

Planning Sub Committee 8 May 2017

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2016/1661

Ward: Noel Park

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

Proposal: Submission of reserved matters namely a) Scale b) Layout c) Landscape and d) Appearance, for Building C7 comprising a total of 104 residential homes and 337sqm (GEA) of commercial floorspace, pursuant to Outline Planning Permission ref. HGY/2009/0503 (EIA Development) (as varied by refs. HGY/2013/2455 and HGY/2016/0026), comprising a total of 1056 residential homes; 2,500sqm (GEA) of commercial floorspace uses (A1-A4/ B1/D1); 225 car parking spaces and car club facility; new pedestrian routes; new Pressure Reduction Station (PRS); and landscaping throughout the site including: a tree lined boulevard down Mary Neuer Road; a 'Pocket Park' off Hornsey Park Road; a public Garden Square; a private residential courtyard garden; and ecological gardens.

Applicant: St William Homes

Ownership: Private

Case Officer Contact: Adam Flynn

Date received: 16/03/2017

Drawing number of plans: 439/C7/GA/000 Rev A; 439/C7/GA/001 Rev A; 439/C7/GA/002 Rev A; 439/C7/GA/003 Rev A; 439/C7/GA/004 Rev A; 439/C7/GA/005 Rev A; 439/C7/GA/006 Rev A; 439/C7/GA/007 Rev A; 439/C7/GA/008 Rev A; 439/C7/GA/009; 439/C7/GA/050 Rev A; 439/C7/GA/051; 439/C7/GA/100; 439/C7/GA/101 Rev A; 439/C7/GA/102 Rev A; 439/C7/GA/103 Rev A; 439/C7/GA/150 Rev A; 439/C7/GA/200 Rev A; Accommodation Schedule Rev B; Design Commentary Rev A (March 2017); Planning Statement (March 2017); Daylight and Sunlight Assessment Rev A (13 March 2017); Stage 1 Road Safety Audit Designers Response (No Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit Designers Response (With Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit (Approved Alignment; GM Traffic Consultants - February 2017); Stage 1 Road Safety Audit (Road Realignment; GM Traffic Consultants - February 2017)

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands and is identified in the London Plan 2015 (FALP), Haringey Local Plan: Strategic Policies 2013-2016, Haringey Heartlands Development Framework SPD, and Haringey Site Allocations DPD Pre-Submission Version – January 2016 (Clarendon Square – SA22).
- Outline Planning Permission was granted by Planning Sub Committee on 21 March 2012 – ref. HGY/2009/0503, for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising 950 to 1,080 residential units, offices, retail/financial services uses, restaurant /cafe/drinking establishment uses, community/assembly leisure uses and association parking, open space and infrastructure works. This outline permission included a number of parameter plans that guide and govern the reserved matters for the site.
- Two subsequent Section 73 (S73) applications were submitted for alterations to the scheme. The first was approved in 2014 which allowed for the remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions. The second, approved in May this year, allowed for the relocation and consolidation of the Pressure Reduction Stations on the site (resulting in the removal of 16 mews dwellings), the creation of a landscaped entrance from Hornsey Park Road (a ‘Pocket Park’), and alterations to the phasing of conditions.
- A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved in July 2016.
- This application seeks approval for revised reserved matters for Block C7. These revised reserved matters, being Scale, Layout, Landscaping, and Appearance, are in accordance with the parameter plans approved as part of the outline permission, together with the alterations to these as approved under the previous S73 applications.
- It should be noted that Access was approved as part of the outline planning permission.

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.

Conditions

- 1) Development commencement
- 2) In accordance with approved plans
- 3) Secured by Design
- 4) S278 Agreement

Informatives

- 1) Hours of construction
- 2) Street Numbering
- 3) Secured by Design
- 4) Thames Water
- 5) Thames Water
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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for the approval of reserved matters, namely a) Scale; b) Layout; c) Landscaping; and d) Appearance, pursuant to Outline Planning Permission ref. HGY/2009/0503 (EIA Development) (as varied by refs. HGY/2013/2455 and HGY/2016/0026), as it relates to Block 'C7'.
- 3.1.2 This reserved matters application consists of a total of 104 residential homes; 337sqm (GEA) of commercial floorspace uses (A1-A4/B1/D1), together with landscaping, car parking, cycle parking, and a revised vehicle access.
- 3.1.3 This application is for revised reserved matters for Block C7. The changes to the previous approval for this block include changes to the massing and composition of the block, adding more interest than the previous 'slab' block and allowing set-

backs and projections in the elevations. This allows for improved internal layouts reducing the number of single-aspect units and removing all north facing single-aspect units. The access point to the car parking has been moved to the north of the building, which eliminates the need for vehicle access over the Moselle 'park' area to the south. These revised reserved matters remain in accordance with the parameter plans approved as part of the outline permission, together with the alterations to these as approved under the previous S73 applications.

3.2 Background and Planning History

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

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

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

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

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

3.2.4 This planning application was approved on 3 April 2014 subject to a section 106 legal agreement. Essentially, this second planning application allowed remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions.

3.2.5 A further revised planning application (S73) (ref. HGY/2016/0026) was submitted this year (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2013/2455, described as:

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

3.2.6 This planning application was approved on 23 May 2016 subject to a section 106 legal agreement. This permission allowed for the relocation and consolidation of the Pressure Reduction Stations on the site (resulting in the removal of 16 mews dwellings), the creation of a landscaped entrance from Hornsey Park Road (a 'Pocket Park'), and alterations to the phasing of conditions.

3.2.7 A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved in July 2016.

3.2.8 A separate S192 (Certificate of Lawfulness) application (ref. HGY/2016/0543) for the demolition of the gas holders on the application site was approved on 31 March 2016.

3.2.9 A number of other non-material amendment (S96A) applications have been submitted and approved to alter the wording of conditions to allow the submission of details to occur as part of each phase.

3.3 Site and Surroundings

3.3.1 The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road and the London Kings Cross/East Coast Main Line, Clarendon Road and Coburg Road. The site covers an area of 4.83 ha and includes land, buildings and structures owned by National Grid Property and the Greater London Authority. The site is currently characterised by cleared or derelict land on the southern portion which is currently undergoing remediation, and a group of commercial buildings along Coburg Road to the north of the site.

3.3.2 The site forms part of a wider strategic regeneration site known as Haringey Heartlands and is identified in the London Plan 2011, Haringey Local Plan: Strategic Policies 2013-2016 and Haringey Heartlands Development Framework SPD. The Haringey Heartlands area stretches from Alexandra Palace Station to the north, Wood Green High Road to the east, Hornsey station to the south and Hornsey High Street to the west.

3.3.3 In 2005 Haringey adopted the *Haringey Heartlands Development Framework* in order to help ensure major applications meet the strategic goals for the area. The framework covers two areas known as the western and eastern utilities lands as well as areas which provide vital links to Wood Green and Hornsey Centres. The framework replaced earlier planning briefs covering smaller sites in the area – the fundamental aim of the Framework is to regenerate these areas. The Framework seeks to provide at least 1,700 additional homes, 1,500 net additional jobs as well as new community, cultural and education facilities, public realm and improved transport infrastructure. This will be achieved by bringing back into use underused brownfield land, decommissioning the existing gas holders and decontaminating the land. This intention has been carried forward in the Councils' Site Allocations DPD, Pre-submission Version January 2016 (as SA22).

3.3.4 The surrounding land uses includes a mix of residential, retail, office, industrial and operational land. To the east is Hornsey Park Road characterised by two storey terraced dwellings with gardens backing on to the site. Coburg Road to the northern boundary of the site is characterised by a number of industrial units and the further north are a number of cultural facilities including The Mountview Academy of Theatre Arts and The Chocolate Factory artist spaces. To the south is Clarendon Road which contains a number of light industrial and office uses.

3.3.5 To the west of the railway line is New River Village, a contemporary residential development. There is a pedestrian access between the two sites adjacent to the water treatment works and under the railway.

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

4.0 CONSULTATION RESPONSE

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

Internal:

1) Design

I have no hesitation in strongly welcoming the proposed amendments, which in my view significantly improve the approved scheme. I considered that the approved scheme was acceptable on balance, albeit that I had some concerns with some aspects of the design, in particular the horizontality of the main long elevations of most of the blocks and the reliance of single aspect flats served off long internal corridors. The overall design concept and approach has been changed for this block (with further design changes apparently to be expected for other blocks).

I therefore strongly welcome the changes that model the block form into a series of apparently clustered forms, with interesting, varied and well composed elevations, materials and detailing and a high degree of attention to achieving exemplary residential amenity and lively street life. My only minor concern is regarding details of the landscaping to the street frontage and I would be happy for this to be resolved by condition or further separate reserved matters applications.

2) Transport

In assessing the reserved matters application we have concluded that the application trips and parking demand generated by the development would not significantly impact on the transportation and highways network subject to conditions and a S278 agreement.

