

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2017/0426

**Ward:** Tottenham Green

**Address:** 52-68 Stamford Road N15 4PZ

**Proposal:** Demolition of existing building and erection of a mixed use development comprising 1140 sqm (NIA) of commercial floorspace (Use Class B1) and 48 residential units (Use Class C3), together with associated vehicular access, car and cycle parking spaces, bin stores, plant, landscaping and amenity space.

**Applicant:** Mr John Gray

**Ownership:** Private

**Case Officer Contact:** Christopher Smith

**Site Visit Date:** 17/02/2017

**Date received:** 02/02/2017 **Last amended date:** 30/3/2017

#### **Drawing number of plans:**

197\_PLN\_020 revC, 197\_PLN\_021 revC,  
197\_PLN\_022 revC, 197\_PLN\_030 revB\*,  
197\_PLN\_031 revB\*, 197\_PLN\_032 revB\*,  
197\_PLN\_033 revB\*, 197\_PLN\_040 revB\*,  
197\_PLN\_041 revB\*, 197\_PLN\_200 revF,  
197\_PLN\_201 revE, 197\_PLN\_202 revE,  
197\_PLN\_203 revE, 197\_PLN\_204 revE,  
197\_PLN\_205 revE, 197\_PLN\_206 revD,  
197\_PLN\_300 revE, 197\_PLN\_301 revE,  
197\_PLN\_302 revE, 197\_PLN\_303 revE,  
197\_PLN\_304 revE, 197\_PLN\_305 revE,  
197\_PLN\_306 revD & 197\_PLN\_307 revD

#### **Supporting documents also assessed:**

Design and Access Statement, Planning Statement, Statement of Community Involvement, Landscape Masterplan, Transport Statement, Draft Residential Travel Plan, Draft Office Travel Plan, Sustainable Design and Construction Statement; Energy Strategy; Daylight, Sunlight and Overshadowing Report, Contamination Report, Ecology

Report, Noise Report, Arboricultural Report, Air Quality Assessment, Flood Risk Assessment, Drainage Strategy, Utilities and Waste Water Assessment, Waste Management Strategy, Viability Appraisal, Archaeological Desk Based Assessment, Addendum Produced in Response to LB Carbon Management Comments.

**1.1** This application is being reported to the planning committee as it is a major application recommended for approval.

## **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The development is acceptable in principle, given that the development provides a mix of employment and residential uses, promotes an increased amount and improved quality of business space, and given that a reasonable amount of residential development is expected in order to help provide the commercial improvements in this location, all in accordance with the requirements of Site Allocation TH13;
- The development provides a significant proportion of flexible and affordable workspace for occupation by small and medium-sized businesses in the Borough, for which there is an established demand;
- The development would be of a high quality contemporary design that respects the character of the nearby residential properties and improves the overall visual quality of the local built environment;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, or privacy, or in terms of a negative impact from excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including accessible and adaptable units, 10% wheelchair accessible units, sufficient private and communal amenity space provision and additional play space;
- The development would provide an adequate number of parking spaces given the site's excellent access to public transport, in addition to the provision of sustainable transport initiatives including cycle parking and appropriate travel plans, which will be secured by condition and legal agreement;
- The development would provide a financial contribution to public realm and local park improvements, secured by legal agreement, and would also provide appropriate ecological enhancements;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability through mitigation methods such as green/brown roofs and solar panels, management of overheating, and ultimately through a financial contribution towards carbon off-setting Sustainable drainage systems would be provided to minimize surface water run-off.
- The application provides sufficient analysis to demonstrate that land contamination and archaeological matters can be adequately dealt with and as such these matters will be secured by condition;
- The application is acceptable for all other reasons as described below.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30<sup>th</sup> May 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions.

### **Conditions**

- 1) Development to commence within three years
- 2) In accordance with approved plans
- 3) Materials to be submitted for approval
- 4) Use within Use Class B1 only
- 5) Construction management/logistics plan
- 6) Delivery and service plan
- 7) Parking management plan
- 8) Electric vehicle parking
- 9) Cycle parking
- 10) Piling method statement
- 11) Construction hours
- 12) Hard/soft landscaping for application site
- 13) Tree protection
- 14) Sustainable drainage
- 15) Secured by design
- 16) Energy efficiency
- 17) Boiler details
- 18) Air source heat pump
- 19) Renewables details
- 20) Sustainability assessment
- 21) Overheating reduction methodologies
- 22) Living roof details
- 23) Biodiversity provision
- 24) Drainage details
- 25) Land contamination investigations
- 26) Archaeology investigations
- 27) Plant noise limits

- 28) Air quality and dust management plan
- 29) NRMM registration
- 30) Lighting scheme
- 31) Ultra-fast broadband

### **Informatives**

- 1) Community co-operation
- 2) CIL liable
- 3) Party Wall Act
- 4) Asbestos Survey
- 5) Street Numbering
- 6) Fire prevention
- 7) Drainage
- 8) Water pressure
- 9) Legal agreements
- 10) Advert consent
- 11) Archaeology

### **Section 106 Heads of Terms:**

- 1) Affordable Workspace
  - To provide the affordable workspace development prior to the occupation of the first residential unit;
  - To provide the affordable workspace at a rate of no more than 50% of market rate for a period of ten years from the first occupation of the affordable workspace unit;
  - To confirm with the Council in writing, six months prior to the occupation of any part of the development hereby approved, the detailed internal layout of the office elements of the development (clearly identifying which office is to provide affordable workspace), with the layout of the affordable workspace area to be retained as such thereafter unless prior written consent from the Council is sought;
  - To provide the Council with a copy of a lease agreement for an element of the affordable workspace to allow the Council to verify its reasonable operation.
- 2) Car Club
  - Pay for the cost of membership to a car club for two years for all first residential occupiers of each dwelling in the development who hold a valid full drivers licence;
  - Provide £50 credit for each membership registration;
  - To provide marketing evidence to occupiers in respect of the car club.
- 3) Considerate Contractors Scheme

- 4) Jobs for Haringey
- Not less than 20% of the onsite workforce employed during the construction of the Development to comprise of the residents of the London Borough of Haringey;
  - That 20% to undertake appropriate training;
  - To assist local suppliers and businesses to tender for works as appropriate;
  - To provide the Council with information to enable the effective implementation of the above;
  - All of the above are to be followed unless practical considerations dictate otherwise.
- 5) Travel Plans; Residential and Commercial – Monitoring only
- Within three months of the development first being occupied the applicant is required to:
    - pay the monitoring contribution of £3,000.
  - Conduct annual reviews of the Travel Plan and amend the Plan as may be reasonably required by the Council
  - To comply with the Travel Plan during the lifetime of the development.
- 6) Parking Control Measures
- Within three months of the commencement of the development the applicant is required to:
    - i. Contribute a sum towards the design and consultation of parking control measures on Markfield and Fountayne Road;
    - ii. Also contribute towards amending existing traffic management orders;
  - The sum provided shall be £18,000.
- 7) Public Realm Improvements
- Works to the public highway to provide the following to Coppetts Road:
    - i. Remove existing dropped kerbs and re-instate the footways
    - ii. Provide shared vehicular access for residential and commercial aspects from Constable Crescent;
    - iii. Install car parking bays on Stamford Road;
    - iv. Install service/delivery parking on Stamford Road;
    - v. Install new trees and raised planter on Stamford Road and Constable Crescent.
  - Works are estimated to cost £51,186.
- 8) Public Park Enhancements
- Works to the park to improve its safety and security, in line with the following:
    - i. Detailed plans to be submitted to and approved by the Council prior to the commencement of the development;

- ii. Local residents groups, Earlsfield Primary School pupils and the Council's Arboricultural Officer shall be consulted prior to submission;
  - iii. The scheme shall be developed in accordance with the Council's Open Space and Recreation Standards SPD and the Mayor of London's Play and Informal Recreation SPG;
  - iv. The plans shall be fully costed and be supported by an implementation plan and planting strategy;
  - v. Details of hardstanding materials, drainage, furniture, play equipment and tree protection measures shall also be provided;
  - vi. The works to the park shall be completed prior to the first occupation of the units hereby approved
- Works shall cost a minimum of £75,000.

9) Carbon Offsetting

- To carry out the Development in accordance with the Energy Statement;
- Within six months of the Completion Date to submit to the Council the Sustainability Review for its written approval;
- To pay to the Council within 21 days of written demand therefore the reasonable and proper costs of an independent consultant engaged by the Council to verify and assess the Sustainability Review and the Final Emissions Figure and the Carbon Offsetting Contribution.
- To use reasonable endeavours to agree with the Council the amount of the Carbon Offsetting Contribution as soon as reasonably practicable after submission of the Sustainability Review.
- To pay to the Council the Carbon Offsetting Contribution within 21 days of the Council and the Owner agreeing in writing the amount.
- The applicant is installing 286m<sup>2</sup> of PV panels with a rated output 43kWp which will reduce the development's regulated CO<sub>2</sub> emissions by 18%. In addition the applicant is installing ASHP for heating and hot water will reduce the development's regulated CO<sub>2</sub> emissions by 11%, and drain water heat recovery will reduce the development's regulated CO<sub>2</sub> emissions by 5%. Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.

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

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

1. The proposed development, in the absence of a legal agreement securing the provision of on-site affordable workspace, would provide an excessive level of

residential development within this designated Local Employment Area that could negatively impact on the ongoing commercial viability of the surrounding area, would not provide a suitable uplift in the quality, quantity and affordability of the local commercial floorspace, and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy DM38 of the emerging Development Management Policies DPD and the aims and objectives of the emerging Tottenham Area Action Plan.

2. The proposed development in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Local Plan Policies SP8 and SP9.
  3. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport, service and delivery plans, and a parking management plan by reason of its lack of car parking provision would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016, and Saved Policies UD3, HSG11 and M10 of the Haringey Unitary Development Plan 2006.
  4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan Policy 5.2 and Local Plan Policy SP4.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
  - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
  - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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- Appendix 3: Quality Review Panel Notes
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## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

This is an application for full planning permission for the demolition of all existing buildings on site and the erection of a mixed use development consisting of 1140sqm of office space and 48 residential units.

The proposed ground floor would cover the existing site footprint and include two offices (Use Class B1); one for the use of the current occupant (Diamond Build) and another that would provide affordable workspace for the local community. Each office would be provided with half of the proposed commercial space (570sqm).

The flats would be provided above the ground floor 'podium' level in the form of four blocks ranging from three to six storeys in height above ground level. The unit mix would be as follows:

- 20 x 1 bedroom flats;
- 23 x 2 bedroom flats;
- 4 x 3 bedroom flats;
- 1 x 4 bedroom flat.

The existing vehicle accesses would be closed up with a single entrance to the ground floor level car park provided from Constable Crescent. 17 car parking spaces are proposed (including 6 accessible spaces) plus 92 cycle parking spaces.

The development would be finished in high quality materials including red brick walls with grey aluminium window frames and flat roofs finished with greenery or ply membranes. Grey metal would be used for balustrades, fences, gates and entrances. Metal fins would also be used to clad the stairwells. Lighting is proposed to indicate entrance points.

Pedestrian access to the residential units is from Stamford Road. Soft landscaping is provided at the first floor podium level. The applicant also proposes a financial contribution towards re-landscaping the adjacent park.

The development is expected to lead to an increase in full-time employees on site from 23 to 75.

The application site is designated (TH13) for residential and commercial use in the Council's emerging Tottenham Area Action Plan (AAP) pre-submission version.

The application site contains no listed or locally listed buildings, and is not located within a conservation area.

### **3.2 Site and Surroundings**

The application site is numbered 52-68 Stamford Road and is located in the east of the borough on the corner of Stamford Road and Constable Crescent. The site lies within the West Green Ward.

It currently consists of a two-storey complex of 1950/60s office buildings and storage space located on the northern and eastern edges of the site. The remainder of the site is an open hardstanding area currently used for car parking and additional storage.

The site covers an area of 0.2 hectares in size with the internal floor space of the existing building being 9852sqm. Diamond Build PLC operates from the site as their national headquarters and primary office location.

The surrounding area is predominantly a mix of residential and industrial land uses. Stamford Road runs along the western boundary of the site and is fronted by two storey 1930's terraced housing, which face towards the site. To the east and south of the site are neighbouring industrial warehouses. To the north is a public park.

The adjacent park, which is currently unnamed, is enclosed by the office buildings of the application site in the south, a four-storey residential block to the north, and industrial buildings to the east. It is accessed from Stamford Road via two pedestrian entrances on its western side.

