

Planning Sub Committee 10 October 2016

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/1807

Ward: Harringay

Address: Hawes and Curtis Warehouse, 590-598 Green Lanes, London N8 0RA

Proposal: Demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units (42 x 1-bed, 62 x 2-bed and 29 x 3-bed) and 940sqm of flexible A1/A2/A3/B1/D1 or D2 floorspace at ground floor level, 14 disabled car parking spaces for the residential use, with 3 additional spaces and 1 disabled space for the ground floor use, a new vehicular access off Colina Road and associated landscaping. Works also include the upgrading of Colina Mews and Colina Road.

Applicant: Green Lanes Property Developments

Ownership: Private

Case Officer Contact: Adam Flynn

Date received: 09/06/2016

Drawing number of plans: 028-PL-001; 028-PL-002; 028-PL-003; 028-PL-004; 028-PL-005; 028-PL-006; 028-PL-007 Rev A; 028-PL-008 Rev B; 028-PL-009 Rev B; 028-PL-010 Rev A; 028-PL-011 Rev A; 028-PL-012 Rev A; 028-PL-013 Rev A; 028-PL-014; 028-PL-015; 028-PL-016; 028-PL-017; 028-PL-018; 028-PL-019; 028-PL-020; 028-PL-021; 028-PL-022; 028-PL-023; 028-SK-057 Rev A; 028-SK-058 Rev A; 028-SK-059; 028-SK-060; 028-SK-061; 028-SK-062 Rev A; 028-SK-063 1/3; 028-SK-063 2/3; 028-SK-063 3/3; 028-SK-064; 252/PL/02; 2703-001; 2703-002; 2703-003; 2703-004

Documents: Design and Access Statement (June 2016); Design and Access Statement Appearance and Materials Addendum (July 2016); Air Quality Assessment (May 2016); Preliminary Bat Roost Assessment Report (February 2016); BREEAM Pre-Assessment Summary Report (2 June 2016); HQM Pre-Assessment Summary Report (8 June 2016); Energy and Sustainability Report (8 June 2016); External Building Fabric Assessment (7 June 2016); Fire Safety Planning Short Statement (Jun 2016); Flood Risk Assessment (7 June 2016); Landscape Design (June 2016); Phase 1 Desk Study Report (Rev. 1; June 2016); Planning Statement (June 2016); Statement of Community Involvement (June 2016); Transport Statement (June 2016); Framework Travel Plan (June 2016); Tree Survey Report (February 2016); Vibration Assessment (7 June 2016); Potable Water Capacity Flow & Pressure Investigation (24/06/2016); Daylight and Sunlight Report (Version V2, June 2016)

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a mixed-use development is acceptable on this site and is in accordance with the Council's allocation for this site.
- The proposed residential accommodation would be of an acceptable layout and standard
- The proposal would not harm the amenities of neighbours
- The design and appearance of the proposal is acceptable
- There would be no significant impact on parking
- The proposal meets the standards outlined in the London Plan Housing SPG
- The application is in accordance with the development plan

2.0 RECOMMENDATION

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

2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 10/11/2016 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions

2.4

That delegated authority be granted to the Assistant Director to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans and documents
- 3) Materials submitted for approval

- 4) Landscaping
- 5) Landscape management
- 6) Active Frontage
- 7) Hours of use
- 8) Car parking
- 9) Cycle parking
- 10) Construction management and logistics plan
- 11) Service and delivery plan
- 12) CHP
- 13) BREEAM
- 14) Carbon reduction (residential)
- 15) Construction dust
- 16) Contamination
- 17) Remediation
- 18) Air quality
- 19) Energy plant
- 20) CHP emissions
- 21) Refuse
- 22) Subsurface works (London Underground)
- 23) Piling (Thames Water)
- 24) Secured by Design
- 25) SUDS
- 26) Satellite dishes and aerials

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Fire Safety
- 7) Thames Water
- 8) Thames Water
- 9) Thames Water
- 10) Thames Water
- 11) Thames Water
- 12) Asbestos

Section 106 Heads of Terms:

- 1) Requirement for provision of NHS facility subject to the confirmation of need by a long stop date (to be agreed prior to planning committee and will be confirmed at committee)
- 2) Provision of affordable housing (12% (16 shared ownership units) on the basis of an NHS facility being provided, or 17.3% (26 units) if another use is

implemented) in addition if the facility received NHS capital funding a review mechanism will capture additional affordable housing.

- 3) A carbon offsetting contribution of £29,450
- 4) Construction Training and Local Labour Initiatives
- 5) Resident's Parking Permit restriction ('Car-Free' development)
- 6) Travel Plans x 2 (Residential and Healthcare or Commercial), including £6000 for Travel Plan Monitoring and Car Park Management Plan
- 7) A controlled parking review contribution of £12,000
- 8) Car Club membership (two years membership and £50 credit)
- 9) Provision of 10% wheelchair accessible dwellings
- 10) Section 278 Agreement for highways works (£78,540)

2.5 In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.

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

(i) In the absence of the provision of Affordable Housing, the proposal would have an unacceptable impact on affordable housing provision within the Borough. As such, the proposal would be contrary to Local Plan policy SP2 and London Plan policy 3.12.

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

(iii) In the absence of a financial contribution towards the carbon offsetting, the proposal would fail to deliver an acceptable level of carbon saving. As such, the proposal would be contrary to Local Plan policy SP4 and London Plan policy 5.2.

2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

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

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for the demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units (42 x 1-bed, 62 x 2-bed and 29 x 3-bed) and 940sqm of flexible A1/A2/A3/B1/D1 or D2 floorspace at ground floor level, 14 disabled car parking spaces for the residential use, with 3 additional spaces and 1 disabled space for the ground floor use, a new vehicular access off Colina Road and associated landscaping. Works also include the upgrading of Colina Mews and Colina Road.
- 3.1.2 At application stage, the intended use of the ground floor unit is for an NHS facility, subject to the confirmation of the need by the NHS. A flexible use is applied for in the event such a facility cannot be secured.

3.2 Site and Surroundings

- 3.2.1 The property is located on the eastern side of Green Lanes, at the Junction with Colina Road. The site comprises a number of poor quality retail and light industrial buildings. The site lies on the northern edge of the Green Lanes Town Centre. It is not located within a Conservation Area, and no buildings are listed.
- 3.2.2 The site is bordered by streets on three sides, with Green Lanes to the front (west), Colina Road to the South and Colina Mews to the east. To the north of the site is the Langham Club with a garage site to the rear (this garage site has a permission for a 3-storey flatted block). The predominant character of the

surrounding area is terraced residential properties, with a shopping parade opposite, and along Green Lanes to the south.

- 3.2.3 The site forms part of Site SA26 in the emerging Site Allocations DPD proposed submission document 2015. The site is not located within a Conservation Area, and does not contain any listed buildings.

3.3 Relevant Planning and Enforcement history

- 3.3.1 There is no recent planning history for the site relevant to this application.

4.0 CONSULTATION RESPONSE

- 4.1 A number of pre-application meetings were held with planning officers prior to submission of the planning application. The architects were advised as to the principle of development, the form and scale of the building proposed for the site, car parking and access, trees and refuse storage.
- 4.2 The scheme has been presented to the **Haringey Quality Review Panel** on 20 January 2016 and again on 18 June 2016.
- 4.3 The minutes of the meeting are set out in Appendixes 3A and 3B. The issues raised and how they have been addressed by the application are set out in the Design section (6.2) of this report, and the report from the second meeting is summarised as follows:

'The designs for the Hawes and Curtis site have significantly improved since the previous QRP meeting in January. The scheme now respects and enhances the setting of Green Lanes, and promises high quality development. The panel supports the design approach taken to the Green Lanes frontage and interface with Colina Mews, but recommends a reduction in height of the 8-storey block to the centre of the site. Further exploration of long views to the site and close views from neighbouring streets would be helpful to explore scale and massing. As part of this process, the panel would encourage adjustments to the massing of blocks on Colina Road to help to increase daylight and sunlight in the courtyard, and achieve a sympathetic relationship with existing properties opposite. The panel supports the provision of multiple cores to residential blocks, and the emerging articulation of the facades, provided by inset balconies and setbacks.'

- 4.4 The central building was further reduced in height following this meeting.
- 4.5 A **Development Management Forum** was held on 16 June 2016.
- 4.6 The notes of the forum are contained in Appendix 4, and the issues raised are summarised as follows:

- Overlooking/privacy
- Traffic
- Parking
- NHS facility and affordable housing
- Security
- Daylight/sunlight
- Works to Colina Road and Colina Mews
- Density

4.7 The following were consulted regarding the application, and the following responses were received (the full responses are contained in Appendix 1):

Internal:

1) Transportation

No objections, subject to conditions, S106 contributions, and informatives.

2) Design

The design of the housing, the street based urban forms with clear distinction between front and back, public and private, with clear front doors, as well as the humane and considerate attention to housing and amenity standards, with well designed flats and maisonettes, protecting privacy of both existing neighbours and prospective residents, creating interesting, well lit and sunny aspects, avoiding all single aspect units in undesirable aspects, make these proposals exemplary examples of well designed, considerate housing in a considerate, street based urban design. The materials proposed would be simple and robust, provided the quality suggested it retained in execution. In terms of adding to the much needed stock of housing, it increases the density and intensity of inhabitation in the area in a gentle and complimentary fashion. As such, I am confident this scheme would fit into the area successfully.

3) Pollution

No objections, subject to conditions and informatives.

4) Waste Management

No objections, subject to conditions.

5) Carbon Management

No objections, subject to conditions and a S106 contribution towards carbon offsetting.

External:

6) Transport for London

No objections following receipt of additional and revised information.

7) London Underground

No objections, subject to conditions.

8) Thames Water
No objections, subject to conditions and informatives.

9) Environment Agency
No comments to make on this application.

10) Designing out Crime
With proper consultation, particularly on the specification of doors, glazing and access control, a Secured by Design Award could be achieved at this scheme and we can obviously give further advice on the standards as required.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

898 Neighbouring properties
3 Residents Association
4 site notices were erected close to the site

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

No of individual responses: 21
Objecting: 20
Supporting: 1

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

- Provision of NHS facility should not preclude provision of affordable housing
- If no NHS Facility is provided affordable housing should be provided
- Support for 'pop-up'/community uses
- Parking
- Out of scale/character with surrounding area
- Loss of light/overshadowing
- Loss of privacy/overlooking
- Infrastructure impacts
- Traffic congestion
- Noise and disturbance
- Security issues
- Access to Colina Mews from properties on Haringey Road
- Too many units
- Density
- Buildings are too high
- Contrary to policy

- Loss of employment

5.4 The following issues raised are not material planning considerations:

- Loss of views

6.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Design and appearance
3. The impact on the amenity of adjoining occupiers
4. Residential mix and quality of accommodation
5. Density
6. Affordable housing
7. Transportation
8. Sustainability
9. Land contamination
10. Waste
11. Accessibility
12. Air quality
13. Drainage
14. Planning obligations

6.1 Principle of the development

6.1.1 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.

6.1.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The proposal is for the creation of 133 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.

6.1.3 The site forms part of Site SA26 in the draft Site Allocations DPD submission document 2016. The DPD states the following for the site:

The current use of the site for retail warehousing can be replaced with more intensive use to match the high levels of public transport access on Green Lanes. Following consultation with NHS property services, there is an emerging need for

a new GP practice in this area, and the edge-of town centre location means this is a suitable location for a mixed use development comprising of a new health centre and residential.

6.1.4 The DPD then sets out the following 'Site Requirements':

- *London Underground Ltd will be consulted regarding the retention of the London Underground vent as part of the scheme.*
- *A new health centre at the ground floor use facing onto Green Lanes should be provided.*
- *Designs for this site should show how they do not prejudice a future development of the adjoining garages to the north of the site on Colina Mews.*

6.1.5 These requirements are all complied with in the proposed development.

6.1.6 The DPD also sets out the following 'Development Guidelines':

- *The building line facing Green Lanes should be consistent with the "set back" building line to the north of the site, and the more enclosed building line at the south of the site.*
- *As such this site should provide a graduated entrance to Green Lanes centre when entering from the north.*
- *The ground floor medical use would be suitable marker at the north end of Green Lanes District Centre.*
- *While outside the boundary of Green Lanes District Centre, this site is suitable for an active frontage that complements the uses within the centre.*
- *Development on Colina Mews and Colina Rd should be reduced in height to respect the amenity of properties here.*
- *A piling statement will be required prior to any piling taking place.*
- *Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.*
- *The site lies in a groundwater Source Protection Zone, and any development should demonstrate how it improves local water quality.*

6.1.7 This aspects of the scheme have been considered, and are covered in more details in the following Design and Appearance section of the report.

6.1.8 It is acknowledged that the proposal would result in the loss of some employment land, however the Council has identified the site as suitable for a new healthcare facility, and is accepting of the loss of employment floorspace to secure such a facility. The site does not sit within a designated town centre or shopping frontage, and therefore the retail use of the site is not protecting in policy terms.

6.1.9 It should be noted that the provision of the healthcare facility is subject to confirmation by the NHS, and provision of this facility is secured through the

Section 106 agreement provided that the NHS confirms the need for it by a long stop date the precise wording of which which will be reported to the planning committee.

6.1.10 Should the NHS facility fail to be secured however, this permission would allow for an alternative commercial use to occupy the ground floor unit. The site's Edge of Centre location, being adjacent to the town centre designation, would support such commercial uses, in accordance with emerging policy DM41.

6.1.10 The redevelopment of the site with a mixed-use scheme providing a healthcare facility together with residential units would accord with the Council's aspirations for the site and provide a new facility for GPs as well as providing much needed housing in the borough, therefore contributing to the council major policy objectives. Furthermore, the proposed residential development on the site would meet all of the criteria set out in Saved Policy HSG2.

6.2 Design and appearance

6.2.1 The NPPF should be considered alongside London Plan 2015 Policies 3.5, 7.4 and 7.6, Local Plan 2013 Policy SP11, and Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016, which identifies that all development proposals, should respect their surroundings, by being sympathetic to their form, scale, materials and architectural detail.

6.2.2 As discussed in section 6.1, the site allocation for this site sets out the following 'Development Guidelines' in relation to the design and layout of the scheme, and these are addressed below:

- *The building line facing Green Lanes should be consistent with the "set back" building line to the north of the site, and the more enclosed building line at the south of the site.*

The position of the front building has been designed with this in mind, and the bulk of the building follows the building line of the properties to the south of the site.

- *As such this site should provide a graduated entrance to Green Lanes centre when entering from the north.*

Although the health centre is set further forward on the site, the set back of the upper floors allows for a visual transition between the two distinct building set backs on this part of Green Lanes.

- *The ground floor medical use would be suitable marker at the north end of Green Lanes District Centre.*

The ground floor would be a glazed element projecting further towards the pavement, which would provide a focal point as approaching the Green Lanes District Centre from the north.

- *While outside the boundary of Green Lanes District Centre, this site is suitable for an active frontage that complements the uses within the centre.*

The ground floor unit has been designed to be flexible, and allows for a large degree of glazing along the front of the building, which would be suitable for an active frontage. It is considered that an active frontage would be able to be provided along the site, subject to any privacy constraints required for a health use.

- *Development on Colina Mews and Colina Rd should be reduced in height to respect the amenity of properties here.*

The proposal steps down as it encloses the site, with a four-storey, plus set-back 5th floor on Colina Road, and a three-storey, plus set-back 4th floor on Colina Mews.

6.2.3 As such, the proposal is considered to respond to the guidelines for the design and layout of the scheme set out in the Site Allocations DPD.

6.2.4 The scheme has been presented to the Quality Review Panel (QRP) on two occasions. Following the first presentation to the QRP and further pre-application meetings, the scheme was significantly re-designed. With regard to the presentation of the revised scheme to the QRP, the panel stated that the designs for the Hawes and Curtis site have significantly improved since the previous QRP meeting in January. The scheme now respects and enhances the setting of Green Lanes, and promises high quality development. The panel supports the design approach taken to the Green Lanes frontage and interface with Colina Mews, but recommends a reduction in height of the 8-storey block to the centre of the site. Further exploration of long views to the site and close views from neighbouring streets would be helpful to explore scale and massing. The panel would encourage adjustments to the massing of blocks on Colina Road to help to increase daylight and sunlight in the courtyard, and achieve a sympathetic relationship with existing properties opposite. The panel supports the provision of multiple cores to residential blocks, and the emerging articulation of the facades, provided by inset balconies and setbacks.