(Officer Response: the conditions recommended have the same intent as those imposed on the outline planning permission, with the exception of the recommended S278 agreement, which is recommended to be conditioned to ensure the implementation of the highways works).

External:

3) Environment Agency

Our previous response to the reserved matters for the whole of the site we asked for a drawing to show the interaction between the proposed layout and the Moselle Brook Culvert to ensure that there was an 8m buffer.

There do not appear to be any plans submitted for this reserved matters to show the proximity of building C7 to the culvert.

(Officer Response: A plan showing this easement has been submitted by the applicant.)

4) TfL
No objections.

5) Natural England
No objections. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

6) Greater London Archaeological Advisory Service
On the basis of the information provided, we do not consider that it is necessary for this application to be notified under the GLAAS Charter.

7) Designing Out Crime Officer
Raise concerns with certain aspects of the layout of the development as it stands.

(Officer Response: a condition is recommended to ensure that the development complies with Secured by Design requirements).

5.0 LOCAL REPRESENTATIONS

5.1 The following were notified:

- Over 3000 Neighbouring properties
- Three Resident Associations
- Four site notices were erected close to the site

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

No of individual responses: 13
Objecting: 10
Supporting: 1
Others: 2

5.3 The following local groups/societies made representations:

- Parkside Malvern Resident's Association, support the application for the following reasons:
 - We see it as a good thing for the area and our community
 - The height of Building C7 is the same as the approved scheme and broadly the same footprint
 - At 104 units, it is a little bigger than the approved 99 units although there a fewer habitable rooms
 - While this building will not contain affordable housing, this will not compromise the delivery of the overall committed level affordable of housing
 - The proposal allows for the realignment of Mary Neuner Road and does not compromise the feasibility of opening the Moselle river
 - The use of brick with detailing and high quality materials generally are welcome features
 - A broad swathe of community (amenity) open space between the railway (Building C7) and Hornsey Park will be delivered early
 - We understand that a package of traffic calming measures and environmental enhancements to Hornsey Park Road will be proposed and installed
 - We understand that in developing Building C7, development is deemed to have commenced and that St. William will seek to procure an new planning permission for a better site wide scheme

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

- Design
- Not sympathetic to area
- Security
- Car parking access safety
- Cycle parking location and access

5.5 The following issues were raised, but are issues that were assessed and addressed as part of the outline planning permission for the site:

- Mix of units
- Noise
- Infrastructure issues
- Affordable housing
- Scale/Density/Height
- Loss of light
- Impacts on nearby developments
- Access to development

5.6 The following issues raised are not material planning considerations, or relevant to the assessment of this application:

- Street cleaning
- Local crime

- Street lighting
- Property ownership
- Loss of views
- Loss of green space
- Loss of Victorian properties (relates to Wood Green AAP, not this site)

6.0 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

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

6.1 Principle of the development

- 6.1.1 The principle of this development is established by the outline planning permission granted in 2012 (and variations approved in 2014 and 2016) which approved the land use principles and parameters of this development.
- 6.1.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The wider proposal is for the creation of 1056 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2. Furthermore, such a development is in accordance with the Haringey Heartlands Development Framework, and the Councils' Site Allocations DPD, Pre-submission Version January 2016.
- 6.1.3 This reserved matters application seeks to secure revised details relating to external appearance, layout, scale and landscaping to Block C7, which will allow for the commencement of the wider development. The changes, which include improvements to the massing and composition of the building, the reduction in single aspect units (and the removal of north facing units), and the revised

access location, allow for the new, and improved, emerging masterplan to be brought forward, which will result in a more

6.1.4 The reason that the applicant wishes to submit revised reserved matters for Building C7 only, is that Building C7 has been identified as the first building to be brought forward at the site. It is expected that all other buildings will be brought forward under a separate hybrid masterplan application (to be submitted in 2017). The applicant wishes to ensure that Building C7 reflects the design quality of the impending masterplan and therefore wish to submit new reserved matters for the building to reflect this approach.

6.2 Scale, layout and appearance

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

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

6.2.3 The following controls and constraints exist across the extant permission:

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

- 6.2.4 The layout places public or commercial uses towards the north of the site, whilst residential accommodation is arranged predominantly to the south. The public or commercial uses are centred on the square which forms the link between the cultural quarter to the north and the new residential area to the south. The square is also located on the east-west axis between the western part of Haringey Heartlands / Alexandra Park and Wood Green town centre.
- 6.2.5 The massing of the buildings is governed by the approved parameter plans at outline application stage, which create a series of linear buildings of varying heights. Whilst this was generally considered acceptable on balance, there were some concerns with some aspects of the design, in particular the horizontality of the main long elevations of most of the blocks and the reliance of single aspect flats served off long internal corridors.
- 6.2.6 The overall design concept and approach has been changed for this block, while remaining inside the scale and layout parameters set out in the outline permission. The overall design approach changes the massing and composition of the block from a “slab block” approach with horizontal emphasis to that of a “cluster” of elements with a more vertical elevational emphasis and an appearance of significantly finer and more varied urban grain. This takes this part of the development at least much closer to the council’s original design intent for this part of Heartlands, which is that it becomes a neighbourhood of architectural richness and variety, rather than of long, repetitive, “slab” blocks.
- 6.2.7 The proposal for this block breaks the design into four separately articulated “blocks” or “elements” that are clustered or “collaged” together and distinguished from each other by being alternately set back or projecting forward from each other, separated by recessed balconies and distinguished with contrasting materials, elevational treatment, proportioning and fenestration, including differing window proportions and patterns and differing architectural treatment of their “base” ground or ground and first floor. The Council’s Design Officer considers that this will create a pleasing unfolding composition, a composition that will create more potential for incident, interest and individual identity of individual flats.
- 6.2.8 The building is predominantly faced in brickwork as per the previous approval, but with an enriched palette, supported by innovative expressive detailing to create areas of texture and provide structure and proportions to elevations, informed by the architect’s use of precedents from the surrounding neighbourhood, including the brick houses of Noel Park, Hillfield Avenue and Campsbourne Cottages.
- 6.2.9 Whilst this application approves the design of the development, a condition still requires the exact details of the materials to be submitted for approval prior to each phase of the development commencing.

6.2.10 This building was included as part of the new hybrid masterplan for the site which was presented to the Quality Review Panel (QRP) in February 2017. Whilst this building was not presented individually, it formed part of the detailed southern portion of the site, for which the QRP stated 'with regard to the detailed application site (the southern portion of the site), they feel that the overall layout is now significantly improved, and believe that the north-south street would be an attractive route for pedestrians.'

6.2.11 The Council's Design Officer strongly welcome the changes that model the block form into a series of apparently clustered forms, with interesting, varied and well composed elevations, materials and detailing and a high degree of attention to achieving exemplary residential amenity and lively street life. As such, the proposal is considered to be in accordance with London Plan 2015 Policies 3.5, 7.4 and 7.6 and Local Plan 2013 Policy SP11.

6.3 Landscaping

6.3.1 The landscape proposals have been developed in accordance with the parameter plans as approved in the outline permission. The proposal creates the development's first private residential courtyard located on the building podium. At ground level, it also forms the north extent and first phase of the 'natural edge' landscape that creates the setting for this building along its north, west and east edges. Private gardens form the building's southern edge alongside the adjacent neighbourhood park that will be delivered in future phases of the development.

6.3.2 The landscape has been designed to work on a number of different levels:

- Creating a strong setting for the building which supports movement, legibility, streetscape and the adjacent neighbourhood park;
- helping to provide a positive separation of residential and office uses contained within the building;
- creating a private podium landscape designed to support the needs of residents;
- integrating secure cycle parking without visual intrusion;
- creating of a rich sensory environment that connects people with nature.

6.3.3 The podium landscape has been designed as a private, social, green space that capitalises on direct sunlight. A flight of steps with a secure entrance provides a convenient access route for residents between the podium and the neighbourhood park to the south. The space has been arranged to provide cyclical movement and a variety of social spaces from small, intimate seating alcoves with backed seats surrounded by planting to larger communal spaces including the lawn and a long dining table. There are also raised planting areas with inbuilt social seating that will be installed with permanent planting in the first instance with the potential for conversion to more intensive food growing in the future. This provides a flexible approach that can be tailored to the particular interests of residents. Lighting is integrated at low level to create inviting social

spaces after dark with accent lighting to planting that helps to provide a warm atmosphere and a sense of enclosure.

- 6.3.4 The planting character and green structure for Building C7 is consistent around the building's perimeter and the podium landscape, creating a rich woodland inspired feel using a mix of low maintenance plants selected to thrive in the different growing conditions around the site, providing sensory experience and spectacle throughout the year. This comprehensive landscaping design demonstrates the high quality landscaping that can be achieved across the site, whilst being in accordance with the approved parameter plans. The specific details of the landscaping are further controlled via a condition on the outline permission, but it is considered that this proposal would provide a high quality landscape across the site.