Further away from the site there are four and six storey blocks of flats nearby to the north and west of the site. To the south and east is predominantly double-height or two storey industrial storage units although vehicle maintenance works and artists studios are also prominent businesses locally, whilst O'Donovan Waste Disposal have several sites locally including a large waste sorting premises. Markfield Park is located a short distance to the south of the site on the opposite side of the nearby elevated railway line.

The application site contains no listed or locally listed buildings, and is not located within a conservation area. There are no buildings or areas designated as such nearby.

### **3.3 Policy Designations**

The site is subject to the following policy designations as identified by the Council's Strategic Policies Proposals Map (January 2016).

- Locally Significant Industrial Sites
- Local Employment Area – Regeneration Areas

The site is also covered by part of the Site Allocation designation 'TH13' (as identified by the emerging Tottenham Area Action Plan (AAP), pre-submission version dated January 2016), which identifies the following additional designations.

- Flood Zone 2
- Area of Archaeological Importance
- Adjacent to an Ecological Corridor

Furthermore, the site also falls within the Upper Lea Valley Opportunity Area.

### **3.4 Relevant Planning History**

The planning history for the application site since the 1990s is described below:

HGY/1996/1432. Change of use to include additional usage as builders merchants ancillary to existing uses. Granted January 1997.

HGY/2015/0400. Prior approval for change of use of property from B1 (a) (offices) to C3 (residential). Refused April 2015.

#### **4. CONSULTATION RESPONSE**

##### **4.1 Planning Committee Pre-Application**

4.2 The Pre-Application Briefing was held on 12<sup>th</sup> December 2016.

4.3 The minutes of the meeting relevant to this proposal are described below:

- Concerns were raised over the early comments of the Quality Review Panel (QRP), which did not appear to be supportive of the scheme. Officers advised that the panel had identified a number of points for the applicant to reconsider in developing the full application and as such their comments were not final;
- The Committee commented that the maps within the briefing were unhelpful in identifying the location of the site and that the corner design was unsightly;
- Clarification was sought on the reason for residential accommodation being provided at podium level. The applicant advised that this was due to the site being located in a flood zone.

##### **4.4 Quality Review Panel (QRP)**

4.5 The QRP first considered the development proposals on 7<sup>th</sup> September 2016. The minutes of that meeting are set out in Appendix 3 and are also summarised below. Officer comments have also been provided to demonstrate how the Panel's recommendations have been addressed.

<b><i>Panel Comments</i></b>	<b><i>Officer Response</i></b>
A simpler development approach without a podium should be considered that locates the residential uses to the north of the site and the office uses to the south;	The podium development-style is necessary as the development is located within a flood risk zone.
The ground floor office use should be re-considered, potentially with residential front doors facing Stamford Road and the park to the north;	Ground floor residential development should be avoided when the site is within a flood risk zone.
The building to the east of the site	The height of the eastern block has

should be limited to four storeys in height;	been reduced by one storey. Additional windows and openings have been provided to enable the bulk of this elevation to appear less substantial.
The windows of the eastern block should be moved further away from the site boundary;	The proposed eastern elevation has been set further away from the site boundary.
The interface with the park should be exploited to its maximum;	All physical borders between the development and the park will be removed increasing visual permeability and natural surveillance.
More generous entrance, circulation and parking areas should be provided;	The entrance, circulation and parking areas have been maximised, given the limited extent of the proposed floor plate.
Lighter materials than dark grey brick should be used;	The finishing materials have been changed to a red brick that better respects and reflects the positive characteristics of the surrounding area
The office areas suffer from a lack of day/sunlight;	Both offices will benefit from dual aspect via full length windows on two sides. This is considered adequate for office environments.
More information on the design of the podium courtyard and energy efficiency/sustainability is requested	The reasons for the podium layout will be explained in detail at the next (second) QRP. Full energy/sustainability information is provided in the submitted Energy Statement.

4.6 The proposal was resubmitted for assessment by the QRP on 26<sup>th</sup> April 2017. Whilst the scheme presented at the second QRP did not wholly differ from that presented at the first meeting there were some significant alterations, such as changes to the brick colour and the building's relationship with the park, whilst the applicant also explained in greater detail the circumstantial and policy reasons why a podium layout with office facilities provided at ground floor level is the only viable option for development at this site.

4.7 The minutes of that second meeting are set out in Appendix 3 and are also summarised below.

4.8 The panel noted that:

<b>Panel Comments</b>	<b>Officer Response</b>
The scale and bulk are just within the limits of what is acceptable for the site;	Noted;
The reduction in the height of the eastern block from seven to six storeys is acceptable;	Noted;
The overlooking towards the park will help to activate that area;	Noted;
Additional consideration of the design and size of office windows could lead to improved daylight to the work spaces;	Additional daylight can be provided through inclusion of additional roof lights, which is preferable to completely redesigning the appearance of ground floor windows which work well with the overall design of the development;
Improved natural ventilation to the office areas should also be considered;	Additional ventilation can also be provided through additional roof lights;
Waste storage areas will need to be robustly designed to avoid negative impact on pedestrian entrance to podium;	Waste storage is located off Stamford Road due to necessity and will be collected directly by waste operatives. No negative impact on residential amenity is anticipated;
Design detail and use of red brick responds well to local context;	Noted;
The management of the affordable work space could be taken on by a charity;	The applicant has expressed a wish to manage the affordable work space themselves;
There is no affordable housing.	Affordable work space is a priority for this site and no affordable housing can be provided according to the independently-assessed viability report.

#### 4.9 Development Management Forum (DMF)

4.10 The DMF was held on 22<sup>nd</sup> September 2016. The notes of the meeting are set out in Appendix 4 and summarised below:

- Residents in attendance generally viewed the development positively;
- The scheme was noted to improve the visual appearance of Stamford Road and the adjacent park;

- Comments were raised requesting the removal of balconies from the corner of Stamford Road and the park, and this has been implemented;
- Representatives of O'Donovan Waste Disposal indicated they are concerned that residential units could lead to an increase in complaints against their business operations.

4.11 The following were consulted regarding this planning application:

#### Internal

- Design Officer
- Building Control
- Transportation
- Housing
- Regeneration
- Tottenham Team
- Arboricultural Officer
- Cleansing
- Parks
- Homes for Haringey
- Drainage Engineer
- Carbon Management
- Pollution – Air Quality and Contaminated Land
- Noise Officer
- Emergency Planning

#### External

- Environment Agency
- Thames Water
- London Borough of Barnet
- Metropolitan Police
- London Fire Service
- Natural England
- Historic England – Archaeology
- Network Rail

4.12 Responses are set out in full in Appendix 1 and are also summarised below as follows:

4.13 INTERNAL

#### 4.14 Design Officer

4.15 The officer is satisfied that the proposal is of the highest quality design, and is appropriate for its location and proposed functions. The development would provide high quality, durable, robust and attractive living and working accommodation and would fit confidently and comfortably into the changing streets around its location.

#### 4.16 Transportation

4.17 The site is in an area of very high public transport accessibility (PTAL 6a). A review of the total trip generation and distribution over various transport modes, including vehicle traffic, has been completed and it has been concluded that the impacts of the trips generated by the proposed development would not significantly impact on the operation of the various modes.

4.18 On reviewing the results of the car parking survey there is spare capacity available on the local network with between 85-87 residential car parking spaces available. However, Markfield Road and Fountayne Road may suffer from residual car parking demand generated by the development and therefore the applicant will be required to contribute a sum of £18,000 (eighteen thousand pounds) towards the design and consultation of parking control measures.

4.19 The applicant is proposing to provide a total of 17 car parking spaces including 6 wheel chair accessible car parking space. Of the proposed car parking spaces 10 car parking spaces will be allocated to the residential aspect of the development including 5 wheel chair accessible car parking spaces 10% of the total number of units proposed in line with the London Plan and life time homes. The remaining 7 car parking space will be allocated to the commercial element of the proposal including 1 wheel chair accessible car parking space. The residential car parking and commercial car parking are in line with the London Plan and the Council's Saved UDP Policy M10.

4.20 The applicant has provided cycle parking in line with the 2015 London Plan which requires a minimum of 76 long stay secure sheltered cycle parking spaces for residents and 2 visitors' cycle parking spaces for visitors of the residential aspect of the development. As the development proposal is car capped the applicant will be required to provide car club membership to each of the residential units.

4.21 The amendments proposed to the street on Stamford Road have been reviewed by the Council's Highways Infrastructure Team and the cost of the works have are estimated at £51,186 (fifty one thousand one hundred and eight six pounds) the applicant will be required to enter into S.278 agreement for the implementation of these works.

#### 4.22 Financial Viability

4.23 The Applicant has reported a Residual Land Value of £0. The Applicant did not undertake an Argus appraisal. They modelled their proposed scheme on their own Excel (spreadsheet) modelling with a view that as owner/developer certain items are negated. An independent Argus appraisal has therefore been conducted. A thorough review of the scheme has been carried out and a Residual Land Value of £149,632 reached, with a Site Value Benchmark of £2.15m. On this basis it is considered there is a deficit of £2m. It is concluded the site cannot viably provide affordable housing either on site or as a contribution off site.

4.24 It is noted that the applicant has taken the Stamp Duty out of their appraisal. This is not typical procedure. However, if the Stamp Duty was removed from the appraisal the scheme could still not viably provide any affordable housing.

#### 4.25 Housing

4.26 No comments made.

#### 4.27 Building Control

4.28 No objections.

#### 4.29 Regeneration – Tottenham Team

4.30 The development achieves an acceptable transitional character between the residential and commercial uses in the locality. The additional workspace will be discounted by 50% of market value and leased to small and medium sized enterprises. The applicant has proposed a focus on construction industries within the affordable workspace. This sector focus is well aligned with the industrial character of the area. However, the team have requested more information on the proposed 'open workspace model' and how the commercial floorspace will be effectively managed.

4.31 The proposed design will add to the streetscape by providing an active frontage along Stamford road, as well as providing natural surveillance to the currently neglected green space adjacent to the site. The applicant's developer contributions will be used to deliver improvements to the green space on Stamford Road, adjacent to the development site, and this is welcomed.

#### 4.32 Arboricultural Officer

- 4.33 No objections. There are no trees on the site but there are some in the adjacent open space. However, these will be adequately replaced within a comprehensive landscaping scheme for the park.
- 4.34 Waste Management
- 4.35 No objections.
- 4.36 Parks
- 4.37 No objections raised.
- 4.38 Homes for Haringey
- 4.39 Local residents and the Earlsfield Primary School should be consulted on the final layout of the park. The maintenance requirements of the Council's Parks team should also be taken into account.
- 4.40 Drainage Engineer
- 4.41 The calculations regarding the rainwater runoff and storage from the proposed development are acceptable and meet the Council's requirements.
- 4.42 Carbon Management
- 4.43 The scheme delivers an overall 36.6% improvement beyond Building Regulations 2013. The policy requirement for residential is zero carbon and 35% improvement beyond Building Regulations 2013 for commercial. The applicant has offered an offsetting contribution of £113,230. A central ASHP heating and hot water solution is proposed to serve the development - hot water will be generated centrally via the ASHP and distributed to serve each dwelling's heating and hot water requirement. The dwelling heating solution is under floor heating. Provision will be made for future Heat Network connections. In addition, solar PVPs and drain water heat recovery systems will be used.
- 4.44 There are no domestic units at risk from overheating, but there is a requirement for comfort cooling in the commercial space. To reduce the heat entering the building shade will be provided by balconies, solar control glass to the main commercial areas and light coloured blinds to the domestic areas. High levels of thermal insulation will also be used to control heat entry to the building. As such, there are no objections to the proposal subject to appropriate conditions.
- 4.45 Pollution

- 4.46 The development is not air quality neutral and mitigation measures will be required to minimise emissions (of NO<sub>2</sub> and PM<sub>10</sub>). As such, sustainable transport initiatives and low emission boilers are recommended. Further site investigations in respect of land contamination will be required but there are no objections in principle. Conditions are recommended to deal with the remaining matters.
- 4.47 Noise Officer
- 4.48 Any cumulative noise emissions are likely to be at acceptable levels but the applicant should aim to design for 10dB below background where possible.
- 4.49 Emergency Planning
- 4.50 No comments to make, should initial comments from the Fire Brigade be addressed.
- 4.51 EXTERNAL
- 4.52 Environment Agency
- 4.53 No objections. We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination). In order to protect groundwater quality from further deterioration: No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution. Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.
- 4.54 The proposed development falls within Flood Zone 2 as defined by Table 1 of the NPPG. This proposal must conform to our Flood Risk Standing Advice (SFRA).
- 4.55 Thames Water
- 4.56 With regard to water infrastructure and sewerage capacity, and subject to conditions and informatives, no objections are raised.
- 4.57 Historic England – GLAAS
- 4.58 The planning application lies in an area of archaeological interest.
- 4.59 The application site lies on the low gravel terrace of the Lea with coverings of brickearth, a geology that has elsewhere been archaeologically productive. It lies at the eastern edge of the mediaeval settlement of Page Green that developed

along the old Roman to the west. There is potential for early prehistoric Arctic Beds to be present in the gravel and although later remains have not been recorded nearby, this may be more connected to a lack of formal investigation than a genuine dearth. The site also stands just to the north of a small tributary to the Lea, Stonebridge Brook now culverted, which may have made it more attractive to past settlement.