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

| QRP Comment | Applicant's / Officer's Response |
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| The panel finds much to admire in the revised proposals, but is concerned | The tallest buildings, Blocks B and C, were reduced to 6 storeys with a 7th |

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| <p>about the impact of the 8-storey block at the centre of the site, particularly in the light of the predominantly two-storey scale of the immediate neighbourhood. A block of this scale is likely to loom over the lower block fronting Green Lanes and will be clearly visible from long views along the road opposite the site. It will also throw afternoon and evening shadow across the communal garden.</p> <p>In view of these concerns, the panel recommends a reduction in the height of the tallest element of the scheme, ideally from 8 to 6 storeys.</p> | <p>floor set back. The Larger blocks of six storeys plus set-back 7th are located in the centre of the site, where the additional height has least impact on neighbouring properties and on views along Green Lanes.</p> |
| <p>Reducing the height of the block fronting Colina Road by careful articulation of its massing could also help improve the scheme's relationship to the gabled two storey terrace opposite, as well as improving sunlight and daylight levels in the communal garden.</p> | <p>Changes made to the elevation on Colina Road; the top floor was set further back to 3.8 metres and the parapet design was also changed.</p> |
| <p>The panel supports the approach to massing fronting onto Green Lanes, with the health centre projecting forward of the residential units above, lending prominence to this public facility.</p> | <p>This approach is maintained within the submitted proposal.</p> |
| <p>The current scale and heights of the buildings fronting the access route to the rear of the health centre potentially create a 'cavernous' space.</p> <p>Further thought about the access route to the rear of the health centre would be welcomed. This is the primary access for two of the residential blocks, as well as the health centre.</p> | <p>The reduction in the height of the central building has been reduce with the top floor set back, which will help reduce the enclosure of this space.</p> <p>Separate and distinctive entrances to the cores help define the entrances to the blocks.</p> |
| <p>Careful design will be needed to provide service access to the health centre, whilst also creating a welcoming and</p> | <p>The staff/service access to the health centre has been moved and now accesses from the southern courtyard.</p> |

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| safe entry route for residents. | |
| The panel notes that the distance between the building line and the inner edge of the footway on Green Lanes may not allow provision of street trees as proposed, but there may be some potential for tree planting within the public footway. | Health centre occupies simple rectangular block at centre of Green Lanes frontage with set-back from footway sufficient to provide new row of street trees. |
| The panel broadly supports the revised configuration of the accommodation on site, and the provision of multiple cores within the residential accommodation. | Numerous cores are proposed within this development. |
| <p>At a detailed level, further thought about the internal arrangement of the health centre could increase active street frontage whilst maintaining privacy for consulting rooms.</p> <p>This has particular relevance at the rear of the health centre, to avoid creating a sterile and unsafe service mews, which is also the primary access for a significant number of residential units.</p> <p>The design of the residential entrance within the rear of the health centre building requires further thought, to enhance safety and security and to create a welcoming sense of arrival.</p> | Health centre occupies simple rectangular block at centre of Green Lanes frontage with set-back from footway sufficient to provide new row of street trees and potential low-rise ramp to overcome site level changes. |
| The panel feels that the location of the energy centre works well. | The energy centre remains in this position. |
| <p>The architectural expression of the scheme was not discussed in detail, as the panel's comments were at a more strategic level.</p> <p>However, the panel welcomes the emerging articulation details such as inset balconies and setbacks, and supports the direction of design development.</p> | The building design and articulation has progressed |

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| <p>The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.</p> | <p>A full sustainability assessment has been submitted with the application, which has been assessed by the Council's Head of Carbon Management who considers the strategy acceptable.</p> |
| <p>Analysis of sunlight and daylight is needed to demonstrate the quality of environment in the central courtyard, and lower levels of accommodation.</p> | <p>The applicant has submitted a Daylight/Sunlight report which demonstrates the acceptability of these spaces.</p> |

- 6.2.6 The overall height of the proposal rises from 4 storeys alongside Colina Mews, to five storeys alongside Colina Road, five again (but with a higher height ground floor) between Green Lanes and the mews courtyard to seven storeys along the east side of the mews courtyard. The Council's Design Officer considers that in all cases the height is mitigated with set-back top floors and intelligent, elegant proportioning to give human scale and seek to mitigate the overall height. However it is noted that the highest overall height, at seven storeys, pushes at the limits of how such intelligent, considerate design and mitigation measures could successfully integrate the proposal into its two and three storey context.
- 6.2.7 The lowest housing faces Colina Mews; this has a set-back 3rd floor and regularly spaced front doors to 2-storey maisonettes, so its appearance in this narrow street will be of a three storey terrace of houses. This would appear in keeping as there are existing buildings of this height amongst the disparate mix of existing buildings on Colina Mews.
- 6.2.8 At the corner with Colina Road the proposal rises to 4-storeys, with a set-back 5th floor, in a four-square, symmetrical block, that architecturally embraces both corners, into Colina Mews and the mews courtyard, and with a symmetrical disposition of its two entrances and cores and its corner and central balconies. It marks a bold and confident step up from the existing context of two and two-and-a-half storey existing terraced houses, especially the consistent terrace on the south side of Colina Road, but as a step-up of no more than one to one-and-a-half storeys is not so significantly out of character with context as to be jarring and unacceptable.
- 6.2.9 The block facing Green Lanes is of four storeys with a set-back fifth floor facing Green Lanes and both the northern and southern spaces, five storeys facing the mews courtyard, with a single storey projection facing Green Lanes, the northern space and the mews courtyard. This more complex composition creates its strongest verticality onto the small length onto the wider space of the southern corner space. To the long face onto Green Lanes its layered horizontality,

accentuated with horizontal fenestration, would give it a strong linearity. The peeling back of these horizontal layers at the northern space, revealing a glimpse of its full five storeys, and reinforcing its transition to the much more set back building line north of the site. The two storey energy centre extends in plan up to this set-back building line, further helping its integration with the significantly lower and less built up neighbouring context to the north.

- 6.2.10 The highest block, rising to 6 storeys with a set-back 7th floor, sits in the centre of the site, distanced as much as possible from harmful impact on existing neighbours. Its height is mitigated to some degree by setting-back its top floor, but otherwise it makes little attempt to hide or mitigate its height; it is designed with essentially identical layout and fenestration over those six floors, but the use of darker brick on the ground floor (as well as the recessed top floor, both also used facing Colina Road) divides the elevation into a base, middle and top the elevation proportioning and greater human scale. However it is considered that the height of the highest block will not have a detrimental effect on the surrounding existing public realm beyond the application site.
- 6.2.11 The applicant has submitted several views of their proposals in the context of the surrounding streets, that demonstrate that only small glimpses of the greater height of the highest block will be visible, and therefore its visual impact will not be significantly harmful. There are no identified sensitive visual receptors, as defined in the Guidelines for Landscape and Visual Impact Assessment (GLVIA 2013), sufficiently close to be affected by views of the proposals and it does not meet the formal policy definitions of a tall buildings, 10 storeys or over. Surrounded on all sides by proposed and neighbouring blocks of progressively lower floors, it demonstrates the desired design strategy of building up gradually from the surrounding context.
- 6.2.12 The materials palette is simple with the primary material being brick, a robust material that is appropriate to the locality and Haringey (indeed London) generally. The simple brick palette uses just two different colours of brick; one darker and redder, the other lighter and yellow/browner. The darker, redder brick specifically will match the existing London Underground vent within to the site, whilst the yellow-brown will match many of the surrounding houses, including those houses unpainted on the south side of Colina Road and the east side of Colina Mews. The brick palette is deployed to reinforce and support the architectural composition. The whole of the block on Green Lanes is in the darker brick, save for lighter metal cladding within the recessed balconies. But for the other three blocks, in each case the ground floor and recessed top floor are in the darker brick with the remainder, or more dominant “middle” in the lighter brick, strengthening the sense of composition and human scale of the elevations. Conditions will be required to confirm the appropriate quality of materials.

- 6.2.13 Balconies are generally recessed, except for the eastern elevations of the two blocks that look onto the internal mews courtyard and internal court. Vertical metal balustrades are used generally, coloured to match the metal windows and doors. The only exceptions are the solid painted metal balustrades to the full width balconies to the link blocks at the corners of Colina Mews and the mews courtyard with the Colina Road building, where the balconies emphasise these blocks' separation. These would be painted a lighter colour, although precise colours are left to be decided; however the suggested colour palette of light and dark golden-browns is commended.
- 6.2.14 The pattern of elevational treatment, of fenestration and gradation of floors, is elegant and orderly, arranged into clear and legible patterns expressing the functions within; living room, windows, bedroom windows, balconies and stairs clearly expressed and reinforcing the sense of architectural composition.
- 6.2.15 The Council's Design Officer considers that the design of the housing, the street based urban forms with clear distinction between front and back, public and private, with clear front doors, as well as the considerate attention to housing and amenity standards, with well designed flats and maisonettes, protecting privacy of both existing neighbours and prospective residents, creating interesting, well lit and sunny aspects, avoiding all single aspect units in undesirable aspects, make these proposals exemplary examples of well designed, considerate housing in a considerate, street based urban design. The materials proposed would be simple and robust, provided the quality suggested it retained in execution. In terms of adding to the much needed stock of housing, it increases the density and intensity of inhabitation in the area in a gentle and complimentary fashion.
- 6.2.16 The Design officer states that he is confident this scheme would fit into the area successfully. It is also considered that the applicant's response to the QRP comments result in a successful scheme in urban design terms. Overall, the proposal is considered to be acceptable and in general accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

6.3 Impact on neighbouring amenity

- 6.3.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no material adverse impacts on the amenity of surrounding residents or other surrounding uses in terms of loss of daylight or sunlight, loss of privacy, overlooking or enclosure. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.
- 6.3.2 The applicant has 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" (2nd Edition, Littlefair, 2011). 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 an unnoticeable drop in daylight. A small number of neighbouring windows to no. 600 Green Lanes (the Langham Club), both to rooms in the social club and to habitable rooms in the flats above, in houses in Haringey Road east of the site and in the unbuilt development that has received planning consent at 4-10 Colina Mews, would receive a noticeable loss in daylight, but the assessment shows that the reduction would not be to levels considered unacceptable.site.

- 6.3.3 Two of the back gardens to neighbouring properties in Haringey Road would lose a noticeable amount of sunlight, taking them below the level defined by the BRE guide as required to make the space sunny (specifically they would no longer receive sufficient sunlight at the equinoxes). However, the assessment is this is not unacceptable as they would continue to receive good sunlight through the majority of the year. No other neighbouring private amenity spaces are affected to the level defined as noticeable by the BRE Guidelines, and no existing public amenity spaces are close enough to be affected at all. It is noted that some neighbouring properties would lose noticeable amounts of sunlight at crucial times, but it is considered that these benefit from an unusual situation at present when there is less than the expected amount of building mass on the application site.
- 6.3.4 The nature of the site along with the design of the proposal minimises the potential for concern from loss of privacy due to overlooking into windows to neighbouring residential habitable rooms or private amenity spaces. The site is bounded on 3 sides by streets, and overlooking and loss of privacy is unlikely to be a concern where facing front windows of housing on the opposite side of a street, especially a wide street such as Green Lanes. Notwithstanding this, the flats above the potential health centre are set back to some extent behind roof terraces. Similarly both the existing townhouses and the proposed flats facing Colina Road are fairly well set back behind front gardens and in the case of the proposed housing, a widened pavement to contain space for cycling.
- 6.3.5 Where the site fronts Colina Mews, the opposite side of the street to the site is formed by the back gardens of houses facing Haringay Road, to the east. The windows of habitable rooms at the back of these houses are closer to the development (between 13 and 19metres) than other surrounding properties. To address this and help maintain the privacy to these properties, the 1st and 2nd floor windows in the proposal facing Colina Mews are designed as angled, projecting oriel windows to control the direction of outlook and prevent loss of privacy to neighbours. The third floor fronting these properties is an access

terrace, which would not give rise to overlooking as it is not designed as an amenity space and is purely for access.

- 6.3.6 Noise pollution is dealt with under saved UDP Policy UD3 which resists developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Given the scale of the proposal and the nature of noise from residential uses, the proposal would not cause a significant degree of noise and disturbance upon nearby residents in meeting the above policy framework.
- 6.3.7 Conditions are recommended requiring adequate dust control to protect the amenities of neighbours during the build phase of the development. Hours of construction are controlled by other legislation.
- 6.3.8 The proposal would not harm the amenities of neighbours and is in general accordance with saved UDP 2006 Policy UD3 and concurrent London Plan 2015 Policy 7.6.

6.4 Residential mix and quality of accommodation

- 6.4.1 The Council's policy SP2 states that the Council will provide homes to meet Haringey's housing needs and provide a range of unit sizes. This development contributes towards the housing need in the borough. The housing mix provided (42 x 1-bed flats, 62 x 2-bed flats, and 29 x 3-bed flats), is acceptable given the constraints of the site, the number of units provided and the quality of accommodation on offer. A good number of family-sized units are also provided.
- 6.4.2 London Plan Policy 3.5 and accompanying London Housing SPG set out the space standards for all new residential developments to ensure an acceptable level of living accommodation offered.
- 6.4.3 In assessing the proposal against these requirements, all the dwellings and flats would accord with the minimum unit size requirements. Furthermore, the proposal would provide sufficient private amenity space, by way of a garden or a good sized terrace, to each dwelling, together with a large area of communal amenity space. A small number of single-aspect units are proposed, but these are only the smaller (1-bed, and a small number of 2-beds) units, and none of these are north facing.
- 6.4.4 The proposals show that most of the habitable rooms in the proposal receive adequate daylight. The exceptions are mostly bedrooms, where this is considered less important; all Living Rooms receive adequate daylight. The applicants assessment show that all the public, private communal and private amenity spaces within the development, will be capable of receiving adequate sunlight.

6.4.5 Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

6.5 Density

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

6.5.2 The red line site area is 0.11 hectares, the surrounding area is considered to be urban and has a PTAL of 4-6. The density proposed is 246 units per hectare and 760 habitable rooms per hectare, which falls within the guidelines of 70-260 u/ha and marginally over the 200-700 hr/ha set out in the London Plan.

6.5.3 It should be noted that density is only one consideration of the acceptability of a proposal. Given the potential provision of a healthcare facility adds to the higher density, it is considered the wider community benefit of this facility outweighs the marginal impacts of this higher density, which, it should be noted, is only on a habitable room basis. In addition, the proposal provides good quality units with a good quality living environment. As such, at the density proposed the proposal therefore can be considered acceptable if it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

6.6 Affordable housing

6.6.1 Policy 3.12 of the London Plan seeks to maximise affordable housing provision and ensure an average of at least 13,200 more affordable homes per year in London over the 20-25 year term of the London Plan. Saved Policy HSG 4 of the UDP 2006 requires developments to provide a proportion of affordable housing to meet an overall borough target of 40%. This target is reiterated in Policy SP2 of the Local Plan.

6.2.2 The viability assessment submitted with the application sets out that no affordable housing can viably be provided. The independent viability assessment that was commissioned by the Council did not agree with this position and subsequently the provision of 12%, equating to 16 shared ownership units with the NHS facility or 17.3% equating to 26 shared ownership units if a commercial unit is proposed has been proposed. This is confirmed to be the maximum reasonable amount of affordable housing. The applicant is in negotiation with a Housing Association and the mix of the affordable units will be confirmed in the

addendum at the Planning Committee. Given that nature and location of the scheme Shared Ownership units are considered to be acceptable in this location.

- 6.2.3 Should the health facility receive funding from the NHS then the level of affordable housing will be reviewed and an increased level negotiated. This review mechanism will be secured in the section 106 agreement.
- 6.2.4 A review mechanism will be included in the section 106 agreement and will require a further review if the scheme has not been implemented within 12 months of the date of planning consent.

6.7 Transportation

- 6.7.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.
- 6.7.2 The development site is located on the eastern side of Green Lanes and is enclosed by Colina Mews to the east, Colina Road to the south, and Green Lanes to the west, with Park Road to the north. The application site has a high public Transport Accessibility Level (PTAL) of 5 and is within 750 metres of Turnpike Lane Underground station. The site is also within walking distance of the Green Lanes and Alfoxton Avenue bus corridors which when combined provide access to 7 bus routes. The site is located in the Wood Green Outer controlled parking zone (CPZ), which operates Monday to Saturday between 8:00am – 6:30pm, to the west of Green Lanes there is also the presence of the Green Lanes A Control Parking Zone, which operates Monday to Saturday between 8:00am – 6:30pm, we have therefore considered that the CPZs will provide a high degree of parking constraints during the operational hours of the CPZs (8:00am-6:30pm).
- 6.7.3 In relation to the residential aspect of the development the applicant has proposed 14 wheel chair accessible car parking spaces to support the 10% wheel chair accessible units proposed, the remainder of the development will be dedicated as a car-free development. The Council's Transportation officer considers that as the development is located in an area with a high public transport accessibility level, with excellent connectivity and a controlled parking zone to restrict on street parking, the development is suitable to be dedicated as a 'car free' development which is in line with Saved UDP Policy M10 'Parking for Residential Developments', Saved UDP Policy M9 'Car Free Development', Local Plan Policy SP7 and the Council's Development Management DMPD Policy DM 32, all which support car free developments.