6.4 Impact on adjoining occupiers

- 6.4.1 Saved UDP Policy UD3 states that development proposals are required to demonstrate that there is no material adverse impacts on the amenity of surrounding residents or other surrounding uses in terms of loss of daylight or sunlight, loss of privacy, overlooking or enclosure. Similarly London Plan Policy 7.6 requires that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. This is reflected in Policy DM1 of the Pre-Submission Version of the Development Management DPD January 2016.
- 6.4.2 The daylight/sunlight, privacy and overlooking, and overbearing/enclosure impacts of the proposal on the neighbouring properties was assessed as part of the outline permission, and the heights and layouts of the proposed buildings were set and established by the approved parameter plans.
- 6.4.3 The daylight/sunlight assessment that was submitted with the outline application concluded that the majority of the residential properties within Hornsey Park Road would be unlikely to experience a noticeable change in the level of daylight should the maximum scale of the development be completed, as the windows of these residential properties are compliant with the BRE Guidelines. On this basis, the likely effect of the maximum scale parameters of the development on daylight availability on the majority of properties along Hornsey Park Road would be negligible.
- 6.4.4 This building is located to the far side of the site away from the Hornsey Park Road properties, and as such would not impact on any neighbouring residential properties.
- 6.4.5 With regard to noise, a Noise and Vibration assessment was submitted with the outline application to assess both the effects of the development in terms of noise and vibration on off-site receptors and noise levels at the development site

itself. The assessment considered the effects of noise and vibration during the demolition and construction works as well the effects following completion and operation of the development. This report concluded that subject to appropriate conditions (imposed on the outline permission), there would be a negligible affect on the neighbouring residential properties.

6.5 Affordable housing and residential mix

- 6.5.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 6.5.2 Similarly, The London Plan Policy 3.12 states that Boroughs should seek “the maximum reasonable amount of affordable housing... when negotiating on individual private residential and mixed-use schemes”, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability”.
- 6.5.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 50%.
- 6.5.4 The proposed mix of tenures in the entire scheme is 851 units for private sale, 61 Intermediate units, and 144 for affordable rent, for a total of 205 affordable units. This equates to 19.4% of the units, or 24.4% on a habitable room basis. The proportion of affordable housing has been agreed under the outline consent. This allowed for between 14% and 24.4% of the units as affordable (on a habitable room basis), which equated to between 118 and 208 units. Of the 205 affordable units 17.1% of these would be 1-bed, 42% 2-bed, 30.2% 3-bed, and 10.7% 4-bed (a total of 40.9% ‘family’ units). As such, the proposed tenure mix is in line with that approved at outline stage, and provides a 70%:30% split in favour of rented units. The Council’s Housing Team has confirmed that the mix of unit sizes within the affordable provision would meet their requirements.
- 6.5.5 This particular building does not include any affordable units, and was not designated to contain any in the approved parameter plans. Therefore there is no impact on the overall quantum of affordable units to be built on the site as a result of this proposal.
- 6.5.6 The overall outline consent for the site allows for up to 1,080 dwellings to be built. This proposal provides the first of the 1,056 units which were allowed for under the approved reserved matters application. The resulting density will remain 223 units per hectare (595 habitable rooms per hectare) across the site, which is

within the range of 70-260 u/ha and 200-700 hr/ha as set out Table 3.2 of the London Plan. Objections have been raised in respect of overdevelopment however, the principle of residential development of this size and density has been accepted under the original outline permission.

- 6.5.7 The previously approved reserved matters application for this block contained 99 units, with a mix of 1 x 1-bed/1-person, 25 x 1-bed, and 73 x 2-bed. This application provides 104 units with a mix of 15 x 1-bed/- person, 25 x 1-bed, 61 x 2-bed and 3 x 3-bed. Overall, the wider development sought to deliver 3.7% 1-bed/1-person units, 38.8% 1-bed units, 46.8% 2-bed, and 10.7% family units. The proposed mix within this block is generally in accordance with the indicative mix demonstrated as part of the outline application.
- 6.5.8 As such, the overall proposed mix and tenure split is considered acceptable.

6.6 Quality of accommodation

- 6.6.1 London Plan Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing SPG.
- 6.6.2 All the proposed units meet the Housing SPG standards with 10% (106) across the site being wheelchair adaptable, 4 of which are in this block. Furthermore, the proposal would provide sufficient private amenity space, by way of a garden or a good sized terrace, to each dwelling, together with a large area of communal amenity space. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.
- 6.6.3 Children's playspace will be provided within the large communal landscaped amenity areas across the wider site, and will be a mixture of formal, incidental and natural play spaces, both public and private.
- 6.6.4 With regard to the wheelchair car parking, 4 wheelchair accessible spaces are proposed to service this block, which equates to one per accessible units within this block.
- 6.6.5 The Housing SPG states that developments should avoid single aspect dwellings that are north facing, exposed to noise exposure categories C or D, or contain three or more bedrooms. All the single aspect units are the smaller units, and there are no Category C or D areas. Unfortunately, the original outline approval was designed based on a single aspect unit configuration, which has resulted in a number of single aspect units, however this revised application for this block has removed the single aspect north-facing units that existed in the previous reserved matters application, and this is strongly supported.

- 6.6.6 The daylight/sunlight assessment submitted with the application show that the block will achieve a good level of adherence to the daylight and sunlight guidelines and provide a good level of amenity for future occupiers. The results show an improvement upon the performance of Block 7 in the original reserved matters consent.
- 6.6.7 Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

6.7 Transportation

- 6.7.1 National planning policy seeks to reduce greenhouse gas emissions and congestion. This advice is also reflected in the London Plan Policies Policy 6.3 'Assessing effects of development on transport capacity', 6.11 'Smoothing Traffic Flow and Tackling Congestion' and 6.12 'Road Network Capacity', 6.13 'Parking' and broadly in Haringey Local Plan Policy SP7 and Saved UDP Policy UD3 'General Principles'.
- 6.7.2 The proposed development is located in an area with a Public Transport Accessibility Level (PTAL) of 3 - 4. It is within easy walking distance of Wood Green and Turnpike Lane Underground stations, and Alexandra Palace Station. The traffic generated by the development proposals as a whole is still within the threshold assessed as part of the outline application. The applicant has proposed providing 18 off street parking spaces as part of the proposed development of this building. This is in accordance with the parameters involved as part of the outline permission, and is considered acceptable. 4 wheelchair accessible car parking spaces are proposed, which equates to 1 per wheelchair accessible unit in the buildings, in line with policy.
- 6.7.3 The cycle parking for the proposed development is secured by Condition 36 of the outline permission, which requires the applicant to provide 1 cycle parking space per residential unit and additional cycle parking spaces for the commercial aspect of the development. Under this parameter, a total of 108 cycle parking spaces would be required in this block. The applicant is proposing to provide a total of 142 cycle parking spaces within this block, with a number of additional spaces outside of the building. This is well above the cycle parking provision required by Condition 36 and the parameter plans. There are some concerns with the design and layout of the cycle parking, however, the final details of the stands and their security will be dealt with and finalised as part of the discharge of Condition 36 of the outline permission.
- 6.7.4 The applicant is proposing to change the layout of the ground floor including changing the access point to the car park. The revised highways layout was subject to an Independent Stage 1 Road Safety Audit. The result of the Road Safety audit highlighted some minor issues, however, it is considered that these

can be addressed as part of the detailed design, which will be secured via a S278 agreement, which is recommended as a condition.

- 6.7.5 The Council's Transportation team have assessed the proposed development and have stated that in assessing the reserved matters application they have concluded that the application trips and parking demand generated by the development would not significantly impact on the transportation and highways network subject to conditions requiring details of a delivery and servicing plan, further cycle parking, further wheelchair parking and a S278 agreement.
- 6.7.6 The conditions recommended have the same intent as those imposed on the outline planning permission, with the exception of the recommended S278 agreement, which is recommended to be conditioned to ensure the implementation of the highways works.

6.8 Sustainability

- 6.8.1 Chapter 5 of the London Plan 2011 sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.
- 6.8.2 The outline planning application was submitted with an accompanying Sustainability Statement which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies.
- 6.8.3 A number of conditions of consent were attached to the outline permission to ensure compliance with sustainability criteria, including the requirement for a detailed energy strategy for the whole site, and that a minimum standard of "Very Good" under the Building Research Establishment Environmental Assessment Method (BREEAM) is achieved. The Code for Sustainable Homes has been removed, and this condition was therefore removed in the 2016 variation. However, the Condition 66 requires an energy strategy for the whole to site to be submitted, which would ensure compliance with the carbon reduction requirements of the Building Regulations and London Plan requirements.