- 4.60 Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates the need for field evaluation to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.
- 4.61 Additional comments – after the applicant supplied further documentation:
- 4.62 No change is advised from the earlier advice, namely that an archaeological condition securing archaeological trench evaluation of the site and possible mitigation work is proposed.
- 4.63 Metropolitan Police
- 4.64 Whilst the Metropolitan Police have no formal objection to this application, the risk of crime within both the public and non-public areas of the proposed development, as well as the interaction between the two, should be considered and preventative measures made. Our recommendations should be adopted where possible and appropriate.
- 4.65 London Fire Service
- 4.66 The Brigade is satisfied with the proposals for fire fighting.
- 4.67 Network Rail
- 4.68 No objection or further observations to make.
- 4.69 Natural England
- 4.70 Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features nearby. In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of

the application, as submitted, will not damage or destroy the interest features for which the Walthamstow Reservoirs SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application.

4.71 The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application.

## **5. LOCAL REPRESENTATIONS**

5.1 The following were notified:

- 426 neighbouring properties;
- Six site notices were erected in the vicinity of the site;
- Local community groups, including:
  - Page Green Residents Association;
  - Interlink Foundation;
  - Interfaith Matters Jewish-Christian Forum;
  - Agudas Israel Community Service.

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

5.3 No of individual responses:

- 1 in Objection:
  - 55 Stamford Road (two letters).
- 26 in Support:
  - 28, 36, 48 Newton Road
  - 21, 22 (two letters), 24 Harold Road
  - 1, 3 Page Green Road
  - 148 West Green Road (two letters)
  - 7 Stamford House (two letters)
  - 15, 16 Ashby Road
  - 14, 55, 63 Stamford Close
  - 25, 51, 105, 107, 119 Stamford Road
  - 25 Duffield Drive
  - 19, Floor 1 37, Cunningham Road
  - 2 Condor House
  - 49 Markfield House
  - 2b Ashmount Road

5.4 The following local groups/societies made representations:

- None.

5.5 The following Councillors made representations:

- None.

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

- Excessive overlooking;
- Loss of day/sunlight;
- Excessive height.

5.7 The following issues raised are not material planning considerations:

- N/A.

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the Development
  - Demolition
  - Site Allocation
  - Commercial Regeneration and Affordable Workspace
  - Housing Provision
2. Housing Mix and Density
  - Housing Mix
  - Density
3. Design, Appearance and Layout
4. Impact on the Amenity of Adjoining Occupiers
  - Impact on Day/Sunlight, Outlook and Privacy
  - Noise, Light and Dust
5. Living Conditions for Future Occupants
6. Parking and Highway Safety
7. Tree Protection and Landscaping
8. Sustainability and Biodiversity/Ecology
9. Flood Risk and Water Management
10. Air Pollution and Land Contamination
11. Archaeology
12. Emergency Planning and Security
13. S106 Agreement Heads of terms

**6.2 Principle of the development**

- 6.2.1 The National Planning Policy Framework (NPPF) establishes overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process and to support 'approving development proposals that accord with the development plan without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'
- 6.2.2 The NPPF also encourages the 'effective use of land by reusing land that has been previously developed'. In respect of applications that include provision of housing, the NPPF highlights that delivery of housing is best achieved through larger scale development.
- 6.2.3 Demolition
- 6.2.4 The existing building on the application site are not listed or locally listed, and do not fall within a conservation area. As such, planning permission is not required to demolish these structures.
- 6.2.5 Site Allocation
- 6.2.6 Located in the Tottenham Green Ward, the site area is approximately 0.22 hectares in size and forms part of the site allocation 'TH13' as identified within the Council's emerging Tottenham Area Action Plan (TAAP) Development Plan Document. This allocation also includes the industrial properties to the south of Constable Crescent and to the north of the railway line, although these properties do not form part of this planning application. The allocation identifies the site as being suitable for residential development of 66 units, plus commercial development of approximately 2,300sqm in floor area.
- 6.2.7 The specific 'site requirements' for this allocation are as follows:
- The site will be given a Designated Employment Area: Regeneration Area status to reflect the Council's aspiration to create a mix of uses on this site through the re-introduction of creative employment uses;
  - The quantum of dedicated employment floorspace on the site should be maximised through any development. Residential uses will be permitted only on the Stamford Road frontage to cross-subsidise new employment stock, and should be located adjacent to the existing residential uses adjoining the site;
  - Capped commercial rents may be expected in this area in line with Policy DM38;
  - An element of Warehouse Living will be accepted on this site. This will be required to be in conformity with the requirements of Policy DM39.
- 6.2.8 The 'development guidelines' for the site allocation are set out as follows:

- Reintroducing suitable employment generating uses is the key aim of this policy;
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network;
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site;
- Development along the edge of the retained South Tottenham LSIS area should be employment only, to avoid the creation of unsuitable neighbouring uses;
- The creation of development which overlooks the park on Stamford Road will be supported to improve passive surveillance.

6.2.9 The application proposes demolition of the existing buildings on site and re-provision of business space for the existing occupier, Diamond Build, plus additional affordable business space for let to small and medium local businesses.

6.2.10 The business floor space would cover the entire ground floor area, except for areas required for car parking and servicing. The total usable business floor space would be 1140sqm.

6.2.11 48 flats would also be provided and these are indicated as being necessary to facilitate the financial viability of the increased quantum and quality of business floor space. This matter will be discussed further in the financial viability section of this report below. Due to the number of flats required and the siting of all of the business provision on the ground floor of the proposed development the residential units are located in four towers of 3-6 storeys across the site and not just on the Stamford Road side of the site. Although this is contrary to the requirements of the site allocation it is considered acceptable in terms of enabling the aims and objectives of this Regeneration Area overall, subject to the development also being acceptable in design terms, and for all other reasons as discussed in the sections below.

6.2.12 The development would provide 'capped' commercial rents in the form of affordable workspace, the detailed layout and management of which is described in the relevant section below. No warehouse living is proposed.

6.2.13 The suitability of the employment activities proposed is discussed below, and relevant considerations in respect of a decentralised energy network, land contamination, and residential amenity for the proposed occupiers will also be

discussed later in this report. The proposed development includes a six storey element with residential units (including north-facing balconies) on the first to fifth floors overlooking the 'unnamed' park to the north, with additional passive surveillance also achieved from the north-facing window of the northern commercial unit that would directly adjoin the re-landscaped park. Further information on this will also be provided in the appropriate section below.

#### 6.2.14 Employment Regeneration and Affordable Workspace

- 6.1.1 Policy DM37 of the Development Management DPD pre-submission version 2016 states that within Locally Significant Industrial Sites (LSIS) proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported by the Council where the development: (a) is consistent with the range of acceptable uses identified in Policy SP8 of the Local Plan; (b) is designed where possible to allow for future flexibility of use by a range of business types and sizes, including for small businesses; (c) makes adequate provision of space for on-site servicing and waiting goods vehicles; (d) improves and enhances the quality of the environment of the site and business area; and (e) makes demonstrable improvement in the use of the site for employment purposes, with regard to (i) quality and type of employment space provided, (ii) quality and density of jobs to be accommodated, and (iii) the proposal's contribution to the achievement of economic objectives and outcomes of the Council.
- 6.1.2 Policy DM37 also states that within LSIS areas proposals for uses not within Use Classes B1-B8 will only be supported in exceptional circumstances.
- 6.1.3 Policy DM38 of the Development Management DPD pre-submission version 2016 states that the Council will support proposals for mixed-use development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration of existing employment land and floorspace. In order to meet the requirements of this policy developments must (a) maximise the amount of employment workspace within any mixed-use scheme; (b) provide demonstrable improvements in the site's suitability for employment/business use, with regard to (i) job provision, (ii) flexibility and adaptability of space, (iii) site environmental quality; (c) provision of affordable workspace; (d) appropriate standard of amenity for residential occupiers; (e) not conflict with the site's or neighbouring commercial functions; and (f) be designed to enable connection to ultra-fast broadband.
- 6.1.4 Policy SP8 of the Local Plan states that the Council will secure a strong economy in Haringey and will protect the Borough's hierarchy of employment land. To this end the Council will protect Use Class 'B' activities, support local employment and regeneration activities, support local employment policies to minimise travel to work, support SMEs and contribute to a diverse economy. In LSIS areas activities within Use Classes B1(b), B1(c), B2 and B8 will be promoted where

they continue to meet local demand and need. However, this policy does not preclude activities within Use Class B1(a) i.e. offices from coming forward in these identified areas.

#### 6.1.5 Change of Use and Maximisation of Employment Floorspace

- 6.1.6 The site allocation requires employment uses to be re-provided and maximised on site (as part of a mixed use scheme if necessary), including the provision of an element of creative activities. However, it is noted that employment generating uses also need to be 'suitable' for the site. Capped commercial rents in the form of 'affordable workspace' should also be provided.
- 6.1.7 The existing site contains 982sqm of internal floor space in the form of office and storage uses that would be lost as part of the proposals and re-provided in the form of 1140sqm of usable floor space within Use Class B1(a) (office). The site also currently contains a builder's yard (Use Class B8) that would be lost as part of this application.
- 6.1.8 These new office areas would result in an overall increase in 158sqm of office floor space. However, it is noted that the existing office building is currently under-utilised due to its inefficient design and layout.
- 6.1.9 The applicant contends that the poor design and layout of the existing office contributes to an additional loss of internal floor space so that only 742sqm of it is currently usable. As such, the proposed new office space provision actually represents an increase in 55% of usable office floor space at the site.
- 6.1.10 Half of the new office provision would be in the form of affordable workspace, which intends to create 50 new full-time jobs for small-medium enterprises (SMEs) within a business 'hub' environment. Further information on the affordable workspace is contained in the section below.
- 6.1.11 The other half of the business space would provide a purpose-built open-plan head office for the applicant, Diamond Build PLC, who are a local firm that have operated from the host site since the 1980s, and who are keen to retain their business operations in the area.
- 6.1.12 It is relevant to note that the site, although located within the LSIS designation, is not currently used for purposes that are particularly industrial. The existing site is currently active primarily for office purposes as the head office for Diamond Build and, although an element of storage is available around to the south of the office building, this is predominantly used for the ancillary storage of building equipment and vehicle parking rather than the wholesale storage of building materials for onward movement or sale. As such, the current site activities are understood as relating predominantly to Use Class B1(a) and as such it is considered that there would not be a significant loss of intensive and/or protected

industrial activities as the result of the proposed development. Furthermore, the more flexible use of this site is permitted by Policy DM38 where this is necessary to facilitate the renewal of this identified regeneration area.

6.1.13 The loss of the builder's yard would also provide visual and amenity improvements for local residents as described in more detail in the sections below.

6.1.14 As such, it is considered that the loss of the under-used builder's yard facility is acceptable in the circumstances given that alternative commercial floor space would be provided in the form of office space in this 'transitional' location between the residential area to the west and the commercial activities that remain to the east.

6.1.15 It is also considered that the office floor space on the site has been maximised given the uplift in the quantity and quality of the facilities to be provided, and the affordable nature of half of the office area. Further discussion, on the quality and nature of the affordable workspace and the financial viability of the development is provided below.

6.1.16 Improvements in servicing and the visual environment, also requirements of Policies DM37 and DM38, are expected but will be discussed in detail later in this report. As such, it is considered that the proposals would modernise, renew and intensify the LSIS in line with the requirements of Policy DM37 of the emerging DM Policies DPD and Policy SP8 of the Local Plan.

6.1.17 In reference to part (e) of Policy DM38, the site's commercial functions are being re-provided, whilst impact on neighbouring commercial properties will be considered in the relevant section below.

6.1.18 The provision of ultra-fast broadband at the site is a requirement of Policy DM38, and will be secured by condition in the event of an approval.