- 6.7.4 The applicant has submitted a parking survey that identified that during the day and within the 200m radius there were a significant number of marked bays free. The Council's Transportation Team has stated that where doctors bays are required to support the proposed health care use, some of these free bays are converted to shared use bays to support parking for GP's and other health car professionals who may require the use of a car for home visits and other community related functions. We will therefore require the applicant to contribute as sum of £12,000 towards a control parking review aimed at implementing additional on street wheel chair car parking spaces and shared use GP bays to support the function of the proposed health car facility.
- 6.7.5 The applicant is proposing to provide 228 cycle parking spaces including 4 visitor cycle parking spaces in the form of Sheffield cycle parking stands. The cycle parking proposed is in line with the London Plan cycle parking standards. Details on how the cycle parking facility will be secured and means of access for residents (keys or electronic fobs) will be required via a condition.
- 6.7.6 Servicing of the proposed development will take place via the proposed vehicular crossover on Colina Road the applicant has provided vehicle swept path analysis of refuse vehicles entering and leaving the site to collect refuse for the residential aspect of the development. The servicing of the flexible commercial space will also be via Colina Road, details of which will be provided by way of a Service and delivery plan which will be secured by condition. The service and delivery plan will also need to include details of delivery of parcels.
- 6.7.7 The proposed development will be accessed via Green Lanes, Colina Road and Colina Mews. The Council's Transportation Team consider that the pedestrian access onto Green Lanes will not impact on Green Lanes given the width of the footways and the fact that the site already has pedestrian access from Green Lanes. The applicant is proposing to provide several additional pedestrian access points onto Colina Road, this will require amendments to the cycle lanes on Colina Road. This amendment will be secured as part of the S.278 agreement. The development will also have pedestrian access via Colina Mews. There is currently no footway on Colina Mews, and in order to safeguard pedestrians in this location a number of improvements are proposed for Colina Mews, these include traffic calming measures, carriageway resurfacing and lighting upgrade, these works will also be secured by the S.278 agreement.
- 6.7.8 The applicant has provided a draft Travel Plan as part of the application, the applicant will be required to provide a full Travel Plan as part no later than 3 months after the development has been occupied. The applicant modal split target has a 8% cycle mode share which is much higher than the Haringey's average, we will therefore require a revised draft Travel Plan which includes a cycle strategy to achieve the 8% target mode share.

6.7.9 The Council's Transportation team has assessed the application, and has concluded that overall, the development is unlikely to generate any significant increase in traffic and parking demand which would have any adverse impact on the local highways network in the area surrounding the site, subject to conditions and S106 obligations. Conditions are recommended regarding the imposition of a construction management and logistics plan to ensure construction disruption is minimised, and for the construction of the access to the site. The proposal is therefore acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan Policy 6.9 and Local Plan Policy SP7.

6.8 Sustainability

6.8.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, as well as Policy SP4 of Haringey's Local Plan and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change. The Council requires new residential development proposals to meet the carbon reduction requirements of the London Plan.

6.8.2 Details have been provided with the application to demonstrate that the scheme would achieve a minimum 33% reduction in carbon emission from Part L of the 2013 Building Regulations. This would be achieved through the use of high quality construction standards, high quality windows, high levels of insulation and the provision of a CHP unit. This falls marginally short of the 35% target in the London Plan. This shortfall is proposed to be made up by a carbon offsetting contribution, which would be secured via a S106 legal agreement. A condition to ensure the units are constructed to meet a minimum of 33% carbon reduction is recommended, and would ensure the proposal accords with the NPPF and to London Plan Policies, as well as Policy SP4 of Haringey's Local Plan, which require all residential development proposals to incorporate energy technologies to reduce carbon emissions. A condition is also recommended to ensure the installation of the CHP unit is to the correct standard.

6.8.3 The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a "Very Good" standard. This is in accordance with the relevant policies, and a condition is recommended to ensure this is carried out.

6.9 Land contamination

6.9.1 There has been some investigation below ground on site. The proposal has been viewed by the Council's Pollution Officer who raises no objection to the scheme, however, requires that conditions are included with regards to site investigation and remediation should it be required.

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

6.10 Waste

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

6.11 Accessibility

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

6.11.2 14 of the units (10%) have been designed to be wheelchair accessible, which is in line with policy requirements. This would be secured as part of the S106 Legal Agreement.

6.12 Air Quality

6.12.1 London Plan Policy 7.14, 'Improving Air Quality', addresses the spatial implications of the Mayor's Air Quality Strategy and how development and land use can help achieve its objectives. It recognises that Boroughs should have policies in place to reduce pollutant concentrations, having regard to the Mayor's Air Quality Strategy.

6.12.2 Issues were raised with the design and layout of the CHP flue with regards to emissions, which have since been revised by the applicant. This now complies with the relevant requirements. However, it is considered that conditions to manage air quality, including a revised Air Quality Assessment, and CHP emissions details, should be imposed on any grant of permission. Subject to these, it is considered that the application will result in a negligible impact on air quality.

6.13 Drainage

6.13.1 London Plan Policy 5.13 'Sustainable drainage' and Local Plan Policy SP5 'Water Management and Flooding' require developments to utilise sustainable

urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

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

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

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

6.13.4 The proposal will therefore provide sustainable drainage and will not increase floor risk in accordance with London Plan Policy 5.13 'Sustainable drainage' and Local Plan Policy SP5 'Water Management and Flooding'

6.14 Planning obligations

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

- 1) Requirement for provision of NHS facility

- 2) Provision of affordable housing (12% on the basis of an NHS facility being provided, or 17% if another use is implemented)
- 3) Review mechanism
- 4) A carbon offsetting contribution of £29,450
- 5) Construction Training and Local Labour Initiatives
- 6) Resident's Parking Permit restriction ('Car-Free' development)
- 7) Travel Plans x 2 (Residential and Healthcare or Commercial), including £6000 for Travel Plan Monitoring and Car Park Management Plan
- 8) A controlled parking review contribution of £12,000
- 9) Car Club membership (two years membership and £50 credit)
- 10) Provision of 10% wheelchair accessible dwellings
- 11) Section 278 Agreement for highways works (£78,540)

6.15 Conclusion

6.15.1 The principle of a residential-led development on the site is acceptable and in accordance with the Council's Site Allocation for this site. The design and appearance of the development would provide a pleasant feature within the locality and safeguard the visual amenity of the street scene. The proposal would not unduly impact on the amenity currently enjoyed by surrounding residents and subject to the imposition of appropriate conditions and section 106 measures, would not have an adverse impact on the surrounding highway network and parking.

6.15.2 The proposal is a suitable and complementary development to the surrounding townscape, utilising a currently underutilised piece of land to provide 133 new residential units that are well proportioned and will add to the borough's housing stock.

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

6.16 CIL

6.16.1 Based on the information given on the plans, the Mayoral CIL charge will be £316,117.24 (7349sqm x £35 as uprated for inflation) and the Haringey CIL charge will be £1,278,064.59 (7349sqm x £165 as uprated for inflation). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s) 028-PL-001; 028-PL-002; 028-PL-003; 028-PL-004; 028-PL-005; 028-PL-006; 028-PL-007 Rev A; 028-PL-008 Rev B; 028-PL-009 Rev B; 028-PL-010 Rev A; 028-PL-011 Rev A; 028-PL-012 Rev A; 028-PL-013 Rev A; 028-PL-014; 028-PL-015; 028-PL-016; 028-PL-017; 028-PL-018; 028-PL-019; 028-PL-020; 028-PL-021; 028-PL-022; 028-PL-023; 028-SK-057 Rev A; 028-SK-058 Rev A; 028-SK-059; 028-SK-060; 028-SK-061; 028-SK-062 Rev A; 028-SK-063 1/3; 028-SK-063 2/3; 028-SK-063 3/3; 028-SK-064; 252/PL/02; 2703-001; 2703-002; 2703-003; 2703-004; Design and Access Statement (June 2016); Design and Access Statement Appearance and Materials Addendum (July 2016); Air Quality Assessment (May 2016); Preliminary Bat Roost Assessment Report (February 2016); BREEAM Pre-Assessment Summary Report (2 June 2016); HQM Pre-Assessment Summary Report (8 June 2016); Energy and Sustainability Report (8 June 2016); External Building Fabric Assessment (7 June 2016); Fire Safety Planning Short Statement (Jun 2016); Flood Risk Assessment (7 June 2016); Landscape Design (June 2016); Phase 1 Desk Study Report (Rev. 1; June 2016); Planning Statement (June 2016); Statement of Community Involvement (June 2016); Transport Statement (June 2016); Framework Travel Plan (June 2016); Tree Survey Report (February 2016); Vibration Assessment (7 June 2016); Potable Water Capacity Flow & Pressure Investigation (24/06/2016); Daylight and Sunlight Report (Version V2, June 2016)

Subject to the following condition(s)

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

Reason: This condition is imposed by virtue of the provisions of s91 TCPA 1990 and to prevent the accumulation of unimplemented planning permissions.

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

028-PL-001; 028-PL-002; 028-PL-003; 028-PL-004; 028-PL-005; 028-PL-006; 028-PL-007 Rev A; 028-PL-008 Rev B; 028-PL-009 Rev B; 028-PL-010 Rev A; 028-PL-011 Rev A; 028-PL-012 Rev A; 028-PL-013 Rev A; 028-PL-014; 028-PL-015; 028-PL-016; 028-PL-017; 028-PL-018; 028-PL-019; 028-PL-020; 028-PL-021; 028-PL-022; 028-PL-023; 028-SK-057 Rev A; 028-SK-058 Rev A; 028-SK-059; 028-SK-060; 028-SK-061; 028-SK-062 Rev A; 028-SK-063 1/3; 028-SK-063 2/3; 028-SK-063 3/3; 028-SK-064; 252/PL/02; 2703-001; 2703-002; 2703-003; 2703-004; Design and Access Statement (June 2016); Design and Access Statement Appearance and Materials Addendum (July 2016); Air Quality Assessment (May 2016); Preliminary Bat Roost Assessment Report (February 2016); BREEAM Pre-Assessment Summary Report (2 June 2016); HQM Pre-Assessment Summary Report (8 June 2016); Energy and Sustainability Report

(8 June 2016); External Building Fabric Assessment (7 June 2016); Fire Safety Planning Short Statement (Jun 2016); Flood Risk Assessment (7 June 2016); Landscape Design (June 2016); Phase 1 Desk Study Report (Rev. 1; June 2016); Planning Statement (June 2016); Statement of Community Involvement (June 2016); Transport Statement (June 2016); Framework Travel Plan (June 2016); Tree Survey Report (February 2016); Vibration Assessment (7 June 2016); Potable Water Capacity Flow & Pressure Investigation (24/06/2016); Daylight and Sunlight Report (Version V2, June 2016)

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

3. Notwithstanding the information submitted with this application, no development above ground shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

4. No development above ground shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.).

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

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

Reason: In order for the Local Planning Authority to assess the acceptability of

any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

5. The development shall not be occupied until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens is submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved and maintained thereafter.

Reason: To ensure a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

6. Notwithstanding the details hereby approved, the development shall maintain an active frontage along a minimum of 75% of the Green Lanes elevation of the ground floor of the development.

Reason: To enhance the vitality of the adjacent town centre.

7. The use of the A1/A2/A3/B1/D1 or D2 unit at ground floor hereby permitted shall not be operated before 07:00 hours or after 23:00 hours Monday to Saturday, and before 08:00 hours or after 20:00 hours Sundays and Bank Holidays.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

8. The car parking spaces shown on the approved drawings shall be provided and marked out on the site prior to the occupation of the development. These spaces shall thereafter be kept continuously available for car parking and shall not be used for any other purpose without the prior permission in writing of the Local Planning Authority.

Reason: In order to ensure that adequate provision for car parking is made within the site.

9. The development shall not be occupied until a minimum of 228 cycle parking spaces for users of the development, have been installed in accordance with the details hereby approved. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport.

10. Prior to the commencement of development, a Construction Management Plan

(CMP) and Construction Logistics Plan (CLP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians on Green Lanes, Colina Road, Colina Mews, and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

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

11. Prior to the occupation of the development, a Delivery and Service Plan (DSP) shall be submitted to, approved in writing by the Local planning Authority and implemented accordingly thereafter. Details of which must include the servicing of the commercial/healthcare unit, the servicing of the residential units, including a facility to collect deliveries for residents (a concierge or parcel drop, for example), and a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service and must ensure that bins are provide within the required carrying distances on a waste collection day.

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

12. Prior to the occupation of the development, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the CHP network and its operational design has been delivered in line with the GLA's District Heat Manual for London and the ADE/CIBSE Heat Networks Code of Practice for the UK. The CHP network should be implemented in accordance with these agreed details.

Should this not be delivered to the correct level, the applicant will be required to undertake remedial works on site to ensure this.

Reason: To ensure that new community heating network is designed and run efficiently in the interests of sustainability.

13. The A1/A2/A3/B1/D1 or D2 unit hereby approved shall not be occupied until a post construction certificate or evidence issued by an independent certification body confirming that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Very Good' has been achieved for this development has been submitted to, and approved in writing by the Local Planning Authority,

Reason: To ensure that the development achieves a high level of sustainability.

14. The residential units hereby approved shall achieve a reduction in carbon (CO₂) emissions of at least 33% against Part L of the Building Regulations 2013, as per the details hereby approved. No dwelling shall be occupied until a certificate has been issued by a suitably qualified expert, certifying that this reduction has been achieved, has been submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high level of sustainability.

15. No development shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust has been submitted to and approved in writing by the Local Planning Authority (the plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment), and the development shall be implemented in line with these details. The site contractor company be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out on site.

Reasons: To safeguard the amenities of the area.

16. Before development commences, other than for investigative work and demolition:

a) Using information obtained from the Phase1 Desk Study Report (CGL June 2016 Revision 1) additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable:

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

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

b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

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

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

18. Prior to the commencement of development, a revised air quality assessment (including dispersion modelling and air quality neutral assessment), taking into account the requirements of the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with this strategy.

Reason: To protect local air quality.

19. Prior to the commencement of the relevant part of the development, details of all chimney heights calculations, diameters and locations (for CHP units and boilers) shall be submitted to and approved in writing by the Local Planning Authority. All parameters must, as a minimum, meet the requirements of the Chimney Height Memorandum and the Sustainable Design and Construction SPG.

Reason: To protect local air quality and ensure effective dispersal of emissions.

20. Prior to commencement of the relevant part of the development, details of the CHP demonstrating that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in line with these details.

Reason: To protect local air quality and ensure effective dispersal of emissions.

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

Reason: In order to protect the amenities of the locality.

22. The development, with the exception of demolition, hereby permitted shall not be commenced until detailed design and method statements for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority in consultation with London Underground. The details shall:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels

The development shall thereafter be carried out in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development has no impact on London Underground transport infrastructure.

23.

24. Prior to the occupation of the development, the applicant shall provide certification that the scheme complies with the requirements of Secured by Design, and this shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the safety and security of the development.

25. Prior to any above ground works commencing on site, a detailed sustainable drainage scheme shall be submitted to the local planning authority for consideration and determination and thereafter, any approved scheme shall be implemented wholly in accordance with the approval and before any above ground works commence.

Reason: In order to ensure that a sustainable drainage system has been incorporated as part of the scheme in the interests of sustainability.

26. Notwithstanding the Provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created, and this shall be installed prior to the occupation of the property, and the scheme shall be implemented and permanently retained thereafter.

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

Informatives:

INFORMATIVE 1: In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE 2: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £316,117.24 (7349sqm x £35 as uprated for inflation) and the Haringey CIL charge will be £1,278,064.59 (7349sqm x £165 as uprated for inflation). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE 3: Hours of Construction Work:

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE 4: Party Wall Act:

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

INFORMATIVE 5: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE 6: The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

INFORMATIVE 7: With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE 8: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

INFORMATIVE 9: Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

INFORMATIVE 10: 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.

