

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/2621

Ward: Seven Sisters

Address: Templeton Hall and Garages beside 52 Templeton Road N15 6RX

Proposal: Erection of four storey residential building comprising of 11 units (8x2 bed and 3x1bed) with ancillary car parking.

Applicant: Haringey Council

Ownership: Council

Case Officer Contact: Samuel Uff

Site Visit Date: 17/08/2016

Date received: 09/08/2016 **last amended date:**

Drawing number of plans: AA4777-2001/A; 2002; 2005; 2006/B; 2007; 2008; 2009; 2010; 2013; 2014; 2020; 14401/300/C; 301/B; Air Quality Assessment – Temple – 25 January 2016; Noise and Vibration Assessment – T2446 – 07 January 2016; Below Drainage Report - Ellis & Moore – 14401 – January 2016; Parking Statement – PRP – AV4777 – 06 July 2016; Energy Statement – PRP – January 2016; Sustainability Statement – PRP - January 2016; Arborocultural Impact Assessment – Oisín Kelly – 202 – 22 January 2015; Design & Access Statement – PRP – January 2016; Daylight, Sunlight & Overshadowing Assessment – PRP – AE4777/Version 2.0 – 07 January 2016; Preliminary Ecological Appraisal – Landscape Planning Ltd – 55976 – 27 January 2016 Amendment

1.1 The application has been brought before the committee as it is a major development. The site is also Council led and therefore is not liable for a S106 legal agreement, but a Shadow S106 has been drafted should the ownership change hands to a Third Party.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The loss of the underused community facility and public car park area to provide residential units is acceptable in principle.
- The proposed residential accommodation would be of an acceptable layout and standard.

- The design and appearance of the proposal is acceptable.
- There would be no significant impacts of the development on the amenity of existing surrounding residents.
- There would be no significant impact on parking.
- The development would protect and enhance the SINC land.
- The loss of street trees and re-planting within the development is acceptable.
- The application is in accordance with the development plan.
- There would be no significant impact on parking
- The application is in accordance with the development plan.

2. SUMMARY OF RECOMMENDATION

2.1 1) That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

(2) That the shadow section 106 legal agreement referred to in resolution above is to be finalised with confirmation letter from landowning department no later than 31 January 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

(3) That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of all conditions all conditions imposed: and

(4) That delegated authority be granted to the Head of Development Management or the Assistant Director Planning 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.

(5) That authority is granted to enter into a section 106 agreement with any third party at the same time that they acquire any interest in the site on the same terms (unless otherwise agreed by the AD Planning and/or Head of DM) as the shadow section 106 agreement

Conditions

1. Development begun no later than three years from date of decision

2. In accordance with approved plans
3. Materials submitted for approval
4. Contaminated land 1
5. Contaminated land 2
6. Construction dust
7. Machinery registration
8. Considerate construction
9. Residential travel plan including induction pack and car club membership
10. Nineteen secure cycle spaces
11. Construction management plan
12. Reconstruction of footways and new crossover
13. High efficiency individual boiler system
14. Low / lean energy commitment
15. Sustainability commitment
16. Solar PV panel commitment
17. SUDS operation and maintenance plan
18. Arboricultural site meeting and tree protection
19. Bat survey
20. Hard / soft landscaping / tree planting
21. Additional noise assessment
22. Refuse management
23. Secure by design
24. Aerials
25. Accessible and adaptable homes
26. *Affordable homes
27. *Residential travel plan
28. *Carbon offsetting
29. Need for legal agreement

Informatives

- 1) CIL Charge
- 2) Contact Network Rail Asset Protection
- 3) Consultation with Police
- 4) Land ownership
- 5) Hours of construction
- 6) Street numbering
- 7) Asbestos
- 8) Thames Water

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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed Development

- 3.1. Planning permission is sought for the demolition of the existing single storey Templeton Hall building and construction of a 4 storey building to facilitate 11 affordable (intermediate) residential units (consisting of 8x2 bed and 3x1bed units) over four floors. There are four associated parking bays proposed, which would be located toward the east of the site, whilst retaining a side and rear access on the site to Network Rail land / railway line which is located at the rear of the site. The main entrance to the building would front onto Templeton Road and there would be a landscaped buffer between the proposed building and the highway to create defensible space and a clear demarcation between the site edge and the public realm.
- 3.2. The proposed two x 2 bed units to be located on the ground floor of the proposed building would have private amenity provision and the larger of these would have a private access in the eastern elevation and would be wheelchair accessible. Refuse and cycle storage would be provided on the ground floor close to the main entrance.
- 3.3. The upper floors would consist of a 2 bed, 4 person unit (2b4p); a 2 bed, 3 person unit (2b3p) and a 1 bed, 2 person unit (1b2p).
- 3.4. There are three large street trees along Templeton Road highway and nine other smaller trees within the site, which would be removed as part of the proposed redevelopment of the site. The trees would be removed would be replaced with seventeen new trees.
- 3.5. The land at the rear of the site, which is a railway embankment is designated Site of Importance for Nature Conservation (SINC) Borough Grade II, which would not be affected by the proposed development, as a 'buffer' would be established between the site and SINC land. Biodiversity would also be improved within the site through use of bat and bird boxes, improved landscaping and tree planting.
- 3.6. The proposed development would result in the loss of the existing community hall on the site (therefore an existing community facility), which is considered acceptable in this instance as the current community hall is no longer used and an alternative community centre has availability to host public events which is located in Chestnut Park - within 300 metres of the application site.
- 3.7. The applicants have had two pre-application meetings with officers; the first of which was in September 2015. That submission was presented to the Quality Review Panel (QRP) and was presented to members at pre-planning committee on 29th October 2015. The QRP raised concerns about the loss of trees and internal layout, whilst members were concerned about the lack of detail regarding

materials. However, the scale and general arrangement were generally considered to be acceptable in both instances.

- 3.8. A DM forum took place on 27th November 2015, but no members of the public or members attended. A second pre-application meeting was submitted later that month, which sought to clarify the concerns raised.
- 3.9. A 'Shadow' Section 106 legal agreement is recommended as part of any grant of planning permission, allowing the Local Planning Authority to seek planning obligations to mitigate the impacts of a development. The 'Shadow' S106 legal agreement will be replicated in a section 106 agreement should ownership of the site pass from the Local Planning Authority to a Third Party. The heads of agreement are set out in section 6.62 of this report.

Site and Surroundings

- 3.10. The site is located on the junction of Templeton Road and Hermitage Road, in Seven Sisters Ward. A railway track and bridge adjoin the site to the north and the banks of the railway track are identified as Site of Importance Nature Conservation (SINC) Borough Grade II in the Councils Local Plan. The majority of the site is currently used as public car parking spaces, having previously been occupied by garages. The site also contains a small community hall, located toward the eastern boundary.
- 3.11. The immediate vicinity consist of a mix of two and three storey buildings in residential use; including a three storey pitched roof block of flats to the south and a two storey dwelling (converted to 3 flats) adjoining the east of the site. To the west of the site (on the opposite side of Hermitage Road) is a parade of single and two storey commercial units.
- 3.12. The site is not located within a conservation area and does not include any listed buildings on or in proximity of the site.

Relevant Planning and Enforcement History

- 3.13. No relevant planning history.

4. CONSULTATION RESPONSE

- 4.1. The following were consulted regarding the application:

- LBH Transportation
- LBH EH Pollution
- LBH Carbon Management

- LBH Sustainability and Drainage
- LBH Economic Regeneration
- LBH Arborocultural Team
- LBH Design
- LBH Noise
- LBH Waste Management
- LBH Housing Renewal
- LBH Economic Regeneration
- LBH Policy
- LBH Building Control
- Environment Agency
- Natural England
- Network Rail
- London Wildlife Trust
- London Fire Brigade
- Thames Water Utilities

4.2. The following responses were received:

Internal:

- LBH EH Pollution:

An air quality neutral assessment has been submitted. Asbestos informative required.

Conditions:

1. Contaminated land – Desktop study / conceptual model;
2. Contaminated land follow up (if required);
3. Control of dust;
4. Registration of machinery and inventory.

- LBH Transportation:

PTAL 2 but within walking distance of 259, 279 and 67 bus routes, which is considered to provide relatively good connectivity. The site is also located within the Green Lanes B Control Parking Zone which operates Monday to Friday between the hours of 8am and 6:30pm and offers some parking constraints.

The site is currently used for 19 car parking spaces and the new unit would provide 4 car parking spaces. The applicant's car parking survey is considered to provide a robust calculation for parking pressure and spare capacity for the area. This consisted of overnight surveys at various times of day and night at the site and surrounding roads and was found to be below the level considered to be high pressure.

The applicant will be required to provide 19 secure sheltered cycle parking space in line with the 2015 Further Alteration to the London Plan. The development of the site will require the reconstruction of the footways including the removal of the existing crossover/ reconstruction of the footways and the construction of the new crossover to access the car park. Street numbering informative required.

Suggested conditions:

1. Residential travel plan including an induction pack;
2. Car club membership for 2 years;
3. 19 secure cycle spaces;
4. Construction management plan;
5. Reconstruction of footways and new crossover.

- LBH Carbon Management:

The scheme will have to achieve a 35% reduction through lean, clean and green measures (as set out in the London Plan policy 5.2) It does achieve this requirement.

It is proposed that there are no single centralised heating and hot water systems. This is against policy (London Plan policy 5.2 and 5.6 and Haringey Plan SOP 04) and the applicant is required to provide a single heating and hot water network servicing all aspects of the development.

The 120m² of roof can accommodate a maximum of circa 12 kW of PV. The 120m² is the area that can be used and if more efficient PV panels can be used then the total kW energy created may be increased.

A sustainability assessment has been provided to highlight the positive environmental benefits that the scheme will deliver including the following:

- Permeable paving and tarmac across the site ensuring that the impermeable areas are not being increased by the development;
- That the buffer zone between the site and the existing railway comprises existing mature trees which is retained to ensure the existing wildlife habitats are preserved;
- Two bat boxes on the north side of the development;
- Bird boxes on the north side of the development;
- That cycle storage within the building will be provided for all residents, as well as visitor cycle stands by the main entrance.
- That rain water storage will be delivered to water the landscaping areas.