#### *6.1.19 Affordable Workspace*

6.1.20 In line with part (c) of DM38 affordable workspace would be included within the proposed development at ground floor level. Affordable workspace is defined as employment land provided at a reduced rent for a set number of years with access provided to local tenants including local small and medium enterprise (SME) businesses.

6.1.21 The applicant has confirmed that local SMEs will be prioritised for access to the new affordable workspace area, whilst the rental levels will be capped at 50% of the market rate for ten years. These aspects of the proposal will be secured by legal agreement.

- 6.1.22 It has not yet been determined which of the offices will be occupied by Diamond Build and which will be identified as providing affordable workspace. This would be confirmed to the Council in writing after a decision is made, should the planning application be approved, and secured within the proposed legal agreement.
- 6.1.23 The applicant intends to operate the affordable workspace themselves with the intention of maximising the agglomeration benefits from the site for the local economy by generating a 'construction sector hub'. However, this will not prevent other types of businesses from using the facilities depending on demand.
- 6.1.24 The offices would also result in a demonstrable overall improvement in the quality, type and density of employment activities on the site with both offices to be built with good quality internal fit-out to facilitate modern working environments and an increase in the number of employees on site from 23 to 75
- 6.1.25 Both proposed office areas would be laid out as 'open plan' spaces to allow maximum flexibility in the internal operation of those spaces. Both units would be finished to a high specification.
- 6.1.26 As such, it is considered that an appropriate type, degree and quality of affordable workspace would be provided as part of this development, subject to the financial viability of the development also being acceptable, as discussed below.
- 6.1.27 Financial Viability
- 6.1.28 London Plan Policy 3.12 states that the maximum reasonable amount of affordable housing should be provided on all development sites. The current Policy SP2 of the Council's Core Strategy states that sites that are capable of providing 10 or more residential units will be subject to a 50% affordable housing target (based on quantity of habitable rooms), although this policy is currently subject to amendments reducing this level to 40%, subject to financial viability, as part of the Council's revised emerging Core Strategy.
- 6.1.29 The applicant has submitted a *Viability Appraisal* dated January 2017, prepared by Colliers International, to the Council that has been independently assessed by Carter Jonas LLP. The exact contents of the Appraisal are confidential.
- 6.1.30 The assessor has concluded that, after a thorough review of the scheme, because the development is in deficit as proposed, given the current amount of commercial floor space including 50% affordable workspace, it is unfortunately not possible for any affordable housing to be provided within the site.
- 6.1.31 Furthermore, on this site that is identified for commercial regeneration, with reference to point (c) of DM38, it is considered that the provision of commercial

workspace can be taken ahead of affordable housing due to the identified employment improvement priorities for the site.

6.1.32 Therefore, it is considered reasonable in this case that, in order to re-develop the existing offices and provide an uplift in the quality of business premises for the applicant, whilst also providing an adequate degree of high quality flexible working space for local businesses, 48 flats for market sale are required to be built in this location. It is also considered that the amount of affordable workspace provided is the maximum that can be provided in the context of the existing site circumstances and given the applicant's office requirements.

6.1.33 As such, subject to the further assessment of relevant parts later in this report, the development would be acceptable in principle with respect of Policy DM38 of the emerging DM Policies DPD, as it provides a mixed use development that would facilitate the renewal and regeneration of existing employment land and floor space in this locale.

#### 6.1.34 Housing Provision

6.1.35 The NPPF (paragraph 47) states that local authorities should act to 'boost significantly the supply of housing'. Paragraph 49 also states that applications for housing should be considered in the context of the presumption in favour of sustainable development.

6.1.36 London Plan (FALP 2016) Policy 3.3D states that the Council should exceed its individual housing target in an attempt to fairly contribute towards the minimum net increase in housing required across London of 42,000 new homes. Policy 3.4 of the same document states that housing output should be optimised given local context.

6.1.37 Local Plan Policy SP1 relates to housing, and indicates that the Council will aim to provide homes to meet local housing needs in Haringey and to make full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed its identified and challenging target (recently increased by 83% to 1,502 new dwellings per annum).

6.1.38 Policy DM10 of the emerging DM Policies DPD states that the Council will support proposals for new housing on sites allocated for residential development, including mixed use schemes.

6.1.39 Given the policy context above, it is considered that there is a clear and identified need for housing London-wide as well as in the Borough of Haringey and this site provides land of an appropriate size and scale for a mixed use development including a significant element of new housing, subject to all other relevant planning considerations being acceptable, as discussed in the sections below.

6.1.40 Therefore given that the site is designated for a mixed use scheme including an element of residential development by site allocation TH13 of the emerging Tottenham Area Action Plan, and noting that the residential units are necessary to enable the viable re-provision of the existing business operations and the erection of new dedicated affordable workspace local businesses, it is considered that the development meets the relevant policies described above and is acceptable in principle in land use terms, subject to all other matters also being acceptable such as affordable housing, mix and density, impact on neighbouring occupiers, design quality, etc, as described in the remainder of this report.

## 6.2 Housing Mix and Density

### 6.2.1 Housing Mix

6.2.2 Policy DM11 of the Development Management DPD pre-submission version 2016 states that new developments including mixed use schemes should provide a bespoke mix of dwelling types in response to site circumstances, whilst ensuring inclusiveness within the development, as well as balanced and mixed communities. This view is also reflected in London Plan Policy 3.4.

6.2.3 The overall mix of housing within the proposed development is as follows:

Unit Type	Units	%
1 bed 2 person flat	20	42
2 bed 4 person flat	23	48
3 bed 5 person maisonettes	4	8
4 bed 7 person maisonettes	1	2
<b>TOTAL</b>	<b>80</b>	<b>100%</b>

6.2.4 Five units (approximately 10% of the total) are family houses which are in demand throughout the Borough. The Council's Housing team has raised no objections to this mix of units. As such, it is considered that the proposed mix of housing provided within this development is acceptable.

### 6.2.5 Density

6.2.6 Policy 3.4 of the London Plan states that, having regard to local context, design principles and transport connections, development should seek to optimise housing output in line with the indicative density ranges matrix (within Table 3.2 of that document).

6.2.7 The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are

particularly important, as well as social infrastructure. This approach to density is reflected in adopted and emerging local policy.

- 6.2.8 Core Policy SP2 and emerging Development Management Policy DM11 refer to the London Plan matrix mentioned above but also state that the optimum housing potential of a site will be determined through a design-led approach.
- 6.2.9 The application site is located in an area that is considered to be urban, whilst the public transport accessibility level (PTAL) is also very high (6a). This allows for an indicative development capacity of up to 260 units per hectare.
- 6.2.10 The density calculation for this application has been made in line with the Mayor's Housing SPG recommendations in respect of calculating densities for mixed use developments. In this case the commercial ground floor space (1140sqm) is equivalent to approximately one-quarter (25%) of the overall usable floor space for the proposed development (4552sqm). Reducing the site area by the same proportion gives an area of 0.165ha. Therefore, the final density calculation for this development is 291 u/ph.
- 6.2.11 Whilst this figure is high above the maximum level quoted in the Matrix it is noted that local transport connectivity is excellent and is set to continue to improve in coming years with additional investment in London's transport infrastructure such as Crossrail 2, which is expected to serve both Seven Sisters and Tottenham Hale stations. It is also noted that there are higher density developments in the local area, such as Cordell House on the nearby Newton Road (13 storeys). The development is also of an exceptional design quality that successfully masks its density through appropriate siting of the most bulky elements of its mass away from street level as well as through a high degree of visual permeability. The development would also contribute to other local infrastructure improvements such as increased natural surveillance, improved public realm and a re-designed public park.
- 6.2.12 As such, it is considered that, on balance, the application is acceptable in terms of its density being suitable for this location. Further amplification on matters of development density, including design and neighbouring amenity are provided in the relevant sections below.

### **6.3 Design, Appearance and Layout**

- 6.3.1 The proposals are for a podium form of development, with complete site coverage at ground floor, topped by a perimeter block formed of four slightly separated blocks aligning with each boundary.
- 6.3.2 The Council's Design Officer has provided comments on the proposals and these are described in the section below.

- 6.3.3 *Gaps between each of those blocks allow glimpses into the landscaped podium courtyard from surrounding streets.*
- 6.3.4 *The different uses on the site are layered rather than separated in plan; with non-residential and ancillary uses filling the ground floor and with all living accommodation above.*
- 6.3.5 *The most significant gain from the podium form is that it completely removes potential flood risk concerns as there would be no ground floor residential accommodation. Furthermore, locating all the office floorspace on one level allows maximum flexibility of layout and therefore increases efficiency and potential occupancy of this area.*
- 6.3.6 *Street frontages, especially along otherwise residential Stamford Road, are not enlivened with residential front doors and living room windows, but must instead rely for the essential characteristic of active frontage on the single communal residential entrance, two commercial entrances and commercial office windows, that latter element being especially unlikely to be active frontage; they may well be screened to give office workers privacy, and given the street frontages are west or south facing, also for sun shading. Usefully, the park frontage is to the north, so ground floor office windows looking onto the park are likely to provide the right amount of passive surveillance.*
- 6.3.7 *The eastern residential block is designed to place sensitive rooms and windows (to living rooms and bedrooms) away from the adjacent industrial unit, whilst windows and openings onto the circulation space on the eastern side are present to give greater articulation on that elevation. The proposed housing is therefore reasonably protected from potential noise and disturbance on the neighbouring site, whilst also providing sufficient visual interest in public views from the east.*
- 6.3.8 *The applicants have shown that a number of different forms of development would be possible on the immediately adjacent site, including blocks as close to the mutual boundary as this application proposes, with a similar layout looking the opposite way, and therefore the Council considers that this proposal would not prejudice potential developments on that adjoining site.*
- 6.3.9 *The height is graded between three and six storeys. Heights start similar to the existing two storey residential context on the western side of Stamford Road, with the proposed block at three storeys fronting that road, but with the top floor deeply cut into with roof terraces. The southern block, lining Constable Crescent, is of four storeys, with the thin end of this block forming a “bookend” and corner punctuation to Stamford Road. At its highest the proposal rises to six storeys on the eastern and northern block, the latter with its top floor partially set-back. Between these blocks, on the podium and the four gaps between the blocks, it is just of one storey.*

- 6.3.10 *Much of the existing street context is of just two storeys; both the houses on the other side of Stamford Road (and nearby Page Green and Ashby Road), but also most of the existing industrial buildings to the east. However the next nearest context, the blocks of flats on the north side of the small park immediately north of the site, are of six storeys; these are only 67m away.*
- 6.3.11 *Furthermore the existing heights in the industrial areas cannot be considered to be a good precedent, as they do not use their sites efficiently or sustainably, generally taking the form of low rise sheds set in large expanses of hard standing, and providing a car friendly but pedestrian unfriendly environment. Redevelopment of adjoining industrial sites is likely to take place over time in the form of similar mixed uses to this proposal, as part of a migration towards more intensive, cleaner, knowledge and creative based employment. The Council's Urban Character Study indicates that mid-rise, three to six storeys would be suitable on this site.*
- 6.3.12 *The height proposed is further justified by the measures incorporated into the design that ensure a transition from the higher eastern and northern blocks of the development down to the lower western surrounding context.*
- 6.3.13 *This will minimise potential for overshadowing of those houses. The proposal also minimises any overlooking concern by locating bedrooms on the lower (first floor) level on this western side, the same level of the bedrooms of the houses opposite, with living rooms at proposed second floor level.*
- 6.3.14 *The scheme's detailed design, in particular the language of cut-outs running through the proposals, assists in minimising its apparent bulk and massing. Above podium the development is split into four separate blocks with distinct gaps between, rather than a continuous "perimeter block", and these blocks have numerous balcony cut outs, which at intermediate floors reduce the size of elevation planes, especially at corners, and at top floors erode the visual impact of the roofline.*
- 6.3.15 *As such, it is considered that the height of the development is modest in the local context and the overall proposal would sit comfortably in its local street views.*
- 6.3.16 *All the flats are accessed off a single residential entrance to the podium; this would be a wide gateway set at the mid-point of the commercial frontage on Stamford Road and would open into a covered, double height space containing a lift and generous, broad staircase leading directly up to the podium. The flats that are accessed at podium level, including the maisonnettes that make up the western block, have their own front doors. Flats on 2nd to 5th floors in the northern, eastern and southern block are accessed off the free-standing stair and lift towers that are positioned in the gaps between the northern and eastern and southern blocks. These access towers are angled towards the main access staircase, giving the pedestrian access routes through the development a logic*