INFORMATIVE 11: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

INFORMATIVE 12: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

Appendix 1: Consultation Responses

| Stakeholder | Question/Comment | Response |
|-----------------------|---|---|
| INTERNAL | | |
| Transportation | <p><u>Context:</u> The development site is located on the eastern side of Green Lane and is enclosed by Colina Mews to the east Colina Road to the south Green Lanes to the west and with Park Road to the north. The application site has a high public Transport Accessibility Level (PTAL of 5) and is within 750 metres of Turnpike Lane Underground station. The site is also within walking distance of the Green Lanes and Alfoxton Avenue bus corridors which when combined provide access to 7 bus routes (41, 67, 230, W4, 341, 141, and 29 bus routes). The site located in the Wood Green Outer controlled parking zone (CPZ), which operates Monday to Saturday between 8:00am – 6:30pm, to the west of Green Lanes there is also the presence of the Green Lanes A Control Parking Zone, which operates, Monday to Saturday between 8:00am – 6:30pm, we have therefore considered that the CPZ's will provide a high degree of parking constraint during the operational hours of the CPZ (8:00am-6:30pm).</p> <p><u>Trip Generation:</u> The applicant's transport consultant has conducted surveys of the existing site with the current use of the building of some 3,240 sqm of retail, office and warehouse, the results of the surveys which were conducted during the peak periods concluded that the existing development would generate some 11 vehicular movements during the AM peak hour and 21 vehicular movements during the PM peak, with some 7-8 HGV</p> | Noted. Conditions and S106/S278 obligations as recommended will be attached to any grant of permission. |

| Stakeholder | Question/Comment | Response |
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| | <p data-bbox="571 235 1323 337">movements a day. Give the size of the site we have concluded that the vehicular trips are very low, which suggest that the site is not operating at full capacity.</p> <p data-bbox="571 380 1381 1252">The residential aspect of the proposed development will largely be carfree; the applicant transport consultant has produced trip generation information based on sites from the TRICS database, based on the sites selected the proposed residential development of 133 residential units would generate some 450 trips per day with 91 persons trips during the AM peak period and 41 persons trips during the PM peak periods, the applicant transport consultant has revised the modal split for the proposed development to reflect the car-free nature of the development. Based on the proposed modal split, the majority of the tips will be by sustainable mode of transport with only 11% of tips by car drive or car passengers, 73% of the trips are predicted to be by public transport. We have considered that as the development proposal will be largely car-free, the proposed modal split target is acceptable. The proposed modal split target will have to be supported by a robust travel plan give that the cycle mode share is predicted to be 8% compared to the borough average of 2% of employees travelling to work by cycle, we will therefore require the applicant to submit a cycle strategy as part of the travel plan to support the forecasted 8% cycle mode share.</p> <p data-bbox="571 1294 1381 1398">The proposed development will include some 940 sqm of flexible commercial space including use classes A1/A2/A3/B1/D1/D2, the applicant has only provided</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p>assessment of the proposed D1 health centre use – we have considered that as the site currently has A1 use with greater floor area than what is proposed there is no need to provide and assessment for the proposed A1 use, the proposed A2 and A3 uses are likely to generate less trips when compared to the proposed A1 use. We do have some concerns in relation to the proposed B1 use however give the proposed development is located in an area with a high public transport accessibility level and there is the presence of a control parking zone to restrict parking during the operational hours of the proposed A1/A2 and A3 uses; we have concluded that the majority of the proposed trips will be by sustainable modes of transport. The proposed B1 use will also have to be supported by a Travel Plan which will have to be secured by a S.106 agreement. The applicant’s transport consultant has forecasted that the proposed 940sqm of D1 use (Health centre) will generate some 229 person’s trips during over a day with some 14 trips during the AM peak hour and 19 trips during the PM peak hour, no parking is proposed for the proposed health centre. We have considered that as the health centre will have a local catchment area with the majority of the proposed trips originating within the local area the majority of the trips are likely to be by sustainable modes of transport.</p> <p><u>Pedestrian Access:</u> The proposed development will be accessed via Green Lanes, Colina Road and Colina Mews, we have considered that the pedestrian access onto Green Lanes will not impact on the Green Lanes given the width of the footway and the fact that the site already has pedestrian</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p>access from Green Lanes. The applicant is proposing to provided several additional pedestrian access points onto Colina Road, this will require amendments to the cycle lanes on Colina Road. These amendments will be secured as part of the S.278 agreement. The development will also have pedestrian access via Colina Mews; there is currently no footway on Colina Mews, in order to safeguard pedestrians in this location a number of improvements are proposed for Colina Mews, these include traffic calming measures, carriageway resurfacing and lighting upgrade, these works will be secured by the S.278 agreement.</p> <p><u>Parking Provision:</u> The applicant's Transport consultant has conducted parking survey in a 200 metres which included the following roads: Green Lanes, Harringay Gardens, Fairfax Road, Effingham Road, Park Road, Beresford Road, Colina Road, Colina Mews, Harringay Road Glenwood Road, Alison Road and Hewitt Road; Harringay Gardens radius in line with the Lambeth Methodology. The surveys were conducted on the 20th and the 21st of January our assessment of the results of the surveys concluded that the area surrounding the site is suffering from high car parking pressures which overnight when residential car parking demand is considered to be at the highest ranges from 88% to 90%. However at the peak demand (90%) there were some 47 free car parking spaces available with the 200m radius.</p> <p>During the day the parking survey identified that within the 200m radius there were a significant number of</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p>marked bays free, we have therefore concluded that where doctors bays are required to support the proposed health care use, some of these bays are converted to shared use bays to support parking for GP's and other health car professionals who may require the use of a car for home visits and other community related functions. We will therefore require the applicant to contribute as sum of £12,000 (twelve thousands pounds) towards a control parking review aimed at implementing additional on street wheel chair car parking spaces and shared use GP bays to support the function of the proposed health car facility.</p> <p>In relation to the residential aspect of the development the applicant has provided, 14 wheel chair accessible car parking spaces to support the 10% wheel chair accessible units proposed, the remainder of the development will be dedicated as a car-free development. we have considered that as the development is located in an area with a high public transport accessibility level with excellent connectivity and a control parking zone exists to restrict on street parking, the development is suitable to be dedicated as a car free development which is in line with the Council's Saved UDP Policy M10 Parking for Residential Developments, Saved UDP Policy M9 Car Free Development, the Council's Local Plan Policy SP7 and the Council's Development Management DMPD Policy DM 32, all of the above policies support car free developments.</p> <p>The applicant is proposing to provide 228 cycle parking</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p>spaces including 4 visitor cycle parking spaces in the form of Sheffield cycle parking stands the cycle parking proposed is inline with the London Plan cycle parking standards. We will require details on how the cycle parking facility will be secured and means of access for residents (keys or electronic fobs).</p> <p><u>Access and Servicing Arrangements:</u> Servicing of the proposed development will take place via the proposed vehicular crossover on Colina Road the applicant has provided vehicle swept path analysis of refuse vehicle entering and leaving the site to collect refuse for the residential aspect of the development. The servicing of the flexible commercial space will also be via Colina Road, details of which will be provided by way of a Service and delivery plan which will be secured by condition. The service and delivery plan will also need to include details of delivery of parcels by way of a parcel drop boxes or concierge service.</p> <p><u>Travel Plan:</u> The applicant has provided a draft Travel Plan as part of the application. The applicant will be required to provide a full Travel Plan as part no later than 3 months after the development has been occupied. The applicant's modal split target has a 8% cycle mode share which is much higher than the Haringey's average, we will therefore require a revised draft Travel Plan which includes a cycle strategy to achieve the 8% target mode share. The developer will be required to pay a sum of £3,000 per travel plan (£6,000) for the monitoring of the travel plan for 3 years post first occupation.</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p><u>Highways layout:</u> The applicant has proposed a number of changes to the highways network in order to facilitate improved pedestrian access and safeguard pedestrians, as per Drawing No: PAR-199-PA-001-B, these include:</p> <ol style="list-style-type: none"> 1) Convert the existing segregated cycle track on Colina Road into a new shared use footway/ cycle track. 2) New entry treatment from Colina Road into Colina Mews, this will reduce vehicular speeds and improve the pedestrian environment. 3) Relocation of existing shared use parking bays on Colina Mews, improved street lighting and traffic calming measures along Colina Mews to facilitate the additional pedestrian movements. <p>The above highways improvements have been estimated to cost £78,540 (seventy eight thousand five hundred and forty pounds). The applicant will be required to enter into a S.278 agreement to fund the proposed improvements.</p> <p>During the construction period a significant amount of construction traffic will be generated by the development, the developer will be required to submit a Construction Management and Logistics Plan to minimise the impact of construction activity on the local highways network in particular impact on the operation of the bus lane on Green Lanes.</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p><u>Conclusion:</u> On reviewing the above application and supporting documentation (Transport Assessments and draft Travel Plan) we have concluded that we would not object to the application subject to the following S.106/ S.278 obligations and planning conditions:</p> <p>Obligations:</p> <p>1) A residential travel plan must be secured by way of the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport:</p> <p>a) The developer submits a Travel Plan for each aspect of the development and appoints a travel plan co-ordinator for the private and affordable housing aspect of the development and the travel coordinator must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for no less that 3 years.</p> <p>b) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and time-tables to all new residents, travel pack to be approved by the Council's transportation planning team. Cycle parking to be provide in line with the London Plan (2015)</p> <p>c) The developer provides a cycle strategy as part of the travel plan to support the proposed 8% cycle mode share</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p>proposed as part of the Transport Assessment and Travel Plan. We will also require details on how the cycle parking facility will be secured and means of access for residents (keys or electronic fobs) and how this will be monitored.</p> <p>d) Establishment or operation of a car club scheme, which includes at least 2 (two) cars. The developer must offer free membership to all residents of the development for at least the first 2 years, and £50 (fifty pounds) car club credit for each unit. Evidence of which must be submitted to the Transportation planning team.</p> <p>e) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans.</p> <p>f) A site parking management plan. The plan must include, details on the allocation and management of on-site car parking spaces in order to maximise use of public transport. Electric Vehicle charging points (EVCPs) must be provided in accordance with the London Plan (2015)</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site inline with Local Plan Policy SP7.</p> <p>2) A Commercial Travel Plan must be secured by the S.106 agreement. As part of the travel plan, the following measures must be included in order to maximise the use of public transport:</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p>a) The developer submits a Work Place Travel Plan for the commercial aspect of the Development and appoints a travel plan co-ordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually.</p> <p>b) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team. Cycle parking to be provide in line with the London Plan (2015)</p> <p>c) The developer will be required to provide, showers lockers and changing room facility for the work place element of the development.</p> <p>d) The developer is required to pay a sum of £3,000 (three thousand pounds) per travel plan for monitoring of the travel plans. This must be secured by S.106 agreement.</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site inline with Local Plan Policy SP7.</p> <p>3) The developer will be required to contribute by way of a S.106 agreement a sum of £12,000 (twelve thousand pounds) towards the feasibility, design and consultation relating to the implementation of shared use doctors and</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p>disable car parking bays in the area surrounding the site.</p> <p>Reason: To mitigate the impacts of the parking demand generated by the development proposal and to facilitate travel by sustainable modes to and from the site.</p> <p>4) The developer enters into a S.106 agreement including provision that no residents within the proposed development will be entitled to apply for a resident's parking permit under the terms of any current or subsequent Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant is required to inform all resident of the proposed development that they are not entitled to apply for on street parking permits, evidence of which must be provided to the Council before and after the development is occupied. Details of the car restricted nature of this development proposal should be included in the residents lease where possible.</p> <p>Reason: To mitigate the parking demand generated by this development proposal on the local highway network by constraining car ownership and subsequent trips generated by car, resulting in increased travel by sustainable modes of transport hence reducing the congestion on the highways network.</p> <p>5) The developer will be required to enter into a S.278 agreement for the implementation of: a new shared use footway/ cycle track; new enter treatment from Colina Road into Colina Mews, this will reduce vehicular speeds and improve the pedestrian environment and the</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p>relocation of existing shared use parking bays on Colina Mews, improved street lighting and traffic calming measures along Colina Mews to facilitate the additional pedestrian movements. These works have been estimated to cost £78,540 (seventy eight thousand five hundred and forty pounds)</p> <p>Reason: To mitigate the impact of the proposed development on the local highways network.</p> <p>Pre-commencement conditions:</p> <p>1) The developer is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval 3 months (three months) prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Green Lanes, Colina Road, Colina Mews and the roads surrounding the site is minimised. It is also requested that construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation network.</p> <p>2) The developer is also required to submit a Delivery and Service Plan (DSP), details of which must include servicing of the commercial unite, and servicing of the</p> | |

| Stakeholder | Question/Comment | Response |
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| | <p>residential units including facility to collect delivers for residents when they are out concierge or parcel drop.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation</p> <p>Informative:</p> <p>The new development will require naming and numbering. The applicant should contact the Local Land Charges section on 020 8489 5573.</p> | |
| Design | <p><u>Location, Policy context, Description of the site</u></p> <ol style="list-style-type: none"> 1. The site location is in the centre of the borough, on Green Lanes, the A105. It is just north of the designated Green Lanes District Centre, whose Town Centre boundary stops about 10 units to the south on this, the east side of the street, but on the west side stops at the junction with Beresford Road, opposite the middle of the site; in both cases as designated Secondary Frontage (in accordance with SP10 of the adopted Local Plan, Strategic Policies, March 2013 and policies DM42-47 incl. from the emerging Development Management DPD, pre-submission draft January 2016). It is also a Designated site in the council's emerging Site Allocations DPD (pre-submission draft 2016), as SA26, which identifies it for "residential led mixed use with a new medical facility". 2. The site is a roughly square plot, with street frontages west onto Green Lanes, south onto Colina Road and east onto Colina Mews, whilst its northern boundary | Noted. |

| Stakeholder | Question/Comment | Response |
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| | <p>is with the plots of a neighbouring building fronting Green Lanes and garage court on Colina Mews. In addition to the existing one/two storey retail outlet, set back behind a large car parking forecourt, it contains a London Underground ventilation shaft towards the south-western corner, with the parking wrapping in front of it. The land falls gently to the south.</p> <p>3. Physically, in terms of urban form, as opposed to formal planning designations, the site forms or marks the effective northern limit of the retail dominated town centre of Green Lanes. On this, the eastern side of the road, the frontage to the south is at least the majority in town centre uses like retail, food and drink, with either short front gardens used as terraces or outdoor display or buildings up to the pavement, with ornate shopfronts; whilst to the north of the site dramatically contrastingly, development is in the form of villa-like houses set behind large, long front gardens, albeit that some including the immediately neighbouring Langham Club are in non-residential use. On the opposite, western side, intense retail uses and built form up to the pavement edge continue to just north of the site, before switching to residential set back behind front gardens. Further south, the centre of the Green Lanes Town Centre is characterised by grand, consistent terraces of Victorian and Edwardian shopping parades with 2 or 3 floors of flats above.</p> <p>4. By contrast, the south side of Colina Road is typical of many other streets in a wide surrounding area that form the residential hinterland of mostly 2 storey terraced Victorian and Edwardian houses with short</p> | |

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| | <p>front gardens. Colina Road is distinctive for its repeated gable fronts with ornamental bargeboards, as well as the more typical bay windows. Colina Mews is different again and more unique; a narrower street with no pavements and a varied mixture of buildings right on the road edge, from single storey garages to three storey industrial buildings, as well as in a lot of places including much of directly opposite the site just high back garden walls and fences.</p> <p>5. The transport interchange of Turnpike Lane Underground and Bus Station is a short walking distance to the north of the site.</p> <p><u>Use, Form & Development Pattern</u></p> <p>6. The proposals are for a largely residential development of 133no. flats and maisonettes, along with 940sq m intended to be for a primary care health centre; with additional uses applied of as a fall-back position, should that use fall through. On use, the proposals meet a need established in discussions with the Council and NHS and contain provisions for changes of use; this is generally beyond the scope of this document, save for my observation that town centre uses and active ground floor frontage is something I would consider appropriate and important for the Green Lanes frontage. Indeed a prominent town centre use, especially one for significant community infrastructure, would contribute to the site's potential status as a gateway to the Town Centre section of Green Lanes.</p> <p>7. The pattern of the proposed development is street based, with new blocks lining the three existing</p> | |

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| | <p>neighbouring street, along with a new street-like-space running north-south across the site. The block facing west onto Green Lanes therefore also faces east onto this “internal street”, described by the applicant as a “mews courtyard”. A U-shaped block, or rather a continuous wall of street-lining, terraced blocks faces west onto the mews courtyard, south onto Colina Road and east onto Colina Mews, with an “internal court”, as well as small private gardens, behind. However whilst they form a continuous street-wall of development, with regularly spaced front doors to ground floor maisonnettes and cores to flats, they have distinct heights and characters depending on which street they face.</p> <p>8. The retained existing London Underground ventilation shaft forms the southern termination of the block facing Green Lanes, but the new block steps west of the vent shaft considerably at the “front” onto Green Lanes, creating a distinct courtyard space on the corner of Green Lanes and Colina Road, as well as also stepping slightly west of the vent shaft on the mews courtyard, so that the vent shaft effectively forms a “gateway” to the mews courtyard, tightening its entrance. The street lines then created in the mews courtyard line up with the back of the original three storey house and front of the two/three storey function room of the neighbouring Langham Club, no. 600 Green Lanes, north of the site, with the street visually extending the space of the single storey link block of the Langham Club. However to create a street level termination and a goal, an object of interest at the end of the mews courtyard, the</p> | |

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| | <p>proposal is that the Energy Centre for the development will be in a low 2 storey building closing the street vista.</p> <p>9. The north end of the Green Lanes block steps back on its upper floors and steps well away from the northern boundary, acknowledging the long front gardens of the properties to the north; the Langham Club and beyond, and the energy centre lines up with this, creating a second courtyard space at the northern end of the health centre block. As well as being an acknowledgement of the context north of the site, this and the courtyard to the south (in front of the vent shaft) give an impression of a setting, with an institutional, civic feel, to the block intended to contain the health centre, strengthening its urban reading as a gateway / termination to the town centre. A public footpath then connects the “top” of the mews courtyard with the northern courtyard facing Green Lanes.</p> <p><u>Height, Bulk & Massing</u></p> <p>10. The overall height of the proposal rises from 4 storeys alongside Colina Mews, to five storeys alongside Colina Road, five again (but with a higher height ground floor) between Green Lanes and the mews courtyard to seven storeys along the east side of the mews courtyard. In all cases the height is mitigated with set-back top floors and intelligent, elegant proportioning to give human scale and seek to mitigate the overall height. However it must be admitted that the highest overall height, at seven storeys, pushes at the limits of how such intelligent,</p> | |

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| | <p>considerate design and mitigation measures could successfully integrate the proposal into its two and there storey context.</p> <p>11. The lowest housing is that facing Colina Mews; this has a set-back 3rd floor and regularly spaced front doors to 2-storey maisonettes, so its appearance in this narrow street will be of a three storey terrace of houses. This would appear in keeping as there are existing buildings of this height amongst the disparate mix of existing buildings on Colina Mews.</p> <p>12. At the corner with Colina Road the proposal rises to 4-storeys, with a set-back 5th floor, in a four-square, symmetrical block, that architecturally embraces both corners, into Colina Mews and the mews courtyard, and with a symmetrical disposition of its two entrances and cores and its corner and central balconies. It marks a bold and confident step up from the existing context of two and two-and-a-half storey existing terraced houses, especially the consistent terrace on the south side of Colina Road, but as a step-up of no more than one to one-and-a-half storeys is not so significantly out of character with context as to be jarring and unacceptable.</p> <p>13. The block facing Green Lanes is of four storeys with a set-back fifth floor facing Green Lanes and both the northern and southern spaces, five storeys facing the mews courtyard, with a single storey projection facing Green Lanes, the northern space and the mews courtyard. This more complex composition creates its strongest verticality onto the small length onto the wider space of the southern corner space. To the long face onto Green Lanes its layered horizontality,</p> | |

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| | <p>accentuated with horizontal fenestration, would give it a strong linearity. The peeling back of these horizontal layers at the northern space, revealing a glimpse of its full five storeys, and reinforcing its transition to the much more set back building line north of the site. The two storey energy centre extends in plan up to this set-back building line, further helping its integration with the significantly lower and less built up neighbouring context to the north.</p> <p>14. The highest block, rising to 6 storeys with a set-back 7th floor, sits in the centre of the site, distanced as much as possible from harmful impact on existing neighbours; the only existing neighbour it closely overshadows, to its north, is the non-residential Langham Club functions hall. Its height is mitigated to some degree by setting-back its top floor, but otherwise it makes little attempt to hide or mitigate its height; it is designed with essentially identical layout and fenestration over those six floors, but the use of darker brick on the ground floor (as well as the recessed top floor, both also used facing Colina Road) divides the elevation into a base, middle and top the elevation proportioning and greater human scale. Nevertheless, this block is likely to appear overbearing and out of scale of the surrounding context when seen from within the mews courtyard and internal court, but</p> <p>15. However I am confident the height of the highest block will not have a detrimental effect on the surrounding existing public realm beyond the application site. The applicants have submitted</p> | |

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| | <p>several views of their proposals in the context of the surrounding streets, that demonstrate that only small glimpses of the greater height of the highest block will be visible, and therefore its visual impact will not be significantly harmful. There are no identified sensitive visual receptors, as defined in the Guidelines for Landscape and Visual Impact Assessment (GLVIA 2013), sufficiently close to be affected by views of the proposals and it does not meet the formal policy definitions of a tall buildings, 10 storeys or over. Surrounded on all sides by proposed and neighbouring blocks of progressively lower floors, it demonstrates the desired design strategy of building up gradually from the surrounding context. The Urban Characterisation Study (2015) identifies the site, if redeveloped, as suitable for new developments of mid-rise height; 12 – 21m / 3 - 6 storeys; the highest block adds just one, recessed floor to this recommended maximum; this is reasonable as the top floor, set back and in darker brick, is visually more analogous to a pitched roof than a whole additional floor, and the development grades down from this height to a height compatible with the surrounding context.</p> <p><u>Approach to the front door(s), Accessibility & Legibility of the street layout</u></p> <p>16. Residential blocks are laid out in an exceptionally clear and logical plan, with generally exemplary relationship of front doors to the street, however there have been some compromises made to maximise the capacity of the site. Each maisonette on the ground</p> | |

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| | <p>and 1st floor of the side facing Colina Mews has its own front door off the street, otherwise all flats and maisonettes are accessed off cores with a communal entrance, with a clear and direct relationship between block, core and street front door. However, apart from Colina Mews, it is disappointing that there are no other ground and 1st floor maisonettes and that no ground floor flats have their own front doors off the street.</p> <p>17. The flats above the Health Centre are accessed off a single core; there are 8no. flats per floor over three floors with 7no. on the 4th floor, 31no. in total, with the core opening directly off the mews courtyard. This is over the maximum (25no.) recommended in the Mayors Housing SPG so will require video entry phones systems (or 24hour concierge). It would have been preferable if this core had been accessed off the more important Green Lane frontage, but the applicants have prioritised maximising the high street frontage for the health centre, which as an important public service and therefore analogous to being a civic function, is a reasonable prioritisation. There is a danger that the entrance to this core will be further marginalised as it sits between parking spaces, set perpendicular to the street, but although the applicants landscaping intention for the mews courtyard is that it is a uniform hard paved space it will have a wide, demarcated area in front of the apartments' front door, which will be kept clear of parked cars. The parking is solely for disabled residents, and this space will be further animated by cyclists and pedestrians accessing 2no. residential</p> | |

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| | <p>cores on the opposite side.</p> <p>18. The highest, 7 storey housing terrace is arranged in 2no. identical cores accessed off the mews courtyard, each with two flats on each of the ground and 7th floors and four on each of the intervening five floors, 24no. in total. Both cores and that of the block opposite have stairs on their street side to add to animation on the street, as well as clearly located, accessible but subtly hidden away, so not overly visually dominant, cycle and refuse stores; these cleverly avoid creating long blank frontage but raise issues with ground floor bedrooms facing the street and lack of individual front doors, detailed further below. The cycle stores are behind the cores on the ground floor plans and give flats access to the central communal private garden east of this terrace.</p> <p>19. The terrace on the Colina Road frontage again contains two cores; these contain the corner flats to both corners; both access two ground floor flats suitable for the disabled; the western core then contains five flats on each of the 1st, 2nd and 3rd floors and three on the 4th, 20no. in total, including a flat on each floor above ground in the slightly recessed “link” between the Colina Road and mews courtyard blocks (on the ground floor refuse storage). The eastern core contains one fewer flat per floor, but on the 3rd floor gives access to the 9no. “upside-down” two storey maisonettes on the 2nd and 3rd floor of the Colina Mews terrace (25no. in total). These are entered off an access deck on the street side of the terrace, cleverly setting back the top floor to give this the appearance as a 3 storey terrace of houses and</p> | |

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| | <p>add animation to Colina Mews.</p> <p>20. Both the mews courtyard and Colina Road are animated by regular windows to habitable rooms, set behind short front gardens. I remain regretful that ground floor flats do not have their own front doors off the street; I am also concerned that there are so many ground floor bedrooms facing the street. However this may be somewhat less of a concern as all the flats concerned are adaptable for disabled people; assuming they are taken up by disabled people, it can be argued that many residents will welcome the combination of entrance controls from the communal front door with the opportunities to view passing life in the street.</p> <p>21. The health centre (or other non-residential) use is proposed to be housed in the ground floor of the block facing Green Lanes, in a floor that projects forward to close to the pavement line and is proportioned with higher floor to ceiling heights. Detailed layout, including entrance, to the health centre (or alternative uses if that proves not to be possible), will be subject to a separate application, but the proposals provide options of entering directly off the street and/or via the courtyards at its northern and southern end; both would be suitable for a health centre, with space for drop-off, buggy parking and a sense of separation and arrival suitable for such a building; the southern end also has enough space for a small amount of essential staff parking and vehicular access, including separate refuse collection, and is designed to be potentially suitable for use for markets or pop-up street events at the</p> | |

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| | <p>weekend if the health centre is not in sue then.</p> <p><u>Dwelling Mix, Block(s) Layout and Aspect</u></p> <p>22. The dwelling mix is mostly of 1 and 2 bedroom units, but contains a good number of 3 bedroom maisonettes on Colina Mews (both Ground/1st and 2nd/3rd floors), as well as 4no. 3 bedroom penthouse floors on the top floor beside Colina Road. It is recognised that developments in highly public transport accessible locations and close to facilities, such as this site, 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, such as Colina Mews and neighbouring streets east of the site, are more suitable for greater preponderance of family sized (3 and 4 bedroom) units. Therefore the mix contains within the development a balance appropriate for the location.</p> <p>23. It is notable that all the single aspect units in the proposal are one bedroom units, and not even all of the single bedroom flats are single aspect, and that single aspect units are only ever east or west facing, never north or south. This is perhaps one of the most impressive aspects of this generally good design and shows commendable care for high residential amenity.</p> <p>24. The proposal is laid out generally in terraces rather than blocks, with a fairly high number of cores, so that with only one exception there are never more than five units per floor or 25 in total accessed off a</p> | |

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| | <p>single core. This is much better than the Mayors Housing SPG maximum of eight. The one core that exceeds this is the bloc containing the potential health centre; this is of a different, more high street “mansion block” character and where video entry phones and/or 24hour concierges will be required.</p> <p><u>Residential Design Standards & Internal Layout(s)</u></p> <p>25. All flat layouts meet Mayors Housing SPG space and layout standards. It is particularly notable that care has been taken to provide some of the larger flats 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>26. Almost all flats and maisonnettes have private amenity space in the form of either a balcony or private garden facing the private communal courtyard garden. The only two exceptions are ground floor flats, suitable for the disabled, on the corners of Colina Road with Colina Mews and the mews courtyard; these have a much larger length of front garden. I would not normally regard front landscaped space as suitable for private amenity except in providing defensible space, separation, privacy and “green softening” to the street, but in this situation, given the large amount available, I consider this acceptable. Except for those above the health centre, all flats and maisonnettes also have access to</p> | |

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| | <p>the large private communal garden.</p> <p><u>Daylight, Sunlight and Overshadowing</u></p> <p>27. 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” (2nd Edition, Littlefair, 2011).</p> <p>28. 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 no. 600 Green Lanes (the Langham Club), both to rooms in the social club and to habitable rooms in the flats above, in houses in Haringey Road east of the site and in the unbuilt development that has received planning consent at 4-10 Colina Mews, would receive a noticeable loss in daylight, but the applicants consultants have been able to show that the reduction would not be to levels considered acceptable or in the case of the consented scheme, would not be to levels lower than a hypothetical mirrored scheme on the site.</p> <p>29. Two of the back gardens to neighbouring properties in Haringey Road would lose a noticeable amount of sunlight, taking them below the level defined by the BRE guide as required to make the space sunny; specifically they would no longer receive sufficient</p> | |

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| | <p>sunlight at the equinoxes. However, the applicants' assessment is this is not unacceptable as they would continue to receive good sunlight in summer. No other neighbouring private amenity spaces are affected to the level defined as noticeable by the BRE Guide, and no existing public amenity spaces are close enough to be affected at all. My assessment is that it is a concern that the neighbouring properties would lose noticeable amounts of sunlight at crucial times but that these benefit from an unusual situation at present when there is less than the expected amount of building mass on the application site. As both the neighbouring gardens affected are towards the southern end of the terrace, it may have been possible to mitigate through removing key small portions of the proposed development, but i consider this would have created greater harm to the architectural integrity of the proposal where it faces Colina Road, and has a strong architectural unity and a clear, logical design.</p> <p>30. The proposals show that most of the habitable rooms in the proposal receive adequate daylight. The exceptions are mostly bedrooms, where this is considered less important; all Living Rooms receive adequate daylight.</p> <p>31. The applicants assessment show that all the public, private communal and private amenity spaces within the development, will be capable of receiving adequate sunlight. I am not confident the ground floor flats on Colina Road and the southernmost ones on Colina Mews and the mews courtyard would receive much sunlight to their private gardens.</p> | |

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| | <p>However, these would receive sunlight to their front gardens, which is not private but does provide plant growing as well as a privacy buffer; more significantly they would have better than most flats' access to the private communal garden, which receives adequate sunlight.</p> <p><u>Privacy & Overlooking</u></p> <p>32. The nature of the site along with the design of the proposals minimise potential for concern from loss of privacy due to overlooking into windows to neighbouring residential habitable rooms or private amenity spaces.</p> <p>33. The site is bounded on 3 sides by streets; overlooking and loss of privacy is unlikely to be a concern where facing front windows of housing on the opposite side of a street, especially a wide street such as Green Lanes. Notwithstanding this, the flats above the potential health centre are set back to some extent behind roof terraces. Similarly both the existing townhouses and the proposed flats facing Colina Road are fairly well set back behind front gardens and in the case of the proposed housing, a widened pavement to contain space for cycling.</p> <p>34. However, the situation is not the same in Colina Mews, and this is where the greatest concern arises. The opposite side of the street to the site is formed by the back gardens of houses facing Harringay Road, to the east. The first properties on and facing the opposite side of Colina Mews start further north. What is more the gardens of the houses on Harringay Road are not very long, which means the windows of</p> | |

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| | <p>habitable rooms at the back of these houses are close; between 13 and 19metres away from the proposed development, and as <i>back</i> windows (and as the outdoor spaces are <i>back</i> gardens), neighbouring residents have a greater reasonable expectation of privacy. I therefore welcome that the 1st and 2nd floor windows in the proposal facing Colina Mews are designed as angles, projecting oriel windows to control the direction of outlook and prevent loss of privacy to neighbours.</p> <p>35. Within the development, the layout is at the maximum density to not be a concern over privacy, with the housing being set just over 20m apart across the mews courtyard and internal court. Internal corner situations can often create potential overlooking situations, but there this is avoided by recessing the units on one the east and west of the corner behind balconies and placing the stair cores, with either a window or door onto the core on the south side, and with bedrooms only further over on the south elevation of the court (these are dual aspect flats with their living rooms on the south faced, onto Colina Road). If these flats have a concern over privacy, they can reasonably curtain their windows. There are no places where there is any expectation of privacy to amenity spaces within the development, but balconies and private gardens are recessed or partially screened.</p> <p><u>Elevational Treatment; Fenestration Materials & Details</u></p> <p>36. The materials palette is simple with the primary</p> | |

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| | <p>material being brick, a robust material that is appropriate to the locality and Haringey (indeed London) generally. The simple brick palette uses just two different colours of brick; one darker and redder, the other lighter and yellow/browner. The darker, redder brick specifically will match the existing London Underground vent within to the site, whilst the yellow-brown will match many of the surrounding houses, including those houses unpainted on the south side of Colina Road and the east side of Colina Mews (many are, unfortunately, painted).</p> <p>37. The brick palette is deployed to reinforce and support the architectural composition. The whole of the block on Green Lanes is in the darker brick, save for lighter metal cladding within the recessed balconies. But for the other three blocks, in each case the ground floor and recessed top floor are in the darker brick with the remainder, or more dominant “middle” in the lighter brick, strengthening the sense of composition and human scale of the elevations. Conditions will be required to confirm the appropriate quality of materials.</p> <p>38. Balconies are generally recessed, except for the eastern elevations of the two blocks that look onto the internal mews courtyard and internal court. Vertical metal balustrades are used generally, coloured to match the metal windows and doors. The only exceptions are the solid painted metal balustrades to the full width balconies to the link blocks at the corners of Colina Mews and the mews courtyard with the Colina Road building, where the balconies emphasise these blocks’ separation. These would be</p> | |

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| | <p>pained a lighter colour, although precise colours are left to be decided; however the suggested colour palette of light and dark golden-browns is commended.</p> <p>39. The pattern of elevational treatment, of fenestration and gradation of floors, is elegant and orderly, arranged into clear and legible patterns expressing the functions within; living room, windows, bedroom windows, balconies and stairs clearly expressed and reinforcing the sense of architectural composition.</p> <p><u>Conclusions</u></p> <p>40. This proposal presents significant challenges, as it pushes to the edge of the maximum I would consider possible on the site. In particular, the way the height builds up to seven stories, albeit the seventh floor being only in the middle of the site, set back and treated as an attic architecturally. The layout and distribution of housing around the site also maximises the use of every corner of the site, pushing out to every corner and filling the edges of the site with built form.</p> <p>41. However the design of the housing, the street based urban forms with clear distinction between front and back, public and private, with clear front doors, as well as the humane and considerate attention to housing and amenity standards, with well designed flats and maisonettes, protecting privacy of both existing neighbours and prospective residents, creating interesting, well lit and sunny aspects, avoiding all single aspect units in undesirable aspects, make these proposals exemplary examples</p> | |

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| | <p>of well designed, considerate housing in a considerate, street based urban design. The materials proposed would be simple and robust, provided the quality suggested it retained in execution. In terms of adding to the much needed stock of housing, it increases the density and intensity of inhabitation in the area in a gentle and complimentary fashion; I am confident this scheme would fit into the area successfully.</p> <p>42. The main public benefit from the development would come from the services provided at the new health centre. The proposals do create a couple of small, part-time, pocket parks on Green Lanes at either side of and framing this, along with a “cut-through” path from Green Lanes through the “Mews Courtyard” to Colina Road, but otherwise are purely private, framing-the-street, “wallpaper” architecture of a background nature. But it is a superior form of background architecture that in an unostentatious manner, in simple and robust and appropriate materials, proposes elegant buildings lining elegant streets.</p> | |
| Pollution | <p>Contaminated Land: The site is currently occupied by a joint storage warehouse and retail outlet store. Also present on site is Electrical Sub-station in the north-eastern corner of the site. Previous historical uses include residential properties and Laundry facilities. Off site local light industrial uses include a Builder’s Yard, Underground Lines and Laundry facilities.</p> | <p>Noted. Conditions as recommended will be attached to any grant of permission.</p> |

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| | <p>A Phase1 Desk Study Report (CGL June 2016 Revision 1) has been submitted. The Desk Study has concluded that generally a low to medium risk is considered for the receptors identified. This is primarily due to the potential for contamination to be present in the Made Ground and underlying natural strata associated with the former industrial use of the site. There is also a potential risk for ground gas and possible organic contaminants to be generated from the Made Ground.</p> <p>The report recommends further investigation and assessment to evaluate the potential pollutant linkages identified in the preliminary Conceptual Site Model, a refinement of the model and the development of a robust remediation strategy to be developed if unacceptable risks are identified.</p> <p>The following conditions are recommended:</p> <p>1. Before development commences other than for investigative work:</p> <p>a) Using information obtained from the Phase1 Desk Study Report (CGL June 2016 Revision 1) additional site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> - a risk assessment to be undertaken, - refinement of the Conceptual Model, and - the development of a Method Statement detailing the remediation requirements. | |

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| | <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>2. Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Air Quality: An annotated drawing showing the 'current proposal sixth floor' shows access to the terrace from flats on the sixth floor with a door immediately to the side of the flue. Another drawing 'Alternative proposal sixth floor' shows 'privacy' screens acting as barriers to the terrace on the north elevation, and no door access on the side of the flue.</p> <p>Drawing 'CHP and Boiler Flue Chimney Detailed Plans and Section 028_SK_058' shows the height of the</p> | |

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| | <p>chimney terminating 3m above the window /door but also indicates the 'preferred height' of the chimney is 1.5m above the window/door and the note states that flue termination above the window head to be confirmed upon completion of D1 Calculation. This is not acceptable as this could result in the chimney terminating 0.5m above the roof.</p> <p>The Chimney Height Memorandum states that an overriding minimum requirement is that 'a chimney should terminate at least 3m above the level of any adjacent areas to which there is general access (i.e. ground level, roof areas, or adjacent operable windows)'. Therefore the reference to the preferred height should be removed as it would not meet the minimum requirement to achieve 3m above the roof level (and bearing in mind the close proximity of the window and terraces). The drawings need to be amended to show the height as 3m and the 'Alternative proposal sixth floor' (Terrace – Flue Proximities Sixth floor bock B) drawing confirmed.</p> <p>ADDITIONAL COMMENTS:</p> <p>The CHP and Boiler Flue Chimney Detailed Plans and Section 028_SK_058 (A) has been amended to remove the reference to the preferred height and the General Arrangement Sixth Floor Plan - Flue Riser 028_SK_062 (A) now shows that the terrace on the same elevation as the flue is no longer accessible.</p> <p>The following conditions should be applied:</p> | |

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| | <p data-bbox="573 233 722 261"><u>Air Quality</u></p> <p data-bbox="573 306 1367 483">1. Prior to development a revised air quality assessment (including dispersion modelling and air quality neutral assessment) taking into account the comments of the pollution section shall be submitted, to the Local Planning Authority for approval.</p> <p data-bbox="573 526 1367 594">Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p data-bbox="573 636 1005 667"><u>Combustion and Energy Plant:</u></p> <p data-bbox="573 709 1367 922">2. Prior to commencement details of all the chimney heights calculations, diameters and locations (CHP units and boilers) will be required to be submitted for approval by the LPA. All parameters must, as a minimum, meet the requirements of the Chimney Height Memorandum and the Sustainable Design and Construction SPG.</p> <p data-bbox="573 964 1360 1032">Reason: To protect local air quality and ensure effective dispersal of emissions.</p> <p data-bbox="573 1075 1373 1287">3. Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA.</p> <p data-bbox="573 1330 1373 1398">Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> | |

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| | <p><u>Construction Dust Management:</u></p> <p>A condition relating to the management of construction dust is also recommended.</p> <p>Informative: Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> | |
| Waste Management | <p>This proposed application for 133 x Units will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for one 'Standard kerbside collection full set' for this property. Provided this advice is followed the plans for refuse and recycling storage and collection are adequate. The boxes indicated above provide some detail about accessibility, design and space requirements. Details of the 'Standard kerbside collection full set' are provided below:</p> <p>22 x 1100L Refuse 14 x 1100L Recycling 10 x 140L food waste 133 x Food waste kitchen caddy Bulk waste storage area with direct access for collection</p> | Noted. A waste management plan and full refuse details will be secured via a condition. |
| Head of Carbon | <u>Sustainability Assessment</u> | Noted. Conditions and S106 contribution as |

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| <p>Management</p> | <p>The applicant has submitted a BREEAM New Construction (2014) design stage assessment which demonstrates that the scheme can achieve a “Very Good” standard.</p> <p>This demonstrates policy compliance. We recommend the following condition is used on this site:</p> <p>Condition: You must deliver the sustainability assessment BREEAM New Construction (2014) as set out in “590-598 Green Lanes Shell BREEAM Pre-Assessment Summary Report” dated 6th June 2016 by Southfacing Services Ltd.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM New Construction (2014) “Very Good” and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</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</p> | <p>recommended will be attached to any grant of permission.</p> |

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| | <p>authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reason: 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 SP04 of the Local Plan.</p> <p><u>Energy Strategy – Overall</u> The applicant has submitted a policy compliant Energy Strategy which delivers a 33% carbon reduction beyond building regulations (2013) and offers an offsetting contribution of £29,450.00.</p> <p>As such these aspects of the application should be conditioned to be delivered on this scheme.</p> <p>Condition: You must deliver the Energy measures as set out in the submitted “Energy and Sustainability” Report, dated 8th June 2016, by BOCCA Consulting.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and set out in Appendix and shall achieve the agreed carbon reduction of 33% reduction beyond BR 2013. Design aspects includes:</p> <ul style="list-style-type: none"> - Delivering the energy efficiency standards of: <ul style="list-style-type: none"> ○ U-values of 0.3 W/m2K on all walls; ○ U-values of 2.0 W/m2K on all windows; | |

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| | <ul style="list-style-type: none"> ○ U-values of 0.20 W/m²K on the ceiling/ roofs; - A CHP engine which delivers electrical output, 90 kW and a thermal output of 161 kW <p>All of this equipment and materials shall be maintained as such thereafter. Confirmation that these have been installed must be submitted to the local authority upon 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>Reason: To comply with London Plan Policy 5.2 and local plan policy SP04.</p> <p><u>Energy Strategy – CHP</u> There are delivering a new community heating network (powered by a combined heating and power unit - CHP). To ensure that this is designed and run efficiently we would want to see the following condition added.</p> <p>Condition: Upon completion you must demonstrate that the CHP network and its operational design has been delivered in line with the GLA’s District Heat Manual for London and the ADE/CIBSE Heat Networks Code of Practice for the</p> | |

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| | <p>UK.</p> <p>Should this not be delivered the application will be required to undertake remedial works on site to ensure this.</p> <p>Reason: To comply with London Plan Policy 5.2 and local plan policy SP04.</p> | |
| EXTERNAL | | |
| Transport for London | <p>Green Lanes forms part of the Strategic Road Network which TfL is the Traffic authority for. TfL is therefore concerned with any application which may impact the safe and normal function of the highway.</p> <p>Having reviewed the submitted application TfL has the following comments:</p> <p>The site has a Public Transport Accessibility Level (PTAL) of 6a (where 6b is the highest and 1 is the lowest).</p> <p>Given the high PTAL TfL welcome the restrained approach to providing parking. Indeed, the 'car free' (with the exception of blue badge parking) proposal is suitable in line with London Plan policies. In addition, future residents should submit to a permit free legal agreement within the s106 to restrict them from applying for current and future local parking permits.</p> <p>TfL welcome the provision of 14 blue badge parking spaces in line with standards set out in the Housing</p> | <p>Noted (no objection following receipt of additional information).</p> |

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| | <p>SPG. However, London Plan requirements state that “<i>Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access to the boot safely</i>”. TfL note that each space has a buffer zone on one side of it, however, none have a buffer on both sides or the rear. The applicant should therefore review the design of disabled parking provision.</p> <p>A provision of 224 long-stay cycle spaces are provided for the residential element of the development, with a further 4 short-stay spaces provided. In addition commercial cycle parking will be provided upon first occupation to be secured by condition. The quantum of cycle parking is agreeable in line with the London Plan.</p> <p>In addition to assessing the quantum of cycle parking TfL measure the suitability of cycle parking against the criteria set out in the London Cycle Design Standards. In keeping with this TfL request that the applicant revise the design of cycle storage. Indeed, TfL note that all long stay cycle parking is provided in the form of double stack stands. TfL require cycle parking to provide for all users. The use of double stack stands does not allow for enlarged cycles and therefore an assortment of stands would be preferred. In addition access to block A cycle storage appears restricted when car space 14 is occupied. Finally the applicant should provide details on how all cycle parking is secure to lock. Given this TFL request that full details of cycle parking be secured by</p> | |

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| | <p>condition in consultation with TfL.</p> <p>The applicant has provided an impact assessment including a proposed trip generation based on TRICS/TRAVL data. However, the 'public transport' mode should be separated into different modes within public transport. Moreover, it should be ensured that the mode share catches multi modal trips rather than just final mode share.</p> <p>The applicant has provided a Travel Plan which is welcomed. TfL find the overall principles of the Travel Plan to be acceptable in accordance with London Plan policies. The Travel Plan should therefore be secured by condition.</p> <p>Given the above TfL cannot support the development until further revisions are provided.</p> <p>ADDITIONAL COMMENTS: TfL welcome the additional details and based on the trip generation forecasts provided, TfL are content that there will be no material impact on the public transport network.</p> <p>In regards of the updated car parking, every space now has a buffer zone either side so therefore assume that the issue has been addressed.</p> | |
| London Underground | <p>I can confirm that the planning applicant is in consultation with London Underground on this project. As such we have no objection to the planning application</p> | <p>Noted. Condition as recommended will be attached to any grant of permission.</p> |

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| | <p>for the property above. This site is adjacent to London Underground ventilation shaft. Therefore, we do ask that a condition is included on any planning permission granted:</p> <p>Condition: The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> - provide details on all structures - accommodate the location of the existing London Underground structures and tunnels - accommodate ground movement arising from the construction thereof - and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels. <p>The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> | |

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| | <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.</p> | |
| <p>Thames Water</p> | <p><u>Waste Comments:</u> Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. They can be contacted on 0800 009 3921.</p> <p>Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution</p> | <p>Noted. Conditions and Informatives as recommended will be attached to any grant of permission.</p> |

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| | <p>to local watercourses.</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.</p> <p>Applications should be made at http://www.thameswater.co.uk/business/9993.htm or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.</p> <p>A piling condition is recommended:</p> <p>Condition: 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</p> | |

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| | <p>the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:</p> <p>Informative: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's</p> | |

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| | <p>Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.</p> <p>Sewage - Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p><u>Water Comments</u> On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Thames Water recommend the following informative be attached to this planning permission:</p> <p>Informative: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> | |
| Environment Agency | No comments to make on this occasion. | Noted. |
| Designing Out Crime | <p>I have viewed the online documents submitted with this application and have the following comments:</p> <p>The proposed development appears to be a good use of the site. I am especially keen on the improvements to</p> | Noted. A Secured by Design condition is recommended for inclusion on any grant of planning permission. |

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| | <p>Colina Mews, which has suffered from crime issues and feels rather rundown. The proposed mixed-use scheme has active frontages to the main elevations and will provide better guardianship and natural surveillance of the surroundings.</p> <p>The design of the main housing blocks, features primary and secondary doors which would be suitable for the Secured by Design scheme with the correct specification of doors, glazing and access control. There would need to be further consultation in order to achieve a Secured by Design award and we would require secure access control on each floor of the housing blocks. We can give further advice as necessary.</p> <p>Refuse Stores will need proper secure doors and access control, as there is history of abuse of these spaces in the local area. The store for Block B in particular will need careful design as it opens between street and secure courtyard - we can give further advice as necessary.</p> <p>The creation of defensible space and a buffer between the private space of homes and public areas / shared courtyards is good design. I am keen that the correct boundary treatment is chosen - railings to 1100mm work well for front elevations with a higher treatment necessary for rear (private) gardens onto shared courtyards, although I can give further advice as necessary. Its not clear from the drawings, but a low wall at the front of some properties can often be used for sitting / congregation.</p> | |

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| | <p>With proper consultation, particularly on the specification of doors, glazing and access control, a Secured by Design Award could be achieved at this scheme and we can obviously give further advice on the standards as required.</p> | |
| NEIGHBOURING PROPERTIES | <i>20 letters of objection and 1 letter of support:</i> | |
| Objections | <p>The plans on the whole look good, and it is worth remarking that the design of the development (with variable building heights) do mean that the nearby stretch of Green Lanes will not be massively overshadowed. However, it is utterly unacceptable that the developer is using the threat of an NHS facility to wriggle out of the need to build affordable housing. Haringey is not an overly affluent borough, and the stretch surrounding this development, particularly given its proximity to South Tottenham and West Green, is very close to some particularly deprived areas. To not even offer a *single* afford housing unit is abysmal and not in line with the demands of the area. Such a large development, with such a large number of new housing units promised, is a prime opportunity for the inclusion of affordable homes and this proposal must not be supported until this glaring omission is rectified.</p> | |
| | <p>The redevelopment work has affected our ability to park, we are not able to park on the existing business parking bays which are situated off Colina Mews, where the work is taking place. The next business parking bay areas are quite far from our shop and does affect our business from loading/unloading heavy catering equipment. I hope Haringey council will consider moving or creating business parking bays near to Colina Mews.</p> | |
| | <p>Comments: I am writing to express my concern and objection to this development in its current format. At seven stories the buildings would be completely out of scale to surrounding structures, dwarfing buildings and cutting out light and obstructing the views of the houses behind. Whilst I would welcome development of the existing site improving its appearance and use, I feel that this needs to be approached with sensitivity and restraint. The regeneration of the area is at a fragile stage and anything new needs to nurture this.</p> | |

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| | <p>I do not agree with any building over the height of my house. The current building back of my house already block significant light coming in to my house and with 7 floors, It will make matters it even worse. I am extremely concern of losing privacy due to overlooking from the proposed build. Also has noise pollution taken in consideration? Additional population will also cause significant shortage of for school places. This also impact the local parking facility and create traffic congestions.</p> | |
| | <p>Principle: I understand that previous planning applications were refused for this site due to the lack of affordable housing. There is still no affordable housing provision in this development, which is entirely unacceptable given the size of the development and the area of the development.</p> <p>Overlooking/Overshadowing: I have read the Daylight and Sunlight report and it is plain that a number of properties (including my own) will lose a significant amount of the daylight/sunlight that they currently receive. Furthermore, the author of the report has not considered the area properly as it they have treated my property as a house when in fact it is two flats and has failed to consider at all the overshadowing/overlooking of my roof terrace.</p> <p>Disturbance: The development will cause a significant disturbance to a residential area for a considerable period of time.</p> <p>Overbearing/Out of character: Seven stories is plainly overbearing and out of character for the area.</p> <p>Road safety: The proposal states that there will be parking for cyclists, but does not include the earlier proposal for a cyclist's café. It does not say that the parking will involve and whether it will be accessible for all local residents.</p> | |
| <p><i>(4 objections with same content)</i></p> | <ul style="list-style-type: none"> - Proposed 7 storey tower is too tall and out of scale with surroundings - The proposal is overbearing and will overshadow the garden spaces of the surrounding houses | |

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| | <ul style="list-style-type: none"> - 4 storey housing block along Colina Mews is too tall and will cause overshadowing to the houses and gardens of Harringay Road opposite - 4 storey housing block proposed for Colina Mews will cause overlooking as well as loss of sunlight and privacy to the back gardens along Harringay Road - Moving the parking bays across the Mews to the backs of Harringay Road gardens will cause an increases security risk as well as unwanted noise and air pollution problems - If parking bays are relocated to run alongside the back fences of Harringay Road gardens they will block or reduce existing access to the mews | |
| | <p>I welcome the concept of a modern housing development to provide much needed housing for the borough. However, the scheme, as proposed, is too tall and too close to its neighbours, causing new problems of overlooking and overshadowing. It is overbearing and diminishes the amenity spaces of the surrounding dwellings. I have outlined the key reasons for my objection below and appeal to you to protect the rights of existing residents as well as potential new ones.</p> <p>Overlooking, overbearing, overshadowing: Residents 53-79 Harringay Road backing onto the site currently enjoy total privacy from windowless brick walls of the existing quiet 2 x storey storage warehouse along Colina Mews.</p> <p>1. A 4 x storey housing block is proposed along the boundary with Colina Mews to replace an existing 2 x storey blind warehouse and is to run the entire length of the site. This will cause extensive loss of outlook and overshadowing to the gardens and houses of nr.s 53-79 Harringay Road, which face south-west. The proposed scheme is oppressive and overbearing for existing residents used to a façade half the height and without windows. The proposal is oversized, out of scale and too close to the houses backing onto the mews. It diminishes the character of the surrounding area.</p> <p>a) There is no precedent for 4 x storeys along Colina Mews. 2 x storeys is typical for the mews and surrounding streets.</p> <p>b) 4 x storeys at between 8m and 18m from nr.s 53-79 Harringay Road will reduce both daylight and sunlight levels to the existing houses and devastate the sunlight hours currently enjoyed in their gardens. Whilst the daylight/ sunlight study may suggest that the reduced light levels fall with the minimum acceptable levels, I would question the justification of a planning decision that supported greater levels of daylight and sunlight for contentious top floor new dwellings than were required to remain for existing dwellings to the advantage of the applicant. The development is too tall and too</p> | |

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| | <p>close to the boundary with Colina Mews.</p> <p>c) No Rights to Light survey has been submitted to date.</p> <p>2. The proposed 4 x storey block is shown with floor to ceiling windows looking directly over the Harringay Road terrace and its gardens and is between 8m and 18m from the nearest windows at first and second floors. This will tower over the 2 x storey terrace blocking sunlight and massively overlooking their homes and gardens. The development is too tall and too close to the boundary with Colina Mews.</p> <p>3. The balcony/ walkway proposed for the 3rd storey runs the full length of Colina Mews and will cause a new problem of overlooking directly into the windows and gardens of the existing Harringay Road terrace.</p> <p>4. The existing warehouse steps back by some 10m to the north-east corner of site, affording house nr.s 73 and 75 Harringay Road total privacy, as well as maximizing daylight and sunlight from the west. Since the public consultation, an extra house + circulation block is proposed which occupies this space. How is it permissible or desirable for the existing building line to be in-filled to this extent?</p> <p>a) This will create a new problem of overlooking and loss of privacy and aspect.</p> <p>b) The increased proximity, mass and height of the proposal will create a newly oppressive and overbearing outlook for the houses opposite this part of the site, which are currently approximately 30m from the existing warehouse façade.</p> <p>c) This will cause significant overshadowing to these houses and their gardens. Whilst the daylight sunlight study confirms a minimal 2 hour period of sunlight for summer months, the actual loss of daylight hours to the rear gardens of 73 and 75 Harringay Road has not been stated. Common sense indicates that if you build a 13.5m high building just 6.5m away from a south-west facing garden fence, the loss of sunlight will be considerable and that afternoon/ evening sun, so valuable to a working family, will be minimal.</p> <p>d) Infilling to this extent adds to the overbearing nature of the street scene. It diminishes the existing character of the Mews by increasing the mass of the block. This further adds to the lack of contextual reference to the existing mews character and causes loss of aspect for existing residents.</p> <p>e) The proposed change of use from storage warehouse with minimal week-day occupation to high density residential 24-7 occupation will further impact on the privacy of the houses and gardens of Harringay Road both from noise disturbance and overlooking.</p> <p>5. A 7x storey tower block running south to north up the centre of the site will dominate the skyline and overshadow the adjacent residential 2x storey terraced houses along Harringay Road as well as those</p> | |

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| | <p>along Colina Road to the south and Park Road to the north. This is a sensitive site, which is nestled into a residential block with typically 2x storey terraced housing on three sides. A single façade addresses the local high street on Green Lanes, which is also flanked by residential housing. A 7 x storey tower block is oversized, oppressive, overbearing, and out of scale and proportion to the surrounding area.</p> <p>Road safety and parking:</p> <p>1. Whilst the proposal to improve the hard landscaping to Colina Mews is welcomed as part of the Section 106 agreement, it surely cannot be to the detriment of existing dwellings that abut the Mews. Since the public consultation, the plans now show existing parking bays moved to the opposite side of the Mews and spread along the length of the garden fences of Harringay Road houses opposite, limiting their existing access and damaging their amenity spaces.</p> <p>a) By seeking to enhance the street frontage of the new development, the proposal diminishes the street access for existing residents to a maximum of 1m between cars and a 1m pavement along the fence line. This is inadequate for residents' needs. How do you get a double buggy into your back garden, or even a single one laden with shopping? How do you move furniture in or out? How can the window cleaner bring ladders through such a narrow space? This development proposes reducing existing amenities to a regulatory minimum in order to add value to a new scheme, rather than out of necessity. It would, after all, be quite typical to have parked cars outside the frontages of the new development just as with most London terraces. The parking spaces should not be relocated to the detriment of existing residents in this way and should remain on the west side of the mews.</p> <p>b) This area has a high crime rate. Parking along the fence line effectively creates a ladder offering easy entry into the backs of Harringay Road gardens and homes, which greatly concerns me. Parked cars also offer privacy and concealment to anyone wishing to do so. This proposal will cause an increased security risk to our homes, which is totally unacceptable. By contrast, parking spaces left on the opposite side of the mews will have no affect on security.</p> <p>c) The proposal will also contribute unwanted noise and air pollution. Anyone sitting with the engine running whilst they make a call or waiting for someone will be directly polluting our amenity space with noise and fumes. Parking spaces, if left on the west side of the mews, will have no affect on the proposed amenity spaces, which are on the other side of the proposed building. The parking spaces should remain on the west side of the mews.</p> <p>d) The proposal to brick up our existing rear access with or without a small opening for a gate without</p> | |

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| | our legal consent is of great concern. I must ask why we haven't been given choice regarding this construction on our property and why it is up to the developer to determine who retains the right to what access to the mews by virtue of the current state of their fence. Residents of Harringay Road must have total control over their own boundary going forward. This is also a legal principle, surely, not least because our legal property boundaries must be respected, rather than assumptions based on the surveyed plan. | |
| | <p>I don't object in principle to the proposal to turn this area into residential properties. However the problem is that in the developers obvious aim to squeeze in as many tiny properties into this area as possible they have omitted parking. 3 parking spaces for for 130+ residences is ridiculous. With the number of houses in the surrounding area already converted into flats, there is already incredible pressure on parking spaces. (this side of the road barrier on Harringay Road where I live is already divided into TWO parking zones so there just isn't 'other' places to park). I have seen other developments in Haringey where the entire ground level has been reserved for parking. This is what needs to happen here also.</p> <p>Obviously the most profitable thing for the developer is to squeeze as many tiny properties into the space possible. But you the council need to draw the line for them. Also the development needs to be gated community for security of the development residents and residents in the surrounding. There is already quite a large number of homeless people on Green Lanes. More and more every year it seems.</p> <p>I also believe the proposed 7 stories part is far too high for the surrounding area residential area which are all only 2 or 3 stories. A 7 storey construction is going to look like a tower block against the surrounding residential area</p> | |
| | <p>1.The proposed development is totally out of keeping with the surrounding area which as you may be aware consist of 2 storey Victorian terraces, it makes no attempt to assimilate itself, be that in height or appearance, the construction materials appear to have no regard whatsoever for its location.</p> <p>2.Colina Road is threatened with a five storey frontage directly opposite, the rear gardens already have a tall warehouse backing onto them, who illegally raised their parapet by 1 metre, despite protests from the residents. I suspect there will be a similar loss of light at the front. I strongly suggest that the development is made to conform in height and construction to its surroundings.</p> | |

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| | <p>3.The residents of Harringay Road whose gardens back onto the mews are also going to suffer. The developers would like them to believe that somehow some superficial landscaping will compensate them, for a total loss of privacy in their already inadequate gardens and a possible and highly likely loss of light !</p> <p>4.What consideration has been made for the increased traffic and burden to parking that will result from this over development?</p> <p>5.I would like to be at odds with the developer who make much of the benefits that this eyesore will bring to the area, whilst for obvious reasons totally disregard all the obvious detriments.</p> | |
| | | <p>Firstly, the population is already overpopulated in the area, therefore bringing in 'even more' people would jeopardise the safety of the locals, as the risk of accidents and dangers would increase. Moreover, 'even more' vehicles would be used in the area meaning traffic, which is severely bad already, would increase in the area causing distress for the community. Furthermore, you do not have enough parking spaces for all your residents, thereby parking spaces in the area would be taken from the locals and road safety would be at a higher risk due to conflict for spaces and the impatience of waiting in traffic. To continue you are proposing to build 4,5 and 7 storey flats when the surrounding area only goes up to 3 storeys high. This means that the house that I own, which is located opposite the land you propose to build on would be restricted from natural sunlight coming into the house. In addition, all the houses in the area are 'Victorian style', therefore the new flats would contradict the time period and lower the appearance of the area. To continue, the new users would increase noise pollution in the area which would distress the neighbours and more complaints would arise. To conclude, the development of the new flats is 'not' a good idea as the negative effects outweigh the benefits.</p> |
| | | <p>My concerns regarding the development are mainly relating to the size of the development, in particular the number of stories (4-7 stories), which are planned. I would not be as opposed if a more suitable proposal was put together.</p> <p>As the proposal stands, I object on the following grounds:</p> <ul style="list-style-type: none"> - impact on local transport e.g. the buses from Beresford road which would have 100's more passengers. - parking - the development does not provide adequate parking for teh additional 100's of residents |

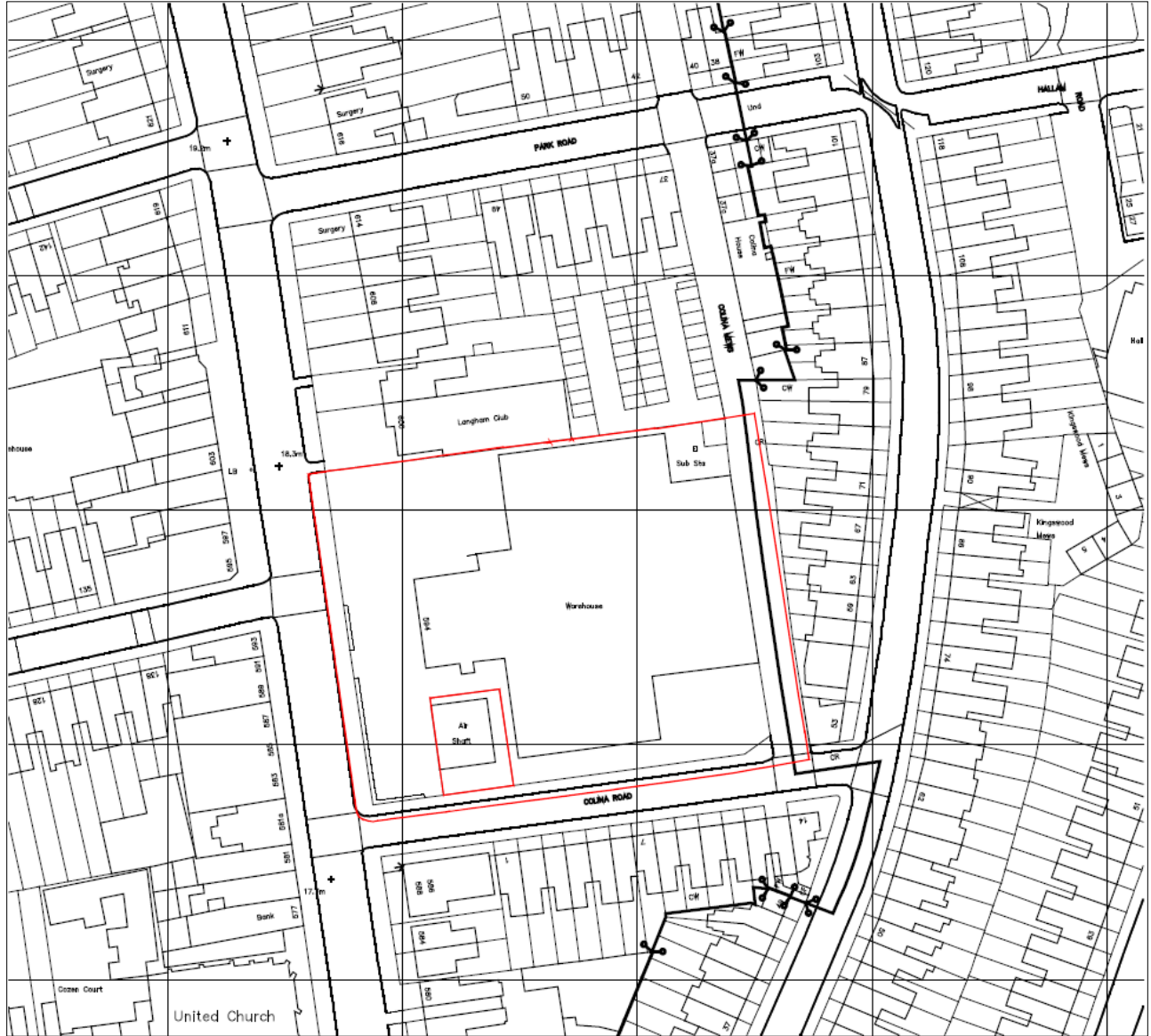
| Stakeholder | Question/Comment | Response |
|-------------|--|----------|
| | <p>which would be living in the area</p> <ul style="list-style-type: none"> - loss of light - a 7 story block is 5 stories more than any other building in the area (which are all 2 story Victorian houses) - noise from the development - 100's more people living within a few metres from my home, not to mention the electrical substation which would be a stones throw from my garden - impact on appearance of the area - the proposed development is incredibly out of keeping with the rest of the area where Victorian 2 story houses are prevalent. A 7 story tower block will look incredibly out of keeping and destroy the character of the area - the site does not appear large enough for 113 flats | |
| | <p>The Development has not taken into account our 3 flats as residential on the 1st and 2nd floors and instead has regarded the Langham Club purely as commercial. The allowances for daylight and sunlight are completely different between residential and commercial and this is a huge oversight which can drastically reduce the value of our flats next door to the development.</p> | |
| | <p>Firstly, there can be nothing gained from any of the residents of Colina road having a 5 story building towering over the front area of their houses directly overlooking bedroom windows and blocking out natural light. The buildings are also of a period where most residents have maintained a particular decor on the front exterior, keeping with the original design. In no way can this 5 story build compliment our houses other than create an eyesore.</p> <p>Please note, and importantly, that most of the houses on Colina Road are confronted with a "prison" style high wall, belonging to a warehouse, in the garden, that lends itself as an eyesore as well as blocking out natural light in the garden. The further extension of this warehouse wall a few years ago was in my mind as well as the other residents, already unjustified.</p> <p>Our road is already confronted with limited parking during certain times of the day /weekend and an unnecessary cycle lane that I have never seen used since it's arrival. What inconveniences to the residents have been considered with regards to the increase in traffic or parking that this build will inevitably produce.</p> | |
| | <p>Increased traffic along Colina Mews. The building in which I live, Colina House (a building containing</p> | |

| Stakeholder | Question/Comment | Response |
|-------------|--|----------|
| | <p>four residential flats), fronts onto this road, as do four other properties further up the road. There is no pavement on Colina Mews and a reasonable amount of cars already use it regularly as a cut-through. The area, and this route, will see increased traffic as a result of the proposed development, which will impact upon local residents, and increasing the risk of hazard along Colina Mews.</p> <p>The letter from 590greenlanes makes reference to 'Substantial upgrades to Colina Mews, improving the streetscape, and refurbishing the cobbled surface to create a traditional London Mews' - currently the road is tarmac, not cobbled - is the plan therefore to change the road to a cobbled surface?</p> <p>There was a successful planning application (HGY/2014/2162, Rear of 600 Green Lanes N8 0RY) to build a block of flats that went through last year for further up Colina Mews, directly adjacent to your planned site. Are you aware of this approved application, and have your plans been considered in light of it and the combined impact on local residents?</p> <p>The proposal from 590greenlanes made no mention of social/affordable housing - how will the development serve such needs of the local population? Many people are already being priced out of the area, and surely this is an opportunity to provide affordable housing for those people, sustaining the diverse nature of the local community.</p> | |
| | <p>A development as large as this will be horrifically disruptive, and does not provide any guarantees for long term employment in the area or happiness for it's residence. Serious consideration towards more green space should be prioritised, where families and children can other residence can relax and play. I am concerned that this development is too high and should be reduced to 5 storeys. The increase in traffic to the are will make it impossible to commute down green lanes - the increase in pollution would be disgusting. Additionally the scales used to depict Colina Mews (the road on which I live) laughably misrepresent the scale of the street and seems to over stretch and over promise housing in the area - those houses would have to be tiny, and dark. I am concerned that efforts are being focused on squeezing as many people as possible into a space with no regards to it's surroundings and with no regards to their happiness or social enterprise. I would suggest ensuring that at least 30% of this development be made available to people who are on housing support. I will object to this project wholeheartedly until a long-term, social enterprise plan is concurrently proposed to help low income households gain more economic security. Otherwise I fear this development will ruin this diverse and</p> | |

| Stakeholder | Question/Comment | Response |
|-------------|--|----------|
| | fascinating part of London by encouraging the building of more horrible tall buildings from other developers. | |
| | Objection on the grounds of mass, height, lack of affordable homes, loss of employment use, and the adverse impact on schools and other services. | |
| | My objection is based on the fact that the development is completely out of keeping with the surrounding local area which primarily comprises 2 and 3 storey Victorian terraced houses. Not only does this go against Haringey's Local Plan, SP1 and SP11, it also infringes the London Plan, and the CABE Guidance on tall buildings (see specific references below). Furthermore, in a decision in 2014 regarding an appeal on the adjacent site (rear 600 Green Lanes), the Planning Inspectorate concluded that a relatively much smaller (and lower – 3 storey) development “ <i>would be to introduce an unduly dominant and intrusive feature.</i> ” This new proposal with more than double the number of floors and of a massive bulk would be completely out of all proportion to the surrounding area. Given the planning policy infringements and the significant number of objections raised by the majority of the directly affected neighbouring properties, I therefore urge the Council to reject this proposal and to encourage a more sensitive development for the site. | |
| Support | Planning permission must be conditional upon the provision of the health centre and any failure to provide this facility should lead to a review of the provision of affordable rented homes on the site. I also welcome the proposal that the car parking facility on the south east corner of the site should be available for 'pop up' and community uses and believe that adequate measures to enable and require this and properly manage and market this facility should be a condition of the permission and no homes should be occupied until these measures are in place. | |