6.9 Land contamination

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

6.10 Waste

- 6.10.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' and Saved UDP Policy UD7 'Waste Storage', require development proposals make adequate provision for waste and recycling storage and collection.
- 6.10.2 In terms of residential waste, each apartment or house would include adequate storage space to allow for separate bins for general waste, recyclables, and organic waste. In terms of commercial waste, arrangements for the collection and disposal of commercial waste would be contracted out to a private waste management company or the Council.
- 6.10.3 A planning condition requiring full details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials was imposed on the outline permission, which would secure adequate facilities.

6.11 Designing out Crime

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

6.12 Drainage

- 6.12.1 The Environmental Statement submitted with the original application makes an assessment of the proposed scheme on the water environment during both construction and operation, including water quality, water usage and flooding. There are two watercourses within close proximity of the site, the Moselle Brook which is culverted beneath the site and the New River, to the west and south of the site, which is an entirely artificial watercourse. This was supported by a flood risk assessment. Conditions imposed on the outline planning permission (as varied) requires a full SUDS scheme for the site, together with a number of other requirements to satisfy Thames Water and Environment Agency requirements in terms of foul and surface water, and water supplies. The Environment Agency

requested confirmation that the building sits outside of the required 8 metre easement of the Moselle Culvert, and the applicant has submitted a plan demonstrating this. No further assessment of drainage is required as part of this application.

6.13 Air quality

6.13.1 The Environmental Statement submitted with the original application included an Air Quality Assessment in order to assess the construction and operational impacts of the development on local air quality.

6.13.2 Air quality impacts arising from the completed and operational development could arise from vehicle emissions or operational plant and ventilation systems were assessed as part of the outline application. The potential effects of vehicular traffic on air quality generated as a result of the development have been minimised as part of the design, in terms of limiting car parking opportunities, with a total of 225 spaces now proposed (a reduction from the 251 in the original outline approval). In addition, a site-wide Travel Plan will be required by a condition on the outline permission, and this will need to be implemented in order to promote all non-car modes of travel. It is not considered that the proposed development would have any significant adverse impact on local air quality as a result of vehicle emissions.

6.13.3 With respect to atmospheric emissions from heating plant, the proposed development would incorporate modern plant and building services facilities with low emissions, in line with tightened legislation and industry standards. The proposed development would incorporate an Energy Centre which would include a communal heating system with a gas Combined Heat and Power (CHP) unit installed as the lead heat source, biomass boilers providing further heating, and gas-fired boilers provided for back up and to meet peak demands. The proposed location of the energy centre is in the basement of the block at the south-west corner of the site. The location of the flues from the boiler plant within the energy centre would be located above roof level.

6.13.4 A range of construction mitigation measures would be set out in a comprehensive Construction Environmental Management Plan (CEMP) (including appropriate mitigation measures to minimise dust and emissions, including but not limited to routine dust monitoring, an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring and close liaison with surrounding sensitive properties). The CEMP was secured via a condition of consent on the outline approval, and the development implemented in accordance with the approved details. Additionally the site contractors will be required to be registered with the Considerate Constructors Scheme.

6.14 Planning obligations and CIL

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

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

6.15 Conclusion

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

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

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions

Applicant's drawing No.(s) 439/C7/GA/000 Rev A; 439/C7/GA/001 Rev A; 439/C7/GA/002 Rev A; 439/C7/GA/003 Rev A; 439/C7/GA/004 Rev A; 439/C7/GA/005 Rev A; 439/C7/GA/006 Rev A; 439/C7/GA/007 Rev A; 439/C7/GA/008 Rev A; 439/C7/GA/009; 439/C7/GA/050 Rev A; 439/C7/GA/051; 439/C7/GA/100; 439/C7/GA/101 Rev A; 439/C7/GA/102 Rev A; 439/C7/GA/103 Rev A; 439/C7/GA/150 Rev A; 439/C7/GA/200 Rev A; Accommodation Schedule Rev B; Design Commentary Rev A (March 2017); Planning Statement (March 2017); Daylight and Sunlight Assessment Rev A (13 March 2017); Stage 1 Road Safety Audit Designers Response (No Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit Designers Response (With Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit (Approved Alignment; GM Traffic Consultants - February 2017); Stage 1 Road Safety Audit (Road Realignment; GM Traffic Consultants - February 2017).

Subject to the following condition(s)

1. The development hereby authorised must be begun not later than the expiration of 2 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The approved plans and specifications comprise:

439/C7/GA/000 Rev A; 439/C7/GA/001 Rev A; 439/C7/GA/002 Rev A; 439/C7/GA/003 Rev A; 439/C7/GA/004 Rev A; 439/C7/GA/005 Rev A; 439/C7/GA/006 Rev A; 439/C7/GA/007 Rev A; 439/C7/GA/008 Rev A; 439/C7/GA/009; 439/C7/GA/050 Rev A; 439/C7/GA/051; 439/C7/GA/100; 439/C7/GA/101 Rev A; 439/C7/GA/102 Rev A; 439/C7/GA/103 Rev A; 439/C7/GA/150 Rev A; 439/C7/GA/200 Rev A; Accommodation Schedule Rev B; Design Commentary Rev A (March 2017); Planning Statement (March 2017); Daylight and Sunlight Assessment Rev A (13 March 2017); Stage 1 Road Safety Audit Designers Response (No Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit Designers Response (With Access, Approved Alignment; Vectos - February 2017); Stage 1 Road Safety Audit (Approved Alignment; GM Traffic Consultants - February 2017); Stage 1 Road Safety Audit (Road Realignment; GM Traffic Consultants - February 2017).

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

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

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

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

4. The developer will be required to enter into a Section 278 agreement to secure the following:

- a) The gates to Block C7 must be set back from the public highways to allow for queuing; in addition the gates must be remote controlled to reduce the dwelling time of vehicles waiting to access the car parking which can potential result in queuing public highways.
- b) The safety audit observed speeds in excess of 20MPH which is the design speed for the new access point, the revised design must include traffic calming measures to ensure that the design speed of 20mph is reinforced.
- c) The detailed design must be subjected to an independent Stage 2 Road Safety Audit.

This agreement shall be entered into prior to the commencement of above ground works of the relevant phase(s) including these works.

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

Informatives:

INFORMATIVE: Hours of Construction Work:

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

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

INFORMATIVE: Street Numbering

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

INFORMATIVE: Secured by Design

In aiming to satisfy Condition 3, 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: Telephone 0208 217 3813 or via DOCOMailbox.NE@met.police.uk

INFORMATIVE: Thames Water

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

INFORMATIVE: Thames Water

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public

sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwgriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

INFORMATIVE: Thames Water

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

INFORMATIVE: Thames Water

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. They can be contacted on 0800 009 3921.

INFORMATIVE: Thames Water

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

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p>I have no hesitation in strongly welcoming the proposed amendments, which in my view significantly improve the approved scheme. I considered that the approved scheme was acceptable on balance, albeit that I had some concerns with some aspects of the design, in particular the horizontality of the main long elevations of most of the blocks and the reliance of single aspect flats served off long internal corridors. The overall design concept and approach has been changed for this block (with further design changes apparently to be expected for other blocks).</p> <ol style="list-style-type: none"> 1. The overall design approach changes the massing and composition of the block from a “slab block” approach with horizontal emphasis to that of a “cluster” of elements with a more vertical elevational emphasis and an appearance of significantly finer and more varied urban grain. This takes this part of the development at least much closer to the council’s original design intent for this part of Heartlands, that it become a neighbourhood of architectural richness and variety, rather than of long, repetitive, “slab” blocks. 2. The proposal for this block breaks the design into four separately articulated “blocks” or “elements” that are clustered or “collaged” together and distinguished from each other by being alternately set back or projecting forward from each other, separated by 	Noted.

Stakeholder	Question/Comment	Response
	<p>recessed balconies and distinguished with contrasting materials, elevational treatment, proportioning and fenestration, including differing window proportions and patterns and differing architectural treatment of their “base” ground or ground and first floor. I am confident this will create a pleasing unfolding composition, more suited to gradual unfolding of someone at walking pace than the rather “speedy” composition of the approved scheme, more suited to be appreciated from a moving vehicle, a composition that will create more potential for incident, interest and individual identity of individual flats.</p> <p>3. This “collage” technique of composition creates a series of set-backs and projections. These mean it has been possible to lay out the internal layout of the block so that there are a much higher proportion of single aspect flats, including no north or south facing single aspect flats, and even where there are single aspect flats, most have the possibility of a different, angled outlook due to step-backs at their balcony. All the larger, family sized units are dual aspect (at least). I would say this is a quite extraordinary and impressive experience given how dominated by single aspect flats the previous approved scheme was (in both the approved scheme and an accepted intent in the illustrations of how the original outline scheme of 2009 was intended to be built out, dating from a time before the stricter housing design standards of the London Plan and Mayors Housing SPG were developed).</p>	

