

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	<p>This application is for demolition of the existing buildings on the site, which comprise the Steel Stockholders Yard and Willmott House, and redevelopment to provide two blocks of between 4 and 14 storeys in height comprising 174 residential units (Use Class C3), and 160 sqm flexible B1 floorspace, plus the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development. The residential units break down into the following</p> <p>1 bedroom – 61 No.                  2 bedroom – 96 No.                  3 bedroom – 17 No.</p> <p>As is standard, 10% of the residential units will be designated as full accessible/wheelchair units and accordingly will be allocated a parking space.</p> <p>The site is located to the north side of Hampden Road, west of the junction with Wightman Road and is accessed via Wightman Road. The site has a location that has detailed by TfL's WEBCAT site as 'good' to 'very good' public transport accessibility level (PTAL 4/5) and is within walking distance of Turnpike Lane underground station, Hornsey Rail station, Green Lanes and Turnpike Lane bus corridors. The section of Hampden Road that the site is accessed from is in private ownership and is part owned by Network Rail and British Waterways, providing access to Hornsey train depot and</p>	<p>Noted/Conditions/informatives/S106 contribution agreed</p>

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	<p>pedestrian access to the overbridge accessing Hornsey Rail Station. Hampden Road is therefore an important commuter route and east - west pedestrian link.</p> <p>The site is located within the Wood Green Outer Controlled Parking Zone, which has operating hours Monday to Saturday 0800 to 1830. The length of Hampden Road that accesses the site is not physically within the CPZ as it is not Highway but the surrounding area is covered. To the west of the site across the railway, but within walking distance, the immediate locality is within the Hornsey South CPZ, which has operating hours 11.00 – 13.00 Monday to Friday.</p> <p><u>Site Access</u> The applicant is looking to utilise a single point of Highway access to the site. The existing buildings currently have three so this will be an improvement from the pedestrian comfort perspective. Pedestrians and cyclists will utilise this as well. The stretch of Hampden Road west of Wightman Road is not Highway and it privately owned.</p> <p><u>Car Parking</u> 52 parking spaces are proposed in total, which will include a car club bay, and 17 of these will be blue badge bays allocated to the fully accessible/wheelchair units. 2011 Census data for this postcode detailed that average car ownership was 0.31 vehicles per residential unit. Based on this, 174 residential units would generate a parking demand of 54 spaces. Whilst the provision is very close to this (50 to 52 spaces in total), there is still some potential for parking overspill from the site, as a third of the bays available will be earmarked for the wheelchair/fully accessible units, thus potentially leaving a shortfall for non blue badge parking. There is also a single bay initially proposed for a car club vehicle. Therefore there is a likelihood of increasing parking</p>	

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	<p>stresses in the locality.</p> <p>As discussed at the scoping stage, investigation of additional parking controls in the locality of the site has been considered by the Parking Team at Haringey Council, who have advised that there are issues reported by residents to the west of the development and Hornsey Station, in particular in Tottenham Lane, Gisburn Road and Ribblesdale Road where the existing restrictions are in place for two hours daily only (11.00 to 13.00). There have also been local representations about parking stresses to the east of the site in the locality of the three places of worship. The Parking team have requested a Section 106 contribution of £9,000 towards investigation and implementation of measures to reduce the attractiveness of on street parking to occupiers of the development and manage any impacts arising from this development.</p> <p>As is normal practice 20 % of the bays need to be provided as fully usable Electric Vehicle Charging Points, with a further 20% passively provided so that they can be bought into use as demand requires.</p> <p>In addition to the above, the development will need to be a 'car free/permit free' development, where none of the residential units will be entitled to apply for a permit in either of the CPZ's close to the site. This will need to be a Section 106 obligation and the applicant will need to meet all the associated administrative costs.</p> <p><u>Parking Stress Survey</u></p> <p>The applicant has presented details of the Parking Stress Survey carried out in association with this application. The surveys were carried out on two separate days and nights are per the requirements of the Lambeth Parking Methodology. The results for the survey areas are detailed in Appendix F showed the following;</p>	

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	<p>Daytime Survey – 70% average parking stress recorded  Overnight Survey - 71% average parking stress recorded  The levels of parking stress vary from street to street included in the survey, it is noted that the occupancy of blue badge/disabled bays was high with most bays occupied at survey times. The Parking Stress survey does identify that there is parking capacity available within the survey area that should be able to meet additional demands arising from the site. However as referred to above there are issues reported by residents hence the requirement to investigate how existing Parking Control arrangements can be refined and adjusted to increase their effectiveness.</p> <p>Cycle Parking</p> <p>287 cycle parking spaces are proposed for the development. This will meet the residential component of the development, based on London Plan requirements of 1 space per 1 bedroom unit and 2 spaces for units with 2 bedrooms or more. 90 spaces are proposed for the smaller Block and 196 for the larger Block.</p> <p>If the Commercial element of the development (160 sqm) is to be classified as B1 floorspace, London Plan requires a provision of one cycle parking space. The thresholds for other commercial floor space are B1 research and development/light industry 250 sqm, and B2 – B8 500sqm before cycle parking is required.</p> <p>Visitor cycle parking will be required for the residential element of the development at a rate of 1 space per 40 units, hence 5 visitor spaces are required. It is not clear if or where these are to be provided however there is reference to 4 spaces being provided in the Transport Assessment. A small point but there should be 5 spaces for residential visitors.</p>	

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	<p>Full details including scaled drawings and the manufacturer's specification for the proposed cycle parking arrangements will need to be provided, to confirm the arrangements proposed will be adequate in terms of spacing, manoeuvring room and the like to access the parking, and to demonstrate that the manufacturer's specifications for installation will be met. These details will be needed for approval prior to commencement and this can be covered by condition.</p> <p>Trip generation Surveys were carried out of the existing numbers of vehicle movements generated by the Willmott House and Steelworks sites, and a trip generation exercise has also been carried out and results provided for the future proposed use. The existing vehicular trips recorded were 20 in the AM peak (13 arrivals and 7 departures) and 19 in the PM peak (19 departures).</p> <p>The trip rates derived from TRICS/TRAVL were agreed with the earlier application for this site from 2014, and the resultant vehicle trip numbers predicted are 32 in the AM peak (10 arrivals and 22 departures) and 22 in the PM peak (13 arrivals and 9 departures). Therefore the predicted net increase is 12 movements in the AM peak and 3 in the PM peak. This increase is not going to cause any network management concerns with respect to Highway or junction capacity.</p> <p>With regards to other (non car) modes, the prediction is for 44% of journeys to be made by Underground (100 in the AM peak), 7% by Train (15 in AM peak), 20% by Bus (47 in AM peak) and the remainder by cycling, walking, motorcycle and taxi. TfL have not advised that these new trips on bus and underground services will require any capacity improvements to accommodate them .</p> <p><u>Delivery and Servicing arrangements</u></p>	

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	<p>Swept path diagrams for both a fire tender and a refuse vehicle have been provided, which show both vehicles accessing the development from Hampden Road into the parking area, and turning/manoeuvring and leaving in a forward gear. These are acceptable and demonstrate that vehicles should be able to enter and leave the site in a forward gear. There do not appear to be any formal servicing bays within the development.</p> <p>A Delivery and Servicing Plan should be provided which details the numbers of expected movements, the types of vehicles that will visit the site and the arrangements for making deliveries so that there are no adverse impacts on the highway. It should also contain details of the arrangements for refuse and recycling collections. This document can be conditioned for approval prior to occupation of the development.</p> <p>Car Club arrangements  A number of car club cars/bays are accessible in relative proximity to the site. They are located on Tottenham Lane (close to Hornsey Station) (170m from the site entrance), Fairfax Road and Willoughby Road (420m and 580m from the site entrance respectively). City Car Club also have a car/bay on Chadwell Lane approximately 680m from the site.  In the draft Travel Plan accompanying the application, the applicant is proposing provision of one car club space within the development, plus the funding of two years Car Club membership and a £50 driving credit per residence. In principle this is welcomed, however to sense check this the applicant should engage with car club operators to see what the operator's recommendations are for the site (it is expected they will suggest the membership and driving credit, and may suggest more than one car/bay to be provided by the</p>	

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	<p>applicant depending on their predicted uptake). This can be covered by condition and confirmed prior to occupation. If any bays are to be provided within the site they must be publically accessible for car club members outside of the development.</p> <p><u>Travel Plan</u></p> <p>The Draft Travel Plan as provided is acceptable in principle. The 5 year targets for mode change are considered too modest, however this can be revisited in the final version and after the baseline survey has been carried out. A number of observations and comments have been provided by the Borough's Travel Planning Officer, and these are added to this response as an appendix. They do mainly relate to details that will be able to be updated upon completion of the baseline survey for the development which is to be three months after occupation. The Travel Plan can therefore be updated following this survey, to reflect the results of the baseline survey and propose mode split targets for the subsequent travel mode surveys to be carried out at the ends of years 1, 3 and 5.</p> <p>A Travel Plan Monitoring fee of £3000 is requested to be covered by the Section 106 agreement to fund the active monitoring of the Travel Plan by the Transportation team, to ensure effective ongoing Travel Planning for the development.</p> <p><u>PERS Audit</u></p> <p>As agreed at scoping stage, a PERS audit has been carried out for the walk routes from the site to Hornsey Railway Station, Hornsey High Street, Turnpike Lane Station, and bus stops at Turnpike Lane. 6 walk routes were assessed in total. The TA report makes no recommendations nor any proposals</p>	

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	<p>for improvements apart from the Link from the site towards Hornsey Railway Station. The applicant is including within the remit of their development improvements to the footway and carriageway along Hampden Road to the southern end of the site, where the site will be accessed from. Details of the works proposed should be provided prior to commencement of the works.</p> <p>The PERS audit has identified a number of deficiencies along the surveyed walk routes, a repeated observation is the lack of dropped kerbs at pedestrian crossing points and inadequate wayfinding and directional signage. Given the additional numbers of walk journeys that will arise from this development (over 150 in the peak periods walking directly to their destinations or to public transport services) it is suggested that the applicant make a Section 106 contribution towards improving pedestrian facilities along these main walk routes. A contribution of £20,000 is suggested.</p> <p><u>Construction Logistics Plan</u></p> <p>Prior to commencement of the works, the applicant should submit for approval a Construction Logistics Plan. The site is located in a busy area with existing demands on the Highway Network, and the demolition and build out needs to be carefully planned and managed to minimise construction impacts. The CLP needs to detail the following and can be covered by condition;</p> <ul style="list-style-type: none"> <li>- Contract Programme/duration</li> <li>- Numbers and types of construction vehicles attending the site on a daily/weekly basis</li> <li>- Site layout and access arrangements including wheel washing facilities</li> <li>- Means of managing/scheduling the construction vehicles attending site to ensure highway impacts are</li> </ul>	



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	<p>minimised, including avoidance of movements in the AM and PM peak hours</p> <ul style="list-style-type: none"> <li>- Details of any temporary Highway measures proposed to facilitate the works</li> <li>- Arrangements to prevent/minimise travel by car to the site by construction staff and labour.</li> </ul> <p>Conclusion</p> <p>This application seeks to demolish the existing buildings on the site and construct two blocks comprising 174 residential units, 158 sqm of commercial floor space and associated cycle parking, car parking and refuse/recycling storage areas. A Transport Assessment and assorted appendices accompanies the application and these consider the Transportation aspects, impacts and appropriate mitigation for the development proposal.</p> <p>Overall, the proposal is well placed for access to public transport services, and is located in areas of formal parking control. However a number of potential impacts can arise and suitable mitigation will be necessary to manage these to make the development acceptable in Transportation terms.</p> <p>As proposed the application includes 52 parking spaces, including 17 No. blue badge spaces for the 10% of units that will be fully/wheelchair accessible. There may be some issues with parking stress arising from the development so a S106 contribution of £9,000 has been requested to investigate potential measures to mitigate this in the locality of the site. Contributions will also be appropriate in relation to the following;</p> <ul style="list-style-type: none"> <li><input type="checkbox"/>- Pedestrian routes to and from the site - £20,000 to improve facilities</li> </ul>	

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	<p>-Site to be permit free/car free with respect to CPZ permits</p> <p><input type="checkbox"/> -Travel Plan monitoring fee of £3000 and formal Travel Plan for the site</p> <p>-<input type="checkbox"/> Car Club Memberships (2 year) , driving credits and bays/vehicles as directed by the car club operator</p> <p>It is also suggested the following be dealt with by condition as referred to in the text of this response;</p> <p><input type="checkbox"/> -Delivery and Servicing Plan</p> <p><input type="checkbox"/>- Construction Logistics Plan</p> <p><input type="checkbox"/>- Cycle Parking</p> <p><input type="checkbox"/>- Details of Streetscape arrangements to Hampden Road</p>	
<b>Waste Management</b>	No objection to the revised waste strategy	Noted
<b>Conservation Officer</b>	<p>The site lies outside the Hornsey village conservation area. Given the height of the proposal, the development would be visible from various view points within and outside of the conservation area. Additionally the site would also be visible in long distance views from Alexandra Palace (Grade II listed), Alexandra Palace Park Conservation area and Registered Historic Park and Hillfield Conservation Area. As such its impact would be on the townscape and setting of the heritage assets and given the limited visibility of the site, would be considered as less than substantial harm.</p> <p>As part of the pre-application discussion, various views were suggested and the applicant has demonstrated these to a satisfactory detail. Discussions have also been undertaken to ensure that the overall bulk and massing of the tallest element</p>	Noted