*as well as a dynamism from the exploitation of the diagonal pathways within the podium.*

- 6.3.17 Apart from the single street entrance, and the contribution of the residential units to servicing, refuse collection, car and cycle parking, for street animation the proposal relies on the non-residential uses. The ground floor employment space is divided into two separate blocks either side of the residential entrance and around the internal ground floor service spaces and parking. One office area is located to the north filling the park frontage and the other is positioned to the south at the corner of Stamford Road and Constable Crescent. Each has a wide entrance, with glazed doors and frontages that are ideal for a reception area with opportunities for display and waiting, set within a broad, shallow recess. The sides of the recess have been identified by the applicant as providing opportunities for signage, whilst the recess itself provides a slight visual and psychological separation from the pavement, and a modicum of sun shading, whilst maintaining transparency, interaction and approachability from the street.*
- 6.3.18 The recess for the southern office turns the corner into the facade at the street junction, and a third recess animates a significant section of Constable Crescent, although this is not further enlivened by doors providing accessibility in this location. None of the three recesses are to be entirely glazed; floor to ceiling glass panels or doors are to be interspersed with several floor to ceiling metal panels or doors, thus breaking up the glazing giving more privacy and shading, whilst maintaining the appearance of openness and active street frontage.*
- 6.3.19 There are also three utilitarian entrances; doors to bin stores either side of the residential entrances and the archway to the car and cycle parking. The former are cunningly included in the office entrance recesses, so that their metal doors fit into their language of interspersed metal panels, and their outward swing does not obstruct the pavement. Parking is accommodated along the eastern side of the ground floor plan, and would not be identifiable from areas of public realm except for the vehicular entrance door off Constable Crescent. Overall, it is considered that the scheme's design minimises the amount of street frontage lost to utilitarian entrances.*
- 6.3.20 Although the occupation of the ground floor by commercial premises would not result in a highly active frontage, it is noted that the two street frontages are not busy main streets, but rather relatively quiet hinterland, and therefore incorporating a highly active street frontage is not essential for this development. The very wide commercial glazed frontages provide much of the appearance of retail shop fronts and would have the desired effect in providing an appearance of activity, as well as improvements in terms of safety and security from natural surveillance. It is also relevant to note that the proposal would result in significantly greater activity along the building's frontage than currently occurs from the much smaller office frontage and under-utilised storage yard.*

- 6.3.21 Furthermore, the development has been assessed by the Quality Review Panel twice. At the first Panel some design concerns were raised as per the Table in paragraph 4.5 above. However, some of these concerns cannot be addressed due to site constraints. For example, the podium approach is necessary as the application site is located within a Flood Zone, and residential units accessed from street level should be avoided in these areas due to the higher than normal risk of flooding. The location of the office use at ground floor level is also necessary as it provides an opportunity for active frontage given that housing cannot be provided at ground floor level.
- 6.3.22 The height of the building to the east of the site has been reduced in height by one storey. Additional windows on the eastern elevation have been added to improve visual permeability.
- 6.3.23 The windows within the eastern elevation of the eastern block have been moved slightly further away from the eastern site boundary, as requested by the QRP, in order to further reduce the bulk of that elevation. All physical borders with the park have been removed in order to maximise the visual permeability and natural surveillance from the office activities, and the residential units on the floor above, with the park area.
- 6.3.24 All entrance, circulation and parking areas have been maximised given the constraints of the available floor plate, whilst a richer material palette of red brick would be used that better reflects the character of the surrounding area. Offices benefit from dual aspect views adequate for internal office environments and will also benefit from good quality natural ventilation, as well as being both internally lit and mechanically ventilated when required. All of these measures were requested by the Panel and have been met.
- 6.3.25 Information in respect of the layout and management of the podium was provided at the second QRP and no negative matters were received in relation to these elements of the proposal.
- 6.3.26 It is relevant to note that, after the changes were made to the first iteration of the design, and given the explanations for the design rationale references above, the QRP raised no objections to the size, bulk, massing or detailed design of the proposal during the second Panel discussion.
- 6.3.27 As such, it is considered that the proposal would result in a high quality scheme of an excellent and bespoke contemporary design that would respect the character and appearance of the local area and the visual amenity of the area generally.
- 6.3.28 Therefore, the proposed development is acceptable in design terms.

#### **6.4 Impact on the amenity of adjoining occupiers**

- 6.4.1 The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Emerging DM Policy DM1 'Delivering High Quality Design' continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.4.2 The development would be erected in a designated industrial area and as such there are a limited number of residential properties nearby. However, a row of terrace properties is located across Stamford Road to the west. The distance between the proposed development and the closest (bay) windows of those properties would be at least 15m. The closest residential properties to the north, within the block of flats on the other side of the park, are more than 50m away. There would be no material adverse impacts on the amenity of surrounding residents.
- 6.4.3 Impact on Sun/Daylight, Outlook and Privacy
- 6.4.4 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Saved Policy UD3 also requires development not to have a significant adverse impact on residential amenity in terms of loss of daylight, or sunlight, privacy overlooking, aspect noise, pollution and of fume and smell nuisance. Policy DM1 'Delivering High Quality Design' of the Development Management DPD pre-submission version 2016 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.4.5 The Mayor's SPG Housing indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.
- 6.4.6 The scale and massing of the development is lowest in closest proximity to Stamford Road. The three and four storey elements (eastern and southern blocks respectively) that lies across the road from the residential properties on Stamford Road are not tall enough to have an impact on the day/sunlight of those dwellings given the proposed separation.

6.4.7 The six storey elements of the northern and western blocks are separated by even greater distances – a minimum of 27m and 41m – and thus are also not anticipated to lead to a significant loss of day/sunlight to neighbouring properties given their orientation (i.e. due east of those houses and, in the case of the northern block, angled facing north-south).

6.4.8 The *Daylight, Sunlight and Overshadowing Report* by Callahan Green demonstrates that all windows for properties on Stamford Road meet the minimum BRE guidelines for daylight. Although the properties noted below would be slightly affected the reduction in vertical sky component (VSC) is never more than 40% and therefore considered to be a relatively insignificant change to the existing situation and not significant enough to result in a reason for refusal given that the proposed VSC to their indicated rooms would not ultimately drop below a level of 20 which is generally considered to be acceptable in urban areas:

- 63 to 73 Stamford Road (odd numbers only)

6.4.9 The report also notes that all windows meet the BRE sunlight requirements, other than five. In all of these cases the APSH in winter is less than 5% with a greater than 20% reduction against the previously existing value. The affected properties are referenced below:

- 55 Stamford Road – 4% with 43% reduction;
- 59 Stamford Road – 4% with 33% reduction;
- 63 Stamford Road – 4% with 43% reduction;
- 67 Stamford Road – 3% with 57% reduction;
- 71 Stamford Road – 4% with 43% reduction.

6.4.10 In addition, these windows do not face directly southwards and as such are already subject to limited access to sunlight, as well as in some cases also being subject to self-shading from existing bay windows.

6.4.11 It should be noted that the BRE Guide states that it has been written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations such as London. The Mayor's Housing SPG acknowledges this fact and also states that BRE guidelines should be applied more sensitively when higher density development is being considered.

6.4.12 As such, it is considered that no significant change in circumstances would occur as the result of this proposal.

6.4.13 In terms of outlook, although the main habitable room of the houses on Stamford Road is to the front of the dwelling the properties have significant amenity spaces such as dining areas/secondary living rooms and private gardens at the rear that would be unaffected by this proposal. Nevertheless, although there would be a significant increase in built form at the application site, this would not be in close

enough proximity to the nearby properties to result in a detrimental loss of outlook. Furthermore, the development would result in visual improvements to the site in comparison to its current industrial appearance.

- 6.4.14 There would be balconies included within the proposed development, both to the maisonettes to be sited on the east of Stamford Road and to other flats facing north, south and east. The development has been carefully designed so as to avoid locating windows to main habitable rooms facing towards the east, other than for those flats in the eastern block which are a minimum of 41m away.
- 6.4.15 The windows and balconies located closest to Stamford Road properties are for rooms that would not typically be occupied for long periods of time throughout the day. Those dwellings also, as previously mentioned, benefit from quality amenity spaces located towards the rear of the house.
- 6.4.16 As such, it is considered that the amenity of neighbouring properties would not be adversely affected in terms of a loss of sun/daylight, outlook or privacy.

#### 6.4.17 Impact from Noise, Light and Dust

- 6.4.18 There is a significant amount of human activity in the local area that currently arises from the residential properties to the west of Stamford Road and also from local businesses on Constable Crescent and adjacent roads. It is considered that the increase in noise or light from occupants of the proposed development would not cause additional concerns to local residents.
- 6.4.19 Disturbances from dust and noise relating to demolition and construction on site are considered to be temporary nuisances that are typically controlled by other non-planning legislation. Nevertheless, the demolition and construction methodology for the development will be controlled by the imposition of a relevant condition on any grant of planning permission should the development be acceptable for all other reasons.

### 6.5 Living Conditions for Future Occupants

- 6.5.1 The Mayor of London's Housing SPG sets out detailed design requirements for new dwellings. Policy 3.6 of the London Plan states that development proposals should make provision for play and informal recreation. Policy 3.8 of the same document states that 90% of units should be 'accessible and adaptable', with 10% 'wheelchair user dwellings' according to the building regulations (Parts M4 (2) and (3)). Emerging Policy DM12 states that family housing should have access to private gardens.
- 6.5.2 All properties within the development have been designed to meet the internal space requirements of the Mayor's Housing SPG. In many cases the identified thresholds have been comfortably exceeded.

- 6.5.3 Private amenity space would be provided for each of the flats in the form of external balconies. Additional amenity space is also provided at podium level, whilst access to the neighbouring park (that is to be re-landscaped) further increases the site's amenity offer, as does access to Markfield Park which is a short walk away. The park is intended to provide an appropriate level of play space for local children and this will be secured within the final design by legal agreement.
- 6.5.4 Each property benefits from substantial non-obscured outlook with the eastern and western blocks designed with their main habitable rooms facing inwards.
- 6.5.5 The separation between blocks and also their variation in height is considered adequate for an urban area such as this allows for the maximum levels of sun and daylight to permeate into habitable rooms. Furthermore, the eastern block has been set away from the eastern site boundary so as to protect the occupiers of the flats within it from any potential negative impact should a development of a similar height ever be erected on the adjacent site to the east.
- 6.5.6 The *Daylight, Sunlight and Overshadowing Report* by Callahan Green has confirmed that all of the flats meet the BRE or the Mayor's requirements for access to daylight and sunlight. The internal podium courtyard also meets BRE guidelines for access to light.
- 6.5.7 A detailed *Noise Report* by Peter Brett Associates has been submitted with the application. The assessment undertaken demonstrates that the site is suitable for residential development. It also recommends plant noise emissions criteria for the commercial development so these would not impact on the proposed residents, and this can be secured by condition should the proposal be approved.
- 6.5.8 All blocks have been designed to provide dual-aspect from the proposed flats, with this facilitated by a balcony where not otherwise achieved by positioning within the block.
- 6.5.9 All flats have been designed to be adaptable for people with disabilities with 10% of the total number of flats also adaptable to be wheelchair accessible. The proposed maisonettes all have ground (podium) floor bathrooms. Level access is provided to all flats with lift access from street level available for all properties. The main residential entrance will be clearly visible from the main area of public realm (Stamford Road) and will also have level access.
- 6.5.10 The circulation cores with associated external deck access to the residential units will comply with approved fire document Part B and escape distances will be designed to meet statutory requirements.

6.5.11 Adequate refuse storage for the properties would be provided and bins are accessible by waste collection operatives at a short walk from public areas. Waste vehicles will not need to enter the site and the Council's refuse storage requirements have been met. As such, the Council's Cleansing team have raised no objections to the proposal.

6.5.12 The development has been influenced by 'Secured by Design' principles and would have a high degree of natural surveillance and ground floor level activity which contributes to a safe and secure place. Indeed natural surveillance during evening periods across Stamford Road and Constable Crescent would be improved as a result of this proposal. The relevant formal accreditation will be secured by condition in the event of grant of planning consent.

6.5.13 As such, it is considered that the application is acceptable in terms of its layout and provision of adequate living conditions for the proposed occupiers.

## **6.6 Parking and Highway Safety**

6.6.1 Local Plan 2013 Policy SP7 states that the Council aims to tackle climate change, and improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in emerging DM Policies DM31 and DM32.

6.6.2 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided at appropriate levels.