Stakeholder	Question/Comment	Response
	<p>4. The set-backs also allow the detailed flat layouts to make almost all the balconies recessed or semi-recessed (on corners), rather than as previously all projecting. The balconies are further detailed with brick columns at their corners to emphasise their recessed nature. The balconies will therefore provide a greater degree of privacy and weather protection to residents, encouraging them to make use of them, and at the same time provide a degree of screening to visible “clutter” of furniture etc on balconies when viewed from the street.</p> <p>5. Ground floor single aspect flats facing the street have been eliminated in the block, alleviating my concern regarding privacy to residents; the only ground floor residential units in this proposal are three ground and first floor maisonettes; these are located in the south-eastern corner of the development and each have their own front door off the street or public park, adding further animation to the streets and public open spaces, and improving the fulfilment of another design intent of the original proposals.</p> <p>6. The remainder of the ground level street frontage, on both streets intended to be created alongside this site, to the north and east, will also be made active and lively. To start with there are two separate residential core entrances; one on each street. In addition between and to either side there are long frontages to ground floor commercial or retail units, creating daytime active frontage and minimising the</p>	

Stakeholder	Question/Comment	Response
	<p>amount of frontage taken up with utilitarian uses (plant, refuse storage, cycle stores and car parking). Notably active ground floor frontage from commercial units continue the full length of the northern elevation, with a third commercial unit in the north-west corner if this site, “beyond” the car park and refuse store entrance, showing the proposal does not neglect active frontage to this street frontage which might be dismissed as less important, but (I am confident) will become more lively and significant as neighbouring sites in the rest of Heartlands, outside of this applicants’ ownership, come forward for development.</p> <p>7. It is also particularly notable that the articulated composition allows areas of two storey base to be combined with areas of single storey base so that the visual affect of two storey base in creating more pleasing proportions of buildings of this height can be realised without too much tricky detailing for flats on the first floor. Further subtle refinements to elevational composition is achieved by switching the primary open side of corner recessed balconies at some corners, to subtly break the extent of the main height of the elevations, as well as to provide upper floor balconies with outlooks focussed on more impressive longer views (such as across the railway embankment towards Alexandra Park) not available to lower floor balconies.</p> <p>8. The one aspect of these proposals I am less convinced about it the landscaping at ground level,</p>	

Stakeholder	Question/Comment	Response
	<p>between the active frontages of the commercial units and residential core entrances and the proposed streets. I feel their frontage is too far set back from the street / pavement edge and too reliant on unconvincingly lush and hard to maintain ground level landscaping with indistinct separation from the public realm. This could too easily be walked or driven over, and is in danger of diminishing the “urban-ness” of the character of the street. However I recognise that the precise layout, nature and landscaping of the roadways are outside of the scope of this application; these proposals show the approved street layout but I am hopeful that further changes will be made as part of applications to resolve conditions, that significantly improve the urban realm of the public spaces.</p> <p>9. Proposed landscaping around the ground and first floor maisonettes and park edge, to the south of the site, is sensible, attractive and functional, with box hedges enclosing private gardens and providing a clear separation and boundary to the public realm. The proposals further provide a generous and well landscaped private communal podium garden, at 1st floor level above the car park (mostly) in the south-western quadrant of the site, with access for all residents, with a corridor off each core at 1st floor level as well as a private, access controlled, residents access stair linking the podium to the proposed public park to the immediate south of this site. Residents are therefore to be provided with exemplary private communal and (in balconies) individual private outdoor amenity space, with an excellent degree of</p>	

Stakeholder	Question/Comment	Response
	<p>separation from the public realm.</p> <p>10. Daylight and sunlight levels within the proposed development, to both residential accommodation, commercial accommodation and amenity space, is excellent, and a significant improvement on the approved scheme, with a much higher proportion of the flats habitable rooms achieving the daylight and (where relevant) sunlight levels recommended in the BRE Guide, and the amenity space exceeding the standard.</p> <p>11. Privacy and overlooking concerns remain unchanged and acceptable compared to the approved scheme; the layout in this block does not create any privacy concern. The layout avoids the possibility of overlooking in the internal corner by laying out the plans with a flat that turns the internal corner, with rooms on both the south and west facing side of that corner. I mentioned the removal of ground floor units above.</p> <p>12. Materials remain brick, but with an enriched palette, supported by innovative expressive detailing to create areas of texture and provide structure and proportions to elevations, informed by the architect's use of precedents from the surrounding neighbourhood, including the brick houses of Noel Park, Hillfield Avenue and Campsbourne Cottages.</p> <p>13. Necessary and essential utilitarian uses, such as plant, refuse storage, cycle stores and car parking</p>	

Stakeholder	Question/Comment	Response
	<p>are elegantly accommodated in the ground floor, particularly under the podium garden, against the railway embankment, in generous sized and accessible areas that are also secure, weatherproof and yet not visually dominant. Useful additional access controlled access to the car and cycle parking is provided from the park to the south, providing additional opportunities for social interaction and use of car free cycling routes.</p> <p>I therefore strongly welcome the changes that model the block form into a series of apparently clustered forms, with interesting, varied and well composed elevations, materials and detailing and a high degree of attention to achieving exemplary residential amenity and lively street life. My only minor concern is regarding details of the landscaping to the street frontage and I would be happy for this to be resolved by condition or further separate reserved matters applications.</p>	
<p>Transportation</p>	<p>The reserved matters application HGY/2017/0821 for Block C7 & includes a total of 104 residential units comprising: 15x studios, 25x1 bed, 61x2 bed and 3 x 3 bed units, and 337sqm of commercial space the applicant is proposing to provide a total of 107 secure sheltered cycle parking spaces and 18 car off street car parking spaces including 4 wheel chair accessible car parking spaces.</p> <p>The applicant is proposing to change the layout of the ground floor including changing the access point to the car park as per Drawing C7/GA/000 REVA. The revised</p>	<p>Noted.</p> <p>Comments on recommended conditions are below:</p>

Stakeholder	Question/Comment	Response
	<p>highways layout was subject to an Independent Stage 1 Road Safety Audit; the result of the Road Safety audit highlighted a few issues which can be addressed as part of the detailed design. We will require the following conditions to be attached to the reserve matters application to address these issues:</p> <ol style="list-style-type: none"> 1) The gates to the car park should be set back from the public highways to allow for queuing vehicles, in addition the gates should be remote controlled to reduce the dwelling time of vehicles waiting to access the car parking which can potential result in queuing public highways. 2) The safety audit observed speeds in excess of 20MPH which is in excess of the design speed for the new access, we will therefore require traffic calming measures to be implemented as part of the proposed S.278 works. 3) The detailed design must subjected to and independent Stage 2 Road Safety Audit. <p>The applicant is proposing a refuse collection point on the public highways it is essential that refuse bins are not placed on the public highways and do not impede free flow of pedestrian and vehicular traffic. We will require the applicant to produce a service and delivery strategy to ensure that the public highways are not obstructed during the servicing of the development. This servicing and delivery plan must also include serving on the commercial units (deliveries and refuse collection).</p> <p>Condition 36 (Cycle parking) attached to the approved</p>	

Stakeholder	Question/Comment	Response
	<p>Planning Application HGY/2016/0026 requires the reserve matters application to provide: “a) 1 cycle spaces per residential unit with 1 or 2 bedrooms and 2 cycle space per residential unit with 3 or more bedrooms; b) 50 cycle spaces for the shop/office/community aspects of the development (36, 4 and 10 cycle spaces correspondingly) and c) secure shelters, shall be submitted to and approved in writing by the local planning authority”.</p> <p>The applicant has provided cycle parking spaces for the residential aspect of the development however no cycle parking has been provided for the commercial aspect of the development proposal, we will require a condition which secures the cycle parking for the commercial aspect of the development in line with Condition 36. The location of the cycle parking spaces are considered acceptable however details on the shelter and the means of security will have to be finalised as part of Condition 36 attached to HGY/2016/0026.</p> <p>The applicant is proposing to provide a total of 18 car parking spaces in relation to Block C7 this is 0.17 car parking spaces per unit, it is to be noted that the car parking provision across the site is 0.23 car parking spaces per unit. Whilst we have considered that the car parking provision for this phase of the development of 0.17 car parking space per units is acceptable. The applicant is required to provide a minimum of 11 wheel chair accessible car parking spaces as part of this phase of the development. We will therefore require a condition securing 11 wheel chair accessible car parking spaces.</p>	

Stakeholder	Question/Comment	Response
	<p>Having considered that reserved matters application we have considered that this application is acceptable subject to the following conditions:</p> <p>The applicant enters into a Section S.278 agreement, and provides the Council with revised detailed design which includes the following measure:</p> <ol style="list-style-type: none"> 1) The gates to Block C7 must be set back from the public highways to allow for queuing; in addition the gates must be remote controlled to reduce the dwelling time of vehicles waiting to access the car parking which can potential result in queuing pubic highways. 2) The safety audit observed speeds in excess of 20MPH which is the design speed for the new access point, the revised design must include traffic calming measures to ensure that the design speed of 20mph is reinforced 3) The detailed design must subjected to and independent Stage 2 Road Safety Audit. <p>Reason: To ensure pedestrian safety and to protect the integrity of the highways network.</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. The applicant is required to provide a minimum of 11 wheel chair accessible car parking spaces as part of this phase of the development. We will therefore require a condition securing 11 wheel chair accessible car parking spaces, as part of this phase 	<p>A condition is recommended requiring this S72 and S278 agreement be secured to ensure the works are carried out.</p> <p>Only 4 wheelchair units are proposed in this block, so only 4 wheelchair accessible spaces are required, as per the plans.</p>