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	<p>of the development, which is most likely to be visible in the views, is animated to a degree so as to add interest to it. This has been achieved to a high enough quality so that the views to and from the heritage assets and their setting are enhanced. As such the less than substantial harm would be outweighed by the enhancement to the heritage assets and their setting. The development is therefore acceptable from a conservation point of view. All materials should be conditioned.</p>	
<p><b>Economic Regeneration</b></p>	<p>Thank you for offering us the opportunity to comment on the planning application related to the Railway Approach Hampden Road site.</p> <p>The following comments are from an economic development perspective:</p> <p>We reiterate that the Council places great importance on retention/creation of workspace provision.</p> <p>We acknowledge that the site has outdated commercial buildings and would require significant investment to bring them to modern standards.</p> <p>We welcome the fact that the developers have increased the commercial floorspace provision to 294 sqm from the original 160 sqm but note that the Pre-Submission Version of the Site Allocations DPD (SA: 17) proposes an Indicative Development Employment Capacity of 980sqm.</p> <p>We endorse the target market for this floorspace (identified in the JLL's Employment Land Report) anticipated to be a combination of local start-up businesses, co-working operators and TMT (Technology, Media &amp;</p>	<p>Noted</p>

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	Telecommunications) companies re-locating from more Central areas.	
<b>Tree Officer</b>	<p>Tree cover at this site consists of Lombardy poplars, with a limited life expectancy and self-seeded Sycamores. There are no trees of high quality and value (Category A).The vast majority of existing trees are of low quality and value and are Category C trees, in accordance with BS 5837: 2012 Trees in relation to design, demolition and construction. A small number of trees are proposed for removal to either, facilitate the development or because they are in a poor structural condition. The tree removals will not result in a detrimental impact on the site or screening of it off site.</p> <p>The majority of the existing trees are to be retained. They are located along the northern boundary, adjacent to the new river. The Arboricultural method statement outlines how they will be protected in accordance with BS 5837: 2012. The tree protection plan shows the location of the protective fencing. New hard surfacing is proposed for the notional root protection areas. It is proposed to retain the existing hard surface in the root protection areas during the demolition and construction stages. New hard surfacing will replace this and be constructed using a 'No-Dig' method as specified in the method statement.</p> <p>There is scope for new tree planting within the development. Planting a selection of new trees of various species, forms and sizes would improve the sustainability of the site and enhance biodiversity, while also increasing the quality of life for future residents.</p> <p>Re-development of the site would have minimal impact on the existing tree cover, if protective measures are installed in accordance with the recommendations of the</p>	Noted/Conditions attached

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	<p>Arboricultural method statement.</p> <p>When drafting planning conditions, they must include reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees.</p> <p>Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural method statement.</p> <p>The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition.</p> <p>The tree protective measures must be periodically checked the Consultant Arboriculturist.</p> <p>All construction works within root protection areas (RPA) or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.</p>	
<p><b>Housing Enabling Officer</b></p>	<p>The applicant proposes 174 residential units with commercial space.</p> <ul style="list-style-type: none"> <li>• The SP2, local plan (due for adoption) London plan Policy.11A requires sites yielding 10 units and above to provide to meet the affordable housing target of 40% the</li> </ul>	<p>Noted</p>

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	<p>London Plan stipulates that the provision on sites need to be maximised in order meet the target. The tenure split required as per policy is 60 :40 in favour of affordable rent tenure and remainder will provide intermediate tenure.</p> <ul style="list-style-type: none"> <li>• 10% of the units will need to be fully wheel chair adapted with nearby parking space.</li> <li>• The dwelling mix will need to be in accordance with planning policy DM 11 A-C and DM13. This development has pre dominance of 1 and 2 bed units and an under supply of 3 bed plus family sized units. In the west of the borough there is a shortage of family size units relative to supply.</li> <li>• In its current form this is not a development that Housing commissioning investment &amp; sites would support and I recommend the applicant re visit the bedroom mix in accordance with the Housing Strategy requirements.</li> <li>• I would urge the applicant to give careful consideration to the layout and pepper potting of the tenures to avoid where possible mono tenure blocks/areas, but to achieve integration tenure blind objectives. Due to the size of the this development I would advise some attention to given towards management scheme being put in place for the benefit of the residents.</li> </ul> <p>I have attached for your information a model break down of the unit mix (by habitable rooms) achievable on site area disregarding 160sqm for the commercial space.</p>	
<b>Design Officer</b>	Demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in	Noted

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	<p>height comprising 174 residential units (Use Class C3) and 160m<sup>2</sup> flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development</p> <p>Applicant: Fairview New Homes (Developments) Limited. Developer: Fairview New Homes (Developments) Limited. Architects: Formation Architects Ltd.</p> <p><b>Location, Description of the site, Policy context</b></p> <ol style="list-style-type: none"> <li>1. The site location is in the centre of the borough, to the south of Wood Green, east of Hornsey and west of Green Lanes. It is part of the Wood Green and Haringey Heartlands designated Growth Area, in the London Plan (2015) and Haringey's adopted (2013) and emerging revised (pre-submission 2016) Local Plan Strategic Policies. It is also a Designated site in the council's emerging Site Allocations DPD (pre-submission 2016), as SA17.</li> <li>2. The site is a triangular plot, with its street frontage to its south onto Station Approach, the continuation of Hampden Road; this road is one of the series of distinctive streets of the "Haringey Ladder; pleasant east-west residential streets generally lined with consistent 2 or 3 storey Edwardian terraced houses between Green Lanes and Wightman Road, the North-South streets that form the eastern and western "uprights" of the "ladder". Hampden Road almost uniquely in The Ladder continues west of Wightman Road, where it changes in character to a more commercial and institutional street, from the mosque and shop on the corner, before crossing the New River and becoming "Station Approach, where the railway becomes the dominant presence, with vehicle and workers'</li> </ol>	

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	<p>entrances to the two depots to the south and west as well as the stairs to the pedestrian footbridge that closes the western dead end and provides access to Hornsey station and over to the streets of the western side of the railway.</p> <p>3. Of the other sides of the site, the western boundary is onto the railway; actually the access road to the Coronation Sidings depot before the tracks proper, and is about half a level above ground level. The longest boundary though is the hypotenuse of the triangle, to the north-east; onto the New River; this originally 17<sup>th</sup> century aqueduct is now a tree lined water channel with grass banks to both sides; it does not currently form a right of way at this point but there are ambitions to make a public footpath alongside, it does currently form a wildlife corridor. The other side of the New River is a housing estate, Denmark Road, of 20-30 year old 3 storey houses and 4 storey blocks. The New River is about half a level below the site, the estate beyond another half a level below.</p> <p>4. As well as the Growth Area and Site Allocation, it forms part of or is close enough to be affected by other policy designations:</p> <p>a) It is beside the East Coast Main Line railway and forms part of the designated Ecological Corridor covering the tracks, sidings, cuttings, embankments and other associated land, although it is not currently in railway related use.</p> <p>b) However, it is not a designated Employment Site, although it is currently in employment use; about three quarters of the site is currently in use as a steel stockholders site, "Stewarts Steelyards", a storage use designated B8, the other quarter is an office, B1.</p> <p>c) The neighbouring New River aqueduct is designated a Proposed Green Chain and part of the Blue Ribbon</p>	



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	<p>Network.</p> <p>d) A short distance to the North West is the Hornsey High Street Conservation Area.</p> <p>e) The development is potentially visible from this and a number of other Conservation Areas as well as from close to Listed and Locally Listed Buildings, various parks particularly the viewing terrace in front of Alexandra Palace and various public footpaths and pedestrian friendly streets nearby; however it is not affected by any designated Strategic View Corridors and just misses the corridors of a couple of emerging Locally Significant Views (in the pre-submission draft Development Management DPD).</p> <p>f) The nearest designated retail use is the Local Shopping Centre o Turnpike Lane a short distance to its north, with the Metropolitan Town Centre of Wood Green a fairly short distance further north.</p> <p><b>Massing, Form, Development Pattern</b></p> <p>5. The proposals are for two blocks, aligned north-south, running across the site, creating two space between and to the east of the blocks; the longer block forms a “wall” alongside the boundary of the site with the mainline railway. This means the two blocks present a narrow building frontage to the southern boundary of the site, along the street, and to the north-east to the New River.</p> <p>6. The two spaces are treated very differently; the space between the blocks is treated, from the southern boundary of the site, as a street; predominantly hard paved, with clear roadway and separate footpaths to either side with parking having the character of on-street parking between, and crucially <i>all of</i> the front doors to cores giving access to the flats. Towards the northern end it becomes less a</p>	

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	<p>street, more a pair of paths, with a hard paved seating area between, forming a viewing area, and possible future access point onto the New River. The other space, to the east, where the triangle becomes shallower as the New River gets close to the road, is actually between the eastern block and an electricity sub-station at the apex of the triangle. It is treated as a private garden,</p> <p>7. This plan form could be criticised for failing to give the street sufficient urban enclosure. However in my view the details of the proposal do still give some urban enclosure and in any case that is consistent with the very different urban character of this stretch of Hampden Road / Station Approach. A sense of enclosure is created as the blocks are high; of which more below, and active frontage is created by housing commercial units in the ground floor ends of both blocks, accessed from the street. The spaces between the blocks provide a varied silhouette to the street edge elevation, views through from the hard paved street to the green New River corridor and allow great day and sunlight penetration of the landscaped spaces. The form of block ends between spaces directly mirrors that of the 1<sup>st</sup> block on the south side of Hampden Road/Station Approach west of Wightman Road, where a 4 storey mansion block aligns with Wightman, with just a narrow edge containing a corner shop, facing Hampden, with then the wall to its back yard then the narrow end of a mews style 2 storey block parallel to it behind. Other sites on this short stretch of road are also not fully built up, particularly the depot to the south, which is largely open but with high walls either side of its gate. However, the site and its immediate neighbours feel distinctly separate from the general surroundings and the proposal maintains that separation.</p> <p>8. Both blocks step dramatically in height from a low northern</p>	

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	<p>end of 4 storeys to 11 and 14 storeys, in a series of steps mirrored in the plan form and elevational treatment in a series of clearly differentiated apparently separated blocks, with some slight and some greater steps in plan. The blocks also do not match the triangular shape of the site, but create further triangular landscaped areas between the block ends and the New River, connecting together the landscaped spaces with a continuous landscaped edge to the New River boundary. The only non-rectilinear elements of the design are the canted southern ends of the block plans, canted to better align with the street frontage. Hence the blocks sit in a landscaped setting, but with an urban street edge to their south.</p> <p><b>Height, Suitability of the Site (or not) for a Tall Building</b></p> <p>9. My view is that the height of the proposal is justified for a number of reasons. Firstly, the site is just within the Haringey Heartland Growth Area, which is acknowledged as an area of significant intensification and potential suitability for tall buildings; it marks the southern most point of this. The whole growth area is partly so designated by virtue of having good access to public transport and local facilities; this site has particularly excellent access to public transport, being “right on top of” Hornsey Station.</p> <p>10. The wide expanse of the main line railway to its west and depot to its south means that there will be little immediate detrimental impact on neighbours of a tall building on this site; indeed the only potential impacts would be on the housing to the northeast of the New River, resolved by the block form stepping down to a matching 4 storeys at its northern end (ground level changes notwithstanding).</p> <p>11. The proposed tall buildings would inevitably be visible</p>	

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	<p>from a wider area. This can be justified in part as providing a marker of the station; a significant local transport node and service, but arguably somewhat tucked away, embedded within the much greater expanse of railway tracks, not right on a road junction and particularly set away from more important streets to its east and north.</p> <p>12. The site is not crossed by the view corridors of any Strategic Views (the only one in the borough is well away) or by Locally Significant Views as proposed in emerging policy (prepared as part of the Urban Characterisation Study, and proposed to be adopted in the emerging Development Management DPD). However a view corridor crosses just to the south west and others cross many other parts of the Growth Area; this site is one of the few developable sites in the Growth Area unaffected by Local Views.</p> <p>13. Its visibility has been assessed in a number of Accurate Visual Assessments of Representative Views including views from within Conservation Areas and in proximity to heritage assets, within open spaces and where it will appear in street views. These demonstrate that it will be seen, including from parts of the Hornsey High Street and Hillfield Conservation Areas (including the High Street itself and Hornsey Churchyard) and from Ducketts Common. However, the size of the visible towers will not be great and if the design is of sufficiently good quality it can be seen as a visible landmark. The design quality, especially the elevational treatment of the upper floors, is discussed separately below.</p> <p><b>Approach to the front door(s), Accessibility &amp; Legibility of the street layout</b></p> <p>14. As mentioned above, all the flats are accessed off cores with front doors opening off the “internal street” that forms</p>	

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	<p>the space between the two blocks. This in turn opens off Hampden Road/Station Approach as a natural extension of the street network. The “internal street” is straight and exceptionally clearly laid out; although it is landscaped it will be clearly visible from south to north, with all front doors to cores accessed directly off the internal street or via a short, straight, perpendicular path, avoiding being ever hidden behind set-backs.</p> <p>15. My view is that whilst an alternative layout that permitted all the cores to be accessed directly off Station Approach/Hampden Road would in principle be preferable, it is unlikely such a layout would be physically possible given the depth of the site at its western end, and much greater benefits accrue from “turning” the blocks to more north-south alignment. Furthermore the architects have managed to achieve an exceptionally clear and equal approach to each and every core off the “internal street” with none in a significantly “worse”, less visible or less attractive location, than any others.</p> <p>16. It would have been preferable in principle if there were some ground floor flats that had their own front doors. However, due to the inevitably large area of ancillary facilities as well as the commercial units, there are only 4no. ground floor flats; two each at the northern end of each block, generally not with any possibility of having a front door visible from the internal street of Hampden Road.</p> <p>17. The two commercial units provide a contrasting use at the southern end of each block, animating them during the day and providing an active frontage to the busy end of the internal street and the Station Approach/Hampden Road frontage. Otherwise there are numerous doors to car parks, cycle parks and bin stores off the internal street, whilst the plat room for the district heating is buried in its</p>	