Suggested Conditions:

1. 35% carbon reduction (with financial costs, as per S106 agreement if not achieved);

2. Development in accordance with Sustainability Statement (Costing and remedial offset if not achieved).

- LBH Sustainability and Drainage

No objection – subject to additional details regarding SuDS operation and maintenance plan to be submitted.

- LBH Arborocultural Officer:

There are no trees of high quality value (category A) and most assessed were category C. The loss of trees on the lower part of the embankment should not result in detrimental impact on SINC. Some pruning will also be required. The proposed 17 trees will enhance the local environment.

Subsequent comments received 02 November 2016 confirm that there is significant decay identified decay in the lower trunk area and that this is the reason for the leaning footway distortion, thus justifying the removal of the Lime tree (T5).

Conditions:

1. Tree protection in construction
2. Bat survey
3. Tree planting schedule
4. Hard and soft landscaping

- LBH Environmental Health (Noise):

Concerns raised over achieving suitable ventilation without the need to open windows but a number of solutions are available to achieve sound reduction without opening windows. A further report will be required detailing compliance with the BS8233 internal room sound levels.

- LBH Waste Management

Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway.

- LBH Housing Renewal:

The proposal would maximise affordable housing. The Council would generally seek 60% intermediate and 40% affordable rent housing with a recommended mix for affordable housing of 15% 1beds, 43% 2beds, 32% 3beds and 10% 4beds. It has been accepted that this is the most viable mix for this scheme, which will not only maximise the delivery of affordable housing but will considerably assist in the long term regeneration of the area.

This forms part of a wider Council led programme for new housing and the submitted programme of works table indicates that this will provide 18 new rented homes –the majority of which are larger family dwellings and 13 further affordable homes through low-cost home ownership (shared ownership).

External:

- Crime Prevention

A number of observations regarding durability of doors; how non-residents can access the site; ensuring the refuse enclosure is secure; details of fencing and security. A secure by design condition is recommended.

- London Fire Authority

Satisfied with the proposal and recommend an informative relating to sprinklers

- Thames Water

No objections subject to conditions and informatives

- Natural England

Natural England has no comments to make on this application. The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment.

- Environment Agency

No comments made.

- Network Rail

As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.

The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

- * encroach onto Network Rail land
- * affect the safety, operation or integrity of the company's railway and its infrastructure
- * undermine its support zone
- * damage the company's infrastructure
- * place additional load on cuttings
- * adversely affect any railway land or structure

- * over-sail or encroach upon the air-space of any Network Rail land
- * cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

This must consider future maintenance; drainage; plants and materials; scaffolding; fencing; landscaping and tree species to be planted.

5. LOCAL REPRESENTATIONS

5.1. The following were consulted:

25 x neighbouring properties were consulted, a press notice was posted and 2 x site notices were posted on site.

No responses were received.

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Design and density
3. The impact on the amenity of adjoining occupiers
4. Standard of accommodation
5. Affordable housing
6. Housing mix
7. Parking and highway safety
8. Waste storage
9. Trees and impact on SINC
10. Sustainability
11. Drainage
12. Shadow S106 details

Principle of the development

6.2. The proposal seeks planning permission for a change of use from the existing car park and community hall and the redevelopment of the site to a residential building which would consist of the demolition of the existing single story building (community centre) and erection of a four storey building to facilitate 11 residential units, which would be affordable (intermediate) residential units consisting of 8x2 bed and 3x1bed units, with associated landscaping, amenity space and 4 car parking spaces.

6.3. Emerging Policy DM49 of the Councils Development Management Plan DPD Pre-submission Version 2016 seeks to protect existing community facilities where these are viable and would not create a shortfall of such facilities in the local area.

The design and access statement submitted with the planning application refers to this facility being underused for the past sixteen years, with only one remaining group actually using the site for just two hours a week. At an early stage of the proposal the applicants sought to engage with the community group using the community facility where it is transpired that the community group have now found an appropriate alternative community centre in Chestnut Park, which is within 300m of the application site. The same day and time was available at the alternative community facility in Chestnut Park. However, unfortunately, it is now understood that the community group have since disbanded. However, notwithstanding, the proximity of the alternative community facility, combined with the lack of activity and users in the existing facility on the site, the subject of this planning application, it is considered that the loss of the local community centre is acceptable in this particular instance and a replacement facility would not be required.

- 6.4. With regard to the provision of additional housing, Local Plan Policy SP1 sets out the council's strategic vision to provide up to 8,200 new homes by 2026, which aligns with the aspirations of Policy SP2 and emerging Policy DM10 of the DM DPD pre-submission version 2016, which has a current target of providing 820 new homes a year in Haringey; which has been increased to 1,502 under the London Plan (FALP) 2015'.
- 6.5. Therefore, the provision of new housing and the loss of the existing community facility is acceptable in land use terms as the proposed development would augment the Borough's housing stock in accordance with UDP Policy HSG2, Local Plan Policies SP1 and SP2, Policies DM10 and DM49 of the Councils Development Management Plan DPD Pre-submission Version 2016 and London Plan Policy 3.3.

Density

- 6.6. The 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 taking account of the guidance set out in the Density Matrix of the London Plan.
- 6.7. The site area is 0.0742 hectares - the surrounding area is considered to be urban, as defined in the London Plan 2016, and the site has a PTAL of 2. The density proposed is 148 units per hectare (11 units /0.0742 Ha) and 403 (30/ 0.0742) habitable rooms per hectare which complies with the 55 - 145 u/ha and 200 - 450 hr/ha threshold as set out in the London Plan. Therefore, it is considered that the scheme does not constitute an overdevelopment of the site and the quantum of units proposed is acceptable in its local setting, subject to all other material planning considerations being met.

Design

- 6.8. SPG1a 'Design guidance' in accordance with the expectations of the NPPF, saved UDP Policy UD3, Policy DM1 of the of the Councils Development Management Plan DPD Pre-submission Version 2016, London Plan Policies 7.4 and 7.6 and Local Plan Policy SP11, states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character, to contribute to the creation and enhancement of Haringey's sense of place and identity.
- 6.9. The proposed four storey, flat roof design of the building remains the same as that presented to members at pre-application stage. Whilst the height would be at least one storey higher than the immediate buildings, the use of high quality materials and the 'corner siting' of the buildings position are considered acceptable in providing a desirable punctuation point to the street. There are also a number of four storey developments within the vicinity of the site, so the proposed building would be generally in-keeping with regards to the varying heights of buildings within the locality. The angled face of the building and the separation of the building to the highways (approximately 4.5m from Templeton Road and 3m from the corner of Hermitage Road) would also help to integrate this development within the surrounding existing built form. The flat roof design of the proposed building would reduce the bulk of development, whilst also allowing PV solar panels to be incorporated without impacting on the visual amenity of the street or townscape.
- 6.10. The materials to be used in the construction of the proposal would be light brickwork and dark metal framed windows, which are considered to be favourable materials that would compliment each other and the visual appearance of the surrounding area. These are considered acceptable subject to samples of the materials being submitted for approval, achieved by the imposition of conditions which are recommended on any grant of planning permission. The angled windows in the east elevation and excessive size of the canopied entrance on the proposed building were raised as concerns by the QRP at pre-application stage. These concerns have been addressed by the applicant, revising the proposal with the introduction of metallic louvres, recessed balconies and recessed entrances which are considered to be positive and acceptable amendments to the proposed development. The obscure glazing and metallic balcony detailing as well as the metallic barcode boundary railing are considered to have a coherent design which would positively impact on the visual amenity of the street and townscape generally.
- 6.11. Access to the Network Rail land to the north of the site is a constraint of the site but this also results in the footprint of the building being 'set away' from this site boundary in order to create a buffer zone, whilst minimising any adverse impact on

the natural setting of the railway banks which is designated as a Site of Importance and Natures Conservation (SINC). Likewise the access to the car park and Network Rail access to the east of the site ensure an 18m separation of the proposed development and the closest neighbouring building.

- 6.12. Small private patios on the main Templeton Road elevation, as well as terraces on the north along the eastern and western elevations of the proposed development, would also provide both a relief and a buffer from the public and private setting. A communal tree-lined area would separate the site from the public highway.
- 6.13. Accordingly, it is considered that the proposed design of the building and associated works would enhance the visual amenity of the site and the surrounding built form generally and would therefore, comply with the above mentioned planning policies.

The impact on the amenity of adjoining occupiers

- 6.14. The London Plan 2016 Policy 7.6 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 of the UDP and Policy DM1 of the Council's Development Management Plan DPD Pre-submission Version 2016 also requires development not to have a significant adverse impact on amenity of existing surrounding residents and occupiers in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution of fume and smell nuisance.
- 6.15. The closest residential buildings to the site are no. 52 Templeton Road to the east and nos. 304-320 to the south of the site. These were specifically identified in the submitted BRE Daylight and Sunlight report as the properties most likely to be affected by the proposed development. Network Rail land is sited to the north and on the opposite side of Hermitage Road, and to the west of the site, are a number of single storey retail units.
- 6.16. The flank wall of no.52 Templeton Road is some 14.5m metres from the proposed building. The windows in this elevation appear to be secondary or serving non-habitable rooms. The only window in this side elevation that has been outlined in the report as potentially impacted serves a circulation space only. The daylight and sunlight study concludes that there would not be a significant impact from the development and that there would not be any overshadowing of open spaces either.
- 6.17. In the side elevation of 304-320 Tiverton Road there are two small windows and two fanlight style windows and this building is also approximately 17.5m from the proposed building. The sunlight and daylight assessment submitted states that the windows in the side elevation would not be significantly impacted on.

- 6.18. The lack of windows facing on to each other combined with the significant separation from the proposed block and these two neighbouring buildings would be sufficient to avoid any material levels of loss of privacy / overlooking or an increased sense of enclosure to neighbours within these neighbouring buildings.
- 6.19. A noise report has been provided which demonstrates that the noise levels from passing trains at the nearest proposed dwellings would not exceed acceptable levels, but further information, by the imposition of a condition on any grant of planning consent is required in order to ensure that noise levels set out in BS8233 will not be exceeded.
- 6.20. Overall the proposal is considered to be acceptable as there would be no significant loss of amenity to neighbouring residents.