Stakeholder	Question/Comment	Response
	<p>of the development.</p> <p>Reason: To ensure that disable residents of the development have access to wheel chair accessible car parking spaces.</p> <p>2. We will require the applicant to produce a service and delivery plan (SDP) to ensure that the public highway is not obstructed during the servicing of the development. The serving and deliver plan must also include serving on the commercial units.</p> <p>Reason: To ensure that serving of the development will not impede pedestrians and the free flow of traffic on the highways network.</p>	<p>This is covered by condition 71 of the outline permission.</p>
EXTERNAL		
Environment Agency	<p>Our previous response to the reserved matters for the whole of the site we asked for a drawing to show the interaction between the proposed layout and the Moselle Brook Culvert to ensure that there was an 8m buffer.</p> <p>There do not appear to be any plans submitted for this reserved matters to show the proximity of building C7 to the culvert. I'd be grateful if you could ask the applicant to demonstrate with a drawing or confirm that the previously submitted information is applicable for this application.</p>	<p>A plan showing this easement has been submitted by the applicant.</p>
Transport for London	<p>Thank you for consulting TfL regarding this application. Having reviewed the details of the case, TfL has no objection to the proposals.</p>	<p>Noted.</p>

Stakeholder	Question/Comment	Response
<p>Natural England</p>	<p>Natural England has previously commented on this proposal and made comments to the authority in our letter dated 18 June 2016.</p> <p>The advice provided in our previous response applies equally to this proposal although we made no objection to the original proposal.</p> <p>The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.</p> <p>Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.</p>	<p>Noted.</p>
<p>Greater London Archaeological Advisory Service</p>	<p>No Need to Consult GLAAS</p> <p>The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.</p> <p>On the basis of the information provided, we do not consider that it is necessary for this application to be notified under the GLAAS Charter, the criteria for</p>	<p>Noted.</p>

Stakeholder	Question/Comment	Response
	<p>consultation from which are attached.</p> <p>If you consider that this application does fall within one of the relevant criteria, or if there are other reasons for seeking the advice of GLAAS, we would be grateful if you could explain your request. Please do not hesitate to telephone me if you would like to discuss this application or the notification procedures in general.</p> <p>Please note that this response relates solely to archaeological considerations. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.</p>	
<p>Designing Out Crime Officer</p>	<p>In principle I have no objections to the overall re-development of the site however having reviewed the available documents for the proposed design I 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 of a standard of compliance for vulnerable communal doors, i.e. PAS 24-2012 LPS 1175 SR2, STS 202 BR2. The ideal specification for communal cores is a primary and secondary door (sometimes called an airlock) which is good design and greatly prevents unlawful access into the building. Further information can be found in Section 2A Secured by Design New Homes Guide 2016 & Section 3, 53 & 54 New Homes 2016.</p> <p>Concerns re. Cycle Storage:</p>	<p>Concerns noted, and condition recommended to ensure scheme complies with Secured by Design (and other) requirements.</p>

Stakeholder	Question/Comment	Response
	<p>Cycle crime is a problem in Haringey and London as a whole and I would require purpose built stores certificated to LPS 1175 SR1 or similar to further secure the 'external' cycles. From the drawings I could access, whilst the cycles are covered, it may be possible to access them from the boundary and there are too many cycles (98) in stands without further security. These need to be divided into separate, secure stores. Further information can be found in Section 53 Secured by Design New Homes Guide 2016.</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 specific aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and</p>	

Stakeholder	Question/Comment	Response
	<p>leads to the delivery, on site, of a more secure product.</p> <p>I would therefore request that the benefits of certified products be pointed out to applicants and that the Local Authority encourages assessment for this application. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website www.securedbydesign.com.</p> <p>Request Community Safety – Secured by Design Condition:</p> <p>Prior to the commencement of the development hereby approved, a full and detailed application for the Secured by Design award scheme shall be submitted to the Local Planning Authority and the Metropolitan Police NE Designing Out Crime Office, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.</p> <p>Reason: In the interest of creating safer, sustainable communities</p> <p>We would like to recommend that the security standards of SBD are implemented within the overall design and build. To ensure this standard is achieved we would respectfully request that achieving SBD is added as a planning condition.</p>	

Stakeholder	Question/Comment	Response
	<p>Community Safety - Informative: 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: Telephone 0208 217 3813 or via DOCOMailbox.NE@met.police.uk</p>	
<p>Parkside Malvern Residents Association</p>	<p>We would like to register our support for Building C7 planning application on the following basis:</p> <ol style="list-style-type: none"> 1. We see it as a good thing for the area and our community that development of this quality is commenced sooner rather than later: we understand that, if permitted the proposed commencement date is March, 2018. 2. The height of Building C7 is the same as the approved scheme and broadly the same footprint: we would expect the landscaping to be provided at the time of construction to the same high quality demanded of the final scheme. 3. At 104 units, it is a little bigger than the approved 99 units although there a fewer habitable rooms. 4. While this building will not contain affordable housing, this will not compromise the delivery of the overall committed level affordable of housing. 5. The proposal allows for the realignment of Mary 	<p>Noted.</p>

Stakeholder	Question/Comment	Response
	<p>Neuner Road and does not compromise the feasibility of opening the Moselle river in accordance with Haringey Policy SP5 and the recommendations of the Environment Agency and Thames 21.</p> <p>6. The use of brick with detailing and high quality materials generally are welcome features.</p> <p>7. The proposal will be delivered with the Pocket Park over the same period as the PRS such that a broad swathe of community (amenity) open space between the railway (Building C7) and Hornsey Park will be delivered early to the same high standard demanded of the wider plan for the site.</p> <p>8. We understand that a package of traffic calming measures and environmental enhancements to Hornsey Park Road will be proposed and installed by St. William to complement the park's frontage and extend its impact, when the application for the wider site, referred to below, is made, these works being building the pavement out to create a minimum width of carriageway in the form of a shared surface, suitable bollards or protection to protect and define the pedestrian space, trees in the pavement on the east side of the carriageway, high quality paving, suitable signage and other street architecture to define the space.</p> <p>9. We understand that in developing Building C7, development is deemed to have commenced and that St. William will seek to procure an new planning permission for a better site wide scheme that will incorporate</p>	

Stakeholder	Question/Comment	Response
	<p>Building C7, the Pocket Park, respect and improve upon the massing, height, overlooking, daylighting and general openness of the site and , in particular along the boundary with Hornsey Park Road: the same planning permission may incorporate adaptations to Building C7 but we will comment on these if and when proposals come forward. We do not wish approval of Building C7 to be delayed by this further application.</p> <p>If the council expects to collect S.106 contributions or CIL, we would ask that funds are allocated as a matter of priority to delivering the extension of the New River footpath from the Penstock Path to Wood Green Common (between the reservoir and the railway embankment) and to the environmental works in Hornsey Park Road.</p> <p>In conclusion, we would like support this application St. William and look forward to the delivery of the first part of the Heartlands.</p>	
<p>Haringey Cycling Campaign</p>	<p>The overall design concept looks good and the generous provision of cycle parking is welcome. However the location and accessibility of the parking needs to be improved.</p> <p>The 142 cycle spaces should have at least equal accessibility compared to the 18 car spaces. To access the internal 44 space cycle store, residents have to go through the double door fire lobbies, to the end of the car parking, finally reaching the cycle store door at the other side of the building. The 98 space external cycle parking</p>	<p>This is assessed in the above report.</p>

Stakeholder	Question/Comment	Response
	<p>(with metal roof) is also reached though a door at the extreme end of the car parking.</p> <p>There is no reason for cycle parking to be regarded as an adjunct to car parking. It does not pose a fire risk in the same way as cars and should be accessed directly from the building entrance lobbies, or near to the natural exit path from the building. The 44 space cycle store could be relocated to the present smaller plant room position, with a door from the lift lobby. The access to the 98 space store can be improved by making the access door central to the cycle parking. It appears all the cycle spaces are for standard solo cycles. There should be some provision for mobility scooters, box-bikes etc. The security of the external parking will need to be carefully considered.</p> <p>Disappointingly the car park safety audit does not include cycle safety. For example how do cycles exit safely from the external parking through the Refuse Collection Point? This needs further consideration.</p>	
NEIGHBOURING PROPERTIES	<i>10 letters of objection and 2 further comments</i>	
Objection	<p>- Planned façade and look of the building does not work at all well with the surrounding Victorian buildings - how on earth has the designer got this idea from their example photo. It is not sympathetic to the area and will bring down the look and potential of the area -would be better used as a park or green space, considering the issues that the Haringey population suffers from, such as childhood obesity (park might encourage children to get</p>	Design is addressed in the report above.