Stakeholder	Question/Comment	Response
	<p>own small basement. It is also notable that the parking is broken up into a number of small blocks, some as “on street” style parking on the internal street, some as small parking garages, to reduce its impact.</p> <p><b>Dwelling Mix and Block(s) Layout</b></p> <p>18. The dwelling mix is mostly of 1 and 2 bedroom units. The council would prefer a mix containing more 3 and 4 bedroom units in principle and across development across the borough. However it is recognised that developments in highly public transport accessible locations and close to facilities are more suitable for smaller units where car ownership and use is lower and acceptance of noise and “liveliness” is greater, whilst developments in more peaceful and less accessible “hinterland” locations are more suitable for greater preponderance of family sized (3 and 4 bedroom) units.</p> <p>19. The larger units in the proposal are located at the ends of the blocks. Where the corners provide them with two of three aspects and the potential for larger private amenity space; ground floor private gardens or larger upper floor roof terraces at the frequent places where the block form steps. Indeed it is also notable that almost all the single aspect units in the proposal are one bedroom units, and that single aspect units are only ever east or west facing, never north or south.</p> <p>20. Blocks are laid out with a fairly high number of cores so that with only one small exception there are never more than five units per floor accessed off a single core. This is much better than the Mayors Housing SPG maximum of eight. The height of the blocks mean there are inevitably more than 25 units per core in total for some cores, so video entry phones and/or 24hour concierges will be</p>	

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	<p>required.</p> <p><b>Residential Design Standards &amp; Internal Layout(s)</b></p> <p>21. All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that care has been taken to ensure larger flats are provided with two separate living rooms; a Dining-Kitchen separate from the Living Room in most cases, and beyond the base requirement. I have also already mentioned above that there are no single aspect north or south facing units; nor are there any single aspect ground floor units facing a street or other unsociable space.</p> <p><b>Daylight, Sunlight and Overshadowing</b></p> <p>22. The applicants provided a Daylight Sunlight and Overshadowing Report, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2<sup>nd</sup> Edition, Littlefair, 2011).</p> <p>23. The report shows that the effect of the proposed development on daylight and sunlight to windows to habitable rooms in neighbouring buildings and sunlight to neighbouring amenity space would be acceptable. In particular, all neighbours windows would receive the same or a not noticeable drop in daylight. A small number of neighbouring windows to 41-46 Denmark Road will receive a small but noticeable loss of sunlight in winter months, which is considered less important and therefore acceptable in an urban location. Only one small and not currently well sunlit neighbouring amenity space would receive a noticeable loss of sunlight.</p> <p>24. The proposals show that most of the habitable rooms in</p>	

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	<p>the proposal receive adequate daylight. The exceptions are mostly bedrooms, where this is considered less important; all Living Rooms receive adequate daylight. The sunlighting to the proposed habitable rooms and amenity spaces is acceptable.</p> <p><b>Privacy &amp; Overlooking</b></p> <p>25. The distance of the proposed development from the neighbouring existing dwellings of Denmark Road, building angles and the trees in the New River corridor between them mean there would not be any concern from overlooking and loss of privacy to these dwellings. Similarly the distance between the two blocks rules out any privacy or overlooking concern between the two proposed blocks.</p> <p><b>Elevational Treatment &amp; Fenestration</b></p> <p>26. As stated above, an important part of our acceptance that the exceptional height of the proposal could be acceptable is dependent on the quality of the elevational treatment. Elevational treatment can help to mitigate height by giving human scale, pleasing proportions and identity to the overall block appearance, as well as the crucial distinctiveness to the highest points so that they are seen as worthy and interesting landmarks. It is therefore understandable that this element of the proposals has been subject of significant discussion between us and refinement of the architects' designs. This is described in great detail in the applicants' Design &amp; Access Statement.</p> <p>27. One of the most important ways in which the composition has been made more pleasing and the impact of the height of the proposals mitigated is by breaking the elevations into distinct elements at the steps in the height and between those, and then to emphasise the</p>	



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	<p>slenderness of the component steps. As well as distinguishing between each step as a visually distinct block, stair towers have been pulled out and given a distinctive elevational and material treatment, and wider blocks split with a slot designed in and variations in parapet height. My view is that this is particularly successful in making long views of the wide elevations of the blocks elegant and well proportioned, such that they appear as a crowd of separate slender blocks, cheek-by-jowl; best demonstrated in the view from the west, from the Hornsey Station footbridge.</p> <p>28. In addition to slender vertical elements, it became clear that to achieve elegant elevations, pleasing proportions and a human scale, especially to the tallest elements, a vertical gradation was required. Treatment of a distinct, different “base”, for the ground floor of the whole of both blocks, and for the lowest two floors of the highest elements, lifts and visually lightens the blocks, provides a contrasting human-scaled base where the human is in closest proximity. The base is cleverly distinguished in materials not by use of an additional different material but by “rusticating” the standard brick used elsewhere; that is projecting alternate courses to create shadows and therefore a darker appearance; this follows in a long tradition of rustication of bases to give them a more “earthy” appearance. Similarly, for the tallest elements, it has been found to be necessary to distinguish a “top” over 3 floors of the highest elements only.</p> <p>29. Providing special elevational treatment of the tops of the highest parts of the proposal is also important in their landmark function and to make the elements seen from the longest distance away appear light, sparkling and distinctive. Therefore the “tops” contain larger areas of glazing, stone details at the parapet and a clear visual</p>	

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	<p>break below them.</p> <p>30. Over the height of the taller blocks, windows in the “middle”, between the separately expressed base and top, have been grouped over 3 floors, to give those elevations a sense of proportioning commensurate with their height.</p> <p>31. Where the stair towers, otherwise distinguished as very slender, darker and plain blocks, emerge above the stepping down blocks, they initially presented large unrelieved blank facades which looked less appealing in ling views, especially from the west including in views from the nearby conservation areas. Adding a large picture window, actually proposed to be in glass planks, provides visual interest, variety, a subtle but enticing glow at night and better proportions to those north facing, stepping facades.</p> <p><b>Materials &amp; Details</b></p> <p>32. The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. A limited palette of just 3 different bricks has been skilfully handled to provide sufficient variety, with bricks to compliment the predominant local weathered, highly brindle, red bricks found most typically in the area. The two main bricks are a lighter and darker red. A pale reconstituted stone will also be used to pick out the parapets to the highest elements.</p> <p>33. The most sharply contrasting elements are designed to be the stair towers, and it is proposed that these will be in a grey brick, the 3<sup>rd</sup> proposed colour. I consider this will be an appropriate contrast; referencing different local contexts, particularly in the railway buildings, and providing a strong contrast that is distinctive but</p>	

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	<p>complimentary.</p> <p>34. Windows, panelling and balustrades will be in matching metallic paint finish to be decided. Significant areas of panelling are used to group windows to create better proportions, to mark recessed slots between windows. Panelling to the top floors of the tallest blocks will be in painted glass, to give the impression of greater fenestration.</p> <p>35. Conditions will be required to secure quality materials and that their detailing is robust, particularly of parapets, window reveals and around recessed balconies, including their soffits.</p> <p><b>Conclusions</b></p> <p>36. As design officer i am satisfied that the necessary design quality has been achieved to permit the exceptional height and visibility in this sensitive location. I am also happy that the quality of residential accommodation will be high, and that the relationship of the proposed development to the street and context will be positive.</p>	
<p><b>Carbon Management updated comments</b></p>	<p><b>Overheating</b></p> <p>The Overheating assessment shows that the commercial and the shared spaces over heat. While several of the models residential units come close to overheating. The applicant has stated that the way that they would address this is by installing mechanical cooling. This in turn will increase the energy requirements for the development (as they state by 1.3%). At this late stage a redesign to minimise overheating risk is unlikely to be a viable option. Therefore the only way to mitigate against this is to accept a 1.3% increase in energy demand on the baseline of 187.7 tonnes (which will increase</p>	<p>Noted/conditions attached</p>

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	<p>carbon emissions by 2.44 to</p> <p>nnes). Based on this I would expect that this increased carbon emissions that this amount is offset at the cost of £2,700 per tonne and will require a contribution of £6,588 to the Councils Carbon Offsetting Fund.</p> <p><b>Sustainable Design</b> The applicant has given the Council a BREEAM pre assessment on the non-residential units. This shows that a BREEAM “very good” is achievable. This is accepted and should be conditioned.</p> <p><b>Suggested condition</b> You must submit for our written approval a post construction certificate confirming that the development undertook a BREEAM UK New Construction 2014, for the office development on this site. That this will achieve a “very good” outcome (or equivalent). This must be submitted to the local authority at least 6 months of completion on site.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p><b>Reasons:</b> In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.</p>	

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	<p>The applicant has not submitted a BREEAM other independent assessment of sustainability for the residential units. They have submitted their own bespoke assessment approach to demonstrate that they are delivering the environmental sustainability requirement set out in the NPPF and the local plan. It is not fully measureable but it does highlights some areas that can be picked up.</p> <p>Based on the sustainability assessment submitted we suggest that key measures that are promoted are conditioned against and evidenced post construction.</p> <p><b>Suggested condition</b>  You must deliver the sustainability measures as set out in the set of environmental documents submitted as part of the application. Measures that the Council will expect to see delivered on site, and evidenced through the development process include:</p> <ul style="list-style-type: none"> <li>- That the scheme has signed up to the Considerate Constructors Scheme and will demonstrate how best practice standards with a score of above 26 (as per the Sustainability Statement);</li> <li>- That the development will incorporate bat boxes into the trees and other suitable locations along the river edge (as per the Ecological Assessment / Sustainability Assessment)</li> <li>- That the buildings will integrate bird boxes on the northern flank on the buildings within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment / Sustainability Assessment)</li> <li>- That the buildings will integrate insect boxes (insect hotels) on the northern flank on the buildings</li> </ul>	

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	<p>within the building structure (not wooden but integrated bricks) (as per the Ecological Assessment /Sustainability Assessment)</p> <ul style="list-style-type: none"> <li>- That an area of approx 350 m2of the total roof area is covered with PV panels (as per the Energy Strategy);</li> <li>- That an area of approx of 700 m2 of the roof space will be a living roof spread out over multiple roofs (as per the floor plan maps);</li> </ul> <p>The developer will provide evidence that the above have been delivered to the local planning authority at least 6 months of completion on site for approval. In the event that the development fails to deliver the required measures, a full schedule and costings of remedial works shall be submitted for our written approval. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p><b>Reasons:</b> In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p><b>Community Energy Connection</b> They have delivered a route map for connections to community heating. This runs through the car park into the highway. Therefore we recommend the following condition is added:</p> <p><b>Suggested condition</b> You must deliver the Energy measures as set out in Energy Statement, Railway Approach, Hampden Road, Hornsey. By</p>	

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	<p>Low Energy Consultancy Ltd, version 3 and dated 25 July 2016.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of a 35.2% carbon reduction beyond building regulations 2013. The equipment and materials shall be maintained as such thereafter. Confirmation of this must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p><b>Reason:</b> To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p><b>Living Roofs</b> There are no details on the design of the living roofs this is referenced throughout the ecological assessment and highlights the biodiversity benefits. The floor plans show an area of approx 700m2 given over to living roofs. Therefore I recommend the following condition is added:</p> <p><b>Recommended condition</b> That prior to commencement on site details on the living roofs shall submitted to the local authority for approval. This will include the following:</p> <ul style="list-style-type: none"> <li>• A roof(s) plan identifying where the living roofs will be located and total area covered;</li> <li>• Confirmation that the substrates depth range of between</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>100mm and 150mm across all the roof(s);</p> <ul style="list-style-type: none"> <li>• Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;</li> <li>• Details on the diversity of substrate types and sizes;</li> <li>• Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;</li> <li>• Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. That the living roofs will not rely on one species of plant life such as Sedum (which are not native);</li> <li>• Details of the location of log piles / flat stones for invertebrates;</li> </ul> <p>The living roofs will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roofs shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p><b>Reason:</b> To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p>	



Stakeholder	Question/Comment	Response
<b>EXTERNAL</b>		
<b>Environment Agency</b>	<p>Thank you for consulting us with this planning application. Having reviewed the submitted information we have no objections to the propose scheme but would request the following conditions. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.</p> <p>The following planning conditions are recommended assuming that the remedial recommendations (including the verification plan) made in the CGL LTD Geoenvironmental Interpretative Report (May 2016) for Fairview New Homes (Developments) Limited for the site at Hampden Road, Hornsey, are followed.</p> <p>It is assumed that the multi-storey redevelopment will require piled foundations and as such, the verification plan should be submitted for review to support any piling risk assessment.</p> <p>Depending on the proposed piling depth, additional site investigation to depth may be required to confirm that groundwater in the confined Chalk Principal Aquifer in Source Protection Zone 1 (SPZ1) is suitably protected from contamination during works on site.</p> <p><b>Condition EA 1</b> If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation</p>	Noted/conditions attached