6.6.3 17 car parking spaces are proposed within the covered ground floor area, including 6 accessible parking spaces for people with disabilities. 92 cycle parking spaces are also proposed, with 80 of these for the residential element.

6.6.4 The Council's Transportation team have considered parking and highway impact matters in detail. Their comments are described in the section below:

6.6.5 *"The site is located in an area with a high public transport accessibility level, PTAL 6a (0 being the worst and 6b being the best). The site has good accessibility to public transport with 10 bus routes (349, 259, 279, 243, 318, 476, 149, 76, 41, and W4) operating in close proximity to the site. The frequencies of buses on the routes serving the site range from 4 to 12 vehicles per hour, with an average frequency of 87 vehicles per hour. Seven Sisters Rail and LUL Stations are approximately 631m from the site, 8 minutes walk time. South Tottenham*

*Rail Station is approx. 873m from the site and can be reached by walking within 11 minutes.”*

#### 6.6.6 Trip Generation

- 6.6.7 *“The applicant has conducted surveys (multi-modal surveys) of office element and service yard of the existing development 3 days survey was conducted in November 2016, the results of the survey concluded that the existing office element of the development generated an average of 194 trips over a 12 hour period 07:00-19:00 hours, with a total of 14 in/out trips during the AM peak hour and 19 in/out trips during the PM peak period.*
- 6.6.8 *The Service Yard element of the proposal which is located on Constable Crescent generated a total of 105 trips over the 12 hour period with 13 in/out trips during the AM peak hour and no trips during the PM peak period. The cumulative trips generated by the development is some 299 trips over a 12 hour, with 27 in/out trips during the AM peak hour and 19 in/out trips during the PM peak hour.*
- 6.6.9 *The applicant transport consultant (SYSTRA) has produced trip generation forecast based on the following sites from the TRICS database (residential): Oval Road Regents Park, Lamb Walk Bermondsey. Using the above sites the applicant’s transport consultant has forecasted that the proposed 48 units will generate a total 269 person trips between 7am and 7pm. Using the journey to work information from the 2011 census data the majority of the residential trips will be by sustainable modes of transport with only 14% of the trips generated by the site by car drivers and car passengers with 86% of the trip by sustainable modes of transport. The applicant is proposing to make the majority of the development a car free development; however based on the 2011 Census data the development will generate some 5 in/out car drive trips in the AM peak hour and 1 in/out car drive trip during the PM peak hour.*
- 6.6.10 *The office element of the site is divided into two sections, the retained element of the Diamond Build office some 570 SQM and the new affordable rent offices of some 570 SQM. The retained Diamond Build offices have been surveyed and the results of the survey has confirmed that the development would generate 194 two-way persons trip between 7am and 7pm with 14 two-way vehicular trips during the AM peak period and 19 two-way peak trips during the PM peak periods. The applicant has used the TRICS trip forecast database to produce the trips that are likely to be generated by the new office space of some 570 SQM. We have considered that the Transport Statement should have used the trips surveyed from the Diamond Build offices to forecast the trips that are likely to be generated by the new office space. The sites selected underestimate the trips that will be generated by the new office building. We have concluded that the trips generated by the new office use would be similar to the trips generated by the existing office use. However as the majority of the trips to the new office building will be by sustainable modes of transport (86% by mode) we will assess*

*the likely impacts of the additional trips by sustainable modes of transport and the various modes.*

6.6.11 *The trip generation analysis presented in the Transport Assessment suggests that the proposed development will generate a total of 548 person trips between 07:00-19:00 with a total of 57 in/out trips during the AM peak hour ( 12 in/out vehicular trips) and 35 in/out trips during the PM peak hour ( 11 in/out vehicular trips). We have considered that give the redevelopment of the site will not result in any significant increase vehicular trips on the transportation and highways network, there is no need for the applicant to complete highways junction modeling.*

6.6.12 *The trip generation analysis shows that the proposal will create an increase in trips by public transport (Bus, Rail and Underground). The net trip generation for public transport forecasted some 418 two-way trips over a 12 hour period (07:00 to 19:00). This translates into 41 two-way public transport trips in the AM peak and 24 two-way public transport trips in the PM peak.*

6.6.13 *The breakdown per public transport mode is: 14 two-way bus trips in the AM peak period and, 8 two way trip during the PM peak period, 18 two way underground trips in the AM peak period and 8 two way underground trips during the Pm peak periods. The rail trips are 7 two way trips in the AM peak hour and 4 two way rail trips during the PM peak periods. A small net increase in cycle movement is predicted 2 two-way cycle trips during the AM and PM peak traffic periods respectively. Such a small increase would have little impact on the adjoining road network. Given the relatively small increase public transport trips generated by the site the underestimation of the new office trips would not have any significant impact on the various modes of public transport.*

6.6.14 *We have reviewed the total trip generation and distribution over the various modes and have concluded that the impacts of the trips generated by the proposed development would not significantly impact on the operation of the various modes.”*

#### 6.6.15 Parking Provision

6.6.16 *“The applicant has conducted a parking survey in the area surrounding the site (200 metres) which included the following Roads: Ashby Road, Constable Crescent, Harold Road, Markfield Road, Newton Road, Page Green Road, Stamford Close, Stamford Road, Victoria Road and Walton Road; the parking surveys were conducted in line with the Lambeth methodology on; Wednesday 2nd November and Thursday 3rd November 2016; the parking surveys conducted overnight when the majority of residents were at home and the demand for on street car parking spaces will be at the highest, the length of car parking spaces was assumed to be 6 metres which is a worst case scenario. On reviewing the results of the car parking survey there is spare capacity*

available on the local network with between 85-87 residential car parking spaces available. All the roads within the study area have spare capacity with the exception of Constable Crescent which is suffering from high car parking pressure. It is to be noted that several of the roads (Markfield Road and Fountayne Road) to the east of the site is currently not covered by a control parking zone and as such, these roads may suffer from residual car parking demand generated by the development; we will therefore require the applicant to contribute a sum of £18,000 (eighteen thousand pounds) towards the design and consultation of parking control measures on these road as well amend the existing traffic management orders.

6.6.17 The applicant is proposing to provide a total of 17 car parking spaces including 6 wheel chair accessible car parking space. Of the proposed car parking spaces 10 car parking spaces will be allocated to the residential aspect of the development including 5 wheel chair accessible car parking spaces 10% of the total number of units proposed in line with the London Plan and life time homes. The remaining 7 car parking space will be allocated to the commercial element of the proposal including 1 wheel chair accessible car parking space. The residential car parking and commercial car parking are in line with the London Plan and the Council's Saved UDP Policy M10. The applicant will be required to ensure that 20% of all the proposed residential car parking space have active electric charging points with a further 20% of the spaces having passive provision for future conversion, in addition the car parking space for the B1 element of the proposal must provide 10% active electric charging provision with a further 10% passive electric charging provision for future conversion. The applicant will be required to provide a parking management plan which demonstrates how the car parking to the residential and commercial aspect of the development will be allocated, the plan must also include details on how the allocated car parking spaces will be enforced to ensure that allocated residents car parking spaces are not used by occupiers of the B1 offices.

6.6.18 The applicant has provided cycle parking in line with the 2015 London Plan which requires a minimum of 76 long stay secure sheltered cycle parking spaces for residents and 2 visitors' cycle parking spaces for visitors of the residential aspect of the development. Based on the total office floor spaces of 1,140 SQM the applicant is required to provide 8 long stay cycle parking spaces for the B1 element of the development. The applicant has provided locations of the cycle shelter for the commercial and residential aspect of the development however details have not been provided on the type of cycle parking including dimensions and method of security, 5% of the proposed residential cycle parking must be able to accommodate large cycle such as tandems and bikes with trailer, the design and layout of the cycle parking must be provided in line with the London Cycle Design Standard. We will require a condition to securing the type layout and method of access/security for the proposed cycle parking.

6.6.19 *As the development proposal is car capped the applicant will be required to provide car club membership to each of the residential units, prior to occupation of the development the applicant will be required to implement a car club scheme and offer 2 years free membership and £50 (fifty pounds) in driving credit to each residential unit. The approach to parking under the proposal is consistent with London Plan 6.13 and saved UDP policy M9 i.e. encouraging minimum car parking provision in areas of excellent transport accessibility, in order to promote the use of non-car modes of travel.”*

#### 6.6.20 Access and Servicing Arrangements

6.6.21 *The applicant is proposing to remove the existing 4 dropped kerbs/ crossover and reconstruct the footways way and provide on shared vehicular access for the commercial and residential access on Constable Crescent, the applicant is also proposing to construct inset car parking bays on Stamford Road with new trees and a raised planter on the junction of Constable Crescent with Stamford Road as per Drawing No:197-PIN-200 REV-E. The amendments have been reviewed by the Council’s Highways Infrastructure Team and the cost of the works have been estimated at £51,186 (fifty one thousand one hundred and eight six pounds) the applicant will be required to enter into S.278 agreement for the implementation of the works.*

6.6.22 *Access to the residential and commercial bin storage is from Stamford Road, the applicant is proposing to construct a new shared use bay on Stamford Road to enable refuse trucks to service the development”.*

6.6.23 There is no clear local accident problem that would be exacerbated by the proposal given the limited amount of likely traffic expected from the proposal.

6.6.24 Therefore, there are no objections to the proposed development in parking and highway terms.

### **6.7 Tree Protection and Landscaping**

6.7.1 Local Plan Policy SP13 seeks the protection, management and maintenance of existing trees and the planting of additional trees where appropriate. London Plan Policy 7.21 requires existing trees of value to be retained and the planting of additional trees where appropriate.

6.7.2 The Council’s Arboricultural Officer has raised no objections to the proposal. One tree within the adjacent part would need to be removed. No other trees are expected to be impacted, whilst in any case a detailed and high quality re-landscaping of the park is to be agreed at a later date as part of a legal agreement, should planning consent be granted.

- 6.7.3 Additional tree planting would be provided on street and would replace existing tree planting which currently has a limited impact on the local street scene. Other landscaping aspects of this proposal include significant soft landscaping within the podium area, including low level planters, raised planters and new tree planting, and green roofs. Exact details for these are to be agreed by condition.
- 6.7.4 Therefore it is considered that the tree protection and planting measures proposed are acceptable.

## **6.8 Sustainability and Biodiversity**

- 6.8.1 The NPPF and London Plan Policies 5.1 (Climate change mitigation), 5.2 (Minimising carbon dioxide emissions), 5.3 (Sustainable design & construction), 5.5 (Decentralised Energy Networks), 5.6 (Decentralised energy in development proposals), 5.7 (Renewable energy), 5.8 (Innovative energy technologies) and 5.9 (Overheating and cooling) and Local Plan Policies SP4 and SP11 set out the approach to climate change and require developments to meet the highest standards of sustainable design, including ensuring designs make the most of natural systems and the conserving and enhancing the natural environment.
- 6.8.2 Policies DM1, DM21 and DM22 of the emerging Development Management Policies DPD expect proposals to incorporate sustainable design and construction principles and implement appropriate techniques, whilst also contributing to and making use of decentralised energy infrastructure where possible.
- 6.8.3 The application is supported by a *Sustainable Design and Construction Statement* by Callaghan Green which demonstrates that consideration has been given to sustainable design principles throughout the designing of the proposed scheme. The building is designed to minimise its environmental impact through various means including a low carbon energy strategy, adherence to the cooling hierarchy in the commercial element, reduced water run-off from the site, water efficient fittings and the use of green roofs. This is in addition to the employment of sustainable construction practice from procurement through to construction and commissioning.
- 6.8.4 The proposed development proposes to incorporate a range of energy efficiency measures including levels of insulation significantly exceeding current Building Regulations requirements (overall 36.6% reduction), the installation of high performance glazing and energy efficient lighting and the use of natural ventilation. The London Plan currently requires a zero carbon target to be achieved and as such a carbon offsetting financial contribution is proposed of £113, 230 in lieu of an additional reduction which cannot be reasonably achieved on site.