Stakeholder	Question/Comment	Response
	<p>active), increasing mental health issues (studies show that green space is beneficial to people, and I would argue especially so for those living in cities) amongst others.</p> <p>- I do not feel that this area needs more 3/2/1 bed homes, the area is in the process of developing and at present does not have the population who works and lives in the area yet who would require this. The accommodation is likely going to be bought by landlords therefore not creating a stable local community. This may also put up the price of accommodation for those living here already and may further disadvantage a highly deprived community.</p> <p>- I am concerned about whether the accommodation/ community area will be gated. On our property we have had unsavoury characters in the gardens at night and had our garden used as a drop-off point for drug dealers. If you provide such a space as this and fail to ensure that it is only accessible to residents, this will create an issue and potentially bring more crime into the residential area. Considering the number of families that live in this area, this is worrying.</p> <p>- I think that the lighting and potential noise created by this development might disturb the current residents on Hornsey Park Road. It is a fairly quiet road aside from traffic. As per LED streetlights installed by the Council, it would appear there is an attempt to reduce light pollution in the area. The development seems to go against this</p>	<p>The unit mix of the proposal was established as part of the outline approval.</p> <p>The development will have a mixture of secured and open areas, and will need to comply with the requirements of Secured by Design.</p> <p>Noise issues were assessed as part of the outline permission.</p>

Stakeholder	Question/Comment	Response
	<p>- Has the Council considered how to keep streets clean with this development and the increased foot traffic it will inevitably incur? There is already a serious issue with street cleanliness in this area.</p>	<p>This is not relevant to this application.</p>
<p>Objection</p>	<p>1. 104 homes could mean 104 homes with children. Where are the schools to support these families? Our schools are already overcrowded with more and more applications being approved.</p> <p>2. Clarendon Road had a gun incident some time ago. That road leading on to Mayes Road is poorly lit and seems unsafe at night. Will the council be upgrading the lighting or does the developer plan to help pay for better lighting.</p> <p>3. There is no mention of affordable housing.</p>	<p>Infrastructure issues were assessed as part of the outline permission.</p> <p>This is not relevant to this application.</p> <p>No affordable housing is proposed in this phase of the development, as per the outline approval.</p>
<p>Objection</p>	<p>I would like to notify you of my objection to the proposed building on the site of Hornsey Gasworks. I have no objection to building on the site, however the scale of residential development of circa 1000 units would in my view have an adverse impact of local public transport. I am particularly concerned that the already busy local national rail service from Alexandra Palace and Hornsey station will be unable to cope with the demand.</p>	<p>The scale of the proposal was established as part of the outline approval.</p>
<p>Objection</p>	<p>I am writing to object to the proposal. I believe that the number of housing units proposed will put extreme stress on the current local infrastructure. In terms of electricity,</p>	<p>The unit mix of the proposal was established as part of the outline approval.</p>

Stakeholder	Question/Comment	Response
	<p>we already suffer from regular powercuts which will not be helped by increasing the number of populace. We have not seen any increased numbers of doctor's surgeries in the area nor do we have an increased number of good schools.</p> <p>Primary schools are already difficult to get into and there are even fewer good secondary schools in the area. I also believe that this will have a negative impact on the commute down to central London as I would imagine a number of the residents will work in the centre and there is no plan for any additional capacity on the transport links. The journey to work is unpleasant enough as it is with the amount of people travelling.</p> <p>I would also consider how many of the housing units will fall into the hands of foreign investors. Quite a high percentage of the flats currently being built in the high street were sold overseas, particularly in Singapore within a very short period of time of them being released for sale. This can only be detrimental to the UK economy as people are forced to rent from foreign investors and a large part of their salaries immediately exit the country.</p> <p>I am also concerned about the potential for noise from this development and how we seem to be wanting to pack in so many large residential blocks into a relatively small area.</p>	<p>Infrastructure issues were assessed as part of the outline permission.</p> <p>This is not an issue that can be controlled via the planning system.</p> <p>Noise issues were assessed as part of the outline permission.</p>
Objection	<p>Object on grounds of:</p> <ul style="list-style-type: none"> - Overly large scale and mass of proposed blocks - Unacceptable degree of light loss and overlooking for 	<p>These issues were assessed and addressed as part of the outline permission.</p>

Stakeholder	Question/Comment	Response
	<p>nearby existing residences</p> <ul style="list-style-type: none"> - Negative impact on sightlines from Alexandra Palace and park - Negative impact on overly burdened local bus, tube and train services - Lack of provision of sufficient useable green amenity space - Lack of sufficient 3 and 4 bed dwellings to meet local demand 	
Objection	<p>I am adding my comments here as the block directly affected by the new planning application as from the plans it looks to severely affect not just my block but the whole of NRV (New River Avenue). I am not satisfied that the plans show that my view and sunlight to the block will not be affected. There is a huge development at the end of the road - Smithfield - which is already bringing in over 550 new residents to the blocks, which is going to cause disruption for years to come as they build. There is already strain on the community in the form of schools and doctors and Hornsey station itself is so overcrowded already it is often difficult to get a train first attempt. The road (Great Amwell and Chadwell lane) will become a though fare for the residents of this new block, which will increase the noise and disruption to fellow residents at all times of the night. It will also be highly disruptive to residents whilst the building work goes on, having to put up already with Smithfield disruption daily from the building work.</p> <p>That land and the path is also used daily by the residents of NRV and neighbouring streets for walking, exercise</p>	<p>Any impact on this development would have been assessed at outline stage.</p> <p>It is unclear what this relates to as there is no development proposed on or near the</p>

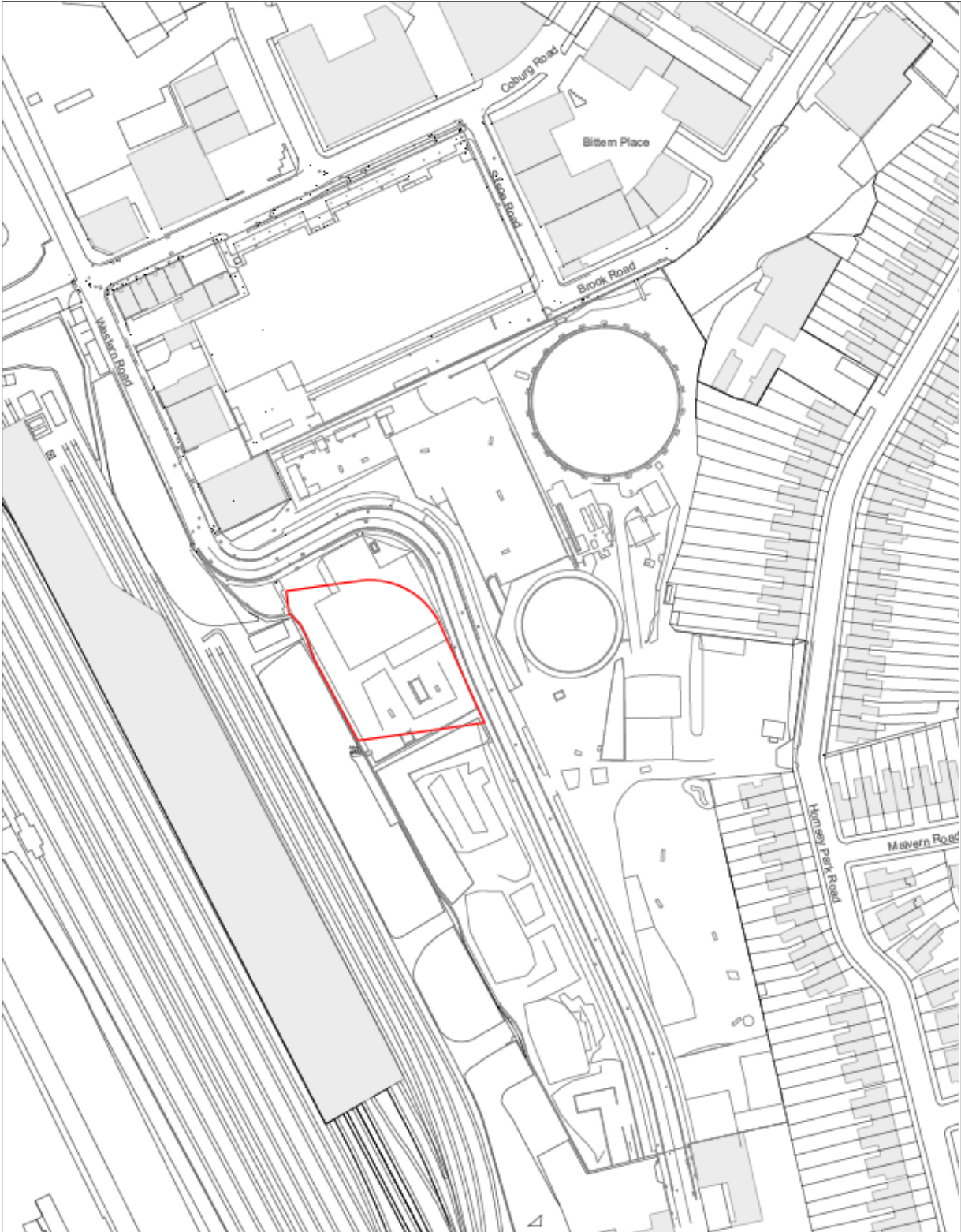
Stakeholder	Question/Comment	Response
	<p>and also group meet ups for Thai Chi and other healthy pursuits. Something the council should be encouraging, not taking away. Many of these could not travel further to another green area and this is their chance to sit somewhere peaceful and experience a bit of peace and quiet in a safe environment.</p> <p>In conclusion, this new development would be better suited on one of the many brownfield sites nearby in Wood Green rather than taking away a green field area and adding further strain to resources and deteriorate the view and sunlight of the neighbouring blocks.</p>	<p>NRV development.</p> <p>The application in on a brownfield site.</p>
Objection	<p>My objection is only based on access to the new estate. If it is through the new river village estate then that would massively affect pollution and noise levels in a very disturbing way. Because of the height of our buildings cars passing between them creates a lot of noise and a rise in this would be detrimental to my mental health not to mention causing more air pollution and dust.</p>	<p>No access is proposed to the site from the other side of the railway.</p>
Objection	<p>I object to the planning application on the grounds:</p> <p>a) that the density of living space cannot be supported by the infrastructure - roads, schools, social support - of the area and</p> <p>b) that the height makes it overbearing and therefore inappropriate in an area of Hornsey/Haringey that is valued and enjoyed by residents and to visitors to Alexandra Park for its traditional housing, open spaces and open skies.</p> <p>It is right to develop brownfield land to give people living</p>	<p>These issues were assessed and addressed as part of the outline permission.</p>

Stakeholder	Question/Comment	Response
	<p>space; but it should be lowrise, spacious, have plenty of green space, light and air. The current proposals are too high and too dense and will add to the stress of residents, new and old.</p>	
Objection	<p>The scale of the property has increased from previous which further compromises infrastructure in the area due to population density. Tubes, roads and other public amenities are not likely to be able to cope.</p> <p>I am against the overall height of the project as the view to/from Ally Pally will be no longer of open space but of a high rise container ship.</p> <p>The proposed entrance to the parking area, on the bend, appears unsafe- even with the minor adjustments.</p>	<p>These issues were assessed and addressed as part of the outline permission.</p> <p>This is addressed in the report above.</p>
Comment	<p>I am happy to see improvements made to derelict/empty land which is underused and unsightly. However I am aware that there are plans to demolish fine Victorian properties in Mayes Road, Caxton Road etc. I am very much against this as these are perfectly good buildings and far superior to anything that would replace them. We have already seen recently how Spurs Football Club have destroyed historic and heritage Victorian properties in Tottenham High Road which is appalling. I certainly would object very strongly to the loss of further heritage in Wood Green.</p>	<p>This appears to relate to the proposals in the wider Wood Green AAP, which is not relevant to this application.</p>
Comment	<p>I am happy for regeneration in Wood Green however I am concerned about the number of residential dwellings being proposed as I do not believe there is the</p>	<p>These issues were assessed and addressed as part of the outline permission.</p>

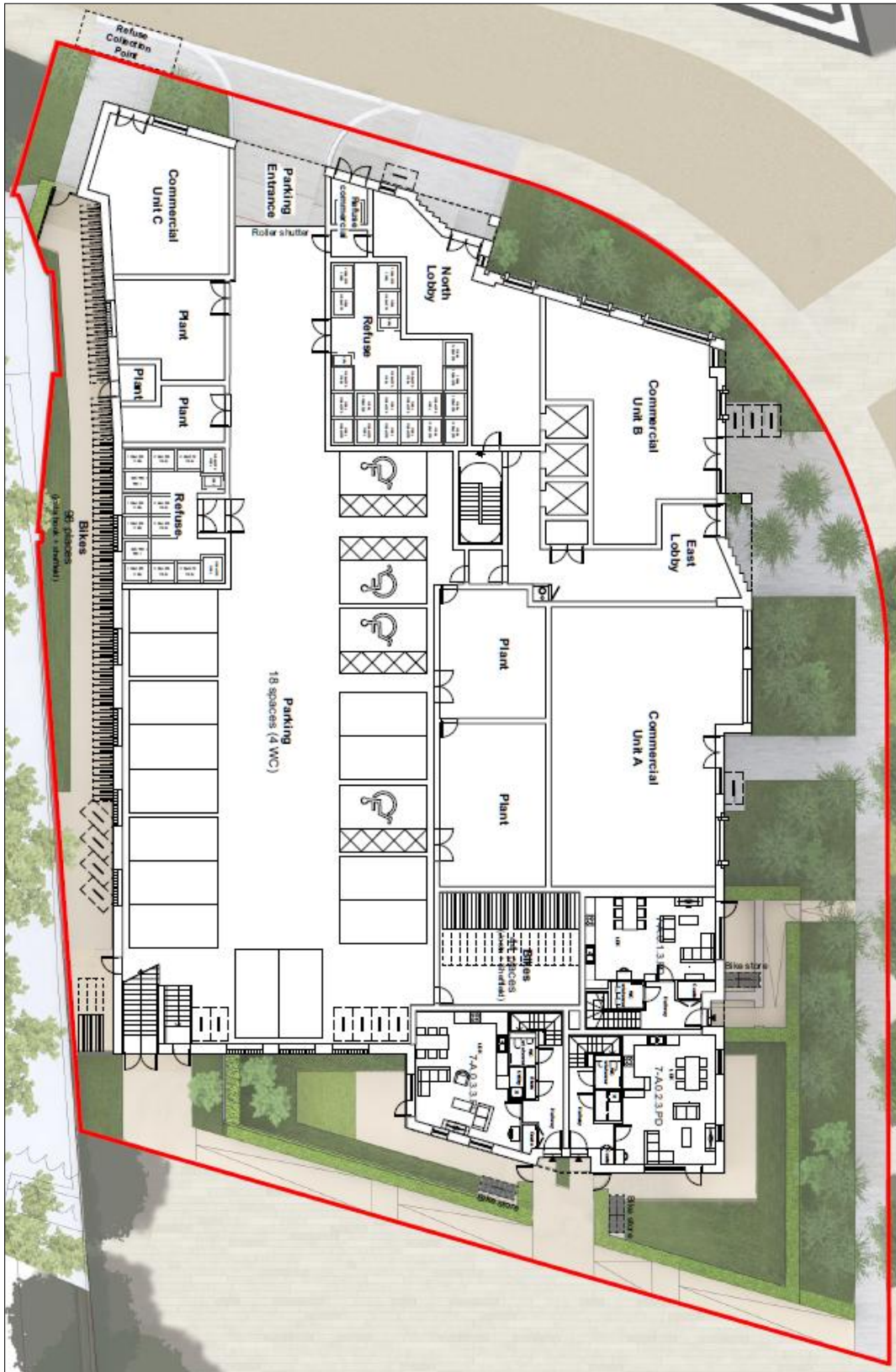
Stakeholder	Question/Comment	Response
	<p>infrastructure to support 104 residential homes. Doctor and dental surgeries appear to be full already and the current transport system will not be able to cope with more people. It is currently a struggle trying to board a train at Alexandra Palace every morning during commuter hour. I am also concerned that the new homes will be bought by overseas investors which defeats the purpose of 'community'.</p> <p>I have been made aware that Victorian houses along Caxton Road and Mayes Road are to be destroyed. I am completely against this and feel dismayed that so many irreplaceable houses are being demolished in London as they are part of the capitals history.</p> <p>Wood Green needs a lot of improvement as crime is high and the streets look un-kept. I am unsure how the local council and services will be able to meet the needs and demands of more residents as I feel there is a struggle already.</p> <p>If the new plans were scaled back in terms of the number of residential dwellings and brought along more services i.e doctor surgery / healthcare centre I feel it would be a lot more beneficial to the town. I am happy for more commercial spaces to boost the local economy and create jobs.</p>	<p>This appears to relate to the proposals in the wider Wood Green AAP, which is not relevant to this application.</p> <p>Infrastructure issues were assessed as part of the outline permission.</p> <p>Infrastructure issues were assessed as part of the outline permission.</p>

Appendix 2: Plans and Images

Location Plan



Site Layout Plan (Ground Floor)



Proposed Elevations

West Elevation



Northern Elevation



Proposed Visualisations