Stakeholder	Question/Comment	Response
	<p>strategy shall be implemented as approved.</p> <p><b>Reason</b> To protect groundwater. No site investigation fully characterises a site.</p> <p><b>Condition EA 2</b> No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.</p> <p><b>Reason</b> To protect groundwater.</p> <p><b>Condition EA 3</b> No drainage systems for the infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.</p> <p><b>Reason</b> To protect groundwater.</p>	

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	<p>Infiltrations SUDs/ soakaways through contaminated soils are unacceptable as contaminants can remobilise and cause groundwater pollution.</p> <p><b>Condition EA 4</b>  Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.</p> <p><b>Reason</b> To protect groundwater.</p> <p>Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment should be submitted.</p> <p><b>Underground Storages Tanks</b>  The Environment Agency recommends the removal of all underground storage tanks (USTs) that are unlikely to be reused. Once the tanks and associated pipelines have been removed, samples of soil and groundwater should be taken to check for subsurface contamination. If soil or groundwater contamination is found, additional investigations (possibly including a risk assessment) should be carried out to determine the need for remediation.</p> <p><b>Informative</b>  The site is adjacent to the New River. This is designated as an ordinary watercourse and falls outside of our remit for regulatory control. We recommend that the developer</p>	

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	<p>contact the local authority to discuss potential impacts on this watercourse.</p>	
<p><b>Natural England</b></p>	<p><b>Natural England has no comments to make on this application.</b></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> <p>We recommend referring to our SSSI Impact Risk Zones (available on <a href="#">Magic</a> and as a downloadable <a href="#">dataset</a>) prior to consultation with Natural England.</p>	<p>Noted</p>

Stakeholder	Question/Comment	Response
	<p>If the proposed works could, at any stage, have an impact on protected species, then you should refer to our Standing Advice which contains details of survey and mitigation requirements</p>	
<p><b>Crime Prevention Officer</b></p>	<p>Thank you for consulting with me on the proposals for Railway Approach, Hampden Lane, N8;</p> <p>I have no objection to the proposed scheme. As noted in the supporting documents, there has been a meeting between the Developer and the Designing Out Crime Officer prior to the submission of the Planning application. I note the "Crime Impact Statement" and add the following corrections / comments:</p> <p>Communal (core) doors must be certificated to LPS 1175 SR2 (not PAS 24) if a Secured by Design Award is sought.</p> <p>The inclusion of an "airlock" with secondary secure door and postboxes within is good design.</p> <p>I recommend a 300mm trellis topping to the proposed western boundary with the railway line in order to provide an effective, secure perimeter in an aesthetically pleasing way.</p> <p>Final flat entrance doors should also be certificated to PAS 24:2012. I am encouraged that this same standard will apply to accessible windows. Bollard lighting mentioned for central courtyards is a poor choice as it gives such poor light at "head-height". I strongly recommend lighting columns.</p>	<p>Noted/informative attached</p>
<p><b>Friends of the Earth</b></p>	<p>We welcome the energy statement and proposals for both reducing energy demand, providing energy efficiently eg through CHP, and for renewables in the form of PV. However we note that the Paris agreement requires radical cuts in</p>	<p>Noted</p>

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	<p>emissions that can only be achieved if we build all new infrastructure to nearly zero or indeed negative carbon standards.</p> <p>However we note that it is proposed to have some roofs with PV, and others with "green" or "brown" roofs.</p> <p>We note the GLA best practice note which suggests that the optimum energy performance, and good biodiversity performance, is achieved through combining the two, ie having PV panels mounted on a living roof. This is because PV panels work best at medium temperatures; living roofs help to reduce overheating in summer and therefore increase the efficiency of the PV. The PV panels are mounted at an angle and so provide part-shaded areas and a great mix of habitats and therefore benefit biodiversity.</p> <p>We would like the develop to amend the design to include PV and living roofs combined across all roofs, and so achieve higher PV production of energy, lower CO2 emissions, and better wildlife.</p>	
<b>Network rail</b>	<p>With reference to the protection of the railway, Network Rail has no objection in principle to the development, but below are some requirements which must be met, especially with the close proximity to the development of an electrified railway.</p> <p>We note that there developer has entered into dialogue with Network Rail in relation to Asset Protection and land issues (easements and way leaves, Network Rail owned site access etc) and we expect that this dialogue continue as necessary should these proposals be granted permission.</p> <p>Below are some further requirements;</p> <p><b>Former BR Land Smaller Land Issues</b></p>	Noted/conditions and informative's attached

Stakeholder	Question/Comment	Response
	<p>It is incumbent upon the applicant to investigate all the covenants and understand any restrictions relating to the site which may take precedence over planning conditions. Please note that the comments contained in this response to the council do not constitute formal agreement of any existing covenants.</p> <p><b>Fail Safe Use of Crane and Plant</b>  All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail’s property, must at all times be carried out in a “fail safe” manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.</p> <p><b>Excavations/Earthworks</b>  All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration</p>	

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	<p>arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.</p> <p><b>Security of Mutual Boundary</b> Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.</p> <p><b>Fencing</b> Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.</p> <p><b>Method Statements/Fail Safe/Possessions</b> Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. <b>Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method</b></p>	



Stakeholder	Question/Comment	Response
	<p data-bbox="569 235 1241 261"><b>statement should be submitted for NR approval.</b></p> <p data-bbox="569 302 638 328"><b>OPE</b></p> <p data-bbox="569 336 1381 597">Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.</p> <p data-bbox="569 638 726 664"><b>Demolition</b></p> <p data-bbox="569 672 1381 967">Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.</p> <p data-bbox="569 1008 905 1034"><b>Vibro-impact Machinery</b></p> <p data-bbox="569 1042 1381 1271">Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement</p> <p data-bbox="569 1312 732 1338"><b>Scaffolding</b></p> <p data-bbox="569 1346 1381 1403">Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner</p>	

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	<p>that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.</p> <p><b>Abnormal Loads</b>  From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges, particularly the Hampden Road bridge over the river). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets.  Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.</p> <p><b>Cranes</b>  With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.</p> <p><b>Two Metre Boundary</b>  Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from</p>	

Stakeholder	Question/Comment	Response
	<p>the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.</p> <p><b>ENCROACHMENT</b>  The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (<b>s55 British Transport Commission Act 1949</b>). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.</p> <p><b>Noise/Soundproofing</b>  The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour</p>	

Stakeholder	Question/Comment	Response
	<p>should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.</p> <p><b>Trees/Shrubs/Landscaping</b>  Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:</p> <p>Acceptable:  Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"</p>	

Stakeholder	Question/Comment	Response
	<p>Not Acceptable:  Acer (Acer pseudoplatanus), Aspen – Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common lime (Tilia x europea)  A comprehensive list of permitted tree species is available upon request.</p> <p><b>Lighting</b>  Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.</p> <p><b>Access to Railway</b>  All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. In particular, access to the railway bridge and railway access point must be maintained at all times both during after construction. Network Rail is required to recover all reasonable costs associated with facilitating these works. I would advise that in particular the <b>boundary fencing, method statements/OPE, soundproofing, lighting and landscaping</b> should be the subject of conditions, the reasons for which can include the safety, operational needs and integrity of the railway. For the other matters we would be pleased if an informative could be attached to the decision notice.</p>	

Stakeholder	Question/Comment	Response
	<p>I trust full cognisance will be taken in respect of these comments. If you have any further queries or require clarification of any aspects, please do not hesitate to contact myself I would also be grateful if you could inform me of the outcome of this application, forwarding a copy of the Decision Notice to me in due course.</p> <p>The method statement will need to be agreed with:  <b>Asset Protection Project Manager</b></p>	
<b>Thames water</b>	<p>Waste Comments</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 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://thameswater.co.uk/buildover">thameswater.co.uk/buildover</a></p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</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</p>	Noted/conditions and informatives attached

Stakeholder	Question/Comment	Response
	<p>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>A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: -Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made a 2 <a href="http://www.thameswater.co.uk/business/9993.htm">http://www.thameswater.co.uk/business/9993.htm</a> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.</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 dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a</p>	

Stakeholder	Question/Comment	Response
	<p>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:“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:wwqriskmanagement@thameswater.co.uk">wwqriskmanagement@thameswater.co.uk</a>. Application forms should be completed on line via <a href="http://www.thameswater.co.uk/waste_waterquality">www.thameswater.co.uk/waste_waterquality</a>.”</p> <p>Water Comments 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: 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. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p> <p>The proposed development is located within Source Protection Zone 1 of a groundwater abstraction source. These zones are used for potable water sources for public supply for</p>	



Stakeholder	Question/Comment	Response
	<p>which Thames Water has a statutory duty to protect. Consequently, development shall not commence until details have been submitted to and approved by the Local Planning Authority in consultation with Thames Water, of how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction. More detailed information can be obtained from Thames Waters' Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603. Reason: To ensure that the water resource is not detrimentally affected by the development.</p> <p>Thames Water requests that further information on foundation design be submitted for detailed consideration. This will include - a.the methods to be used b.the depths of the various structures involved c.the density of piling if used d.details of materials to be removed or imported to site. More detailed information can be obtained from Thames Water's Groundwater Resources Team by email at GroundwaterResources@Thameswater.co.uk or by telephone on 0203 577 3603. Reason – to better assess the risk to water resources from the construction of the foundations.</p>	
<p><b>Greater London Authority</b></p>	<p>The full response is set out in Appendix 4</p> <p>The response concludes:</p> <p>London Plan policies on housing, urban design, inclusive access, sustainable development and transport are relevant to this application. Whilst the scheme is broadly supported in strategic planning terms the application does not yet fully comply with the London Plan as set out below:</p>	<p>Noted, issues raised in relation to housing, urban design and climate change have now been resolved to officers satisfaction.</p>

Stakeholder	Question/Comment	Response
	<p><b>Housing:</b> the Council should confirm that the proposed unit mix is in line with local needs. In relation to affordable housing, the financial viability appraisal and independent assessor's report should be provided to the GLA prior to stage 2. The maximum reasonable amount of affordable housing should be provided on site.</p> <p><input type="checkbox"/> <b>Urban design:</b> Improvements are required to ensure that the development contributes fully to place setting and local character; namely addressing the ground floor layout and its interaction with the public realm, and ensuring that taller elements are positioned sympathetically. <b>Inclusive access:</b> further information is required regarding M4(2) unit provision and the provision of a range in unit sizes for the wheelchair accessible units.</p> <p><input type="checkbox"/> <b>Climate change:</b> the applicant should provide full results and assumptions from the dynamic overheating modelling analysis so that level of exceedance can be better understood. Further passive measures should be investigated in line with London Plan Policy 5.9 in order to minimise the risk of overheating. Information on the management arrangements and anticipated costs for the CHP system should be provided.</p> <p><input type="checkbox"/> <b>Flood risk:</b> SuDS measures should be secured; consideration should be given to the discharge of treated surface water to the New River.</p> <p><b>Transport:</b> The proposed section106 agreement and/or conditions should secure contributions towards the improvement of the pedestrian environment, car club membership for the residential units, the provision of electric vehicle charging points, a car park management plan, a delivery and service management plan, residential travel plan</p>	

Stakeholder	Question/Comment	Response
	<p>and construction logistics plan.</p> <p>On balance, whilst the application is generally acceptable in strategic planning terms it does not fully comply with the London Plan for the reasons set out in paragraph 70 of this report. Possible remedies are set out in that paragraph to ensure full compliance with the London Plan.</p>	
<p><b>NEIGHBOURING PROPERTIES</b></p>	<ul style="list-style-type: none"> <li>• Objections to the design and appearance <ul style="list-style-type: none"> <li>○ Inappropriate scale, height and massing</li> <li>○ The site is too small to accommodate the development</li> <li>○ The scheme should be re-designed</li> <li>○ Poor architecture</li> <li>○ Too many materials used for the development</li> <li>○ Grim environment</li> <li>○ The proposal does not make the best use of a brownfield site</li> <li>○ Out of keeping with the area</li> <li>○ Previously a 9 storey development was rejected and therefore this development should not be supported</li> <li>○ There is no precedent for a 14 storey development in the location</li> <li>○ Impact on the skyline and</li> </ul> </li> </ul>	<p><b>Design and appearance</b></p> <p>Paragraph 6.1.24 – 6.1.26 of the report has addressed the concerns raised about the design, siting, context and the proposal being out of keeping with the character of the area. Furthermore, the scheme has evolved where it has been taken to the Quality Review Panel twice to a point where it is considered acceptable. Paragraph 6.1.45 highlights this.</p> <p>In terms of the materials and architectural expression paragraph 6.1.35-6.1.44 of the report addresses this</p> <p>In terms of the height and impact on the skyline and townscape, paragraph 6.1.30 – 6.1.34 of the report justifies the height for a number of reasons.</p> <p>In terms of the impact on the conservation area</p>