Layout and standard of accommodation

- 6.21. London Plan 2016 Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing Supplementary Planning Guidance to the London Plan March 2016. The greater emphasis on securing high quality housing across London has been translated into Haringey Local Plan Policies SP2 and SP11 and Policy DM12 of the of the Councils Development Management Plan DPD Pre-submission Version 2016.
- 6.22. The proposal would comprise eight x 2 bed and three x 1 bed flats. The two ground floor units would be classed as 2b3p units and would have floor areas of 72.7sqm and 78.7sqm, both of which would be significantly above the 61sqm minimum requirement. The upper floor flats would be stacked like for like and would consist of a 50sqm 1 bed flat, a 70sqm 2b3p flat and a 72.7sqm 2b4p flat. These would all meet minimum floorspace standards and would all have access to either a balcony, terrace or both.
- 6.23. The larger ground floor flat would be wheelchair accessible and all units would comply with Lifetime Homes standards. The proposal is therefore considered to result in acceptable living conditions for future occupiers of the new development.
- 6.24. As mentioned in the amenity section of the report, a noise report has been provided which demonstrates that the noise levels from passing trains at the nearest dwellings would not exceed acceptable levels, but further information is required to ensure that acceptable levels as set out in BS8233 will not be exceeded.
- 6.25. London Crime Prevention Officers have been consulted and whilst the layout is acceptable they have requested that details be approved in terms of secure by

design, which has been imposed by a condition on any grant of planning permission.

- 6.26. Overall the proposal provides reasonable living conditions for prospective occupiers in accordance with London Plan Policy 3.5, Local Plan Policy SP2 and Policy DM12 of the Councils Development Management Plan DPD Pre-submission Version 2016.

Affordable housing

- 6.27. Haringey's 'Strategic Policies' states that the Council will seek *'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms.*
- 6.28. The proposed development will be for 11 residential units, so will require affordable housing to be provided on site. The scheme is proposed to contain 100% affordable (intermediate, shared ownership) housing, with no affordable rented accommodation. The Council's Housing Renewal officers have confirmed that this type of affordable housing stock is desirable and required within this area of the Borough due to the existing high levels of affordable rented accommodation within the area. The programme of which this social housing is provided will also provide 18 new affordable rented homes within the vicinity of the site, as well as 13 further intermediate homes.

Housing mix

- 6.29. The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. This approach is supported at the local level through UDP Policy HSG10. Policy 3.8 of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types.
- 6.30. Of the eleven units proposed eight would be 2 bed and three would be 1 bed units. The submitted design and access statement refers to the proportion of 2 bed units, which could provide starter accommodation for small families. These units are at the larger end of the 2 bed required floorspace this use is plausible, but emerging DM Policy refers to family units as being those with three or more bedrooms and this scheme does not propose 3 bedroom units.
- 6.31. Justification for the lack of 3 bedroom units is that this is part of a borough wide housing development programme has an over-provision for family units on Fenton Road, Anderton Court, Barnes Court, Connaught Lodge and Ednam House, as detailed in the additional information from Council's Housing Renewal officers. Of the thirty one units to be developed on these sites there would be thirteen (13)

designated as affordable family units and 2 bed units are required in this specific area, subject to planning permission. The developments collectively within the area would provide adequate numbers of family housing provision, therefore, on balance the lack of 3 bedroom units within the proposed development, given the wider housing regeneration projects in the pipeline, is considered, on balance, acceptable in this instance.

Parking and highway safety

- 6.32. Local Plan (2013) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport.
- 6.33. The site is located in an area with a low public transport accessibility level PTAL 2, however the site is within walking distance of the 259 and 279 bus routes on Seven Sisters Road and the 67 bus route on St Ann's Road which provides access to Sevens Sisters Station and Turnpike Lane underground stations. As such it is considered that although the site is located in an area with a low PTAL, the site has relatively good connectivity to public transport. The site is also located within the Green Lanes B Control Parking Zone, which operates Monday to Friday between the hours of 8am and 6:30pm and offers some parking constraints.
- 6.34. The site is currently used for the parking of some 19 car parking spaces which would be lost to provide 11 affordable residential units whilst providing cycle parking and 4 car parking spaces.
- 6.35. The applicant has conducted a parking survey in line with the Lambeth Methodology. These surveys were conducted on: Thursday 2nd and Friday 3rd October 2014 and an additional 4 days between 14th and 19th of April 2015. The surveys examined how the car park is currently being used, including formal and informal parking, whilst the use of the nearby on street Pay and Display parking was also surveyed. The parking surveys also looked at the total number of cars parked on street overnight, car parking pressures within 200 metres of the site, a car parking space was assumed to be 6 metres instead of 5 metres; this provides a more robust calculation for parking pressures and spare capacity.
- 6.36. The roads included in the parking survey were: Hermitage Road, Oakdale Road, Beechfield Road, Vale Road, Templeton Road, Remington Road, Moreton Close/ Fladbury Road, Tiverton Road and Tiverton Private Estate Road. The overnight survey of the road within the 200 metres of the site observed that there are a total of 263 car parking spaces, including 255 residents parking spaces and 8 residents and display car parking spaces. A maximum of 215 vehicles were observed to be parked on Thursday 2nd October, with some 40 on street car parking spaces available. This represents a maximum car parking pressure of 82%, which is below

the 90% car parking pressure threshold considered to constitute an area suffering from high car parking pressures.

- 6.37. The car parking surveys of the car park (proposed development site) concluded that over night in October 2014, between 0115 and 0300 hours, there were between 15 and 19 cars parked within the car park. The surveys conducted in April 2015 observed between 22 and 26 vehicles parked on the proposed development site, a number of cars (between 13-19) were parked before 0800 hour, and did not exit the site between 0800 and 1800 hours. The site had between 12-21 two way trips per day over the two days. It is to be noted that the existing site accommodated some temporary trips, between 1 -2 minutes with some trips lasting up to 2-4 hours.
- 6.38. The existing pay and display spaces are capable of accommodating up to 5 vehicles; in order to examine if there is a need to provide additional pay and display parking spaces to facilitate the loss of the car park, the Pay and Display car parking spaces were surveyed and the results of the parking survey concluded that at one point the Pay and Display spaces were at capacity for over 15 minutes. I would therefore suggest that as part of the highways works associated with this development that the Council shall seek to convert a number of the existing residents parking bays to shared use bays.
- 6.39. It is to be noted that as 6 metres has been used to calculate the on street car parking spaces available, this represents a worst case scenario, hence based on the parking surveys there is sufficient on street car parking spaces available within the area and surrounding the site to facilitate any displacement in parking generated by the proposed development.
- 6.40. The applicant will be required to provide 19 secure sheltered cycle parking space in line with the 2015 (FALP). A condition is recommended to be imposed on any grant of planning permission requiring the cycle spaces be provided.
- 6.41. The development of the site will require the reconstruction of footways, including the removal of the existing crossover and reconstruction of the footways in conjunction with the construction of the new crossover to access the car park, the applicant will be required to contact the Council's highways team to arrange for the works to be carried out. A condition is recommended to be imposed on any grant of planning permission.
- 6.42. LBH Transportation Officers have considered that the proposed 11 additional residential units are unlikely to generate any significant increase in trips or parking demand and that they would not result in any adverse impact on the surrounding highways network. Therefore, the following conditions have been imposed on any grant of planning permission:

- A residential travel plan statement must be secured as part of the development and should include the following measures in order to maximise the use of public transport, including a welcome residential induction, establishing or operating a car club scheme and the provision of 19 secure sheltered cycle parking spaces. The car club aspect will need to form part of a S106 Legal agreement.
- Submission of a Construction Management Plan (CMP) and Construction Logistics Plan (CLP)
- Reconstruction of the footways including the removal of the existing crossover/ reconstruction of crossover to access the car park.

Waste management

- 6.43. London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection.
- 6.44. The Council's waste management team have advised that there are no objections to the residential waste and recycling proposed ensuring the standard kerbside collection is provided and that collection is from Templeton Road.
- 6.45. Subject to the imposition of appropriate conditions as part of any planning consent regarding the details of refuse storage the proposal is considered acceptable.

SINC, Trees and landscaping

- 6.46. With regard to trees Saved Policy OS17 of the UDP states that the Council will seek to protect and improve the contribution of trees, tree masses and spines to local landscape character by ensuring that, when unprotected trees are affected by development, a programme of tree replanting and replacement of at least equal amenity and ecological value and extent is approved by the Council.
- 6.47. The proposed development would involve the removal of twelve trees – however, the submitted tree survey report has classified the trees as category C trees, meaning that they are not of high quality value (category A). The loss of trees on the lower part of the embankment would not result in detrimental impacts on SINC land. Some pruning will also be required to the more significant trees and protection of these is detailed. The Council's Arborocultural officer has stated that the proposed planting of seventeen semi-mature new trees will greatly improve the sustainability of the site, while also increasing the quality of life for future residents.
- 6.48. The main impact on trees would be from the removal of the street fronting trees along Templeton Road. The main one of these is the Lime tree (T5) on the corner of Hermitage Road and Templeton Road. The applicant's Arborocultural report refers to the lean of this tree being problematic for its long term survival and that the historic lean is likely to continue until it eventually collapses in the near future.

Subsequent comments from the Council's Arborocultural officer have confirmed decay in the lower trunk area, which is causing the leaning of the tree and the footway to distort. As such the removal of the tree in this instance is considered to be sufficiently justified.

- 6.49. T1 to T4 as labelled on the Arborocultural report are more modest in size, consisting of a Himalayan Birch, Fastigate Hornbeam and two Bastard Service trees. These trees have impacted on the surrounding tarmac and regular highway repairs have likely shortened their life expectancy and whilst these trees do add value to the site in its current underused state the number, scale and siting of the proposed semi-mature trees will be more in-keeping with the proposed building. Retention of these trees would require significant cutting back which would diminish their appearance and life expectancy even further. On balance it is considered beneficial to the long term appearance of the site to replace these trees.
- 6.50. SINC London Plan Policy 7.19 states that development adjacent to Sites of Importance in Nature Conservation (SINC) shall make a positive contribution to the protection, enhancement and management, whilst emerging DM Policy DM19 also seeks to protect and enhance SINC land. The Council's Arborocultural officer has referred to the requirement for some pruning and general tidying up of the rear of boundary treatment and the SINC land beyond. The buffer between the rear of the site and the SINC land is considered to be sufficient to avoid conflict between the SINC land and will allow access for management of this land. The proposed landscaping and planting have been considered to enhance the biodiversity of the site.
- 6.51. The imposition of conditions, requiring protection of trees in construction; a bat survey; installation of bird and bat boxes; tree planting schedule and details of hard and soft landscaping, have been recommended on any grant of planning permission and these will further protect and enhance the value of nature conservation and SINC land within and adjacent to the site.

