terms of pollution (vehicular and noise) and disruption to the natural habitat of wild animals and birds.</p> <p>6. Heavy construction vehicles will cause damage to local properties particularly since the council has installed road humps in an area with houses with shallow house foundations. - What will be done to prevent them cutting through the current residential side roads?</p> <p>7. There will be too many cars for the area with the increase in population. I believe this development will incur more than double the number of cars estimated and the already grid locked road layout around Turnpike lane/ Hornsey Park Road will not be able to accommodate the increased traffic (aside from the Wightman road road works!).</p>	

Stakeholder	Question/Comment	Response
	<p>8. The Hornsey Park Malvern Road /Alexandra Road/The Avenue area is likely to be used as a short cut for drivers. This is unacceptable for the safety of the current residents and No Through routes should be considered to prevent this.</p> <p>9. The pocket park is too small to compensate for the concrete development and enhance the quality of life of residents in the vicinity. It is an insult to be called a park as it is nothing more than a piece of grass. - There is a lack of green space away from the more affluent Crouch End and Muswell Hill. The Wood Green area is in need of a pleasant park but the proposal seems to only include decorative boulevards rather than any substantial greenery for local residents to enjoy.</p> <p>10. Removal of the Lime trees on Hornsey Park Road must not occur. The council's trend of recent is to remove mature trees from streets and not replace them appropriately, degrading the presentation of the area.</p> <p>11. The size of the development will negatively impact on education and health in the area. One new GP practice has been considered but there are no planned nurseries/primary or secondary schools to accommodate the influx of population, which will be to the detriment of current services.</p> <p>12. Are so many retail units necessary? The current retail spaces in Wood Green High Road &amp; Turnpike Lane have fallen in to dilapidation with cheap shops and drug selling on street corners now a significant problem. The</p>	

Stakeholder	Question/Comment	Response
	<p>overall clientele in the area will not change significantly- what is being done to improve the local area to attract a new population and assimilate the current.</p> <p>13. The supported affordable housing is clustered at the Turnpike Lane end of the site. These properties should be distributed throughout the development to prevent segregation of this area and turning it in to the back end people don't want to go through.</p> <p>14. A community space (hall/music venue/gallery) should be incorporated to ensure that a community feel is maintained in this area and integrating all ages / ethnicities (i.e. inexpensive youth centre activities to prevent hangouts on street corners and related crime).</p>	
Objection	<p>Air pollution – Issues with air quality in the area and the resulting increase in poor quality as a result of the additional occupiers.</p> <p>Traffic – Congestion from additional traffic and construction traffic does not use Wightman Road.</p> <p>Parking – Too much traffic and air pollution generated as a result of the parking provision.</p> <p>Public transport – Development should be modified to take into account the public transport situation.</p> <p>Trees, bushes – More trees should be included, including outside of the site.</p> <p>Energy and air pollution – A revised energy report should be provided, removing biomass boilers as they impact on air quality.</p>	
Support	I fully approve of this development, and believe it will be	

Stakeholder	Question/Comment	Response
	of benefit to the neighbourhood.	
Comment	<p>In principle, my client, in line with their previous comments in relation to the local plan and discussions with the Council, support the redevelopment of Haringey Heartlands and accept the principles agreed in the outline planning permission. However, my client seeks to ensure that the current application does not prejudice future development on Bittern Place as supported in emerging policies.</p> <p>Our first comment relates to the potential relationship between the eastern elevation/building line Block 12 and the western boundary of Bittern Place. Block 12 is an 8 storey building with active windows including balconies and is less than 15m away from the western boundary of Bittern Place. Whilst at the current time, the Bittern Place boundary is largely inactive and only 2 storey but, as noted above, this site is being promoted and supported for mixed use development of significant storey height. We are concerned that the proximity of block 12 and the number of active windows and balconies may have an impact on future development of Bittern Place.</p> <p>The above concern also applies to Block 8 which is 5/7 storeys albeit further away from the southern boundary of Bittern Place (approximately 20m) but it is considered may also impact on future redevelopment of the site.</p> <p>The Mayors Housing SPD March 2016 Standard 28 provides guidance on privacy and suggests that design proposals 'should demonstrate how habitual rooms for</p>	