Stakeholder	Question/Comment	Response
	<p>townscape</p> <ul style="list-style-type: none"> <li>○ Impact on the conservation area</li> <li>○ Impact on Alexandra Palace and Alexandra Park</li> <li>○ The public realm should be given attention on this part of Hampden Road</li> <li>○ Too many dead frontages on the ground floor resulting in the potential for anti-social behaviour</li> <li>○ The scheme would create a concrete jungle</li> </ul> <ul style="list-style-type: none"> <li>● <b>Quality of the development</b> <ul style="list-style-type: none"> <li>○ Poor outlook to the west and over the railway depot and tracks</li> <li>○ Noise and vibration disturbance to residents facing west</li> <li>○ Overshadowing to the communal areas of the development</li> <li>○ Inadequate unit sizes</li> <li>○ Insufficient play space provision</li> </ul> </li> </ul>	<p>and Alexandra Palace and Alexandra Park, paragraph 6.1.52 of the report addresses this.</p> <p>In terms of impact on the public realm and too many dead frontages paragraph 6.1.73 of the report address this</p> <p><b>Quality of the development</b></p> <p>In terms of poor outlook to the west and over the railway depot, taking account the urban setting of the site and its current condition the proposal is not considered to result in an unacceptable impact on local amenity</p> <p>In terms of noise and vibration to residents facing west paragraph 6.1.75 of the report addresses this/condition attached to address this.</p> <p>The communal areas of the proposed development has been tested where the level of sunlight the proposed amenity space will enjoy is well in excess of that recommended within the BRE Guidelines ( paragraph 6.1.74 of the report)</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Density too high above the mayors standards.</li> <li>• Over-intensification</li> <li>• Too many residential units proposed</li> </ul> <ul style="list-style-type: none"> <li>• The design should include PV and living roofs combined across all roofs</li> </ul> <p><b>Ecological Corridor/landscaping</b></p> <ul style="list-style-type: none"> <li>• Impact on biodiversity</li> <li>• The site lies within an Ecological Corridor and environmental and ecological importance has not been taken into account</li> <li>• Lack of green space</li> <li>• Landscape design is poor</li> </ul>	<p>All the units sizes meet the Mayors Housing SPG space and layout standards (paragraph 6.1.67 of the report)</p> <p>With regards to the child playspace provision, based on the housing and tenure mix, the provision of play space would meet the London Plan requirements subject to a condition (paragraph 6.1.78 of the report)</p> <p>In terms of the density, although, this marginally exceeds the guidance in the London Plan density matrix, the density is considered acceptable in this instance as addressed in paragraph 6.1.21 of the report.</p> <p>The design of the development includes living roofs and PV. This can be found on drawing no. 6538-D9214 04 (proposed roof plan)</p> <p><b>Ecological Corridor/landscaping</b></p> <p>In terms of the impact on the ecological corridor and biodiversity paragraph 6.1.16 – 6.1.20 of the report addresses this.</p> <p>In terms of the landscaping design, further details of the design will be conditioned.</p>

Stakeholder	Question/Comment	Response
	<p style="text-align: center;"><b>Housing</b></p> <ul style="list-style-type: none"> <li>• Housing mix should include more family units as 1-2 beds increase a transient population that would diminish the local community</li> <li>• Proportion of affordable housing too low</li> </ul> <p style="text-align: center;"><b>Employment</b></p> <ul style="list-style-type: none"> <li>• Lack of employment floorspace</li> <li>• Loss of employment</li> <li>• The site was originally a commercial area</li> </ul> <ul style="list-style-type: none"> <li>• Concerns local businesses will benefit significantly from increased footfall</li> <li>• The scheme fails to create sense of community</li> <li>• Concerns around regeneration and impact on the area</li> </ul>	<p style="text-align: center;"><b>Housing</b></p> <p>In terms of the housing mix, the predominant 1 and 2 bed flats is considered acceptable as noted in paragraph 6.1.64-6.1.65 of the report</p> <p>In terms of the affordable housing provision, paragraph 6.1.58 of the report addresses this where the affordable housing level is considered acceptable in this instance.</p> <p style="text-align: center;"><b>Employment</b></p> <p>In terms of loss of employment and re-provision of employment floorspace paragraph 6.1.5 – 6.1.15 of the report addresses this.</p> <p>With regards to the concerns raised about local businesses and sense of community the proposal would provide significant regeneration benefits associated with the development such as affordable housing, regeneration, creation of public space on site and the enhancement to the heritage</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Waste Pollution</li> <li>• Excavation will result in further damage to nearby homes</li> <li>• The scheme will dwarf the railway line and aspect from the train</li> <li>• Impact on neighbours and the surrounding area <ul style="list-style-type: none"> <li>○ Loss of privacy</li> <li>○ Overshadowing and loss of light</li> <li>○ No evidence of a wind study</li> <li>○ Noise and disturbance during construction</li> <li>○ Noise pollution</li> <li>○ Overbearing</li> <li>○ Over dominant</li> <li>○ Visual intrusion</li> </ul> </li> </ul>	<p>assets and their setting as pointed out in paragraph 6.1.52 of the report.</p> <p>In terms of waste pollution, a revised waste strategy has been submitted and is considered satisfactory as pointed out in paragraph 6.109 – 6.1.110 of the report.</p> <p>In terms of the concerns regarding damage to nearby homes of the excavation, a construction logistics condition is attached</p> <p>In terms of impact on the railway line and trains. Network Rail has imposed a number of conditions.</p> <p>In terms of the impact on neighbours and the surrounding area; paragraph 6.1.82 – 6.1.91 of the report addresses this.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Transportation concerns, <ul style="list-style-type: none"> <li>○ increased parking</li> <li>○ Increased traffic levels</li> <li>○ Pedestrian conflicts</li> <li>○ Road safety</li> <li>○ Parking provision is too high</li> <li>○ Impact on Hornsey Rail Station</li> <li>○ The scheme should be car free</li> <li>○ Ownership and maintenance of access road</li> <li>○ Additional services in an already over congested traffic hub</li> <li>○ Parking provision is insufficient</li> </ul> </li> <li>• There are heavy good vehicles using this road at all times. In addition Wightman Road is a very busy road with cars travelling at great speed</li> <li>• The area is already quite busy as there is the Mosque, a Church, a community centre and the Greek Church all operating in the area and whose community congregate on different days which makes the area quite busy <ul style="list-style-type: none"> <li>○</li> </ul> </li> </ul>	<p>The transportation concerns raised can be found in paragraph 6.1.92 – 6.1.96 of the report. Where further details are outline in the transportation comments found in the appendices</p>

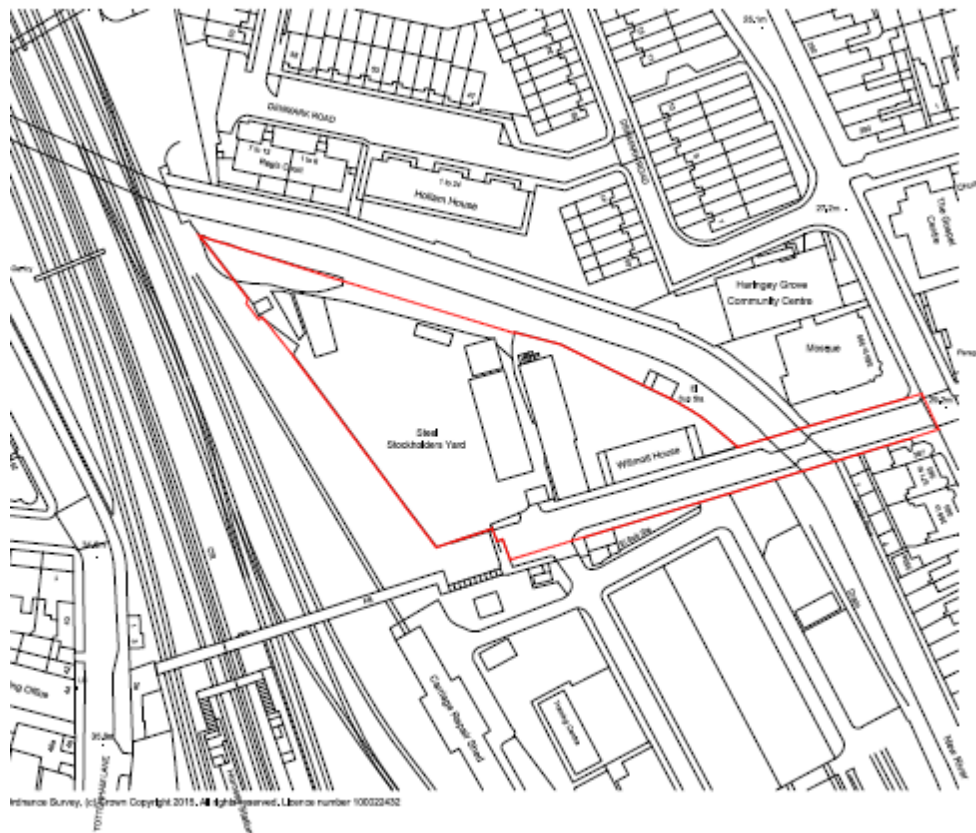


Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Support for more housing</li> <li>• Support as the location is sustainable with good transport links</li> <li>• Support for reasonable priced accommodation</li> <li>• Support of the height</li> <li>• Support as the proposal will help local businesses</li> <li>• Support as the scheme would result in efficient use of the site</li> <li>• The current use on site at the steel yard proposes to move to a more suitable location where there is a higher demand for customers</li> </ul> <p>5.1 The following issues raised are not material planning considerations:</p> <ul style="list-style-type: none"> <li>• Loss of a private view (Officer Comment: This is a private matter and therefore not a material planning consideration)</li> <li>• Impact on property values (Officer Comment: (This is a private matter and therefore not a material planning consideration)</li> <li>• Noise and disturbance during construction</li> <li>• Impact on local services and the community</li> </ul>	

Stakeholder	Question/Comment	Response

## Appendix 2 Plans and Images

### Location Plan





Birds eye view of the site





1. Adjacent railway siding with existing trees located on the site



2. Looking towards the site along Hempsden Road with Willmott house on the right



3. View from Hempsden Street showing the site and surrounding buildings



4. Looking East along Hempsden Road with Willmott house on the left

## Existing photos of the site including the railway



A. Adjacent building along New River to the East



B. View along New River looking West



## The New Rivers and the surroundings of the site



9. Varied housing stock on Denmark Road



10. View North along Denmark Road



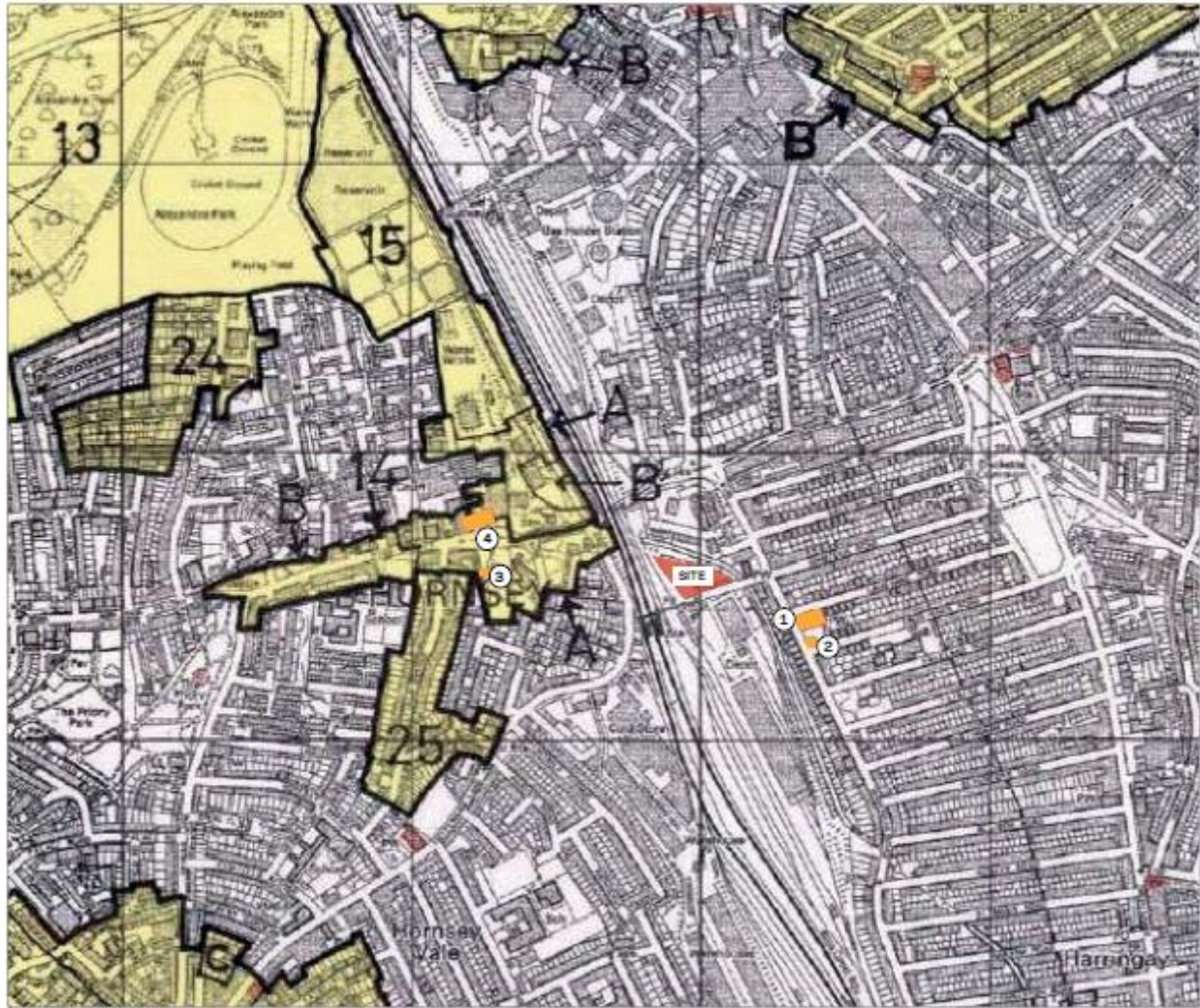
8. Varied housing stock on Denmark Road looking towards Turpin Lane