Sustainability

- 6.52. 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. DM Policies DM21 and DM22 of the Councils Development Management Plan DPD Pre-submission Version 2016 expand on these policies. The NPPF emphasises the planning system's key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimizing vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires

developments to make the fullest contribution to minimizing carbon dioxide emissions.

- 6.53. Policy 5.2 of the London Plan requires major developments to achieve at least a 35% reduction in CO₂ emissions over the Building Regulations 2010 standard. Policy DM21 of the Councils Development Management Plan DPD Pre-submission Version 2016 seeks to ensure that all new development consider and implement sustainable design, layout and construction techniques, whilst DM22 of the Councils Development Management Plan DPD Pre-submission Version 2016 seeks to encourage decentralised energy network infrastructure.
- 6.54. The applicant's energy statement outlines that the energy hierarchy set out within the London Plan has been followed for this development. The use of PV Panels on the flat roof has been estimated to provide capacity assessment of a maximum of circa 12 kW of PV. The proposal will incorporate energy efficiency measures and 9.75 kWp of solar panels, and meets the 35% London Plan of target reduction.
- 6.55. The Council's Carbon Management officer has accepted that the regulated CO₂ emissions would be reduced by 0.3 tCO₂ per annum. The improved building materials would equate to approximately a 2% reduction in total CO₂ emissions over the baseline level.
- 6.56. Further investigation into the creation of a single heating and hot water network serving all aspects of the development was requested in order to demonstrate how this system would be able to be connected to an area while heating network at a later date.
- 6.57. The applicant has responded by referring to London Plan policies 5.2 and 5.6 and Haringey Plan SOP:04: Section 11.10 of the GLA's Energy Planning Guidance (March 2016) states: "Depending on the density of development, it may not always be appropriate to connect individual houses to heat networks. This is due to the higher network heat losses that typically occur when supplying individual houses compared to apartments. They also have a higher cost of connection."
- 6.58. The scheme is relatively low density and the additional information provided by the applicant has confirmed that the site is not located within a district heating opportunity zone, and the nearest planned future local district energy scheme would be on the West side of the High Road. It has since been accepted that high energy efficiency individual boilers would be more suitable for a development of this scale. A condition to this effect has been attached.
- 6.59. A figure of £2,700 per tonne of carbon offsetting for shortfall below agreed levels has been suggested from the Council's Carbon Management officer. However, this figure has not been adopted in the Council's S106 SPD, so the stated £1,800 figure detailed in that document will be applied.

Drainage

- 6.60. London Plan (2016) Policy 5.13 'Sustainable drainage', Policy DM25 'Sustainable Drainage Systems', of the Councils Development Management Plan DPD Pre-submission Version 2016 and Local Plan (2013) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:
1. store rainwater for later use
 2. use infiltration techniques, such as porous surfaces in non-clay areas
 3. attenuate rainwater in ponds or open water features for gradual release
 4. attenuate rainwater by storing in tanks or sealed water features for gradual release
 5. discharge rainwater direct to a watercourse
 6. discharge rainwater to a surface water sewer/drain
 7. discharge rainwater to the combined sewer
- 6.61. 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.
- 6.62. The applicant has provided a drainage strategy which states that the proposal will utilise SUDS and conform to the London Plan hierarchy. The Council's Drainage officers have clarified that the information as submitted is sufficient and will therefore provide sustainable drainage that will not increase flood risk in accordance with London Plan (2015) Policy 5.13, Development Management, Development Plan Document (pre-submission version January 2016) emerging Policy DM25, and Local Plan (2013) Policy SP5.

Planning Obligations – Shadow Section 106

- 6.63. A Shadow 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. The Shadow S106 will be replicated should ownership of the site pass from the Local Planning Authority to a Third Party. Below are the agreed

Heads of Terms, which will be represented as planning conditions for the purposes of this application.

- 1) Commitment to 100% Intermediate housing provision
- 2) Review mechanism for lean energy and Solar PV commitment, with a potential offsetting cost of £1,800 per tonne of carbon plus a 10% management fee.
- 3) Car Club membership (two years membership and £50 credit)
- 4) Obligation that if any third party acquires any interest they will simultaneously enter into a section 106 agreement (on the same terms as the shadow one) to bind that interest

[5] Considerate Contractor Scheme **Conclusion**

6.64. The proposal would not have an adverse impact on the availability of community facilities in the area and would assist provision of additional housing. The proposal is a high quality sustainable design that compliments the surrounding area and would not have a significant impact on neighbouring properties or result in overdevelopment of the site. The housing mix and intermediate affordable housing provision are suitable for the area, especially given the other tenures being provided as part of other Council led developments. The proposal would not adversely impact on parking, highway safety or drainage. Biodiversity and landscaping are considered to be improved and the development would not detrimentally impact on the neighbouring SINC land.

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

7. CIL

7.1. Based on the information given on the plans, the Mayoral CIL charge would be £31,400.95 (730sqm x £35 x 1.229) and the Haringey CIL charge would be £11,541.30 (730sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

7.2. As submitted the scheme would be consist entirely of intermediate housing, so the development may be exempt subject to a claim for relief from Mayoral or Local CIL charges.

8. RECOMMENDATIONS

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

Applicant's drawing No.(s) AA4777-2001/A; 2002; 2005; 2006/B; 2007; 2008; 2009; 2010; 2013; 2014; 2020; 14401/300/C; 301/B; Air Quality Assessment – Temple – 25 January 2016; Noise and Vibration Assessment – T2446 – 07 January 2016; Below Drainage Report - Ellis & Moore – 14401 – January 2016; Parking Statement – PRP – AV4777 – 06 July 2016; Energy Statement – PRP – January 2016; Sustainability Statement – PRP - January 2016; Arborocultural Impact Assessment – Oisín Kelly – 202 – 22 January 2015; Design & Access Statement – PRP – January 2016; Daylight, Sunlight & Overshadowing Assessment – PRP – AE4777/Version 2.0 – 07 January 2016; Preliminary Ecological Appraisal – Landscape Planning Ltd – 55976 – 27 January 2016 Amendment

Subject to the following condition(s) and * conditions

1. Development begun no later than three years from date of decision

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

Reason: This condition is imposed by virtue of the provisions of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. In accordance with approved plans

Notwithstanding the information submitted with the application, the development hereby permitted shall only be built in accordance with the following approved plans:

AA4777-2005; 2006/B; 2007; 2008; 2009; 2010; 2013; 2014; 2020; 14401/300/C; 301/B

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

3. Materials submitted for approval

Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before construction above ground floor (or DPC) level commences. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

4. Contaminated land 1

Before development commences other than for investigative work:

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

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

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

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

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

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

5. Contaminated land 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.

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

6. Construction dust

No works shall be carried out on the site until a Dust Management Plan (DMP), detailed the management of demolition and construction dust, has been submitted and approved by the LPA and thereafter the development shall only be implemented and carried out in accordance with the approved DMP.

Reason: As required by the London Plan 2016.

7. Machinery registration

No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality.

8. Considerate construction

Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA.

Reason: As required by the London Plan 2016.

9. Residential travel plan including induction pack and car club

A residential travel plan must be secured as part of the development and should include the following measures in order to maximise the use of public transport:

- a) Provision of welcome residential induction packs containing public transport and cycling/walking information like 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.
- b) Establish or operate a car club scheme. The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds) in credit for each member of the car club, evidence of which must be submitted to the Transportation Planning team.

Reason: To promote sustainable modes of transport.

10. Nineteen secure cycle spaces

The 19 secure cycle spaces and associated facilities shown on the approved plans shall be provided prior to first occupation of the dwellings hereby approved and permanently retained thereafter to the satisfaction of the Local Planning Authority.

Reason: To promote sustainable modes of transport.

11. Construction management plan

Prior to commencement, 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 Cline Road and the roads surrounding the site is minimised. The construction vehicle movements shall 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.

12. Reconstruction of footways and new crossover

The development hereby permitted shall not be occupied until such time as the existing crossover has been removed and the footway reconstructed. The necessary works to re-construct the footways will be carried out by the Council at the applicant's expense once all the necessary internal site works have been completed.

Reason: To safeguard the integrity of the local highways network, facilitate travel by sustainable mode of transport in particular by pedestrians.

13. Boiler system requirement

The Council will require that each individual combination gas boilers shall be installed with a minimum SEDBUK rating of 91%. The applicant will be required to demonstrate compliance by supplying installation specification at least three months post construction and the facilities and shall be retained as such thereafter unless otherwise agreed in writing by the Local Authority.

REASON: To ensure the individual facility are highly efficient in the absence of a centralised boiler system.

14. Low / lean energy

Within 6 months of the completion of the development hereby approved, a report confirming that the energy efficiency standards as detailed in PRP “Templeton Hall & Garages, Tottenham, N15 Energy Statement”, 2016, have been achieved must be submitted to and approved in writing by the local planning authority. This report will show emission figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.

Failure to achieve the on site targets hereby agreed through energy measures as set out in the aforementioned strategy shall require any shortfall to be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

Reason: To comply with London Plan Policy 5.2 and local plan policy SP:04

15. Sustainability commitment

The development hereby approved shall be constructed in strict accordance of the details so approved, and shall provide evidence of the following to the local planning authority at least 6 months prior to completion on site for approval:

- Permeable paving and tarmac across the site ensuring at the impermeable area is not being increased by the development;
- That the buffer zone between the site and the existing railway comprises existing mature trees which is retained to ensure the existing wildlife habitats are preserved;
- Two bat boxes shall be installed into the building fabric on the north side of the development;
- Bird boxes shall be installed into the building fabric on the north side of the development;
- That car parking on site has electric vehicles recharging infrastructure installed for at least 50% of provided spaces;
- That cycle storage within the building will be provided for all residents, as well as visitor cycle stands by the main entrance.
- That rain water storage will be delivered to water the landscaping areas.