Appendix 2: Plans and Images

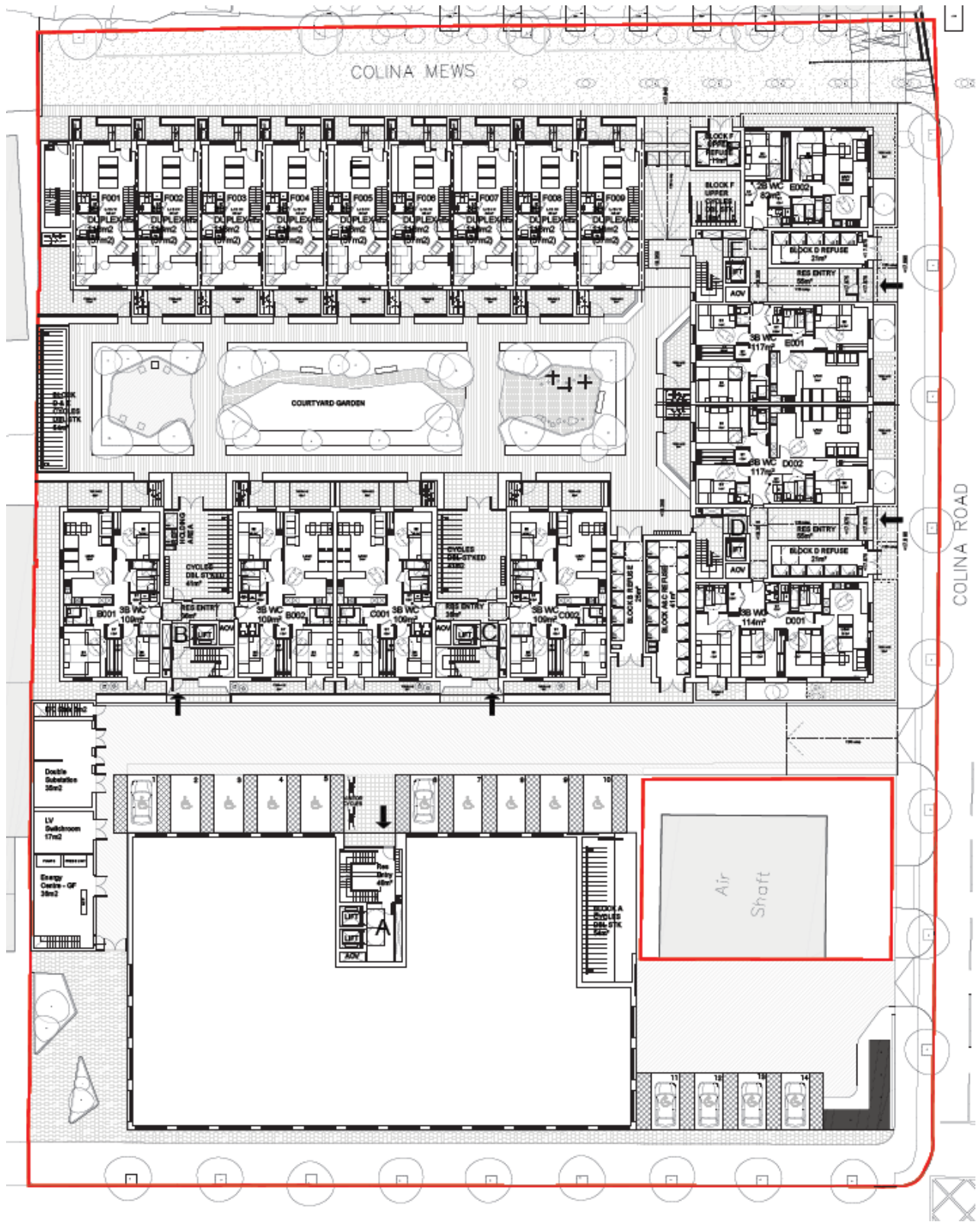
Location Plan



Proposed Site Layout



Proposed Ground Floor



Indicative Green Lanes Visual



Indicative Colina Mews Visual



Appendix 3A: QRP Note – Wednesday 18 May 2016

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Hawes and Curtis, 590 Green Lanes

Panel

Peter Studdert (chair)
Phyllida Mills
Hugo Nowell
Stephen Davy
Ann Sawyer

Attendees

Nairita Chakraborty London Borough of Haringey
John McRory London Borough of Haringey
Adam Flynn London Borough of Haringey
Sarah Carmona Frame Projects

Apologies / report copied to

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

Confidentiality

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Revisions

A number of revisions have been introduced in order to clarify and expand upon some of the points made within the report. All revised sections of text are prefaced by **.

1. Project name and site address

Hawes and Curtis, 590 Green Lanes, N8 0RA

2. Presenting team

John Ferguson CgMs Ltd
Alex Portlock Greenlanes Property Group
Danielle Torpey Greenlanes Property Group
Tricia Patel PTE Architects
Douglas Harding PTE Architects
Richard Broome Outer Space
John Cruse Project manager

3. Planning authority's views

The proposal is for redevelopment of the Hawes and Curtis site to provide 137 residential units and a 900sqm D1 Healthcare premises for the NHS. The Council has held a number of pre-application meetings and a new architect has been appointed, to address issues raised by officers and the Quality Review Panel (QRP). Officers now feel that the general layout of the development is acceptable. However, there are some concerns with the height of the rear building, potentially resulting in overlooking, enclosure and overshadowing issues. The development proposals are ambitious but could be acceptable in urban design and land use terms, if high quality design can be achieved. In terms of residential mix, the revised scheme proposes a higher number of 3-bed units, which is welcomed.

4. Quality Review Panel's views

Summary

The designs for the Hawes and Curtis site have significantly improved since the previous QRP meeting in January. The scheme now respects and enhances the setting of Green Lanes, and promises high quality development. The panel supports the design approach taken to the Green Lanes frontage and interface with Colina Mews, but recommends a reduction in height of the 8-storey block to the centre of the site. Further exploration of long views to the site and close views from neighbouring streets would be helpful to explore scale and massing. As part of this process, the panel would encourage adjustments to the massing of blocks on Colina Road to help to increase daylight and sunlight in the courtyard, and achieve a sympathetic relationship with existing properties opposite. The panel supports the provision of multiple cores to residential blocks, and the emerging articulation of the facades, provided by inset balconies and setbacks. More detailed comments are provided below.

Massing and development density

- **The panel finds much to admire in the revised proposals, but is concerned about the impact of the 8-storey block at the centre of the site, particularly in the light of the predominantly two-storey scale of the immediate neighbourhood. A block of this scale is likely to loom over the lower block fronting Green Lanes and will be clearly visible from long views along the road opposite the site. It will also throw afternoon and evening shadow across the communal garden.
- **In view of these concerns, the panel recommends a reduction in the height of the tallest element of the scheme, ideally from 8 to 6 storeys.
- **Reducing the height of the block fronting Colina Road by careful articulation of its massing could also help improve the scheme's relationship to the gabled two storey terrace opposite, as well as improving sunlight and daylight levels in the communal garden.
- The panel supports the approach to massing fronting onto Green Lanes, with the health centre projecting forward of the residential units above, lending prominence to this public facility.

Place-making, character and landscaping

- The current scale and heights of the buildings fronting the access route to the rear of the health centre potentially create a 'cavernous' space.
- Further thought about the access route to the rear of the health centre would be welcomed. This is the primary access for two of the residential blocks, as well as the health centre.
- Careful design will be needed to provide service access to the health centre, whilst also creating a welcoming and safe entry route for residents.
- **The panel notes that the distance between the building line and the inner edge of the footway on Green Lanes may not allow provision of street trees as proposed, but there may be some potential for tree planting within the public footway.
- The panel would like to see a section through Colina Road, to understand the relationship between the new development and existing terraced houses.
- The design of the corner of the development, at the junction of Colina Road and Colina Mews, would also benefit from further exploration.

Relationship to surroundings: access and integration

- The panel would encourage testing of the massing, layout and articulation through exploration of long views towards the site in addition to close views from neighbouring streets.

Scheme layout

- The panel broadly supports the revised configuration of the accommodation on site, and the provision of multiple cores within the residential accommodation.
- At a detailed level, further thought about the internal arrangement of the health centre could increase active street frontage whilst maintaining privacy for consulting rooms.
- This has particular relevance at the rear of the health centre, to avoid creating a sterile and unsafe service mews, which is also the primary access for a significant number of residential units.
- The design of the residential entrance within the rear of the health centre building requires further thought, to enhance safety and security and to create a welcoming sense of arrival.
- The panel feels that the location of the energy centre is works well.

Architectural expression

- The architectural expression of the scheme was not discussed in detail at this review, as the panel's comments were at a more strategic level.
- However, the panel welcomes the emerging articulation details such as inset balconies and setbacks, and supports the direction of design development.

Inclusive and sustainable design

- The panel would like to know more about the strategic approach to energy efficiency and environmental sustainability for the scheme as a whole.
- Analysis of sunlight and daylight is needed to demonstrate the quality of environment in the central courtyard, and lower levels of accommodation.

Next Steps

**The panel are generally supportive of the proposals. However, they feel that some further work is required (discussed in detail above). The panel would welcome a further opportunity to review the proposals; in particular they would like to see further investigation on the impact of the development in long and short views from surrounding areas, as recommended above.

Appendix 3B: QRP Note – Wednesday 20 January 2016

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Hawes and Curtis, 590 Green Lanes

Panel

Peter Studdert (chair)
Robert Aspland
Stephen Davy
Ann Sawyer

Attendees

Stephen Kelly London Borough of Haringey
John McRory London Borough of Haringey
Adam Flynn London Borough of Haringey
Deborah Denner Frame Projects
Sarah Carmona Frame Projects

Apologies / report copied to

Emma Williamson London Borough of Haringey
Nairita Chakraborty London Borough of Haringey
Richard Truscott London Borough of Haringey

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1. Project name and site address

Hawes and Curtis, 590 Green Lanes, N8 0RA

2. Presenting team

John Ferguson CgMs
Alex Portlock *Green Lanes Property Group
Dominic Spray *Green Lanes Property Group
Matt Allchurch MAA
Richard Broome Outer Space
John Cruse Project manager
**A subsidiary of Hadley Property Group*

3. Planning authority's views

The site forms part of Site SA26 in the Site Allocations DPD, which is currently out to public consultation prior to submission. The proposed site allocation comprises a redevelopment to create residential-led mixed use with a new medical facility. It was identified that the Site Allocations DPD is intended to maximise opportunities for

development, and represents a conservative estimate of the capacity of the site, given that there are a range of considerations (and policies) involved.

The Council has held two pre-application meetings with the applicants, during which time the proposals have developed to a significant degree. Officers feel that the redevelopment of the site to create a mixed use development comprising residential units, and healthcare floorspace is acceptable in principle, and in accordance with the site allocation for the site.

It was identified that some of the more significant challenges within the site are driven by uncertainty in the requirements of both London Underground (LUL) Transport for London (TfL) and the NHS. The Council may be able to assist in discussions with these third parties, to help establish a fixed set of parameters to be incorporated within the brief. This should help to provide certainty on such issues as servicing, routes and cost.

It was also identified that it may be useful for the applicants to explore other avenues of potential NHS funding for the NHS elements (capital investment rather than revenue stream) to allow decent provision (by the developer) of affordable housing on site. The Council can provide relevant contact details.

The Council also suggested that the applicant opens up discussions with the commercial arm of LUL, in order to gain engagement on the public realm adjacent to the ventilation shaft on Green Lanes. The potential for LUL to realise revenue out of the short term use of the space could help to ensure the delivery of a vibrant and cohesive piece of public realm fronting onto Green Lanes.

The Council acknowledges that there is a need to internally reconcile the advice coming from officers and from the QRP in order to ensure clarity for the applicants. This is particularly relevant with regard to the building line fronting onto Green Lanes, and the scale and nature of the six storey block and façade adjacent to the LUL ventilation shaft.

4. Quality Review Panel's views

Summary

The Quality Review Panel feels that whilst the proposals for the Hawes and Curtis site have some positive elements, there are also some significant issues remaining to be resolved due to the uncertainties of the requirements of the third parties involved on, or adjacent to, the site (LUL/TfL/NHS). The panel finds much to admire in the scale and articulation of the residential development fronting onto Colina Road and Colina Mews, but feels that the scale, density and bulk of the development fronting onto Green Lanes should be reduced.

The panel feels that the provision of a tall 'landmark' building fronting onto Green Lanes is not appropriate in this location, and that the development should pay greater respect to the remarkably consistent and coherent scale and character of this part of Green

Lanes. The panel expresses particular concern about the six storey blank façade facing south down Green Lanes, and other related design considerations stemming from the scheme's uncertain relationship with the LUL ventilation shaft. Some aspects of the central courtyard require further consideration, whilst the entrances to the main residential blocks have significant unresolved issues. Further detail is provided below.

Massing and development density

- Whilst the scale and form of the development on Colina Road and Mews was considered acceptable, it was felt that the scale and massing of the development fronting onto Green Lanes was excessive.
- The panel considers that a tall 'landmark' building at the back edge of the pavement is not appropriate as there is no clear urban design rationale for such an assertive intervention in this part of Green Lanes. It would also detract from the quality and prominence of the Grade II* Listed Salisbury Hotel to the south which, being situated at a major road junction, is a more appropriate location for a landmark building.
- The panel feels that the development should pay greater respect to the remarkably coherent scale and character of this part of Green Lanes, and a less ambitious scale and density on the front part of the site would be more appropriate.

Place-making, character and quality

- The panel would encourage further consideration of the central courtyard to increase its size and improve its amenity value by improving sunlight and daylight penetration.
- The panel welcomes the character and detail proposed in the development along Colina Road and Colina Mews, and feel that these aspects work well.
- Although the LUL site on Green Lanes falls outside the current application site, the panel supports the investigation of making short term improvements to the public realm here, including possible pop-up commercial uses.
- The car parking on the northern part of the Green Lanes frontage needs further thought to reduce its prominence in the street, although it is accepted that this needs to be close to the entrance to the NHS facility.

Scheme layout

- The entrances to the frontage blocks of residential accommodation need further consideration, both to improve their prominence and to provide more generous internal and external space.
- The panel feels that the scheme design suffers from the uncertainties surrounding the detailed parameters of the LUL/TfL and NHS components of the scheme.
- In particular, the changing requirements of the NHS brief have had the consequence of the scheme feeling 'squashed' and incoherent in the layout, especially in the west of the site, fronting Green Lanes.
- The panel suggests a re-visit of earlier design iterations, to help re-establish the fundamental principles and priorities within the design proposals, to ensure that they are reinforced within the process, not discarded.

- This could help create a more coherent arrival point to the development, and help to clarify access and circulation (and servicing) to the different parts of the scheme, including the central courtyard.
- The panel welcomes the provision of multiple cores within the residential development, in addition to the emphasis on dual aspect residential accommodation.

Architecture

- Whereas the panel welcomes the design approach on Colina Road and Colina Mews, it feels that the architecture of the Green Lanes frontage is too assertive and out of character with the textures and materials found on this section of Green Lanes.
- The panel is particularly concerned about the proposed six storey unarticulated flank wall fronting onto the LUL site.
- This is a key location on the street (with regard to long views and streetscape) that the design needs careful consideration to ensure that it will work whether the LUL site is redeveloped or not.

Healthcare facilities and affordable housing

- The panel acknowledges the proposed subsidised provision of healthcare facilities on site, but feels this should not compromise the provision of affordable housing on site. The panel notes that planning officers have offered to facilitate conversations with the NHS on funding to assist this.

Inclusive and sustainable design

- It was noted that 10% of the residential accommodation was allocated as wheelchair accessible, and 90% as Category 2 dwellings (with a higher level of accessibility under Approved Document M of the Building Regulations).
- The panel highlighted the requirement of step-free access for Category 2 dwellings, which would necessitate the provision of lifts to all blocks of accommodation (not currently provided for all blocks within the scheme).
- The panel feels that daylight and sunlight analysis of the central court is essential to check levels of overshadowing, as the courtyard currently seems narrow, and lacking in amenity.

Next Steps

The panel would welcome the opportunity to review the scheme again following resolution of the outstanding briefing issues (LUL/TfL/NHS), but prior to submission of the planning application.

Appendix 4: DM Forum Note

A Development Management Forum was held on 16 June 2016.

Five local residents were in attendance.

The issues and questions raised were as follows:

- Overlooking from balconies
- Overlooking from development facing Colina Mews
- Back to back distances
- Traffic on Colina Mews – currently used as a rat run and is unsafe for pedestrians
- Could a shared surface be used on Colina Mews?
- Has a survey or research been done on traffic or parking on Harringay Ladder?
- Clarification sought on the parking spaces and parking allocation
- Will the NHS facility be provided at cost and would this be in lieu of a CIL payment?
- The ‘pocket space’ (in front of the LUL vent) should be kept open and accessible
- Have Crime Prevention consultants been engaged?
- Security issues, access, gated areas
- Need to control/be aware of anti-social behaviour in the area, and the potential for it to move to this site
- Daylight/sunlight assessment does not include a property at the top end of Haringey Road
- Potential overshadowing and leaf issues from proposed trees on Colina Mews
- Width of Green Lanes footpath compared to existing and surrounding?
- Impact on infrastructure, utilities, public transport
- Clarification of set backs on Green Lanes
- Is the NHS facility definite?
- What will the width of Colina Mews be?
- What works are proposed to Colina Mews and Colina Road?
- The density seems high for a ‘quiet’ area
- What are the timeframes for construction?
- Will there be any affordable housing?
- Will there be any wheelchair units?