12. View along Tottenham Lane looking onto Hornsey Station

**Varied housing stock surrounding the site**

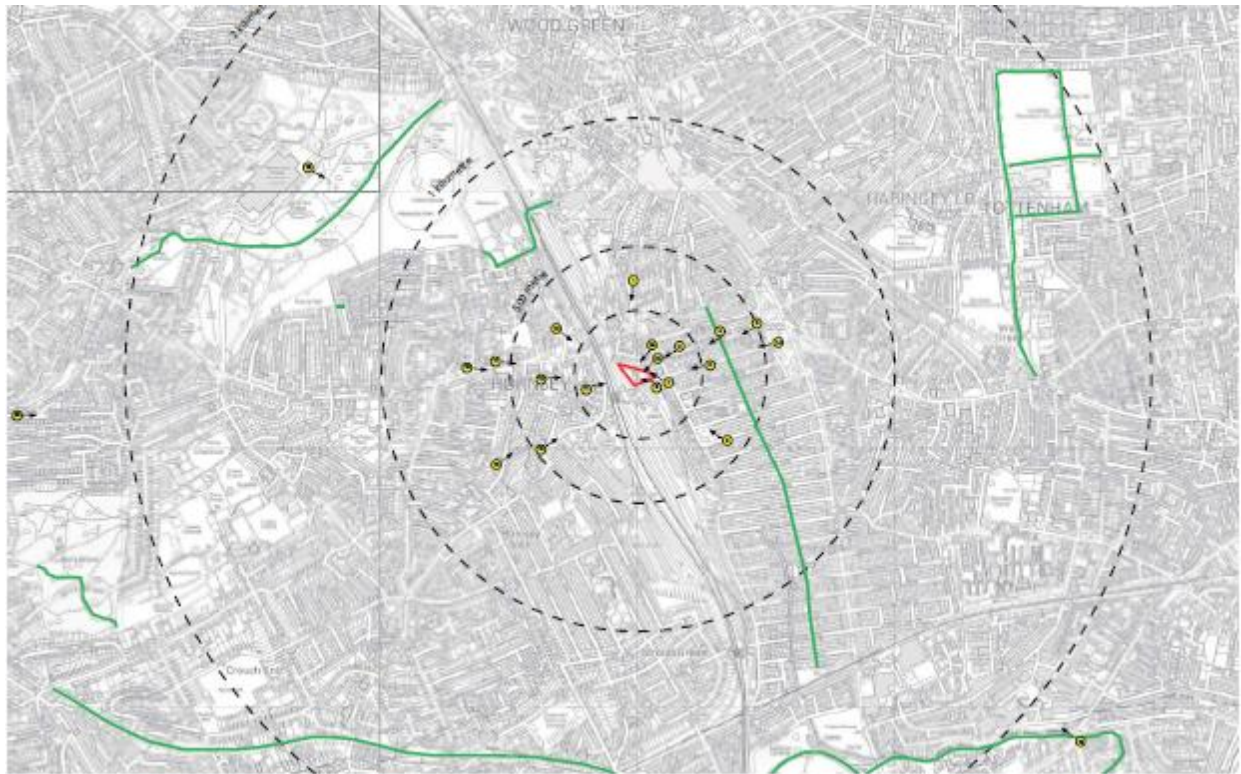




Surrounding conservation areas map

**Conservation Areas surrounding the site**

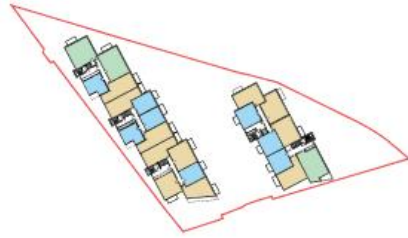




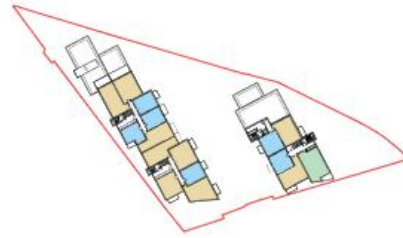
**Local views test carried out that were identified as key in assessing the impact of the proposal on the surroundings**



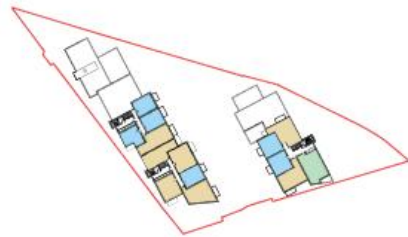
**Proposed ground floor plan**



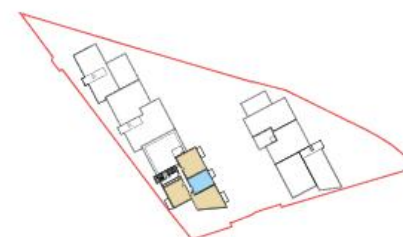
Proposed First floor plan



Proposed Fourth floor plan



Proposed Eighth floor plan



Proposed Eleventh floor plan

- 1 Bed Flat
- 2 Bed Flat
- 3 Bed Flat
- Commercial Units
- CHP

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## Typical floor plans of the development



Type A - 160p 53sqm



Type B - 160p 57sqm



Type C - 160p 74sqm

## Example of unit types



Elevation - 01



Elevation - 02



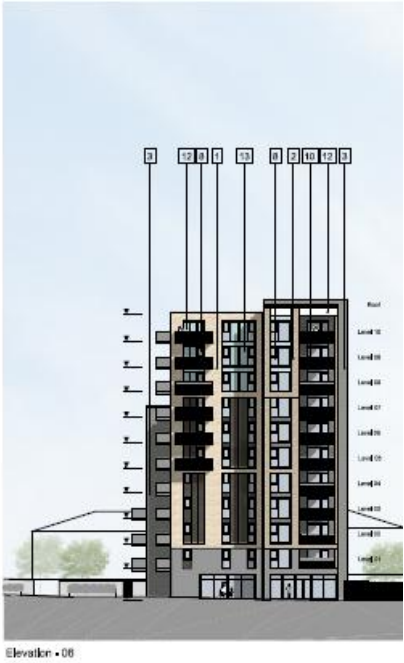
Elevation - 03



Elevation - 04

**Elevations of western block**





**Elevations of eastern block**



**Image to show how the top floor treatment has evolved**



**Materials illustrated**



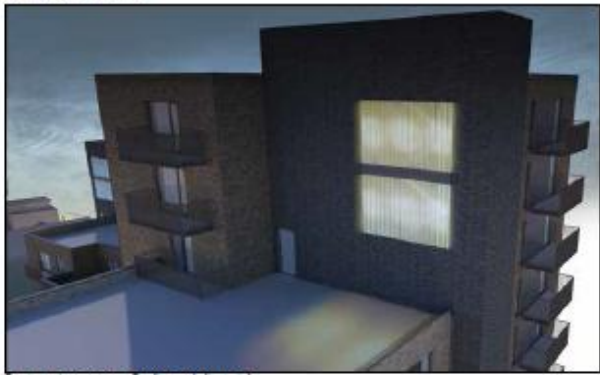
Taller Element on Block A - Top two floors



Eastern Elevation - Block B



Residential on Ground floor



Residential on corner - Night period at night

## Closer elevation details





**View from the south**



**Elevated view from the east**



**View from the footbridge across the railway**



**View from Wightman Road**

## **Appendix 3 QRP Notes**

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

### **Report of Formal Review Meeting: Railway Approach, Hampden Road**

Wednesday 16 March 2016  
River Park House, 225 High Road, London, N22 8HQ

#### **Panel**

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

#### **Attendees**

Richard Truscott	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects

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

Stephen Kelly	London Borough of Haringey
Emma Williamson	London Borough of Haringey
Deborah Denner	Frame Projects

#### **Declarations of interest**

John Lyall is currently working with NLP (planning consultants) on an unrelated project; NLP are part of the project team for the Hampden Road scheme.

#### **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.

Report of Formal Review Meeting  
16 March 2016  
HQR23\_Hampden Road





# CONFIDENTIAL

## *Massing and development density*

- The panel broadly supports the proposal, and feels that the proposed density could be acceptable if the scheme is further refined.
- The massing at the northern end of both blocks requires further thought and the possible reduction or redistribution of accommodation. As proposed, the blocks have a poor relationship to the smaller-scale residential blocks to the north of the New River, which are also on lower ground.
- At the scale currently proposed, the panel thinks the northernmost blocks would be oppressive when seen from the neighbouring streets.
- The panel suggests this part of the development should be a maximum of four storeys, and potentially set back further from the northern boundary.
- Cross sections would be helpful to test how the massing should be adjusted / reduced at the north, in relation to the existing housing adjacent.
- The panel would also encourage refinements to the massing and articulation of the 12-storey building on Hampden Road, to increase its elegance.

## *Place-making, character and relationship to surroundings*

- The panel recommends exploration of additional local views from neighbouring streets to help refine the scale of the scheme and illustrate its townscape quality.
- Further thought on the design of the southerly edge of the development could help to visually frame the main station approach along Hampden Road.
- Whilst the panel acknowledges that the station approach (Hampden Road) is outside of the site (i.e. owned by Network Rail), it feels that a coherent approach to the hard landscape would be beneficial.
- The panel anticipates that improvements to the station approach along Hampden Road (including step-free access to the station), will be undertaken by Network Rail in the future.
- It would be helpful to establish a dialogue with Network Rail, to ensure that the development relates well to any future improvements to the station.

## *Scheme layout*

- The panel welcomes the provision of multiple cores within the development, and the avoidance of long corridors.
- Enabling good levels of daylight within the cores would be encouraged.







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- The panel thinks that single aspect flats should be minimised, and that there is scope to improve the layout of units.

### *Architectural expression*

- The panel considers that the architectural expression could be refined to enhance the richness of the facades.
- Different elevational treatments to the north and south faces of blocks can be very successful in creating architectural interest, at the same time as responding to a different environmental climate context.
- This may include the use of different areas of glazing, or other environmental design measures.
- The western façade (onto the railway) is very visible for people arriving at the station, and further consideration should be given to ensuring that it does not present as a monolithic wall of development.
- The introduction of curves (in the roofline or in elevational components) could be explored within the architecture of the larger block.
- The panel would welcome an attempt to visually 'break up' the facades, especially with regard to elements of solid, void, shape and slimness.
- In architectural terms, more could be made of the higher levels on the tallest building (e.g. balconies), in order to take advantage of the attractive outlook, whilst helping to articulate the facades.
- Visually grouping together a number of storeys (e.g. 3 storeys) can make taller buildings look more elegant.
- In taller buildings, the ground floor can look visually 'squashed' unless it is 1.5 storeys high.

### *Landscape design*

- The panel recommends that the applicant assesses the remaining lifespan of the poplars to the north of the site, as it may be more appropriate to consider replacing these trees.
- The panel acknowledges that creating a physical link to the New River at the northern boundary seems unlikely at present due to ownership constraints.
- However, they would encourage further consideration of the landscape strategy to facilitate a strong visual connection to the waterway.
- One possibility could be using the slope of the bank to conceal the railings, allowing a view over the top.

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- The woodland concept holds promise, although the panel feels that it could do with extra emphasis and detail, as it seems to translate simply to grass and trees in the current proposal.
- Open form planting and ground cover could be used to enhance a woodland theme.
- Further consideration is required in order to identify places within the landscape where people can sit in the sun, avoiding overshadowing.
- The panel questions whether there is provision for residents' growing areas on site.

### *Inclusive and sustainable design*

- The panel would like to know more about the level of provision of affordable housing, and the approach to integration of different tenures within the scheme.
- The panel highlights that noise issues from the railway will be very significant, especially if there are single aspect dwellings facing the railway.
- Potential noise problems need to be explored in some detail, which will most likely result in the elevations being amended (perhaps to include acoustic ventilation panels) in order to mitigate for noise.
- The panel welcome the provision of Combined Heat and Power (CHP), and would encourage the applicants to commit to the (non-regulatory) CIBSE Heat Network Code of Practice (2015).
- Further consideration of the method of selling heat to residents (e.g. via a heat trust) would be helpful.
- The panel notes that photovoltaic panels (PV) are proposed for the roofs, and identifies that there may be significant shading at roof level with the result that PV use may be limited.

### *Next Steps*

- The panel would welcome a further opportunity to comment on revised proposals, alongside accompanying view studies and cross-sections, before a planning application is submitted.

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**London Borough of Haringey Quality Review Panel**

**Report of Chair's Review Meeting: Hampden Road**

**Wednesday 17 August 2016**

River Park House, 225 High Road, London, N22 8HQ

**Panel**

Peter Studdert (chair)

Wen Quek

**Attendees**

John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects

**Apologies / report copied to**

Emma Williamson	London Borough of Haringey
Stuart Minty	London Borough of Haringey
Nairita Chakraborty	London Borough of Haringey.

**Confidentiality**

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**

Land at Railway Approach, Hampden Road, Hornsey  
Planning application reference: HGY/2016/1573

**2. Previous Quality Review Panel meetings for this scheme**

16 March 2016          Formal review

Please refer to the report of this meeting for the panel's previous comments.

**3. Presenting team**

Luke Cadman	Fairview Homes
Graig Rodgers	Fairview Homes
David Stephenson	Fairview Homes
Tim Quick	Formation Architects
Marco Tomasi	Formation Architects

**4. Aims of the Quality Review Panel meeting**

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

**5. Planning authority's views**

Since the previous QRP meeting, the applicants have submitted the planning application for the redevelopment of the sites. The scheme proposes a mixed use development comprising residential units and commercial floorspace. In land use terms it is considered acceptable in principle subject to the level of employment generating floorspace being re-provided as existing on the site. Any reduction in employment generating floorspace would have to be robustly justified. Flexible and affordable B1 units will be considered favourably and these form part of the planning application. The bulk, scale and massing of the proposal has now reached a point where it is considered acceptable.