In the event that the development fails to deliver the required measures, a full schedule and costings of remedial works shall be submitted for written approval to the Local Planning Authority. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and to secure sustainable development.

16. Solar PV panels

The solar PV panels shall be installed in accordance with the details hereby approved within the PRP Energy Statement (January 2016) and will cover an area of 120m² and generate at least 12 kW of electricity installed and shall be operational prior to the first occupation of the development and shall be maintained as such thereafter. Failure to achieve the on site targets hereby agreed through energy measures as set out in the afore mentioned strategy, shall require any shortfall to be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

Reason: To ensure solar PV potential is achieved.

17. SUDS operation and maintenance plan

The development hereby approved shall not commence until details of a plan for sustainable drainage system operation and maintenance has been submitted to and approved by the Local Planning Authority and thereafter implemented and maintained as approved.

Reason: In order to ensure a satisfactory provision for drainage on site and ensure suitable drainage provision for the authorised development.

18. Arborocultural site meeting and tree protection

Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, a meeting between the Council's Arborocultural officer and the qualified Arborocultural officer appointed by the applicant has been satisfactorily undertaken and details of the specification and position of the fencing for the protection of any retained tree to comply with BS 5837: 2012 - Trees in relation to design, demolition and construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved and the protection shall be installed prior to the commencement of any development hereby approved and maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access be made, without the written consent of the Local Planning Authority.

Reason: In order to ensure the safety and well being of the trees on the site during construction works that are to remain after building works are completed.

19. Bat survey

Prior to any demolition of the Templeton Hall building or removal of any trees on site, a suitable bat survey by a licensed bat consultant shall be undertaken to ensure that there

are no bats or bat roostings associated within the site. Should any bats or bat roosting be discovered on site then the action must be agreed between the owners of the site and the Local Planning Authority and all works must be completed in accordance with that scheme.

Reason: To ensure that there are no bats or bat roosting disturbed as a result of the development.

20. Hard / soft landscaping (including permeable paving)

No development above ground floor (or DPC) level hereby approved shall commence 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 boundary fencing / railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing permeable materials; minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); where relevant.

Soft landscape works shall include tree planting; 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.

21. Additional noise assessment

Prior to commencement of the development hereby approved, an additional report to include "baffled" ventilation to permit ventilation without undue noise shall be submitted and approved in writing by the Local Planning Authority and shall be completed in accordance with that scheme.

Reason: In order to protect the amenities of future occupiers of the development.

22. Refuse management

Details of a scheme for the storage and collection of refuse from the hereby approved commercial unit shall be submitted to and approved by the Local Planning Authority prior to the commencement of the use. The approved scheme shall be implemented and permanently retained to the satisfaction of the Local Planning Authority prior to the commencement of the commercial use.

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

23. Secure by design

Prior to commencement of the development hereby approved, details shall be submitted and approved in writing by the Local Planning Authority in consultation with the Metropolitan Police and Designing Out Crime Officers to demonstrate how the principles and practices of the 'Secured by Design' scheme have been included and shall be completed in accordance with that scheme.

Reason: In the interest of creating safer, sustainable communities.

24. Aerials

Notwithstanding the provisions of Class H of part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the Local Planning Authority prior to the occupation of the property, and the approved scheme shall be implemented and permanently retained thereafter.

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

25. Accessible and adaptable homes

All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended) (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes.

26. *Affordable housing provision

Affordable housing shall be provided in accordance with the conditions and approved documents as set out in this decision. All affordable housing units shall be constructed and fitted out as units which are suitable for occupation as affordable housing and shall only be occupied for the purposes of and retained in perpetuity for Intermediate Affordable Housing in line with the London Plan definition for such as set out in the London Plan.

Reason: to ensure the scheme provides sufficient affordable housing and that the development is retained as affordable units.

27. * Travel Plan

The residential units hereby permitted shall not be occupied until such time as a residential travel plan statement has been submitted to and legal commitments have been undertaken to ensure compliance with the terms agreed. The following measures shall be included in the travel plan in order to maximise the use of public transport:

- i. Provision of welcome residential induction packs containing public transport and cycling/walking information like 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.
- ii. Establish or operate a car club scheme. The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds in credit for each member of the car club), evidence of which must be submitted to the Transportation planning team.
- iii. Provide 19 secure sheltered cycle parking spaces in line with the 2015 Further Alteration to the London Plan.

Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.

28. *Carbon offsetting commitment

The development hereby approved shall be constructed in accordance with the energy measures contained in the approved PRP Energy Statement (January 2016) hereby approved, and shall achieve the agreed carbon reduction of 35% reduction beyond BR 2013. The associated equipment and materials shall be retained and maintained so as to achieve these energy efficiencies thereafter. Confirmation of achieving the detailed energy measures shall be submitted to and approved in writing by the local planning authority within 6 months of completion of the development and the applicant must allow site access if required to verify delivery. Failure to achieve the agreed targets through these energy measures shall be offset at the cost of £1,800 per tonne of carbon plus a 10% management fee.

Reason: To comply with the details of the energy measures hereby approved to ensure sufficient sustainability within the site.

29. Need for a Legal agreement

In the event that any owners of the land have the legal locus to enter into a Section 106 Agreement no works shall be progress on site until such time as they have entered into such an Agreement incorporating obligations in respect of the matters covered by conditions marked with * in this notice of planning permission.

Reason: In order to define the permission and to secure development in accordance with the terms of the Section 106.

INFORMATIVE: CIL Charge

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £31,400.95 (730sqm x £35 x 1.229) and the Haringey CIL charge would be £11,541.30 (730sqm x £15 x 1.054). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Consultation with Network Rail

Network Rail strongly recommends the developer contacts

AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site.

Network Rail strongly recommends the developer agrees an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can also be obtained from their website at www.networkrail.co.uk/asp/1538.aspx.

INFORMATIVE: Consultation with Met Police

In aiming to satisfy the condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via: DOCOMailbox.NE@met.police.uk or telephone 0208 217 3813.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Hours of Construction Work

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Asbestos

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 3472) to arrange for the allocation of a suitable address.

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.

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

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

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

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

Appendix 1 Consultation responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Environmental Health (Pollution)	<p>The following comments and conditions are recommended;</p> <p><u>Air Quality:</u></p> <p>The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans • promote sustainable design and construction to reduce emissions from the demolition and construction of buildings; • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>An air quality assessment has been submitted which includes an Air Quality Neutral Assessment. The development proposal includes four car parking spaces only and is essentially car free. Each dwelling will have individual combi gas boilers for space heating and hot water. Photo voltaic panels are also proposed with this planning application.</p> <p>I recommend the following conditions:</p> <ul style="list-style-type: none"> • <u>Combustion and Energy Plant:</u> <p>Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40</p>	<p>Noted and applicable conditions and informative recommended</p>

Stakeholder	Question/Comment	Response
	<p>mg/kWh (0%).</p> <p><i>Reason: As required by The London Plan Policy 7.14.</i></p> <p><u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <ul style="list-style-type: none"> a) Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable:- <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. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <ul style="list-style-type: none"> 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><u>And CON2 :</u></p> <ul style="list-style-type: none"> • 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><i>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</i></p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="527 228 953 253"><u>Management and Control of Dust:</u></p> <ul data-bbox="625 289 1642 435" style="list-style-type: none"> <li data-bbox="625 289 1642 435">• No works 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 and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. <p data-bbox="527 472 1192 496"><i>Reason: To Comply with Policy 7.14 of the London Plan</i></p> <ul data-bbox="625 537 1642 618" style="list-style-type: none"> <li data-bbox="625 537 1642 618">• Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p data-bbox="527 659 1192 683"><i>Reason: To Comply with Policy 7.14 of the London Plan</i></p> <ul data-bbox="625 724 1642 894" style="list-style-type: none"> <li data-bbox="625 724 1642 894">• No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases meets Stage IIIA of EU Directive 97/68/EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. <p data-bbox="527 935 1642 984"><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <ul data-bbox="625 1057 1642 1235" style="list-style-type: none"> <li data-bbox="625 1057 1642 1235">• An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. <p data-bbox="527 1276 1642 1325"><i>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <p data-bbox="527 1365 758 1390"><u>As an informative:</u></p>	

Stakeholder	Question/Comment	Response
	<p>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>	
<p>Transportation</p>	<p>The proposed site is located in an area with a low public transport accessibility level PTAL 2, however the site is within walking distance of the 259 and 279 bus routes on Seven Sister Road and the 67 bus route on St Ann's Road which provides access to Sevens Sisters Station and Turnpike Lane underground stations; we have therefore considered that although the site is located in area with a low public transport accessibility level the site has relatively good connectivity to public transport; the site is also located within the Green Lanes B Control Parking Zone which operates Monday to Friday between the hours of 8am and 6:30pm and offers some parking constraints.</p> <p>The applicant is proposing to redevelop the site which is currently used for parking of some 19 car parking spaces to provide 11 affordable residential units containing some 3x1 bed units and 2x8 residential units, cycle parking and 4 car parking spaces.</p> <p>The applicant has conducted a Parking survey in line with the Lambeth Methodology; the surveys were conducted on: Thursday 2nd and Friday 3 October 2014 and an additional 4 days between 14th and 19th of April 2015. The surveys examined how the car park is currently being used, including formal and informal parking, the use of the nearby on street Pay and display parking was also surveyed. The parking surveys also looked at the total number of cars parked on street overnight, car parking pressures within 200 metres of the site, a car parking space was assumed to be 6 metres instead of 5 metres; this provides a more robust calculation for parking pressures and spare capacity.</p> <p>The roads included in the parking survey were: Hermitage Road, Oakdale Road, Beechfield Road, Vale Road, Templeton Road, Remington Road, Moreton Close/ Fladbury Road, Tiverton Road and Tiverton Private Estate Road. The overnight survey of the road within the 200 metres of the site observed that there are a total of 263 car parking spaces, including 255 residents parking spaces and 8 residents and display car parking spaces; a maximum of 215 vehicles were observed parked on Thursday 2nd October, with some 40 on street car parking spaces available, this represents a maximum car parking pressure of 82%, which is below the 90% car parking pressure which is considered that an area is suffering from high car parking pressures.</p> <p>The car parking surveys of the car park (proposed development site) concluded that in October 2014 over night between 0115 and 0300 hours there were between 15 and 19 car parked within the car park. The surveys conducted in April 2015 observed between 22 and 26 vehicles parked on the proposed development site, a number of cars (between 13-19) were parked before 0800 hour, and did not exit the site between 0800 and 1800 hours. The site had</p>	<p>Noted and applicable conditions recommended. S106 noted.</p>