- 6.8.5 The applicant also undertook a feasibility study to establish the potential implementation of renewable technologies as part of the redevelopment of the site. The analysis identified photovoltaic solar panels, air source heat pumps and drain water heat recovery as the most suitable technologies.
- 6.8.6 The development will leave space for a heat exchanger within the plant space and blank connections from the main heating header pipe work to enable ease of installation of a step-down heat exchange to connect to the district heating network.
- 6.8.7 Solar (photovoltaic) panels would be provided on the flat roofs of the development's northern and eastern blocks whilst green roofs are also proposed to other flat roof areas of the proposed buildings, including those of the western and southern blocks. New grass areas and additional landscaping is also proposed at podium level. However, further details are required in respect of the make-up of the living roofs and the quality of the panels also needs to be monitored by the Council. These matters can be dealt with by condition if planning approval is granted.
- 6.8.8 No domestic units are at risk from overheating, but there is a requirement for comfort cooling in the commercial space. The cooling demand to these spaces has been reduced by 27% compared to the notional building by efficient passive design, minimising the number of hours this active cooling will run.
- 6.8.9 The development would achieve the agreed rating of BREEAM 'Very Good' for the commercial space and Homes Quality Mark '3 stars' for the proposed flats.
- 6.8.10 The Council's Carbon Management team has commented on this application and has raised no objections, recommending a suite of conditions as per the comments above to ensure that relevant aspects of the scheme are monitored, requiring the provision of more detailed information, or requiring financial contributions, as appropriate.
- 6.8.11 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. Emerging Policy DM19 and London Plan Policy 7.19 make clear that wherever possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 6.8.12 It is relevant to note that the application site is currently a commercial premises within located towards the edge of a strategic industrial area. The site and immediate surroundings have a negligible potential to contain protected or notable species.
- 6.8.13 Natural England have been consulted on this application and determined that the proposal as submitted would not have a significant negative impact on nature conservation interests.

6.8.14 Enhancements to the site's ecology are expected from improvements in landscaping within the site and also within the adjacent park. Opportunities for ecological enhancement are recommended within the *Ecology Report* by The Ecology Consultancy and will be secured through conditions in the event of an approval. These include wildlife planting being integrated within proposed landscaping schemes, including the potential for native species to be used. The green roofs should be low-maintenance and include additional habitat features including log piles. Two bird boxes can also be incorporated within the scheme's facades.

6.8.15 As such, the application is considered to be acceptable in terms of its sustainability and biodiversity provision, subject to the appropriate conditions.

## **6.9 Flood Risk and Water Management**

6.9.1 Local Plan Policy SP5 makes clear that (amongst other things) development shall reduce forms of flooding and implement Sustainable Urban Drainage Systems (SUDS) to improve water attenuation, quality and amenity. Emerging Policies DM24 and DM25 call for measures to reduce and manage flood risk, and incorporate SUDS. London Plan Policies 5.12 (Flood risk management) and 5.13 (Sustainable drainage) also call for measures to reduce and manage flood risk.

6.9.2 The application site is located within an area designated as being a 'Flood Zone 2' and as such residential properties are advised to be located above ground floor level in this location. This has informed the development design which instead locates the commercial units at ground floor with a podium level above featuring residential units. The site is not within a Critical Drainage Area.

6.9.3 Although Greenfield run-off rates will not be achievable run-off from approximately 49% of the surface area of the site will be intercepted which is as low as is practicable for this scheme. Attenuation will be provided by way of green roofs, permeable paving and underground tanks.

6.9.4 Despite its flood risk zone location (Flood Zone 2), the podium design of the proposed development has contributed towards the Environment Agency raising no objections to the proposal. Furthermore, the Council's Drainage Officer also raises no objections given the expected water volume and flow calculations presented, subject to detailed drainage drawings being provided for comment at a later date.

6.9.5 Thames Water has raised no objections to the proposal in terms of either sewerage infrastructure capacity or water infrastructure capacity. However, any piling of foundations would need to be agreed with Thames Water and the Council in advance before commencement of such works. This matter can be secured by condition in the event of an approval.

6.9.6 As such, it is considered that the proposal is acceptable as it would not lead to an increase in local flood risk or any other water management issues.

## **6.10 Pollution and Land Contamination**

6.10.1 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality and make provision to address local problems of air quality and promote sustainable design and construction. In order to minimise air pollution and protect air quality the following documents should also be considered: the Mayor's Sustainable Design and Construction SPG, TFL's Guidance on Delivery and Servicing Plans, and The Control of Dust and Emissions during Construction and Demolition SPG.

6.10.2 Photo voltaic panels are proposed with this planning application which is welcomed. The Energy Statement refers to the use of Air Source Heat Pumps to provide under floor heating, and electric water heaters and a centralised energy efficient gas boiler for domestic hot water. In addition, electric vehicle charging points are proposed.

6.10.3 However, the *Air Quality Assessment* submitted with the application, prepared by WSP, has determined that the proposed development is not air quality neutral and therefore mitigation measures will be required. It is essential that additional mitigation measures are developed as part of the development to minimise emissions of NO<sub>2</sub> and PM<sub>10</sub>. The Council's Pollution Officer has stated that these measures must include: a low emission car club space; 100% electric vehicle charging points (50% active/50% passive); a Delivery and Servicing plan to reduce the number of overall trips and increase the number of trips made by electric or ultra low emissions; selection of boilers with as low NO<sub>x</sub> emissions as possible to minimise emissions from combustion plant. These matters can be adequately secured by condition in the event planning consent is granted.

6.10.4 Saved UDP Policy ENV11 and emerging Policy DM23 require development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors. London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back in to beneficial use.

6.10.5 A *Preliminary Risk Assessment* by WSP has been submitted in support of this application. The assessment identified that potential contaminant sources may be present on site from historic and current uses, although the risk to future users of the site from soil contamination is noted to be low.

6.10.6 Therefore, the Council's Pollution Officer recommends that land contamination matters can be dealt with by conditions requiring further investigation on site, followed by appropriate remediation.

6.10.7 As such, the application is considered to be acceptable in terms of its impact on pollution and land contamination.

## **6.11 Archaeology**

6.11.1 Policy DM9 of the DM Policies DPD requires proposals in Archaeological Priority Areas to consider the significance of the archaeological asset and its setting, the impact of the proposal on archaeological assets, and give priority to its preservation and management.

6.11.2 The applicant has submitted an *Archaeological Desk Based Assessment* by Wessex Archaeology. This document has been reviewed by the Greater London Archaeological Advisory Service (GLAAS) at English Heritage. The report acknowledges that the application site is in an area of archaeological interest. In appraising the proposal GLAAS have indicated that field evaluation is required. However, given the site circumstances they consider that this can be dealt with by condition and no on site evaluation is required prior to the grant of planning consent.

6.11.3 As such, the application is considered to be acceptable in terms of its impact on archaeology, subject to conditions.

## **6.12 Emergency Planning and Security**

6.12.1 The London Fire Service and the Council's Emergency Planning sections have no objections to the proposal.

6.12.2 Local Plan policy SP11 requires proposals to incorporate solutions to reduce crime and fear of crime. Emerging Policy DM2 makes clear that development should comply with the principles of 'Secured by Design'.

6.12.3 The Metropolitan Police have stated that the development is likely to achieve Secured by Design accreditation as currently proposed. This will be secured by condition.

6.12.4 As such, the development is acceptable from an emergency planning and security perspective.

## **6.13 S106 Agreement Heads of terms**

6.13.1 Policy DM48 permits the Council to seek relevant financial and other contributions in the form of planning obligations to meet the infrastructure

requirements of developments, where this is necessary to make the development acceptable in planning terms.

6.13.2 The following obligations are to be secured from the development should planning permission be granted, by way of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended):

- Provision of affordable workspace for one of the two ground floor office units at no more than 50% of market rate for a period of 10 years;
- Provision of car club membership for two years for all eligible future residential occupiers;
- Enrolment of the developers on the Considerate Contractors Scheme;
- Minimum 20% of on-site workforce to be residents of LB Haringey, in addition to other local employment and business assistance;
- Payment to enable residential and commercial travel plan monitoring (£3,000);
- Payment towards parking control measures and traffic management orders in the local area (£18,000);
- Payment towards local public realm improvements (principally on Stamford Road) (£51,186);
- Payment to enable enhancements to the public park, to be agreed in discussion with local community groups (£75,000);
- The applicant has also contributed £5,000 towards new signage for the park, although as this is not a requirement of planning consent it will be secured informally and not as part of the proposed legal agreement;
- Payment in respect of offsetting against the Council's carbon reduction targets (£113,230), in addition to securing potential additional payment should the development not meet the agreed energy reduction targets.

6.13.3 As such, the development is acceptable in terms of its provision of planning obligations.

## **6.14 Conclusion**

6.14.1 This application is a major development that has received one letter of comment. Having assessed all relevant material planning considerations, officers consider that:

- The development is acceptable in principle, given the derelict and vacant nature of the existing buildings on site, given that the site allocation TH13 promotes an increased amount and improved quality of business space, and given that a reasonable amount of residential development is expected in order to help provide the commercial improvements in this location;

- The development provides a significant proportion of flexible and affordable workspace for occupation by small and medium-sized businesses in the Borough, for which there is an established demand;
- The development would be of a high quality contemporary design that respects the character of the nearby residential properties and improves the overall visual quality of the local built environment;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, or privacy, or in terms of a negative impact from excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including accessible and adaptable units, 10% wheelchair accessible units, sufficient private and communal amenity space provision and additional play space;
- The development would provide an adequate number of parking spaces given the site's excellent access to public transport, proposed Travel Plans, and other sustainable transport initiatives which will be secured by condition and legal agreement;
- The development would provide a significant financial contribution to public realm and local park improvements, secured by legal agreement, and would also provide ecological enhancements in the way of bird boxes;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability through mitigation methods such as green/brown roofs and solar panels, management of overheating, as well as providing sustainable drainage systems to minimise surface water run-off;
- The development would provide sufficient analysis to demonstrate that land contamination and archaeological matters would be adequately dealt and these matters will be secured by condition;
- The application is acceptable for all other reasons as described above.

6.14.2 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.

## **6.15 Community Infrastructure Levy**

6.15.1 Based on the information given on the plans, the Mayoral CIL charge will be £209,999.23 (4,882sqm x £35 x 1.229) and the Haringey CIL charge will be £59,161.02 (3,742sqm x £15 x 1.054).

6.15.2 The floor space of the existing buildings on site may be removed from the CIL calculation as they have been in lawful use for at least six months within the last three years.

6.15.3 This is based on the following figures:

- Existing floor space – 732sqm;

- Commercial space – 1140sqm;
- Residential space – 3412sqm;
- Other (communal/circulation space) – 1062sqm.

6.15.4 This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

## **7 RECOMMENDATIONS**

GRANT PERMISSION subject to conditions and subject to s.106 and s.278 Legal Agreements.

Applicant's drawing No.(s):

197\_PLN\_020 revC, 197\_PLN\_021 revC,  
 197\_PLN\_022 revC, 197\_PLN\_030 revB\*,  
 197\_PLN\_031 revB\*, 197\_PLN\_032 revB\*,  
 197\_PLN\_033 revB\*, 197\_PLN\_040 revB\*,  
 197\_PLN\_041 revB\*, 197\_PLN\_200 revF,  
 197\_PLN\_201 revE, 197\_PLN\_202 revE,  
 197\_PLN\_203 revE, 197\_PLN\_204 revE,  
 197\_PLN\_205 revE, 197\_PLN\_206 revD,  
 197\_PLN\_300 revE, 197\_PLN\_301 revE,  
 197\_PLN\_302 revE, 197\_PLN\_303 revE,  
 197\_PLN\_304 revE, 197\_PLN\_305 revE,  
 197\_PLN\_306 revD & 197\_PLN\_307 revD

Supporting documents also approved:

Design and Access Statement, Planning Statement, Statement of Community Involvement, Landscape Masterplan, Transport Statement, Draft Residential Travel Plan, Draft Office Travel Plan, Sustainable Design and Construction Statement; Energy Strategy; Daylight, Sunlight and Overshadowing Report, Contamination Report, Ecology Report, Noise Report, Arboricultural Report, Air Quality Assessment, Flood Risk Assessment, Drainage Strategy, Utilities and Waste Water Assessment, Waste Management Strategy, Viability Appraisal, Archaeological Desk Based Assessment, Addendum Produced in Response to LB Carbon Management Comments.