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

### *Summary*

The Quality Review Panel warmly welcomes the way that the design of the development has responded to the feedback from the previous QRP meeting in March, and expresses support for the scheme. They identified three main design interventions that have significantly improved the scheme. Adjustments in storey heights of the development, now ranging from 4 storeys to 14 storeys, achieves a more neighbourly relationship with properties to the north of the site. The elevational treatment of the tallest elements of the scheme, creates a 'break' in the parapet at roof level, and visually increases the slenderness of the tower. In addition, the façade design to create a distinct 'base' to the buildings is also welcomed. The panel notes that whilst they welcome the additional route to the play area through the undercroft car park, it will need to be very carefully designed and managed. They welcome the additional commercial unit at ground floor level. Further details on the panel's comments are provided below.

### *Massing and development density*

- The panel are supportive of the adjustments that have been made to the massing.
- Reducing the northern-most elements to 4 storeys creates a more neighbourly interface with the neighbouring residential properties to the north, and helps give taller elements to the south a more slender appearance.

### *Scheme layout and architectural expression*

- The panel welcomes the provision of an additional access to the play area. However, it will require very careful design, lighting and management due to the route of the link through the undercroft car park.
- The panel welcomes the move to create a more visually distinct 'base' to the development, through extending the ground floor elevational treatment up to include the first floor.
- The introduction of a slot within the elevations of the tower element help to increase the perception of slenderness, whilst adding a break into the roof-line parapet enables a more elegant solution.
- The panel recommends simplifying the architectural expression of this upper section of the tower, to reduce the number of different elements and details.
- They would like to see a clear logic behind the detailing and expression in the upper elevations of the tower.



- They note that some of the materials and components (e.g. windows) have yet to be finalised, and would recommend that samples are discussed and agreed with Haringey officers.

*Next Steps*

- The panel feels that the design team have responded well to the previous comments, and are confident that the detailed comments above can be addressed in consultation with planning officers.
- They would perhaps encourage a simpler approach to articulation of the top of the buildings, but acknowledge that this may be a subjective view.

Appendix 4: GLA's stage one response



**Railway Approach, Hampden Road, Hornsey**

in the London Borough of Haringey

planning application no. HGY/2016/1573

**Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

**The proposal**

Demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in height comprising 174 residential units (Use Class C3) and 160 sqm flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development.

**The applicant**

The applicant is **Fairview New Homes Limited** and the architect is **Formation Architects**.

**Strategic issues summary:**

**Land use:** redevelopment of underused industrial site for residential-led development use is supported in regeneration area (paras 13-15).

**Housing:** 174 units proposed. Affordable housing offer has been made of 32% by habitable room, split 60:40 affordable rent to shared ownership. Viability information is being reviewed (paras 24-27).

**Design:** Improvements required to justify tall buildings and high density development. (paras 28-32).

**Climate Change:** Carbon reduction target met; further information required on overheating analysis (paras 35-47).

**Transport:** proposals are acceptable; conditions and section 106 obligations required (paras 54-65).

**Recommendation**

That Haringey Council be advised that whilst the application is generally acceptable in strategic planning terms it does not fully comply with the London Plan for the reasons set out in paragraph 70 of this report. Possible remedies are set out in that paragraph to ensure full compliance with the London Plan.

## Context

1 On 2 June 2016 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 13 July 2016 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

The application is referable under Categories 1A and 1C of the Schedule to the Order 2008:

*Category 1A:*

*"Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats.*

*Category 1C:*

*1. Development which comprises or includes the erection of a building of one or more of the following descriptions:*

*(c) the building is more than 30 metres high and is outside the City of London."*

2 Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

3 The Mayor of London's statement on this case will be made available on the GLA website [www.london.gov.uk](http://www.london.gov.uk).

## Site description

4 The site is a triangular piece of land, which includes an access road known as Hampden Road to the south, with a total site area of approximately 0.72 hectares. The site is bound by the New River to the north and the East Coast main line railway tracks and sidings to the west. South of the site is the Network Rail depot. Hampden Road is a privately owned access road which provides vehicle access to the railway depot and pedestrian access to the footbridge across the railway tracks that links directly into Hornsey Station (approximately 100m from the site). Turnpike Lane and Hornsey High Road lie 200m to the north, with Turnpike Lane tube station approximately 800m from the site. To the east across Wightman Road is "The Ladder" area of terraced residential streets.

5 The western part of the site is currently occupied by the Steel Stockholders yard to the western side, with an associated single storey building. In the eastern portion of the site there are two buildings (three storey and single storey) in Class B1 office use.



6 The Haringey Heartlands Regeneration Area encompasses the site, and is covered by the adopted Haringey Heartlands Regeneration Framework SPD (2005). The site is within 100m of the boundary with the London Plan's Haringey Heartlands/Wood Green Area of Intensification which extends south along the railway tracks from Haringey to include the area around Hornsey Station. The New River is designated as a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance, and forms part of the Blue Ribbon Network. Haringey Council's Local Plan Strategic Policies Map (January 2016) identifies the site within an Ecological Corridor and part of the proposed Green Chain. The site is not within a conservation area.

7 Haringey Council's emerging Site Allocations DPD identifies the site as a key development site in the Wood Green Area (site SA17). The Council's proposed site allocation as outlined in this document includes mixed use residential and employment development securing improved pedestrian and cycling link to Hornsey rail station and improvements to the New River Path. The draft DPD is currently out for consultation.

### **Details of the proposal**

8 The proposals are for the demolition of the existing buildings and redevelopment of the site to provide two buildings of between 4 and 14 storeys in height comprising 174 residential units and 160 sqm of flexible B1 floorspace, including the provision of private and communal amenity areas, child play space, secure cycle parking, car parking, refuse and recycling storage areas and other associated development.

### **Case history**

9 In January 2016 a pre-application meeting was held with GLA officers and a report was issued on 11 February 2016. The applicant was advised that the principle of residential development on this site is acceptable in strategic planning terms, subject to meeting local requirements and aspirations for the retention of employment land. It was advised that the acceptability of the housing provision is also subject to the provision and assessment of a viability report and justification regarding the mix of housing and provision of affordable housing. In terms of design, the applicant was requested to further consider the site's role within the wider area: in particular, it was considered that the scheme needed to fully address the street frontage, the definition to the river edge and the relationship of the buildings to the predominantly low-rise surrounding area.

### **Strategic planning issues and relevant policies and guidance**

10 The relevant issues and corresponding policies are as follows:

- Housing *London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG*
- Affordable housing *London Plan; Housing SPG; Housing Strategy*
- Density *London Plan; Housing SPG*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG*
- Mix of uses *London Plan*
- Regeneration *London Plan; the Mayor's Economic Development Strategy*
- Access *London Plan; Accessible London: achieving an inclusive environment SPG;*



- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy*
- Nature conservation *London Plan*
- Transport *London Plan; Mayor's Transport Strategy*

11 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is Haringey Local Plan: Strategic Policies (2013), the Haringey UDP Saved Policies (2013), and the 2016 London Plan (Consolidated with Alterations since 2011).

12 The following are also relevant material considerations:

- The National Planning Policy Framework, Technical Guide to the National Planning Policy Framework and National Planning Practice Guidance.

## **Principle of development**

### Redevelopment of employment floorspace

13 The site is currently occupied and in use by commercial and light industrial businesses. While the site is not designated as a strategic industrial or office location in the London Plan and does not lie within the Central Activities Zone, Policy 4.4 of the London Plan seeks to ensure that there is a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses in different parts of London. It also recognises, however, that surplus industrial land could meet other strategic objectives of the London Plan, such as providing more housing.

14 The applicant has provided an employment land report with the application (April 2016). The report concludes that the site is ill-suited to continued commercial/industrial use due to the poor condition of the existing buildings which are at the end of their lifespan, the fact that the site is not within a recognised employment location or cluster and has limited supporting infrastructure for this type of use, and the restricted access arrangements for larger vehicles which could conflict with nearby residential uses. The western portion of the site, occupied by the Steel Stockholders yard, has been sold by this business due to a desire to relocate the business to a site which better suits their needs. The directors of this business have written in support of the current application. Wilmott House in the eastern part of the site has been occupied by several short-term Class B1 and D1 uses over the past decade. Most recently, the building was occupied as site offices and storage for the building works at Hornsey Depot, which are now complete. This building has been subject to extensive marketing since 2008 which has not identified any medium or long term interest from commercial occupiers.

15 A replacement commercial unit of 160 sqm would be included in the scheme, which would provide some employment opportunity in a smaller unit, arguably more suited to the site. Given the evidence provided by the applicant and the fact that the site is not designated as employment land, it is considered that the loss of the employment land does not conflict with relevant London Plan policies in this case. As such the principle of the redevelopment is supported.

## **Housing**

16 London Plan Policy 3.3 identifies the pressing need for more homes in London and Haringey's annual housing target as set out Table 3.1 is 1,502 homes per year in the period 2015 -

2025. The scheme proposes 174 residential units, which would contribute to this target and is supported.

#### Housing choice

17 London Plan Policy 3.8 requires different sizes and types of dwellings to meet different needs. The proposed housing would be provided in the following unit mix:

<b>Unit size</b>	<b>Provision</b>
1 bed	61 (35%)
2 bed	96 (55%)
3 bed	17 (10%)
<b>Total</b>	<b>174</b>

18 The proposals provide a range of unit sizes, although it is noted that there would be no larger family sized units (i.e. with more than 3 beds). Whilst the proposed mix could be suitable for a higher density housing development within a regeneration area and close to transport nodes, the GLA notes that there is a significant London-wide need for affordable family-sized housing. Consideration should be given to providing a greater number of larger units, but particularly to ensuring that a significant proportion of the family sized units are affordable. The Council should also confirm that the proposed unit mix is in line with local needs.

#### Density

19 The site has a PTAL of 4-5 and is in close proximity to a railway station. It is also within 800m of the boundary with Wood Green Metropolitan Town Centre. The rest of the site's context demonstrates the characteristics of an "urban" setting as defined by Table 3.2 of the London Plan. Table 3.2 indicates that densities in the range of 55-225 units per hectare or 200-700 habitable rooms per hectare would be appropriate. The applicant has set out that the density of the proposals would be 238 units per hectare and 715 habitable rooms per hectare. This marginally exceeds the guidance in the London Plan density matrix. However, it is also noted that the density calculation includes the area taken up by Hampden Road, an existing access road. Whilst the applicant may have acquired ownership of this private road, it cannot be said to form part of the net residential development site area. A density calculation should be provided based on the net residential area, excluding this road. Notwithstanding this, given the site's location close public transport and the town centre, it is considered that higher densities could be supported. However, this is dependent on the scheme demonstrating that the highest quality of design has been employed in terms of the housing quality, architecture and approach to the public realm. This will be discussed further below.

#### Residential quality

20 The residential quality of the proposals is generally high. All proposed units would meet the space standards set out in the Mayor's Housing SPG. The number of residential cores limits the number of units sharing each landing and maximises the proportion of dual aspect units which is strongly supported. None of the units would be solely north facing. All units would be provided with an area of private amenity space which meets the Mayor's minimum standards.





21 The noise from the railway line is a significant constraint on this site, and it is noted that units within the western block have been designed with bedroom windows facing the railway. The applicant has submitted a noise assessment report which concludes that appropriate noise mitigation measures (i.e. acoustic glazing and mechanical ventilation) will need to be employed, but with these measures the development would provide a satisfactory noise environment for the affected units. The Council should ensure that the detailed design incorporates the recommended measures to insulate the units against unacceptable noise, and these measures should be conditioned. Notwithstanding this, a better design for the site could reorientate the development along the street and river frontages, minimising the number of units facing the railway, as discussed further below.

#### Children's play space

22 The Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG sets a benchmark of 10 sq.m. of useable children's playspace to be provided per child, with particular emphasis on playspace for children under five years old to be provided on-site. Based on the proposed tenure mix, a child yield of approximately 39 children could be expected from this development, of which 20 would be under five, but this should be confirmed by the applicant once the tenure/affordable housing mix is confirmed.

23 The proposals include a play area to the east of the site which could meet the required space, but the applicant should confirm in a detailed drawing how the playspace would be laid out. It should be ensured that the on-site playspace provision includes suitable landscaping, climbable objects, fixed equipment, facilities for younger and older children and facilities suitable for disabled children and carers. The approach to the playspace design should be confirmed by the applicant and secured via condition.

#### **Affordable housing**

24 London Plan Policy 3.12 sets out that the maximum reasonable amount of affordable housing should be sought on developments. London Plan Policy 3.11 sets out that affordable housing should be provided at a ratio of 60:40 social rent to intermediate housing.

25 The applicant's viability report is currently being independently verified by consultants appointed by the Council and the independent consultant's report should be shared with the GLA prior to the application being referred back to the Mayor at Stage 2. The applicant is currently offering 32% affordable housing on site by habitable room (or 45 units). The proposed tenure split would be 60:40 affordable rent to intermediate accommodation. The Council's independent report should analyse the applicant's viability assumptions and should demonstrate that the maximum reasonable amount of affordable housing has been provided in line with Policies 3.11 and 3.12. If the assessment demonstrates that the scheme can afford to deliver a greater amount of affordable housing, any additional affordable housing should be provided on site, in line with London Plan Policy 3.12C. Full commentary should be provided to the GLA prior to the application being referred back to the Mayor at Stage 2.

26 It is noted that the currently proposed quantum of affordable housing falls short of Haringey Council's emerging draft Development Management DPD policy (which proposes a borough-wide affordable housing target of 40%). As such, the GLA expects a greater quantum of affordable housing to be achieved on this site and would support the Council in seeking more affordable units within the scheme.

27 Notwithstanding this, the proposed tenure split for the affordable housing would be acceptable. It should be confirmed by the applicant prior to Stage 2 what discount on market rent is proposed for the affordable rented units. It is proposed that 8 of the 26 affordable rented units

and 2 of the 19 shared ownership units would have 3 bedrooms. The provision of a significant amount of affordable family accommodation is welcomed in line with London Plan Policy 3.11.

## **Urban design**

28 At the pre-application stage, the GLA raised a number of concerns and comments relating to the design and layout of the proposed linear blocks. It is disappointing that the scheme has not undergone significant amendment in order to address these comments. In particular, the GLA is concerned that the development fails to take the opportunity to improve the pedestrian environment along Hampden Road and also fails to create a sufficient quality public realm within the site.

29 Whilst there would now be a commercial unit fronting on to Hampden Road within the eastern block, virtually the entire ground floor of the western block and much of the eastern block consists of blank walls, entrances to refuse and cycling stores. The pedestrian route through the site would be flanked on one side by these dead frontages and on the other side by surface car parking. The public realm would therefore be poor quality, lacking activity and interaction at ground level. The development would also fail to fully enliven the frontage to Hampden Road, which is considered to be a key opportunity for this development. Notably, the ground floor level at the southern end of the western block fronting Hampton Road would be occupied by a large CHP unit with accompanying blank façade. An unwelcoming and potentially unsafe pedestrian path would also be provided to the far west of the site.

30 As raised at the pre-application stage a better approach would be to conceal parking and servicing beneath a podium, presenting continuous street frontage to Hampden Road and the opportunity for additional amenity space above. This arrangement may be able to accommodate more residential units at ground level. The applicant was also requested to investigate an alternative massing approach which maximises development alongside Hampden Road and minimises the residential frontage facing the railway. It has not been sufficiently explained why these alternative approaches have been rejected. The applicant should revisit the ground floor layout to reconfigure service uses and create activity at ground floor level, including residential uses.

31 Officers note that the height of the buildings significantly exceeds the height of development in the surrounding area and has an impact on local views, including those from nearby conservation areas. The development would not adversely impact on strategic views (i.e. from Alexandra Palace), and GLA officers thus raise no specific strategic concerns regarding the height of the blocks. However, as raised at the pre-application stage, officers query the benefits of locating the taller elements at the southern edge of the site where the risk of overshadowing between blocks and onto amenity spaces is likely to be high. A more sympathetic scale along the site's southern edge should be considered in response to the relatively narrow street width of Hampden Road.

32 In order to support a relatively high residential density in this location, the overall quality of the scheme's design will need to demonstrate a high standard of architecture, including a fully resolved public realm strategy as explained above and clear and legible residential entrances. It is noted that Hampton Road is included within the applicant's red line site and it is thus expected that the developer will fund and implement significant improvements to this pedestrian route to the station, as identified in the PERS assessment referred to below. Further details should be provided before the application is referred back to the GLA at Stage 2. The Council should ensure that architectural detailing and materials are of the highest quality via the imposition of robust conditions.



## **Inclusive access**

33 The applicant's Design and Access statement addresses key points regarding level access into and throughout the development. It is confirmed that 10% of the units would be M4(3) compliant (wheelchair accessible), and a typical layout for the M4(3) units has been provided, which is acceptable. The applicant should also confirm that all units are M4(2) compliant.

34 The wheelchair accessible units would be provided at all floor levels which is welcomed. However from the drawings the units all appear to be two-bedroom dwellings. A variety of unit sizes should be adaptable for wheelchair use, to ensure a full choice of accommodation to suit the different needs of individual wheelchair users.

## **Climate change**

### Energy efficiency standards

35 A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting and mechanical ventilation with heat recovery.

36 The applicant has undertaken a dynamic overheating modelling exercise to assess the risk of overheating in the dwellings, this is welcomed. The applicant has used the CIBSE TM 52 methodology and is reporting that 17 units will meet the criteria with three units marginally failing.

37 The applicant should provide full results and assumptions from the analysis so that level of exceedance can be better understood. Further passive measures should be investigated in line with Policy 5.9 so that the CIBSE requirements are met for all sample units in order to minimise the risk of overheating now and in the future.

38 The development is estimated to achieve a reduction of 6 tonnes per annum (3%) in regulated CO<sub>2</sub> emissions compared to a 2013 Building Regulations compliant development.

### District heating

39 The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available.

40 A site heat network is proposed, connecting all apartments. The applicant is not proposing to connect the ground floor commercial unit, being delivered to shell and core only, due to the small size of the unit and associated limited heat demand. An estimate of the heat demand has been provided and this approach is considered acceptable in this instance.

41 The site heat network will be supplied from a single energy centre. This will be 150sq.m. in size and located on the ground floor.

### Combined Heat and Power

42 The applicant is proposing to install a 33 kWe /62 kWth gas fired CHP unit as the lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load, as well as a proportion of the space heating. A reduction in regulated CO<sub>2</sub> emissions of 51 tonnes per annum (28%) will be achieved through this second part of the energy hierarchy.



43 The applicant should provide information on the management arrangements proposed for the system, including anticipated costs, given that the management and operation of small CHP systems can significantly impact their long term financial viability.

#### Renewable energy technologies

44 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install Photovoltaic (PV) panels with a total output of 41 kWp on the roof of the development. ASHPs have been assumed for the space heating of the ground floor shell commercial unit

45 A reduction in regulated CO<sub>2</sub> emissions of 18 tonnes per annum (10%) will be achieved through this third element of the energy hierarchy.

#### Overall carbon savings

46 A reduction of 75 tonnes of CO<sub>2</sub> per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected for the proposals, equivalent to an overall saving of 41%.

47 The carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan however the comments above should be addressed before compliance with London Plan energy policy can be verified.

### **Flood risk**

48 The proposed development is located within Flood Zone 1 and so no Flood Risk Assessment is required. In addition, the site and surrounding area is not at high risk of significant surface water flooding. The proposed development is therefore acceptable with regard to London Plan policy 5.12

#### Sustainable drainage

49 Policy 5.13 of the London Plan seeks to ensure that surface water is attenuated in accordance with the drainage hierarchy, and that developments should aim to achieve greenfield run-off rates. The applicant has submitted a drainage strategy which outlines SuDS techniques to be incorporated within the development. The site will have attenuation in the form of porous paving, crated storage and a recessed ground storage area to the north of the development. The use of SuDS as part of the proposed development is welcomed; particularly the proposed green roofs, the shallow storage basin in the children's play area (Design for Exceedance), and the permeable paving. Subject to these measures being secured via appropriate planning conditions, the proposed development is in accordance with London Plan policy 5.13.

50 However, consideration should also be given to direct discharge of treated runoff to the adjacent New River, in line with the SuDS hierarchy and to ensure no loss of biodiversity as a result of contaminated runoff.

51 In addition, attenuation/geo-cellular tanks should be design to the Method 2 principles as taken from Ciria's Susdrain Factsheet.

### **Nature Conservation**

52 The site is located adjacent to the New River Site of Metropolitan Importance for nature conservation (SMI). The proposed tree and 'buffer' planting along the river corridor is welcome,



along with bird and bat nesting/roosting opportunities. These measures should be secured via appropriate planning conditions.

53 However, the grass verge should not just be short-mown amenity grassland, but a native and locally appropriate wildflower and grassland mix, with a management plan that makes the most of the area of biodiversity. This should be shown in a detailed landscape strategy to be secured by condition.

## **Transport**

### Accessibility

54 The site is within 150m of Hornsey railway station which provides access to Great Northern services between Moorgate and Hertfordshire. Turnpike Lane underground station, providing access to Piccadilly Line services, is approximately 800 metres to the east of the site. In addition, two high frequency bus routes (41 and 144) operate close to the site, with the nearest stops on Turnpike Lane. As such, TfL estimates that the site records a public transport accessibility level ranging from 4 to 5, on a scale of 1-6, where 1 is poor and 6 is excellent.

55 The nearest Strategic Road Network (SRN) is the A105 Green Lanes, approx. 800m east of the site. The site is remote however from the Transport for London Road Network (TLRN).

### Access

56 Vehicular access to the development will be afforded via a single consolidated access in Hampden Road, which replaces the three existing vehicle accesses that serve the Steel Stockholders Yard and Wilmott House. The proposed access will serve as a shared access for pedestrians, cyclists and vehicles (including refuse collection and delivery vehicles). The proposal introduces a new north-south shared access road that extends from Hampden Road to New River. The layout of the access road allows large vehicles to turn within the site and exit in a forward direction. TfL is satisfied with the proposed access arrangements.

### Car parking

57 The proposal includes 52 car parking spaces, including 17 accessible parking spaces, consisting of a mixture of undercroft and perpendicular parking along the internal access road. This equates to a ratio of 0.3 spaces per dwelling. At the pre application stage TfL advised that such a ratio seemed relatively high considering the good transport accessibility and asked for further justification. The applicant has advised that the ratio is in line with average car ownership levels for this area and also aligned with Haringey Council's policy. In view of this and noting that the site currently accommodates around 45 vehicles, this is accepted. The quantum of accessible parking also accords with TfL requirements of 1 space per wheelchair accessible unit.

58 It is understood that Haringey Council will be undertaking a review of on-street parking in the area, with a view to reinforcing the existing controlled parking zone (CPZ), subject to the outcome of public consultation. TfL expects that this will address potential overspill parking effects that might arise from the development. TfL will require the imposition of a s106 obligation that removes residents' eligibility to obtain permits to park in the neighbouring controlled parking zone (CPZ). The provision of a car club bay near site entrance and inclusion of a car club as a measure in the travel plan is welcome.

59 The proposal includes a car club bay near the site access and it is proposed that car club membership will be included as a measure in the travel plan. TfL welcomes this and recommends





that the borough secures funding to provide each resident with free membership of the car club. The provisions relating to the car club will need to be secured by legal agreement.

60 The proposal includes 20% active and 20% passive electric vehicle charging points (EVCPs), which meets the London Plan requirements. The applicant will need to clarify the location of the EVCPs. TfL therefore recommends that details and retention of the EVCPs should be secured by condition.

#### Cycling and walking

61 The proposal includes 287 cycle parking spaces and a further 4 short-stay cycle parking spaces for visitors to the residential use. One short-stay cycle parking space will be provided for the commercial use. The cycle parking provision accords with the London Plan. Details of the cycle parking should be secured by condition.

62 A PERS (pedestrian environment review system) audit has been undertaken and included in the transport assessment. The PERS audit identified weaknesses in the pedestrian environment. TfL expects the development to address the deficiencies identified in the PERS audit through a Section 278 agreement, encompassing improvements to the section of Hampden Road that adjoins the development, and Section 106 funding covering the wider PERS study area.

#### Trip generation

63 TfL concurs with the conclusion of the transport assessment that the development will not materially impact on the operation of the strategic road network. The majority of the forecasted trips will be by public transport which can be accommodated on the local bus network. A mode share of 44% or 100 trips in the AM peak through Turnpike Lane underground station is also predicted, though this will not require site specific mitigation.

#### Construction, servicing and deliveries

64 A Construction Logistics Plan (CLP) should be secured for the site by condition. The CLP should include measures to limit the impact of the development during the construction period, and include information on i) booking systems; ii) consolidated or re-timed trips iii) secure off-street loading and drop off facilities.

65 TfL welcomes the submission of a travel plan, the content of which is considered to be generally acceptable. The full travel plan will need to be submitted to the Council for approval prior to the occupation of the development and should include provisions for reviewing and monitoring. The Travel Plan should be secured through the Section 106 agreement.

#### Community Infrastructure Levy

66 In accordance with London Plan policy 8.3 '*Community Infrastructure Levy*', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. The rate for Haringey is £35 per square metre of additional floorspace.

### **Local planning authority's position**

67 It is understood that the application is intended to be reported to Haringey Council's planning committee in September.



## Legal considerations

68 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

## Financial considerations

69 There are no financial considerations at this stage.

## Conclusion

70 London Plan policies on housing, urban design, inclusive access, sustainable development and transport are relevant to this application. Whilst the scheme is broadly supported in strategic planning terms the application does not yet fully comply with the London Plan as set out below:

- **Housing:** the Council should confirm that the proposed unit mix is in line with local needs. In relation to affordable housing, the financial viability appraisal and independent assessor's report should be provided to the GLA prior to stage 2. The maximum reasonable amount of affordable housing should be provided on site.
- **Urban design:** Improvements are required to ensure that the development contributes fully to place setting and local character; namely addressing the ground floor layout and its interaction with the public realm, and ensuring that taller elements are positioned sympathetically.
- **Inclusive access:** further information is required regarding M4(2) unit provision and the provision of a range in unit sizes for the wheelchair accessible units.
- **Climate change:** the applicant should provide full results and assumptions from the dynamic overheating modelling analysis so that level of exceedance can be better understood. Further passive measures should be investigated in line with London Plan Policy 5.9 in order to minimise the risk of overheating. Information on the management arrangements and anticipated costs for the CHP system should be provided.
- **Flood risk:** SuDS measures should be secured; consideration should be given to the discharge of treated surface water to the New River.
- **Transport:** The proposed section 106 agreement and/or conditions should secure contributions towards the improvement of the pedestrian environment, car club membership for the residential units, the provision of electric vehicle charging points, a car park management plan, a delivery and service management plan, residential travel plan and construction logistics plan.

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