Stakeholder	Question/Comment	Response
	<p>between 12-21 two-way tips per day over the two days; it is to be noted that the existing site accommodated some temporary trips, between 1 -2 minutes with some tips lasting longer 2-4 hours.</p> <p>The existing pay and display spaces are capable of accommodating up to 5 vehicles; In order to examine if there is a need to provide additional pay and display parking spaces to facilitate the lost of the car park, the Pay and Display car parking spaces were surveyed the results of the parking survey concluded that at one point the Pay and Display spaces were at capacity for over 15 minutes. I would therefore suggest that as part of the highways works associated with this development we seeking to convert a number of the existing residents parking bays to shared used bays.</p> <p>It is to be noted that as 6 metres has been used to calculate the on street car parking spaces available, this represents a worst case scenario, hence based on the parking surveys there is sufficient on street car parking spaces available within the area surrounding the site to facilitate any displacement in parking generated by the proposed development. The applicant will be required to provide 19 secure sheltered cycle parking space in line with the 2015 Further Alteration to the London Plan.</p> <p>The development of the site will require the reconstruction of the footways including the removal of the existing crossover/ reconstruction of the footways and the construction of the new crossover to access the car park, the applicant will be required to contact the Council's highways team to arrange for the works to be carried out.</p> <p>We have considered that the proposed 11 additional residential units are unlikely to generate any significant increase in trips or parking demand which would result in any adverse impact on the surrounding highways network. Therefore, the highway and transportation authority would not object to this application subject to the following conditions: Conditions:</p> <ol style="list-style-type: none"> 1) A residential travel plan statement must be secured as part of the development and should include the following measures in order to maximise the use of public transport: <ol style="list-style-type: none"> a) Provision of welcome residential induction packs containing public transport and cycling/walking information like 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. b) Establish or operate a car club scheme. The developer must offer free membership to all residents of the development for at least the first 2 years, and provide £50 (fifty pounds in credit for each member of the car club), evidence of which must be submitted to the Transportation planning team. c) Provide 19 secure sheltered cycle parking spaces in line with the 2015 Further Alteration to the London Plan. 	

Stakeholder	Question/Comment	Response			
	<p>2) The Applicant/ Developer are required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commences on site. The Plans should provide details on how construction work would be undertaken in a manner that disruption to traffic and pedestrians Hermitage Road and Templeton Road 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.</p> <p>Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the</p> <p>3) The development of the site will require the reconstruction of the footways including the removal of the existing crossover/ reconstruction of the footways and the construction of the new crossover to access the car park, the applicant will be required to contact the Council's highways team to arrange for the works to be carried out before the development commences on site.</p> <p>Reason: to facilitate access to the development and to protect the integrity of the transportation and highways network.</p> <p>Transportation network</p> <p>Informative: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.</p>				
<p>Carbon Management</p>	<p>Energy Strategy The Energy Baseline for the development will emit 14.2 tonnes of CO2 per year when achieving Building Regulation 2013. The scheme will have to achieve a 35% reduction through lean, clean and green measures (as set out in the London Plan policy 5.2) It does achieve this requirement.</p> <p>Energy - Lean It is proposed that the regulated CO2 emissions are reduced by 0.3 tCO2 per annum, which equates to a circa 2% reduction in total CO2 emissions over the baseline through improved building materials.</p> <p>The figures for improved U-values are noted and will be captured by the condition proposed.</p> <table border="1" data-bbox="527 1385 1640 1414"> <thead> <tr> <th data-bbox="527 1385 896 1414">Element</th> <th data-bbox="896 1385 1268 1414">Part L1A 2013 minimum</th> <th data-bbox="1268 1385 1640 1414">Proposed specification for</th> </tr> </thead> </table>	Element	Part L1A 2013 minimum	Proposed specification for	<p>Noted and conditions attached. S106 noted.</p>
Element	Part L1A 2013 minimum	Proposed specification for			

Stakeholder	Question/Comment			Response												
		fabric requirements	the development													
	External walls	0.30	0.15													
	Roof	0.20	0.11													
	Ground floor	0.25	0.11													
	Windows	2.00	1.4													
	Air tightness	10 (m3/(hm2) at 50 Pa)	4 (m3/(hm2) at 50 Pa)													
	<p>Suggested Condition – Lean / Energy Efficiency You must deliver the energy efficiency standards (the Lean) as set out in the document “Templeton Hall & Garages, Tottenham, N15 Energy Statement”. Written by PRP dated January 2016.</p> <table border="1" data-bbox="527 626 1524 850"> <thead> <tr> <th>Building Element</th> <th>Proposed specification for the development (u-values)</th> </tr> </thead> <tbody> <tr> <td>External walls</td> <td>0.15</td> </tr> <tr> <td>Roof</td> <td>0.11</td> </tr> <tr> <td>Ground floor</td> <td>0.11</td> </tr> <tr> <td>Windows</td> <td>1.4</td> </tr> <tr> <td>Air tightness</td> <td>4 (m3/(hm2) at 50 Pa)</td> </tr> </tbody> </table> <p>Confirmation that these energy efficiency standards have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</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 SP:04</p> <p>Energy - Clean It is proposed that there is no single centralised heating and hot water systems. Instead multiple boilers have been designed.</p> <p>This is against policy (London Plan policy 5.2 and 5.6 and Haringey Plan SOP:04)</p>			Building Element	Proposed specification for the development (u-values)	External walls	0.15	Roof	0.11	Ground floor	0.11	Windows	1.4	Air tightness	4 (m3/(hm2) at 50 Pa)	
Building Element	Proposed specification for the development (u-values)															
External walls	0.15															
Roof	0.11															
Ground floor	0.11															
Windows	1.4															
Air tightness	4 (m3/(hm2) at 50 Pa)															

Stakeholder	Question/Comment	Response
	<p>Therefore we recommend that the applicant is required to create a single heating and hot water network serving all aspects of the development. A report should be submitted highlighting the location of the single energy centre and the operational parameters of the energy equipment. And to demonstrate how this system would be connected to an area while heating network at a later date.</p> <p>Suggested Condition – Community Heating The Council will require details of the single community boiler facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site. This shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> a) location of the single energy centre; b) specification of equipment serving all units space heating and hot water loads; c) flue arrangement; d) operation/management strategy; and e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) <p>The boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.</p> <p>Energy - Green It has been estimated that approximately 120 m² of the total roof area is available for the installation of the PV panels. This PV capacity assessment suggests that the roof can accommodate a maximum of circa 12 kW of PV.</p> <p>Recommended Condition – Renewable Technology You will install the renewable energy technology (PV Solar Panels) as set out in the document “Templeton Hall & Garages, Tottenham, N15 Energy Statement”. Written by PRP dated January 2016.</p>	

Stakeholder	Question/Comment	Response
	<p>These solar PV panels will cover an area of 120m2 and generate at least 12 kW of electricity.</p> <p>The solar PV panels shall be installed in strict accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</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 5.7. and local plan policy SP:04</p> <p>Sustainability Assessment A sustainability assessment has been provided to highlight the positive environmental benefits that the scheme will deliver.</p> <p>Aspects of this includes</p> <ul style="list-style-type: none"> - Permeable paving and tarmac across the site ensuring at the impermeable areas are not being increased by the development; - That the buffer zone between the site and the existing railway comprises existing mature trees which is retained to ensure the existing wildlife habitats are preserved; - At least two bat boxes shall be installed into the building fabric on the north side of the development; - A selection of bird boxes shall be installed into the building fabric on the north side of the development for various local bird species; - That cycle storage within the building will be provided for all residents, as well as visitor cycle stands by the main entrance. - That rain water storage will be delivered to water the landscaping areas. <p>Suggested condition – Sustainability You must deliver the sustainability assessment as set out in “Templeton Hall and Garages, N15 Sustainability Statement”. Dated January 2016 by PRP.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall provide evidence of the following to the local planning authority at least 6 months of</p>	