### **Subject to the following condition(s)**

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

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

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

197\_PLN\_020 revB, 197\_PLN\_021 revB,  
197\_PLN\_022 revB, 197\_PLN\_030 revB\*,  
197\_PLN\_031 revB\*, 197\_PLN\_032 revB\*,  
197\_PLN\_033 revB\*, 197\_PLN\_040 revB\*,  
197\_PLN\_041 revB\*, 197\_PLN\_200 revE,  
197\_PLN\_201 revD, 197\_PLN\_202 revD,  
197\_PLN\_203 revD, 197\_PLN\_204 revD,  
197\_PLN\_205 revD, 197\_PLN\_206 revD,  
197\_PLN\_300 revD, 197\_PLN\_301 revD,  
197\_PLN\_302 revD, 197\_PLN\_303 revD,  
197\_PLN\_304 revD, 197\_PLN\_305 revD,  
197\_PLN\_306 revD & 197\_PLN\_307 revD

Supporting documents also approved:

Design and Access Statement, Planning Statement, Statement of Community Involvement, Landscape Masterplan, Transport Statement, Draft Residential Travel Plan, Draft Office Travel Plan, Sustainable Design and Construction Statement; Energy Strategy; Daylight, Sunlight and Overshadowing Report, Contamination Report, Ecology Report, Noise Report, Arboricultural Report, Air Quality Assessment, Flood Risk Assessment, Drainage Strategy, Utilities and Waste Water Assessment, Waste Management Strategy, Viability Appraisal, Archaeological Desk Based Assessment, Addendum Produced in Response to LB Carbon Management Comments.

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

3. Details (including samples) of appropriately high quality and durable finishing materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Brick treatments shall be demonstrated to be appropriately variegated, if necessary, to reflect the approved plans. Samples should include, at a minimum, sample panels or brick types and roofing material samples, combined with a schedule of the exact product references for other materials. Details of the finishing treatments for the ground floor recessed elements, the vehicle/pedestrian access gates, and the underside of soffits will be of particular interest.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2015, Policy SP11 of the Haringey Local Plan 2013 and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

4. The commercial units within the ground floor of the proposed development shall be used only for purposes falling within Class B1 of the Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect the character and appearance of the area in accordance with Policy DM3 of the emerging Development Management Policies Development Plan Document.

5. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the Local Planning Authority's approval three months prior to construction work commencing on site. The Plans should provide details on how construction work (inc. demolition) would be undertaken in a manner so that disruption to traffic and pedestrians on Stamford Road and other surrounding roads around the site is minimised. In addition, construction vehicle movements should be carefully planned and coordinated to avoid the AM and PM peak periods.

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

6. Prior to the commencement of the development hereby approved the applicant is required to submit to the Local Planning Authority for its written approval Delivery and Service Plan (DSP), details of which must include servicing of the residential units including facilities to collect deliveries for residents when they are out via concierge or parcel drop.

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

7. An on-site Parking Management Plan shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby approved. The agreed plan shall be implemented prior to first use of the approved car parking area and permanently maintained during its operation.
8. Prior to occupation of the development hereby approved, 50% of car parking shall be provided with electric vehicle charging infrastructure, with a further 50% allocated for passive provision.

Reason: To provide residential charging facilities for Electric Vehicles and to encourage the uptake of electric vehicles consistent with Policy 6.13 of the

London Plan 2016, Policies SP0 and SP4 of the Haringey Local Plan 2013, and the recommendations of the GLA Sustainable Design and Construction SPG.

9. Prior to the commencement of the development hereby approved the exact type and arrangement of cycle parking to be provided shall be submitted to and agreed in writing by the Local Planning Authority. A minimum 5% of cycle spaces shall be suitable for enlarged cycles and the type of stand proposed must be clarified. The recommendations and requirements of the London Cycle Design Standards document should be followed. The approval plans shall be retained as agreed thereafter.

Reason: In accordance with Policy 6.3 of the London Plan.

10. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

11. The construction works of the development hereby granted shall not be carried out before 0800 hours or after 1800 hours Monday to Friday or before 0800 hours or after 1300 hours on Saturday and not at all on Sundays or Bank Holidays.

Reason: In order to ensure that the proposal does not prejudice the enjoyment of neighbouring occupiers of their properties consistent with Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

12. No development shall take place on site until full details of both hard and soft landscape works to take place within the application site (not including the adjacent park) have been submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (eg. drainage

power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); where relevant.

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2013 and Policy UD3 of the Haringey Unitary Development Plan 2006.

13. Prior to the commencement of works on site a meeting must be specified and attended by all interested parties, (e.g. Site manager, Consultant Arboriculturist, Council Arboriculturist and Contractors) to confirm all the protection measures to be installed for trees and discuss any construction works that may impact on the trees at adjacent sites. Robust protective fencing / ground protection must be installed under the supervision of the Consultant Arboriculturist, prior to the commencement of demolition and retained until the completion of construction activities. It must be designed and installed as recommended in the Arboricultural Report. The tree protective measures must be inspected or approved by the Council Arboriculturist, prior to the commencement of demolition. The tree protective measures must be periodically checked the Consultant Arboriculturist and reports made available to the Council Arboriculturist. All construction works within root protection areas (RPA) or that may impact on them, must be carried out under the supervision of the Consultant Arboriculturist.

Reason: In order to ensure the safety and well being of the trees on the site during constructional works that are to remain after building works are completed consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Haringey Local Plan and Saved Policy UD3 of the Haringey Unitary Development Plan 2006.

14. Prior to any works commencing on site, a detailed sustainable drainage scheme shall be submitted to, and approved in writing by the Local Planning Authority. Any approved scheme shall be implemented wholly in accordance with the approved plans and before any above ground works commence.

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

15. The development hereby approved shall be designed to Secured by Design Compliance. Confirmation of the final certification shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development meets Police standards for the physical protection of the building and its occupants, and to comply with Haringey Local Plan 2013 Policy SP11 and Policy DM2 of the emerging Development Management Policies Development Plan Document

16. You must deliver the energy efficiency standards (Be Lean) as set out in the approved Energy Strategy, by CallaghanGreen, dated January 2017, with an Addendum submitted by CallaghanGreen, dated March 2017.

<b>Building Element</b>	<b>Proposed specification for the residential development (u-values)</b>	<b>Proposed specification for the commercial development</b>
Walls	0.16	0.18
Floor	0.12	0.15
Roof	0.12	0.10
Door	1.35	1.54
Windows	1.35	1.2
G-value	Mixture of 0.4 for north facing windows and 0.2 for South, East & West facing	0.39
Air tightness	4 m <sup>3</sup> /hr/m <sup>2</sup>	4 m <sup>3</sup> /hr/m <sup>2</sup>

The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed carbon reduction of 2.9%% beyond BR 2013 with a carbon saving of 2.7 tonnes – set out in the approved Energy Strategy. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.

The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.

Reason: To comply with London Plan Policy 5.2. and local plan policy SP 4

17. Prior to installation, details of the Ultra Low NOx boilers for space heating or domestic hot water should be forwarded to and approved in writing by the Local Planning Authority. The boilers to be provided shall have dry NOx emissions not exceeding 20 mg/kWh (at 0%O<sub>2</sub>).

Reason: To protect local air quality and offset transport emissions.

18. Design details of the Air Source Heat Pump (ASHP) facility and associated infrastructure, which will serve heat and hot water loads for all the units on the site shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:
  - a) location of the energy centre;
  - b) specification of equipment;
  - c) flue arrangement;
  - d) operation/management strategy; and
  - e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

Once these details are approved the Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.

The ASHP facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP 4 and DM 22.

19. The applicant will install the renewable energy technology (PV Solar Panels, ASHP and drain water heat recovery) as set out in the approved Energy Strategy, by CallaghanGreen, dated January 2017, with an Addendum submitted by CallaghanGreen, dated March 2017.

The applicant is installing 286m<sup>2</sup> of PV panels with a rated output 43kWp which will reduce the development's regulated CO<sub>2</sub> emissions by 18%. In addition the applicant is installing ASHP for heating and hot water will reduce the development's regulated CO<sub>2</sub> emissions by 11%, and drain water heat recovery will reduce the development's regulated CO<sub>2</sub> emissions by 5%.

Reason: To comply with London Plan Policy 5.7. and local plan policy SP4

20. The applicant must deliver the sustainability measures as set out in approved Sustainable Design and Construction document by CallaghanGreen, dated January 2017. The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of BREEAM 'Very Good' for the commercial space (indicative total score 65.5%) and HQM 3 stars for domestic space (indicative total score 316) and shall be maintained as such thereafter. A post construction certificate or evidence shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan (2011) policies 5.1, 5.2, 5.3 and 5.9 and policy SP:04 of the Local Plan.

21. The applicant must deliver building shading - provided by balconies, solar control glass to the main commercial areas and light coloured blinds to the domestic areas - in accordance with the approved Energy Strategy, by CallaghanGreen, dated January 2017.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

Reason: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.

22. Prior to the commencement of development on site details of the living roof shall be submitted to and approved in writing by the local authority. The submitted details will include the following:

- a. A roof(s) plan identifying where the living roofs will be located (Blocks A, B, C, and D);
- b. Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s);
- c. Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat;
- d. Details on the diversity of substrate types and sizes;
- e. Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates;
- f. Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- g. Details of the location of log piles / flat stones for invertebrates;

Confirmation that the living roof will not be used for amenity or sitting out space of any kind will be required. Access will only be permitted for maintenance, repair or escape in an emergency.

The installation of the living roof(s) shall then be carried out strictly in accordance with the details approved by the Council, and shall be maintained as such thereafter.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and local policy SP:05 and SP:13.

23. The biodiversity and ecological features as set out in Section 4 of the Preliminary Ecological Appraisal by The Ecology Consultancy (dated October 2016) must be delivered as part of the development hereby approved. This shall include:

- The incorporation of at least two 'woodcrete' bird boxes into facade of the proposed development;
- Wildlife planting within the soft landscaping schemes;
- Low-nutrient biodiverse roofs including additional features such as log piles and varying substrate depths.

The development shall then be constructed in strict accordance with these details, and the developer shall provide evidence of these measures being installed to the local planning authority no later than 3 month after construction works have completed. Once installed these measures shall be maintained in perpetuity and if necessary replaced as approved.

In the event that these measures are not installed a full schedule and costings of remedial works required to achieve a similar level of biodiversity improvements

on site shall be submitted for the written approval of the local planning authority within 4 months of the completion of works on site. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2016) and local policy SP:05 and SP:13.

24. Prior to any works commencing on site, a detailed sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented wholly in accordance with the approved plans.

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

25. Before development commences other than for investigative work:

- a. Using the information contained within the Phase I desktop study and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable:-
  - a risk assessment to be undertaken,
  - refinement of the Conceptual Model, and
  - the development of a Method Statement detailing the remediation requirements.
- b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.
- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

Reason: London Plan Policy 5.9 and Local Plan Policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.

26. No demolition or development shall take place until a 'Stage 1' written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which has archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the 'Stage 2' WSI, no demolition/development shall take place other than in accordance with the agreed Stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: In order to comply with The National Planning Policy Framework (Section 12) and the London Plan (2016) Policy 7.8.

27. The development shall be constructed in accordance with the Noise Report dated January 2016, with specific reference to the cumulative plant noise emission limitations (p22) which state that at 1 metre from the nearest residential window such emissions should not exceed the levels prescribed below:

- Daytime (0700h-2300h) – 35 dBA (LAeq,16 hours)
- Night-time (2300h-0700h) – 31 dBA (LAeq,16 hours)

These limits shall be followed in perpetuity unless written consent is given in advance by the Local Planning Authority.

Reason: To comply with emerging Policy DM1 of the Local Plan.

28. No works shall be carried out on site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be in accordance with the GLA Dust and Emissions Control SPG and shall also include a Dust Risk Assessment.

Reason: To comply with Policy 7.14 of the London Plan.

29. No works shall commence on site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery shall be regularly serviced and service logs kept on site for inspection. Records shall be kept on site which details proof of emission limits for all equipment. This documentation shall be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

30. No external illumination of the external elevations to the buildings shall take place other than in accordance with a detailed building lighting scheme which shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved.

Reason: To ensure that any external lighting of the building has regard to the visual amenity of the area including the character and appearance of the conservation area, the amenities of surrounding properties and the safety of users of the surrounding highway network.

31. Prior to the first occupation of the development hereby approved evidence shall be submitted to the Local Planning Authority for its written approval that demonstrates the business and residential properties will benefit from access to an ultra-high speed broadband connection.

Reason: To facilitate improvements in the quality of employment land within the borough and to comply with Policies DM38 and DM54 of the emerging Development Management Policies DPD.

**Informatives:**

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

INFORMATIVE : Based on the information given on the plans, the Mayoral CIL charge will be £209,999.23 (4,882sqm x £35 x 1.229) and the Haringey CIL

charge will be £59,161.02 (3,742sqm x £15 x 1.054).

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

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

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

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

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

**INFORMATIVE:** The development hereby approved shall be completed in accordance with the associated Section 106 & Section 278 agreements

INFORMATIVE: The applicant is reminded that this consent does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.

INFORMATIVE: Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.