Stakeholder	Question/Comment	Response
	<p>each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces'. Whilst the supporting text to this policy (para 2.3.36) notes that in the past planning guidance for privacy had been concerned with achieving visual separation between dwellings by setting a minimum distance of 18-21 metres between facing homes (between habitable rooms and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces) it suggests these can still be used as a guideline for visual privacy.</p> <p>The supporting text goes on to acknowledge that strict adherence to these guidelines can limit the variety of urban space and housing types in the City and can sometimes unnecessarily restrict density but it notes that it will often be beneficial to provide a setback where habitable rooms directly face the public thoroughfare, street, lane or access deck.</p> <p>Whilst Bittern Place is not currently developed, it is identified as a future development opportunity and this should not be prejudiced by development in the surrounding area, especially when it forms part of wider development proposals, as set out in the Wood Green Area Action Plan and other emerging local policy documents.</p> <p>It is considered that this issue could be addressed by reconsidering the orientation of the flats and habitable rooms within the building and reducing the number of balconies and windows with active living space behind</p>	

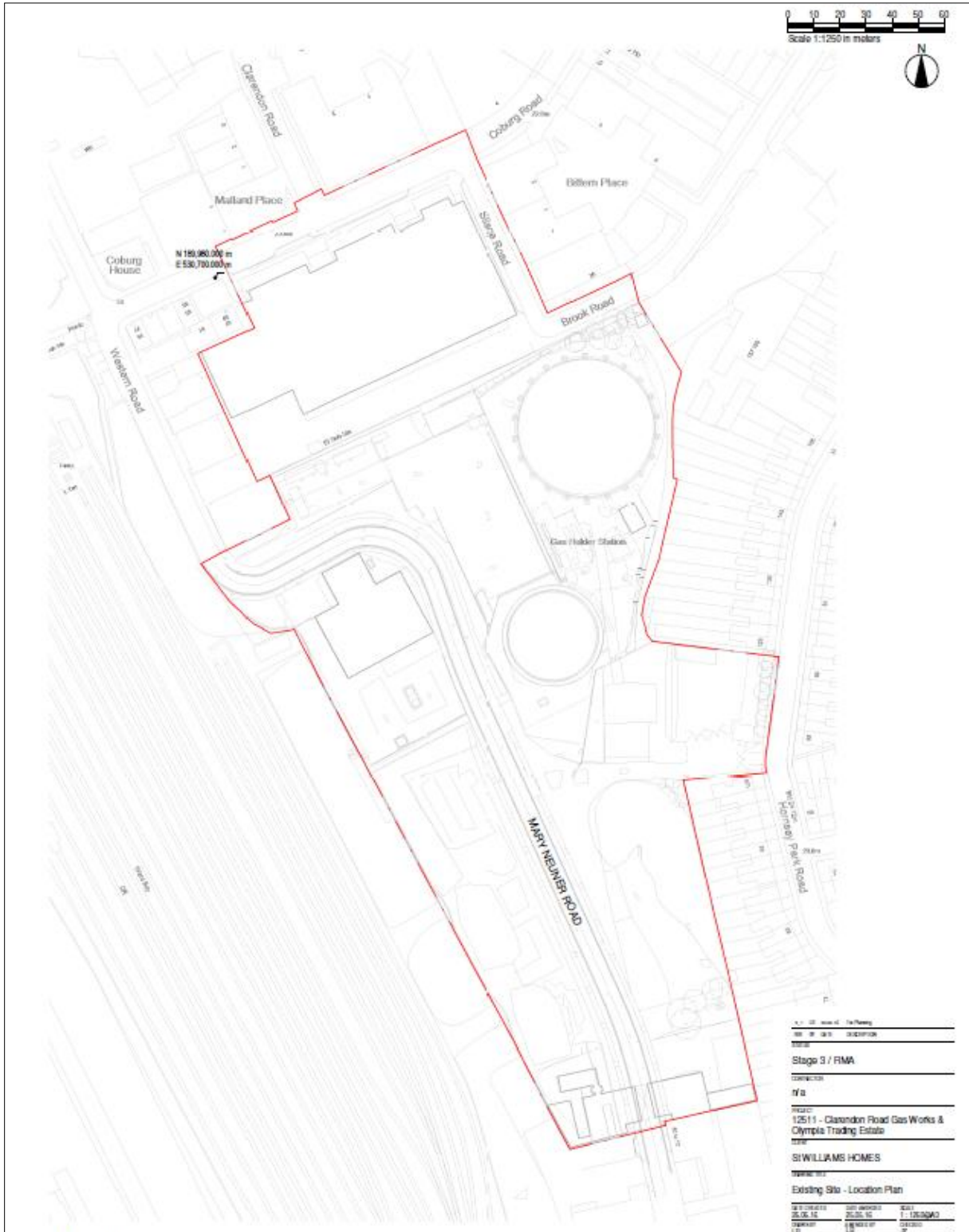
Stakeholder	Question/Comment	Response
	<p>them fronting on to Bittern Place. Development should not prejudice future development in an area where regeneration and redevelopment is being actively encouraged.</p> <p>The submission of the Daylight and Sunlight Report prepared by Anstey Horne dated 27 May 2016 with the Reserved Matters application is noted. Whilst it is fully accepted there are no mandatory standards for daylight or sunlight provision within dwellings, Haringey's Council planning policies seek to provide good living conditions for residents of new housing developments, including the provision of adequate daylight and sunlight within dwellings and sunlight to amenity spaces. Whilst the submitted assessment suggests that all the dwellings around Bittern Place have adequate provision this is based for the current development position and does not have regard to future development. It is suggested that this document is reviewed in light of the potential future development of Bittern Place which forms part of the wider development proposals for the area.</p> <p>In relation to noise, condition 61 of Planning Permission HGY/2016/0026 confirms that the "design and structure of development shall be of such a standard that it will protect residents within it from existing external noise so that they are exposed to levels indoors not more than 35 dB LAeq 16 hours daytime and not more than 30 dB LAeq 8 hours in bedrooms at night". The reason for the imposition of this condition was to ensure that design, structure and acoustic installation of the development will provide sufficient protection for the residents of the</p>	



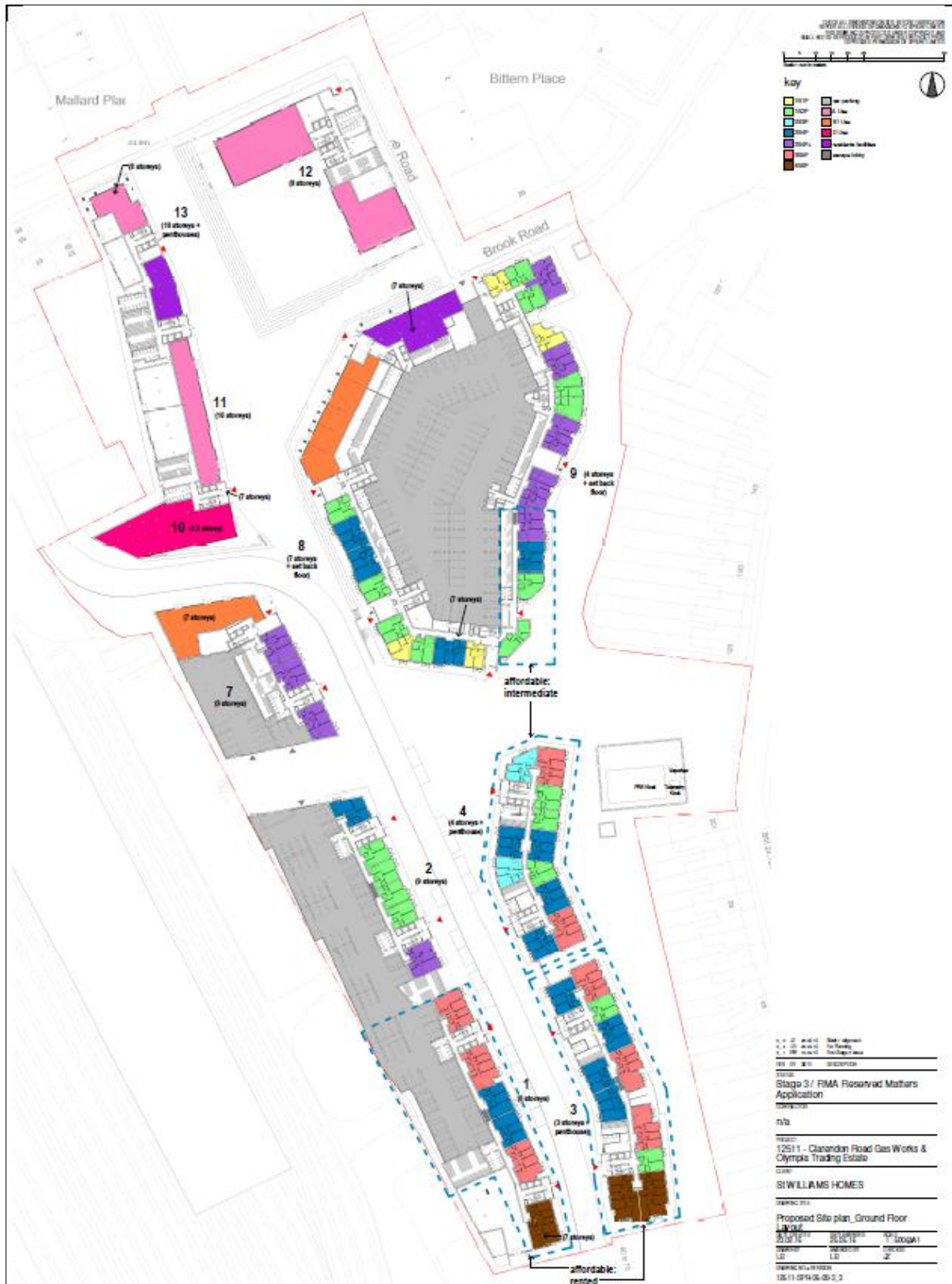
Stakeholder	Question/Comment	Response
	<p>development from the intrusion of external noise. It is noted that a noise assessment has not been submitted with the reserved matters application and we would seek confirmation from the Council that the activities currently occurring and authorised within Bittern Place will not be prejudiced by the proposed development. Given the future redevelopment opportunities for Bittern Place this is not a major concern but it is important to ensure the current use/authorised use of Bittern Place does not create amenity issues for future occupants when the Haringey Heartlands development is completed.</p>	

# Appendix 2: Plans and Images

## Location Plan



# Site Layout Plan (Ground Floor)



**Proposed CGIs**

Looking North along Mary Neuner Road



Looking south into main square



Looking north into main square



Looking south down Mary Neuner Road



## **Appendix 3: QRP Note**

### **London Borough of Haringey Quality Review Panel**

#### **Report of Formal Review Meeting: Clarendon Square, Wood Green**

Wednesday 16 March 2016

#### **Panel**

Peter Studdert (chair)  
John Lyall  
Robert Aspland  
David Lindsey  
Wen Quek

#### **Attendees**

Stephen Kelly London Borough of Haringey  
Richard Truscott London Borough of Haringey  
John McRory London Borough of Haringey  
Sarah Carmona Frame Projects

#### **Apologies / report copied to**

Emma Williamson London Borough of Haringey  
Nairita Chakraborty London Borough of Haringey  
Adam Flynn London Borough of Haringey  
Deborah Denner Frame Projects

#### **Confidentiality**

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

#### **1. Project name and site address**

Clarendon Gas Works & Olympia Trading Estate, Wood Green

#### **2. Presenting team**

Joel Kuenzi Sprunt  
Rob Sprunt Sprunt  
Peter Murphy St William Homes LLP  
Ashley Spearing St William Homes LLP  
Ben Ford Quod

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

The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road and the London Kings Cross/East Coast Main Line, Clarendon Road and Coburg Road. The site covers an area of 4.83 ha and includes land, buildings and structures owned by National Grid Property and the Greater London Authority.

In 2009, an outline planning application (ref. HGY/2009/0503) was approved for the demolition of existing structures and redevelopment of the site to provide a residential led, mixed-use development. A subsequent revised planning application was approved in 2014, which allows remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions. A further (and current) revised planning application for a variation of conditions to the existing planning permission is awaiting determination. The original outline planning permission established a set of parameter plans; the current proposals under review represent reserved matters to be submitted in accordance with these parameter plans.

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

#### *Summary*

The Quality Review Panel would very strongly recommend a fundamental re-think of the overall masterplan. There are significant flaws in the current proposals that will limit the quality of accommodation and vitality of the public realm, whilst delivering reduced footfall and viability to the commercial areas proposed. Whilst the panel acknowledges that the parameter plans (forming the existing permission) establish a largely inflexible framework for the site, they feel that the site itself offers huge potential for development. The panel notes that any future developments of a large scale (as identified within the Council's AAP document) adjacent to the site could reinforce the link between the Clarendon Square area to the High Road. This could significantly change the potential nature, mix and viability of uses within the site.

The panel have significant concerns around the quality of the existing proposals, in terms of the compromised layouts of the individual residential units, the standardised approach to the architectural expression of the development, and to the design of the public realm. The panel questions the viability and vitality of the main square to the north of the site, and suggests that the parking strategy in the residential areas is inappropriate. Furthermore, the site layout should seek to eliminate left-over space. More detailed comments are provided below.

#### *Massing and development density*

- The massing and development density of the current proposals was not discussed in detail at this review, as these aspects of the proposal are defined by the existing parameter plans that form part of the existing permission.

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

- The panel has significant concerns about the main square to the north; it is not at all clear what the type of space will be, or how it will be activated.
- They note that an intensification of footfall is required in order to create a successful square, but questions remain about how this will be achieved, given the mix and location of the proposed uses.
- The panel has concerns that the significant scale of the main square will render it sterile, and lacking in purpose and vision.
- The panel suspects that within the current proposals, a defined and managed programme of events or activities within the square (e.g. markets, pop-up activities, outdoor cinema) may be required in order to bring focus and activity in.
- They note that the scale of the development (including a penthouse level) forming the main square will result in significant overshadowing problems within the main body of the square.
- The panel feels that the design of the public realm needs to be significantly improved, and that a greater emphasis should be placed on creating a high quality external environment.
- Shared surfaces could be used in particular locations within the scheme (e.g. within the residential square) in order to slow down the traffic.

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

- The panel highlights that the parking strategy for the residential accommodation seems very crude.
- One side of the residential spine road has no parking, and this could be extremely problematic for affordable housing residents who may have parking requirements due to the nature of their work.
- The panel also feels that it is unacceptable to have significant areas of leftover backland space within a masterplan of this scale and density.
- They would suggest that these left-over spaces are re-planned efficiently and re-purposed.
- One option may be to assign the left-over space to the ground floor residential accommodation as private gardens.



### *Scheme layout*

- The panel identifies that there is significant reliance on long, central corridors and single aspect flats within the residential elements of the current proposals.
- The minimum block width of 15m prescribed by the parameter plans creates significant difficulties.
- However, the panel recommends the introduction of additional vertical cores, a reduction in corridor lengths, and a reduction in single aspect units.
- This reduction could be achieved by changes in configuration, in addition to replacing single aspect ground floor flats with maisonettes.
- The panel feels that the circulation cores should have good levels of daylight inside.
- Ground floor bedroom windows should be minimised.
- The panel suggests that each block should be considered individually, in terms of addressing all of the inherent problems, instead of as a standard response across all of the residential accommodation.

### *Architectural expression*

- Within a development of this size the panel would suggest that if a reasonable masterplan was in place, then it could be appropriate to strengthen the architectural team by assembling up to three architectural practices to take forward different elements within the masterplan.
- This approach can help to lend richness and diversity to the overall development; and is seen widely across other schemes of this scale.
- In the scheme's current format, the panel suggests that it may be more appropriate to adopt a simple approach to architectural expression in the residential boulevard.
- The panel would welcome a restrained and solid palette of materials, in order to achieve 'quieter' residential accommodation along the spine road.
- In contrast, the facades fronting onto the squares could have more flourish and articulation.

### *Inclusive and sustainable design*

- The panel would like to know more about the strategic approach to energy efficiency, environmental sustainability and inclusive design for the scheme as a whole.

### *Next Steps*

- The panel would strongly recommend a fundamental re-think of the masterplan (which constitutes the existing outline permission), as it feels that it is significantly flawed in a number of ways.
- The panel would ideally like to see an alternative proposal that is underpinned by the aim of creating a good place, and which exploits the huge opportunity afforded by the site's relationship to Wood Green.
- However, in the light of the existing outline planning permission, the panel has identified a number of measures and amendments to the proposals that may serve to mitigate some of the serious problems, albeit in a limited way.
- The panel would welcome a further opportunity to comment upon the revised proposals prior to submission of the reserved matters application.

## **Appendix 4: DM Forum Note**

A Development Management Forum was held on 23 May 2016.

Three Councillors and six local residents were in attendance.

The issues raised were as follows:

- Traffic
  - On Hornsey Park Road
  - Through the development
  - Surrounding area (including Wightman Road and the 'Ladder')
- Routing of construction traffic and ensuring this does not use Hornsey Park Road
- The number of properties to be built
- The duration of the construction and the associated construction nuisance
- Site management
- Impacts on light and views
- Ensuring the design of the new road layout is usable (including for buses)
- Ensuring the design of the road encourages traffic
- Design of buildings
- Design and layout of flats and provision of living spaces and amenity space
- Provision of green space
- Play space
- Access to site and construction information
- Network Rail works on adjacent site