Stakeholder	Question/Comment	Response
	<p>completion on site for approval:</p> <ul style="list-style-type: none"> - Permeable paving and tarmac across the site ensuring at the impermeable area is not being increased by the development; - That the buffer zone between the site and the existing railway comprises existing mature trees which is retained to ensure the existing wildlife habitats are preserved; - Two bat boxes shall be installed into the building fabric on the north side of the development; - Bird boxes shall be installed into the building fabric on the north side of the development; - That car parking on site has electric vehicles recharging infrastructure installed for at least 50% of provided spaces; - That cycle storage within the building will be provided for all residents, as well as visitor cycle stands by the main entrance. - That rain water storage will be delivered to water the landscaping areas. <p>In the event that the development fails to deliver the required measures, a full schedule and costings of remedial works shall be submitted for our written approval. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Final Comment: I am willing to agree that on this site multiple heating is not required. This will allow individual boilers to be installed in each unit. But to ensure that the highest standard of boilers are installed the condition should specify that all the gas boilers installed will be have a minimum SEDBUK rating of at least 91%. Therefore I recommend that the following condition is added:</p> <p>Suggested Condition That all combination gas boilers that are to be installed across the development are to have a minimum SEDBUK rating of 91%.</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant will demonstrate compliance by supplying installation specification at least 3 months post construction. Once installed they shall be operated and maintained as such thereafter.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p>	
<p>Sustainability and Drainage</p>	<p>The pro-forma was as per the original that was completed and met Haringey's criteria, it could be attached, the only issue that we really needed clarifying was the maintenance of the SuDS for the lifetime of the development, I now understand this will be carried out by the property owner/s, it would be beneficial if a operation and maintenance plan could be provided by the developer to the property owners and maybe a condition highlighting this could be attached.</p>	<p>Noted, condition attached</p>
<p>Arborocultural Officer</p>	<p>Tree comments</p> <p>Tree cover at this site consists of a variety of individual trees and groups of trees. Trees are situated within paved area of the car park, and along the adjacent railway embankment to the north of the site. There is also a mature Lime tree on the public highway to the west of the site. The site is not within a Conservation Area and there are no trees are subject to a Tree Preservation Order. The railway embankment is within a Site of Interest for Nature Conservation (SINC) of Borough Grade II importance.</p> <p>There are no trees of high quality and value (category A). Most of the trees surveyed were assessed as low quality and value (category C). It is proposed to remove twelve trees to facilitate the development. The Lime tree (T5) will be assessed by the Councils tree service to determine if it needs to be removed because of its condition. The tree removals will not result in a detrimental impact on the site or the wider local area as new tree planting will mitigate this. The loss of trees from the lower part of the railway embankment should not result in a detrimental impact on the SINC. It is also to proposed to carry out some minor pruning works to the trees on the railway embankment, this will have a negligible impact on the trees and the SINC.</p> <p>The proposed landscape plan includes the planting of seventeen semi-mature new trees. This will greatly improve the sustainability of the site, while also increasing the quality of life for future residents. Details must be provided of tree species and aftercare maintenance plan for approval. New trees should be a mixture of species to enhance local biodiversity.</p> <p>The proposed development of this site will result in the loss of a small number of low and poor quality tree. New tree planting will visually enhance the site and the local environment. If the protective measures recommended in Arboricultural report are implemented and adhered to,</p>	<p>Noted and appropriate conditions recommended</p>

Stakeholder	Question/Comment	Response
	<p>the proposed development will have minimal impact on the trees to be retained.</p> <p>Ecology recommendations All tree works should be undertaken outside of the breeding season, or a nest search undertaken by an ecologist immediately prior to any works commencing on site.</p> <p>Templeton Hall should be subject to an internal and external inspection to more fully assess potential roosting opportunities within the structure. A bat activity survey should be undertaken at the site to establish foraging activity and to inform suitable lighting design and mitigation.</p> <p>Planning conditions When drafting planning conditions for both applications, they must include reference to the following; A pre-commencement site meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees. Protective fencing must be installed as per the Aroricultural Impact Assessment, prior to the commencement of demolition and retained until the completion of construction activities. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition. The tree protective measures must be periodically checked the Consultant Arboriculturist. All construction works within root protection areas or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.</p> <p>Additional Comments: The pre-commencement site meeting can be conditioned.</p> <p>I don't need a separate visit to discuss the Lime tree. It is being surveyed tomorrow and we should have a copy of this report early next week. I will then confirm if I'm happy for it to be removed. It is a agreed process that we notify local residents and ward members of all tree removals in advance of any works.</p>	

Stakeholder	Question/Comment	Response
	<p>Final comment: Got the report back today, the tests have identified decay in the lower trunk area, this and the fact it is leaning and caused the footway to distort, would in my opinion justify its removal. We will start the process of notifying ward members and local residents.</p>	
Environmental Health (Noise)	<p><u>Initial comments:</u></p> <p>There are well known adverse effects of noise on residents living in areas of high external noise</p> <p>The general limits for internal ambient noise levels are described in the WHO Guidelines for Community Noise and BS 8232. Solutions which rely upon opening windows for ventilation may not be satisfactory with railway noise externally.</p> <p>The adverse impact of inadequate ventilation upon health and well-being should also be considered. Insufficient ventilation can also lead to adverse effects on the building with instances of mould growth in modern dwellings which can impact upon health and well-being.</p> <p>A report should be provided by the applicant with proposals on how satisfactory internal noise conditions could be achieved whilst still providing adequate ventilation. A number of solutions are available and proposals should be documented.</p> <p><u>2nd comments:</u></p> <p>Page 17 states</p> <p>"An open window provides rapid ventilation, which is needed in certain circumstances, for example in hot weather. However, the sound insulation performance of the facades will be reduced dramatically and it will not be sufficient in controlling external to internal noise break-in for all habitable rooms. Therefore, under normal circumstances acoustic glazing must be kept closed to achieve optimum noise insulation and so an alternative means of ventilation will be needed.</p> <p>A more detailed assessment will be required once the design progresses as the detailed prediction of noise ingress is dependent upon the precise façade make up (glazed area etc.) and the acoustic characters of the proposed internal spaces."</p> <p>As I said previously a number of solutions are available to achieve sound reduction without</p>	<p>Noted and applicable conditions recommended</p>

Stakeholder	Question/Comment	Response
	<p>opening windows and a further report should be required detailing compliance with the BS8233 internal room sound levels.</p> <p><u>3rd comments:</u></p> <p>It would be better for them to provide their proposals through an additional report which would include "baffled" ventilation to permit ventilation without undue noise. The noise consultants are aware of these systems. Windows may still be occasionally opened for short periods though</p>	
Waste Management	<p>This proposed application for a 8 x 2 bed Units & 1 x 3 bed Unit 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>2 x 240L wheelie bin for refuse 2 x 240L wheelie bin for recycling 1 x 1100L Euro bin for refuse 1 x 1100L Euro bin for recycling 9 x food waste kitchen caddy 1 x 140L Food Waste Box 2 x food waste exterior box for Houses</p> <p>Arrangements will need to be made to ensure waste is contained at all times. Provision will need to be made for storage of receptacles within the property boundary not on the public highway. The waste collection point will need to be at the front of the property from Templeton Road N15.</p> <p>Plans do not show distance from waste storage area to collection point or if a dropped kerb will be installed.</p> <p>The above planning application has been given a RAG traffic light status of AMBER for waste storage and collection.</p>	Noted and applicable conditions recommended
Housing Renewal	1. Affordable housing provision	Noted. S106 noted as being 100% affordable.

Stakeholder	Question/Comment	Response
	<p>1.1 The proposed development seeks to provide a 100% affordable housing scheme and as such does not accord with Haringey's 'Strategic Policies' which states that the Council will seek <i>'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms</i></p> <p>1.2 The scheme complies with the adopted London Plan strategic policy 3.37 which seeks the maximum amount of affordable housing.</p> <p>2. Dwelling mix and Tenure</p> <p>2.1 The Council will seek 60% intermediate and 40% affordable rent housing with a recommended mix for affordable housing of 15% 1beds, 43% 2beds, 32% 3beds and 10% 4beds.</p> <p>2.2 There are currently high levels of social rented housing in the Tottenham constituency wards. In order to balance the levels and promote the area's regeneration, current Local plan policies promotes higher proportions of market sale homes and intermediate housing in this part of the borough.</p> <p>2.3 The council requires 10% of new residential developments to be fully wheelchair accessible to ensure a housing choice for disabled residents</p> <p>3. Consultation</p> <p>3.1 It has been accepted that this is the most viable mix for this scheme intermediate, which will not only maximise the delivery of affordable housing but will considerably assist in the long term regeneration of the area.</p> <p>CONCLUSION:</p> <p>The scheme in its current form complies with the Councils Strategic Policies, principally on the grounds that it promotes the area's regeneration. The site is within the Seven Sisters corridor, which is a priority area for change and has a strategic role to play in the growth of Haringey. The Council aspiration for this council site is for residential development. – Current SP1 and SP2 policy.</p>	

Stakeholder	Question/Comment	Response
	<p>This is site also forms part of the variations to the existing phase one programme for the Council's new-build programme; to deliver shared ownership rather than outright sale given the demand for this tenure in this location and the potential benefits of freeing up affordable housing elsewhere by marketing to existing Council tenants or to leaseholders on regeneration estates within the Tottenham Zones.</p> <p>The enabling team supports this; by building the first new build council homes in over 25 years. This programme will provide 18 new rented homes –the majority of which are larger family dwellings. The Council also intends to provide 13 further affordable homes through low-cost home ownership (shared ownership).</p>	
EXTERNAL		
Crime Prevention	<p>In principle we have no objections to the overall re-development of the site however having reviewed the available documents for the proposed design we would like to bring to your attention the following concerns:</p> <p>Concerns RE: Physical Security to the development The existing plans make no reference to a standard of compliance for vulnerable communal doors, ie PAS 24-2012 LPS 1175 SR2, STS 202 BR2, LPS 2081 B+ Section 2A Secured by Design New Homes Guide 2016.</p> <p>Concerns RE: Access Control, Fire Service Access. The are no details as to how visitors will gain access to the residents and proposal will be required to meet all parts of and include Premises Access boxes where appropriate as per Section 27 Secured by Design New Homes Guide 2016</p> <p>Concerns RE: Refuse Storage The application makes no metion of securing the refuse stores. This is an area where similar stores on nearby estates were abused for drug taking, drinking and vice issues. I would require that such communal spaces are properly protected using the standards from Secured by Design. Section 54: Secured by Design New Homes Guide 2016.</p> <p>Concerns RE: Boundary Treatments Some of the boundary treatments appear entirely appropriate, such as 1800mm fence with 300mm trellis topping. I am concerned with the lower boundary on the Hermitage Road side, especially with the change in level for the railway embankment. The gating mechanism may also need to be addressed, as a "barcode" design will introduce gaps that could be exploited by an intruder reaching through and unlocking gates in order to gain access. I can give further advice as necessary. Section 10: Secured by Design New Homes Guide 2016.</p>	Noted

Stakeholder	Question/Comment	Response
	<p>Communities and Local Government (CLG) document 'Guidance on information requirements and validation' (para. 132) states "that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion.</p> <p>Design and Access statements for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design of the proposal....and how the design reflects the attributes of safe, sustainable places set out in 'Safer Places'".</p> <p><u>Post HSR Planning Conditions.</u></p> <p>Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October 2015 it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards; I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area.</p> <p>That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product.</p> <p>Having reviewed the application and available documentation we have taken into account Approved document Q and the design and layout there is no reason why, with continued consultation with a DOCO and the correct tested, accredited and third party certificated products that this development would not be able to achieve Secured by Design Gold award. I would therefore seek to have a planning condition submitted where this development must achieve Secured by Design accreditation.</p> <p><u>Request: Community Safety – Secured by Design Condition:</u></p> <p>I would like to request that prior to the commencement of the development hereby permitted, details of the measures to be incorporated into all the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out</p>	

Stakeholder	Question/Comment	Response
	<p>Crime Officers, the development shall be carried out in accordance with the agreed details.</p> <p><u>Reason:</u> In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.</p> <p><u>Community Safety - Informative:</u> In aiming to satisfy the condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via: DOCOMailbox.NE@met.police.uk or telephone 0208 217 3813.</p> <p>Should the Planning Authority require clarification of any of the above comments please do not hesitate to contact me at the above office.</p>	
Environment Agency	<p>Having reviewed the information submitted we have no comments to make.</p> <p>If you feel that I have missed any part of this application, please feel free to contact me.</p>	Noted
Network Rail	<p>Thank you very much for consulting with Network Rail in regards to application 15/00392/FUL and offering us the opportunity to comment.</p> <p>As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.</p> <p>The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:</p> <ul style="list-style-type: none"> * encroach onto Network Rail land * affect the safety, operation or integrity of the company's railway and its infrastructure * undermine its support zone * damage the company's infrastructure * place additional load on cuttings * adversely affect any railway land or structure * over-sail or encroach upon the air-space of any Network Rail land 	Noted, informative attached.

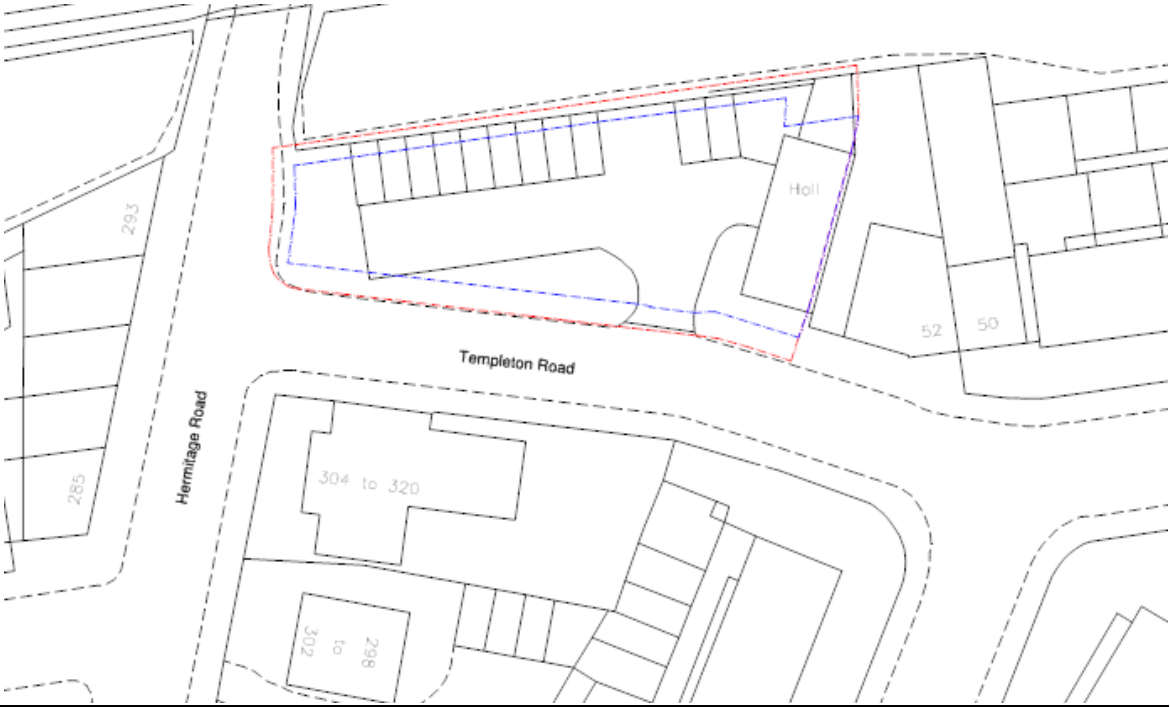
Stakeholder	Question/Comment	Response
	<p>* cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future</p> <p>Network Rail also provide below comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.</p> <p>Future maintenance The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.</p> <p>Drainage No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="520 230 1646 347">near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.</p> <p data-bbox="520 380 730 406">Plant & Materials</p> <p data-bbox="520 412 1646 529">All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.</p> <p data-bbox="520 561 659 587">Scaffolding</p> <p data-bbox="520 594 1646 743">Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.</p> <p data-bbox="520 776 625 802">Fencing</p> <p data-bbox="520 808 1646 1140">In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.</p> <p data-bbox="520 1172 680 1198">Landscaping</p> <p data-bbox="520 1205 1646 1406">Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be</p>	

Stakeholder	Question/Comment	Response
	<p>known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:</p> <p>Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina"</p> <p>Not Permitted: Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).</p>	

Appendix 2 Plans and Images

Location Plan:



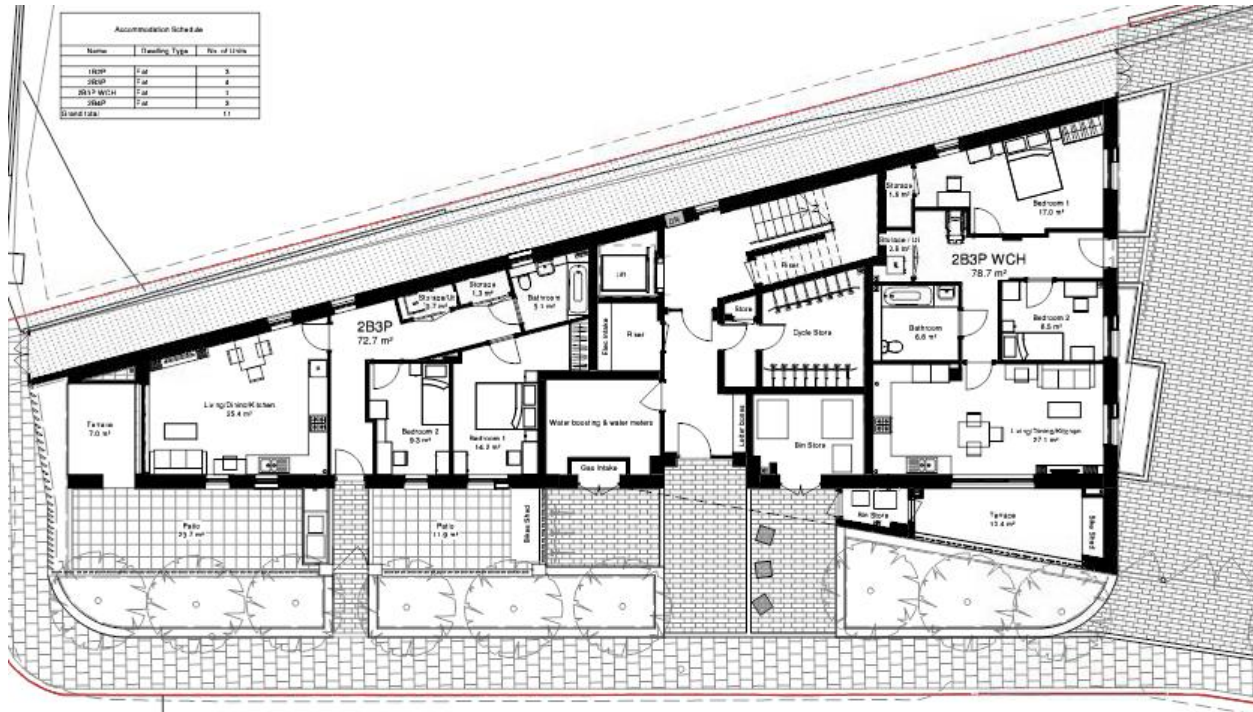
Site context:



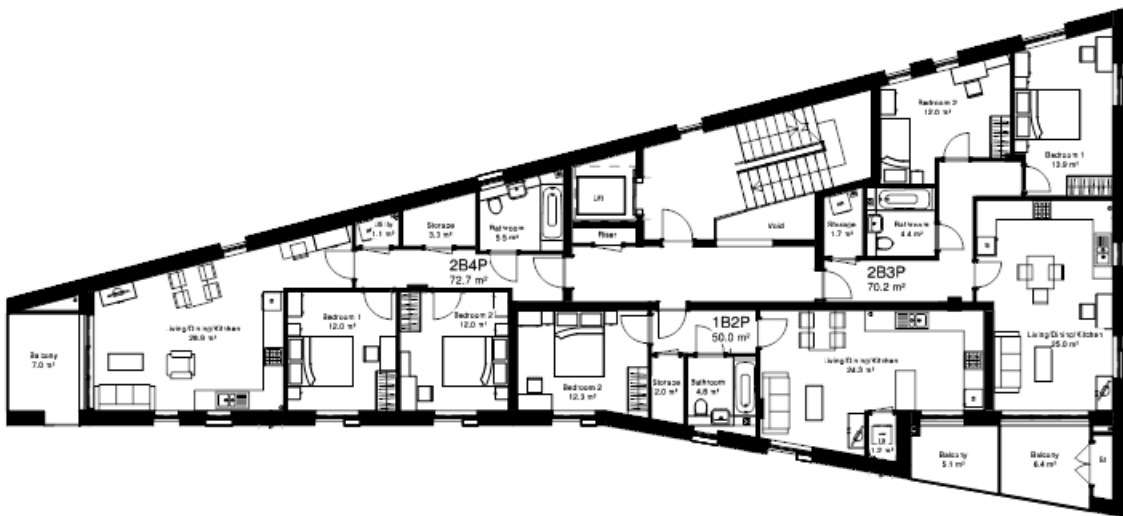
Proposed site layout:



Proposed floor plans:



Ground Floor Plan
1:100



Proposed elevations:



South Elevation



East Elevation



North Elevation



West Elevation

CGI Projections:



Existing photos:

East view towards the site – existing single storey hut



Existing block of flats opposite



West view of car park and no.52 beyond



Existing Lime Tree (T5):



Four storey building on Tiverton Road:

