

Appendix 1: Consultation responses

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>Site and context:</p> <p>The car park is located on Westerfield Road, this car park forms part of the safe-guarded route for CrossRail2; Westerfield Road operates as a one way road which is accessed from Seven Sisters Road the A503. The car park has a total of 71 car parking spaces including 69 Pay and display car parking spaces and 2 disable car parking spaces. There is an additional car park accessed off West Green Road Brunswick Road car parking which currently has 80 car parking spaces including (28 pay and display 8 residential, 12 business permits and 2 disable car parking spaces. The applicant has included surveys of the two car parks which will be assessed later in this report.</p> <p>The development proposal which includes the 67 container of some 1990 Sqm which includes 891 Food and Drink (A3/A4), 475.2 sqm Retail (A1) 148.5sqm Community uses (D1), 415.8sqm office use (B1) and 59.4sqm for toilets. The applicant is also proposing to provide a total of 67 secure cycle parking spaces and 4 disable car parking spaces.</p> <p>In assessing this application the principle issues are:</p> <ol style="list-style-type: none"> 1) The loss of the car park and the impact of the loss of the car park on the local highways network. 2) The impact of the traffic generated by the development on the local highways network. 3) Assess if sufficient mitigation is proposed to mitigate the loss of the car park and the traffic generated by the development proposal. <p>The applicant's transport planning consultant YES Engineering group LTD has produced a technical note in support of the proposed development, the technical note included surveys of the existing car parks (12 Hour accumulation surveys, 7am-7pm, parking beat surveys to establish permit use within the car parks and questionnaire survey at Westerfield Road car park to establish reason for use). In addition to surveying the car parks the applicant's transport consultant conducted parking surveys of the roads within 500 metres of the site on 3 days (Thursday 1st December</p>	

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	<p>2016, Friday 2nd December 2016 and Saturday 7th January 2017, the surveys were conducted between the hours of 5pm and 8pm.</p> <p>The results of the car parking survey conducted for Westerfield Road car park, demonstrated that the car park is well used with a maximum occupancy rate of 73 vehicles surveyed on a Saturday at 5:30pm. During the week the week there is maximum occupancy rate of 57 vehicles parked at 3:30pm. The survey data submitted by the applicant reflect the Council's own survey data conducted in 2014 which concluded that Westerfield Road car park has a maximum occupancy rate of 85% on a Saturday 90% on a Sunday and 68% during the week.</p> <p>The result of the questionnaires conducted by the applicant concluded that the majority of the users of the car park use is for shopping with use for shopping ranging from 47% use on a Weekday and 63% on a Saturday, the use by commuters vary from 27% on a week day and 14% on a weekend.</p> <p>On assessing the parking accumulation generated by the existing car park we have concluded that the potential displacement of are parking will be some 71 car parking space.</p> <p>The surveys of Brunswick Road car park demonstrated that the car park is under underutilised with maximum car occupancy of 16 vehicles parked during the week and 21 vehicles parked on a Saturday, it is also to be noted that the car park has a lot of residual space which has not been lined and signed for car parking, which can be reconfigured to provide additional car parking spaces.</p> <p>The surveys of the on street car parking spaces included the roads within 500 metres of the site the surveys were conducted over 3 days at 5pm and 8pm during and after the operational hour Residential parking. The results of the car parking survey concluded that there were a total of 957 car parking spaces available within the 500 metres walking distance of the site; of the 957 car parking spaces there were between 543-579 car parking spaces available when the control parking zone is in operation. The number of car parked on street increase after the operational hours of the CPZ however there were still between 440-480 car parking spaces available on street. Further studies will be required to determine the</p>	

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	<p>optimum split between residential and general use pay and display/commercial car parking.</p> <p>Lost of the car park, the surveys conducted by both the applicant and the Council has demonstrated that the car park is well used and the lost of the car park will result in the displacement of some 71 car parking spaces, the applicant has suggested that the car parking spaces can be catered for in the nearby car park at Brunswick Road car park which is currently underutilised, the car park currently has some 50 car parking spaces however there is scope to reconfigure that car park to provide some 63 car parking spaces. The peak car parking demand generated by both car parks is some 94 car parking spaces (73 at Westerfield Road car park and 21 at Brunswick Road car Park), we will therefore require an additional 31 pay and display / shared use car parking spaces to be created on street. It is to be noted that currently at Westerfield Road Car Park between 14-27% (10- 19 car parking spaces) of the car parking spaces are currently used by commuters, it is unlikely that the will be re-provided for in the future scenario as maximum parking times of 4 hour may be applied to the new car parking spaces at Brunswick Road car Park. A four hour parking restriction is further supported by the survey data which demonstrated that 90 or the users who used the car park only intended to stay for a maximum of 3 hours.</p> <p>If we assume that that commuter parking will not be re-provided for the total number of car parking space that will be displaced is a maximum of 21 car parking spaces; from the surveys conducted of the on street car parking spaces available in the area surrounding the site, there is a minimum of 440 free car parking spaces available. Further studies will be required to demonstrate what of the on street car parking spaces can be converted to shared use bay or pay and displace car parking space. This will have to be secured by the S.106 agreement. It is also to be noted that in order for the Brunswick Road car park to be utilised it will require significant improvements which will have to be secured and implanted before any closure of the Westerfield Road car park.</p> <p>Whilst the car park will be lost, we are not expecting and significant reduction in the car parking demand other than that which will be as a</p>	

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	<p>result of the lost of the commuter car parking. In addition the applicant's transport consultant YES Engineering as forecasted the trips that are likely to be generated by the proposed temporary use. Give that the applicant is not proposing to provide any off street car parking spaces to support the proposed development and all the parking in the local area will be temporary in nature, the majority of the trips will be by sustainable modes of transport. Given the proximity of the site to Seven Sisters Public Transport interchange we have concluded that this level of trip generation will not adversely impact on the transportation and highways network. We do have some concerns regarding the activities which will take place on site after 6:30pm when the CPZ is no longer in operation, we will therefore require the applicant to produce a Travel Plan.</p> <p>The applicant is proposing to change the configuration of Westerfield Road Car Park to construct footways on the West side of Westerfield Road including the construction of 4 disable car parking spaces and loading bays, these works are necessary for the development to be accessed, the applicant will be required to enter into a S.278 agreement for the implementation of these works.</p> <p>Whilst we accept that the closure of the car park is possible without, severely impacting on parking or the flow of traffic in the local area, we will require a management plan to be put in place to ensure that measures are put in place to reduce the impact on the local highways network, these measures must include:</p> <ol style="list-style-type: none"> 1) Improvement to the Brunswick Road Car the improvement will include, resurfacing, reconfiguration of the car park, lighting and CCTCV to improve the perception of safety 2) Advance closure signage of the car parking, implementation of direction signage on West Green Road to the car parking. 3) Temporary strategy to deal with replacement of the disable car parking spaces during the construction period. 4) Strategy to replace the disable car parking spaces on a permanent basis. 5) Traffic marshals to assist in directing users to Brunswick Road car park during the first 2 week of closure. 	

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	<p>The Councils Parking Management team has reviewed the proposal to increase the use of Brunswick Road car park and have concluded that the following measure measures will be required to support the proposal:</p> <ol style="list-style-type: none"> 1) The applicant will be required to pay for and Inventory Study to assess capacity in local residents bay as it may be best to implement shared use bays rather than converting single and double yellow lines into additional car parking bays. 2) TMO, Signing and lining to accommodate on street displaced parking from Westerfield Road car Park. 3) Works to Brunswick Road car parking including, measures to address anti social behaviour, Press notice, Temporary Signage and Stakeholder engagement. <p>The total cost of the works in relation to the closure of the car parking and implementing measures to address the displaced traffic has been estimated at: £195,588 (one hundred and ninety five thousand five hundred and eighty eight pounds)</p> <p>We have considered that providing the Brunswick Road car improvements car park measures have been implemented (3 months) in advance of the closure of the Westerfield Road car Park and a car park closure management strategy is implemented in post the closure of the car park the closure of the car park will not have a severe impact on the local highways network, it is to be noted that the National Planning Policy Framework states " Development should only be refused on transport grounds where the residual cumulative impact of the development are severe". Consequently, the transportation planning and highways authority would not object to this application subject to the following conditions and S.106 obligations:</p> <ol style="list-style-type: none"> 1) The applicant will be required to enter into a S.106 agreement to fund the following measure in order to mitigate the impact of closing the car park: <ol style="list-style-type: none"> a. Improvements to the Brunswick Road Car the improvement will include, resurfacing, reconfiguration of the car park, lighting and CCTCV to improve the perception of safety b. Provide advance closure signage of the car parking, 	

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	<p>implementation of direction signage on West Green Road to the car parking.</p> <ul style="list-style-type: none"> c. Temporary strategy to deal with replacement of the disable car parking spaces during the construction period. d. Fund a strategy to replace the disable car parking spaces on a permanent basis. e. The applicant will be required to pay for and Inventory Study to assess capacity in local residents bay as it may be best to implement shared use bays rather than converting single and double yellow lines into additional car parking bays. f. Fund TMO, Signage and lining to accommodate on street displaced parking from Westerfield Road car Park. g. Fund Works to Brunswick Road car parking including, measures to address anti social behaviour, Press notice, and temporary Signage and Stakeholder engagement. <p>The cost of these measures has been estimated to cost (£) these measures must be implemented at least 3 months before the closure of Brunswick Road car park.</p> <p>Reason: To mitigate the impact of the lost of the car park on the local highways network, and to maintain the free flow of traffic on the local highways network.</p> <ul style="list-style-type: none"> 2) The applicant will be required to fund traffic marshals to assist in directing users to Brunswick Road car park during the first 2 weeks of closure, details of the strategy must be submitted to the Council for approval 3 months before the closures of the Westerfield Road car park. <p>Reason: To mitigate the impact of the lost of the car park on the local highways network, and to maintain the free flow of traffic on the local highways network.</p> <ul style="list-style-type: none"> 3) Commercial travel plan must be secured by the S.106 agreement. As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport: <ul style="list-style-type: none"> a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the 	

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	<p>travel plan initiatives annually.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents.</p> <p>c) The applicant's are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plan initiatives.</p> <p>Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. Delivery and Servicing Plan and Waste Management Plan. The applicant will be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan must also include details of how deliver will be facilitated to ensure that serving does not impact on the flow of traffic on the local highways network. 2. Construction Management Plan The applicant will be required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Westerfield Road, West Green Road, Seven Sister Road and Suffield Road and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods. 	
Economic Development	<p>The application is for temporary use of site for up to 7 years for the installation of modified shipping containers to provide mixed use workspace, retail, bar / food, events, performances and green spaces.</p> <p>The applicant and his agent have consulted extensively with the Employment & Skills and Business sections of the Economic Development</p>	

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	<p>Team (EDT) - and have given the relevant advice. The EDT strongly supports the proposed scheme because of its potential jobs, business space and other impacts on the borough's economy. The forecast economic impacts of the development are outlined below:</p> <ul style="list-style-type: none"> • Provision of a total of 1950 sq metres of business space using 65 shipping containers for use by independent retailers, food outlets, designers, artists and other creative businesses • The creation of 75-100 jobs including apprentices and maintenance staff • Provision of space and supply chain opportunities for Fashion Enter, a major clothing manufacturer, to showcase and retail their designers • A number of multiplier effects to the West Green shopping area including - increased footfall in the area and increased economic activities through more people shopping and spending in West Green Rd <p>In addition to the above forecast economic impacts, the EDT supports this scheme because it would also respond to and directly deliver a number of Haringey Economic Development strategies and policies including:</p> <ul style="list-style-type: none"> • Haringey Economic Development and Growth Strategy - which has prioritised the provision of affordable business space to promote business start-up and growth as a key vehicle for delivering its commitment to create 9,000 jobs in the borough by 2030. • Specific planning policies aimed at promoting business and economic growth in the borough in particular: Policies 2.7 and 4.10 which are designed to promote the provision of workspaces, including start-up, co-working space and "grow-on" space, to support the growth of new and emerging sectors 	
Regeneration	<p>The Regeneration Team strongly supports the temporary use of a Crossrail 2 safeguarded site for this innovative proposal which would provide new leisure, retail and commercial spaces, attractive landscaping and events areas for existing residents and businesses in the area. It would also bring new visitors and businesses to Tottenham as it is likely to appeal to a significantly wider catchment area. This will support and be complementary to the adjacent West Green Road/ Seven Sisters district</p>	

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	<p>town centre, which due to the unique design and nature of the scheme would not be able to be accommodated within the existing district town centre boundary.</p> <p>The tiered system for tenants will ensure new affordable commercial spaces are prioritised for independent businesses and start-ups local to Tottenham and Haringey, which will support emerging sectors in the locality and provide new jobs for the area, as well as the promised training and apprenticeship opportunities.</p> <p>The application also proposes substantial improvements to the public realm, plans to open up underused assets such as the railway arches and to create new links through the site which will have a positive impact on the feel of the area and the way the space is used and viewed. This is likely to reduce antisocial behaviour around the site and bring a new creative and cultural offer for the Seven Sisters area through its events and external spaces.</p> <p>Given the outcomes of the transport assessment regarding the loss of car parking spaces on this site, the Regeneration Team supports the suggested reconfiguration of Brunswick Road Car Park to make better use of this space and provide new car parking spaces here for users of the town centre. Given the excellent transport links to this area, the use of public transport is to be strongly encouraged to get to and from Seven Sisters. It is also noted that as Westerfield Road Car Park is safeguarded for use as a Crossrail 2 worksite there will most likely be a longer term loss of the car park here.</p>	
Licensing	<p>The proposed development will include licensed premises and food lead businesses which may give rise to public nuisance issues such as noise /light or smells from the business activities which will impact on residents nearby. Consideration should be given to the types of business that will be permitted to operate from this area and the hours of operation so as to ensure any late night operation does not have a negative impact on residents. This noise would be on-going throughout the day or night with increased vehicle activity along this residential street from customers frequenting the premises.</p> <p>The Licensing Authority would request that hours of operation are imposed as condition under the Planning process. The times of delivery</p>	

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	<p>for of goods to the premises should also be prescribed within the planning process should it be granted.</p> <p>Additional:</p> <p>A site visit was undertaken on 23rd May 2017 and further discussions with the applicant have just concluded today 31/05/17. The site is directly opposite and in close proximity to the existing residential properties along Westerfield Road N15. The applicant has confirmed that the tenant of each Food & Drink premises will have to apply separately if a premises licence is warranted. This licensing mechanism will act as a failsafe as any potential loss of amenities will be further regulated via the licensing process. There's no external use of the facility for Well Being or Recreational activities. I have examined the plans and Noise Impact Assessment (dated 19th May 2017 produced by Sanctum Consultants) submitted by the applicant and there are no objections made in principle to this proposed development, however the following conditions shall apply.</p> <p>Plant Noise Design Criteria</p> <p>Noise generated for the use of any plant or associated equipment <u>shall not increase the background noise level</u> (L_{A90} 15mins) when measured (L_{Aeq} 15mins) 1 metre external from the nearest residential or noise sensitive premises.</p> <p>Restriction of Hours</p> <p>The following hours of use shall be restricted as follows;</p> <p>Food & Drink Use units.</p> <table data-bbox="850 1182 1375 1279"> <tr> <td>Sunday to Wednesday</td> <td>10.00 – 22.00hrs</td> </tr> <tr> <td>Thursday</td> <td>10.00 – 23.00hrs</td> </tr> <tr> <td>Friday & Saturday</td> <td>10.00 - 00.00hrs</td> </tr> </table> <p>Well Being (Fitness etc) 08.00 – 22.00hrs on all days</p>	Sunday to Wednesday	10.00 – 22.00hrs	Thursday	10.00 – 23.00hrs	Friday & Saturday	10.00 - 00.00hrs	
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	<p>Recreation 12.00 – 22.00hrs on all days</p> <p>Retail Units Sunday to Thursday 10.00 – 18.00hrs Friday & Saturday 10.00 - 20.00hrs</p> <p>Offices: 24 hour access</p> <p>Deliveries</p> <p>All vehicular deliveries to the site shall be restricted Monday to Saturday between 08.00 – 17.00hrs, with no deliveries on Sundays or Bank Holidays</p> <p>Waste Collection</p> <p>Waste collections from the site shall be restricted between 7am and 11am, with no collections on Sundays or Bank Holidays.</p> <p>No Smell, Dust or Smoke</p> <p>No smell, dust or smoke shall be generated on the premises that would give rise to nuisance in any un-associated or residential premises.</p> <p>Additional:</p> <p>I have examined the memorandum approved by Steve Skingle of Sound Solution Consultants dated 4th June 2017 (reference 27645 M1) in response to a further review of Sanctum Consultant's Environmental Noise Impact Assessment Review.</p> <p>There are no adverse observations made in principle to the finding of this report.</p> <p>Noise generated on Open or Construction sites is regulated by Haringey's Enforcement Response under the Control of Pollution Act 1974. The</p>	

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	<p>applicant has confirmed that any noisy works would be undertaken within the permitted hours being Monday to Friday 08.00 – 18.00hrs, Saturday 08.00 – 13.00hrs and no noisy works on Sundays or Bank Holidays that would be audible outside the site boundary.</p> <p>The built comprises of a modular construction, prefabricated units and no substantial concrete substructure. Bearing this in mind additional mitigation measures would be unnecessary once the Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, are incorporated at all times to reduce noise (including vibration).</p> <p>Noise generated from the mixed- use units will be determined and regulated on case by case basis. Premises seeking regulated entertainment, late night refreshment or the sale by retail of alcohol will required a premises licence which will be conditioned accordingly by Haringey’s Licensing Section to minimise any potential public nuisance.</p> <p>I have been advised by the applicant that there is not any seating area on the roof terrace and amplified sound will not be played within the external areas.</p> <p>The plant noise design criteria of 10dB below the existing background noise level is a robust design which will ensure that a low observed adverse effect level of noise on the nearest noise sensitive or residential premises.</p>	
<p>Waste management</p>	<p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p> <p>It is the responsibility of the business owner to ensure that the waste is stored correctly not on the public highway.</p>	

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Drainage	<p>No objections, condition recommended.</p> <p>No construction works shall commence until further details of the drainage design methodology, implementation, maintenance and management of the sustainable drainage system have been submitted & approved in writing by the Local Planning Authority. Details shall include:-</p> <ul style="list-style-type: none"> (a) Methodology and reasoning for SuDS flows and volumes pro-forma determination enabling full assessment that allowable thresholds have been achieved and approved in writing by the Local Planning Authority. (b) Management and maintenance plan for the lifetime of the development, managed by a management company or other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. 	
Sustainability	<p>There is not a lot to demonstrate that the development mitigates its environmental impact, or complies with the policy from a national, regional and local level.</p> <p>Green Roofs The applicant has stated that it will incorporate a green roof where appropriate. There are a few drawings but no details on this. The submitted details highlight that these roofs primary function is for biodiversity gain.</p> <p>It is expected that a roof plan highlighting the areas set aside for living roofs and details on the design of the living roofs are submitted for approval. To ensure that they are appropriately designed to give the most local biodiversity benefit.</p> <p>Unless more details are submitted before the scheme is determined we recommend the following condition is used on this site:</p>	

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	<p>That prior to commencement on site details on the living roof shall submitted to the local authority for approval. To ensure that maximum gain is achieved for biodiversity. This will include the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> A roof(s) plan identifying where the living roofs will be located and details on the total area covered; <input type="checkbox"/> Confirmation that the substrates depth ranges of between 100mm and 150mm across all the roof(s); <input type="checkbox"/> 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; <input type="checkbox"/> Details on the diversity of substrate types and sizes; <input type="checkbox"/> Details on bare areas of substrate to allow for self-colonisation of local windblown seeds and invertebrates; <input type="checkbox"/> 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); <input type="checkbox"/> Details of the location of log piles / flat stones for invertebrates; <p>The living roofs will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roofs shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>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 (2011) and local policy SP:05 and SP:13.</p> <p>Energy Strategy and Renewable energy There is no Energy Strategy which is required by policy for all major schemes. There is a commitment to use energy efficient equipment, but no details on the impacts or the amount of equipment that will be used. The policy requirement (London Plan policy 5.2) expects that non-residential major applications achieve a 35% improvement beyond building regulations. And that local policy SP:04 requires the developer to work towards the delivery of 20% of the developments energy use is</p>	

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	<p>achieved through the use of renewable technologies. Should the 35% target not be able to be achieved on site through energy measures (a mixture of lean, clean and green measures), then any shortfall should be offset at the cost of £2,700 per tonne of carbon. We expect that the submitted energy strategy follows the guidance issued by the GLA (see here). Unless more details are submitted before the scheme is determined we recommend the following condition is used on this site:</p> <p>An Energy Strategy will be submitted for approval to the Local Planning Authority 6 months prior to commencement of construction on site. This strategy shall deliver no less than a 35% of on-site total CO2 reduction in comparison with total emissions from a building which complies with Building Regulations 2013. This 35% improvement should be delivered through a combination of lean, clean and green measures as set out in the GLA's Energy Strategy Guidelines (2016). It would be expected that the site is served by a single energy centre providing all the sites hot water and space heating needs. Should the 35% target not be able to be achieved on site through energy measures (a mixture of lean, clean and green measures), then any shortfall should be offset at the cost of £2,700 per tonne of carbon. The final agreed energy strategy shall be installed and operational prior to the first occupation of the development. And the development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter. Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Environmental Sustainability The scheme has promoted the idea of Environmental Sustainability, but does not go into detail. Key sustainability proposals submitted include the following:</p> <ul style="list-style-type: none"> - Minimise, as far as possible, the effects of noise, light and air pollution; - Agree a waste management strategy; - All timber used across the project will be reclaimed or in accordance with the Forestry Stewardship Council (FSC) certification. - Set up separate used cooking oil collections, food waste collections and food composting - The green roofs provide increased roof insulation and takes CO2 out of 	

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	<p>the atmosphere.</p> <ul style="list-style-type: none"> - Water consumption to be reduced by specifying low flow rate taps and dual flush toilets - The green roofs reduce run off and supports a controlled rainwater management strategy. - Grey water butts will be used to conserve rainwater and to provide water for planters through the summer months <p>The applicant should set out more details on these. Specifically setting targets and how they can be measured, the location and the space to deliver these, strategy to verify that these can be achieved. Unless more details are submitted before the scheme is determined we recommend the following condition is used on this site:</p> <p>You must submit for our written approval an independent and measureable strategy for delivering a scheme that can demonstrate its environmental sustainability. This should be submitted a minimum of 6 months prior to commencement on site.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating and shall be maintained as such thereafter.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authorities approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>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.</p> <p>Additional:</p> <p>I would be happy to condition the attached documents and that they have to be delivered as set out.</p> <p>Suggested words:</p>	

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	<p>You must deliver the sustainability measures as set out in Stack N15 - Design and Access Statement (24/02/2017) by Haverstock.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and shall be maintained as such thereafter. Evidence that these measures have been delivered shall be submitted to the local authority at least 6 months after completion on site for approval.</p> <p>In the event that the development fails to deliver the measures in the approved document, 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.</p> <p>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.</p> <p>One quick question which I did not pick up, is the provision of electric vehicles recharging points. It would be good to see some at the newly designed car park (2 new points through Source London), and also on Westerfield Road for deliveries to the new site.</p>	
Design	<p>Thank you for asking me for my views on the application above. I warmly welcome this application for the following reasons:</p> <ol style="list-style-type: none"> 1. The principle of reducing car use and making use of land for busy but car free town centre activities is something I would like to welcome from an urban design point of view. Obviously I am not able to talk about the traffic and highways impact of the proposals but from an urban design point of view, the large number of small units is hugely preferable to for instance a supermarket from the point of view of generating fewer car trips, and the urban design benefits of filling the site with built form and vibrant activity is preferable to the current sea of featureless car parking. 	

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	<p>2. The site is safeguarded for possible use for construction of Crossrail 2, but in the mean time it is far preferable that this site be used for a vibrant meanwhile use than it be left underused, especially given its location on the edge of an important town centre in an area of the borough undergoing significant change and growth. This proposal will, I believe, contribute to expanding and enriching the vibrancy of the town centre, attracting businesses and customers that are likely to be complimentary to the existing town centre, with its significant number of independent shops, many catering particularly to specific ethnic communities.</p> <p>3. Opening up the site as the proposal does, especially by opening up the northern entrance, the former station entrance onto West Green Road, adds to and extends the retail frontage at this point on West Green Road, where the former station entrance is currently just a blank brick wall, next to the blank brick wall of the railway bridge. The main retail/leisure/food and drink space of the proposed development opens off this West Green Road frontage</p> <p>4. The site also offers a potential future opportunity to open into the station at the southern end of the site, behind Pleiades House, where Network Rail land could be at some point in the future open directly into the currently rather overcrowded station interchange concourse connecting the overground platforms with the escalators to the underground and entrance off Seven Sisters Road. This would act as an entrance to the station off West Green Road, through the development, further helping the accessibility and therefore prosperity of West Green Road. This is not part of the current proposals but the potential for this was acknowledged by the applicants in pre-app discussions and is preserved and would be made more evident by the proposals, so that I would hope the case would become stronger for making such a new entrance.</p> <p>5. The development also accommodates the tantalising future possibility that, by creating a new vibrant north-south town centre</p>	

Stakeholder	Question/Comment	Response
	<p>“street” connecting West Green Road and Seven Sisters Road, the town centre will now have a circuit, a loop formed by Seven Sisters Road, the short stretch of the High Road in front of Wards Corner, West Green Road and the proposal, so the disadvantage of linearity that the town centre currently has will be ended, different parts of the town centre will be better connected together and benefit each other and the town centre will be more interesting and appealing for visitors.</p> <p>6. The proposed development, whilst being made up of essentially repeating standardised off-the-peg elements, is intelligently laid out in a simple linear form. This allows the proposals to exploit the changes in levels (the land beside the railway viaduct is about half a level above street level) to create a ground level, facing east onto the existing street (Westerfield Road), for retail uses only open during the day, and with all the evening restaurant and bar uses on the upper levels, opening only onto the “internal street” within the development, where noise and light disturbance will be screened from nearby residents.</p> <p>7. This also allows the existing brick vaulted spaces beneath the Seven Sisters Station overground platforms to be used for complimentary entertainment / leisure uses opening off this “internal street”. These vaulted spaces are probably too small to make viable retail, food or drink establishments, and some contain awkward changes of level, but I am confident they will be complimentary to the internal street and leisure, food and drink will work with these vaulted spaces.</p> <p>8. The simple line of repeating container boxes will form a distinctive and visually striking line with an elegant variation creating an interesting silhouette, almost like an archetypal distant view of a city such as the famous views of Manhattan; this view should be visible from the overground railway, providing visual interest and distinctiveness.</p> <p>9. The seemingly random stacking of the boxes of the development, and their subtle but varied colour scheme made up of</p>	

Stakeholder	Question/Comment	Response
	<p>complimentary colours taking from the surroundings of the site, is carefully composed and will, I believe, be visually striking and pleasing. The use of colours taken from surroundings, and of a comparatively muted colour palette, will aid in fitting the proposal into its context.</p> <p>10. The scale and grain of the proposals, made up of repeated units of the standard container box size, will be similar to and complimentary to the existing terraced houses of the other side of Westerfield Road and the terraced shops of West Green Road and Seven Sisters Road. The height of the proposal will vary from one to four containers high (just under 3 – 12m high), but with roof terraces, screened from the street side, on the 1st and 2nd levels. This will put the proposed heights within the existing range of heights or 2-4 storeys.</p> <p>11. The elevational treatment compliments the container aesthetic, which is clean and minimalist, with glazed and openable ends for retail frontage, and with windows inserted occasionally in non-opening ends, those windows having a strong vertical emphasis complimentary to the residential and retail context. I am also happy that the screening to terraces is sensitively and appropriately designed, and the inclusion of proposals for artistic treatment of certain facades of some boxes is promising.</p> <p>12. I am confident the proposed landscaping is appropriate to its location and range of proposed uses, with a screen of trees along the Westerfield Road street frontage helping to screen the upper floors of residential accommodation opposite from the proposal, whilst the ground level retains the necessary visibility and permeability to ensure good security both within and alongside the site, enlivening the street, whilst creating a certain subtle distancing to give local residents some separation.</p> <p>I am confident all the concerns expressed by the Quality Review Panel, (which was overall strongly supportive of the scheme, with certain specific concerns) have been successfully addressed.</p>	

Stakeholder	Question/Comment	Response
EXTERNAL		
Greater London Archaeological Advisory Service	No need to have consulted GLAAS for this application	Acknowledged
Designing Out Crime	<p>The crime rate in this Borough is currently higher than the average rate of crime across the MPS district with crime and certain aspects of crime on the increase. The reported crime figures within a 1 mile radius of the surrounding area, shows a monthly average of 256 Anti-Social Behaviour Incidents, 238 Violent & Sexual Offences, 178 general Theft offences (not including 64 Burglaries, 59 Robberies and 36 Bike Thefts), 111 Vehicle Crimes and 67 over a 6 month period (Figures obtained from www.police.uk). The MPS is currently working hard to reduce these offences and decrease the fear of crime in the area.</p> <p>As a Designing Out Crime Officer (DOCO) from the Metropolitan Police Service I met with the architects for this development on the 10th June 2016. I have also subsequently consulted with Tim Ramskill the DOCO for British Transport Police (given the close proximity to the railway tracks) and DOCO Licensing Officer Karl Turton (given the proposed licensing and entertainment activity).</p> <p>At the meeting I outlined my concerns regarding the potential types of crime that the development could attract, given the crime trends in the area and the close proximity to Tottenham Football Ground. As a result Crime Prevention recommendations in line with Secured by Design Commercial specifications were given and as per the minutes shown in the full representation.</p> <p>To date we have not received any information regarding the CCTV or lighting specifications (as per 1.16) and the cycle storage facilities (as per 1.17). We would therefore make the following recommendations re these and other matters:-</p> <ul style="list-style-type: none"> • CCTV - Should be installed to BS EN 50132-7:2012+A1:2013 standard, co-ordinate with the planned lighting system, contained within vandal resistant housing, to record images of evidential quality that are stored for a minimum of 30 days on a locked and secure hard drive or a remote cloud system. See section 49 in the Secured by Design Commercial Developments Guide 2015 and BS 7958:2009 for further guidance on management and operation. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Lighting - External lighting should be vandal resistant and provide overall light uniformity that compliments any CCTV systems. Traditional street lighting would be preferable over bollard lighting, ideally fitted with Aux power points to power microwave CCTV cameras if needed later in the developments lifetime. Levels of lighting should also be maintained on the lower riverside aspects of the project (BS 5489). The overall uniformity of light is expected to achieve 40% and should never fall below 25%. The colour rendering qualities should achieve 60 (minimum) on the Colour Rendition Index. Internal lighting should be activated by movement at all times to ensure light efficiency and intruder detection when the building is closed. See section 39, 40 and 48 in the Secured by Design Commercial Developments Guide 2015. • Cycle Storage - Stand alone cycle stands should be securely mounted into concrete, facilitate at least 3 points of locking and adhere to Sold Secure Standard or LPS1175. Visitor cycle stands need to be located as close as possible to these core entrances to avoid them being isolated and not used. See section 54.1 in the Secured by Design Homes Guide (2016). External Cycle Shelters/Containers - Should be located no more than 50 meters from the primary entrance to a block of flats and be lit at night using vandal resistant lighting. Should be certified to LPS1175 SR2 or Sold Secure Bronze standard locked with a Sold Secure Silver standard padlock or electronic fob access control. Low flat roofs should be designed to remove climbing aids to gain access to the development. See section 53.1 in the Secured by Design Homes Guide (2016). • Street Furniture - To reduce the incidents of possible ASB issues and noise (as mentioned previously), the proposed public seating should be proportionate and preferably grouped in smaller hubs, restricting larger groups being able to form. Benches and planters should be of robust vandal and graffiti resistant design and fixed into the ground in order to prevent it being stolen, climbed upon or used as a tool to break through the shell of the buildings or misused in a disturbance or alcohol related disorder. • Planting - Any large planters should be sympathetically designed to 	

Stakeholder	Question/Comment	Response
	<p>inhibit the planting of weapons or secreting of drugs. Any mature existing trees to have at least a 2m crown lift from ground level and any lower-level planting to be a maximum 1m above ground Level. The selective use of plants such as spiny or thorny shrubs can help prevent loitering and create or enhance perimeter security. Planting should not impede the opportunity for natural surveillance and must avoid the creation of potential hiding places. Species selection of trees and shrubs should take account of their future maintenance, as poor maintenance can impact on site security.</p> <ul style="list-style-type: none"> • Trees - The planting of new trees should be considered in tandem with the installation and the operational requirement of any specified CCTV system. Likewise, new trees should be located so that they do not reduce directed light from lamps or provide climbing aids over boundaries or onto buildings. • Graffiti - As graffiti tends to attract further graffiti, or used to mark gang territory, we would always advise that it is removed as soon as possible. Consideration should therefore be given to providing wall finishes that make this task easier to perform. Surfaces should be coated with either an anti-graffiti glaze or sacrificial coating, or alternatively be designed for ease of maintenance, e.g. repainted in the event of a graffiti attack. Alternative measures for reducing or eradicating graffiti may also be considered such as growing an appropriate non-invasive climbing plant up the wall. The selective use of plants such as spiny or thorny shrubs can also help prevent graffiti. • Signage - Clear legible signage indicating location, key aspects such as the bus stops, taxi ranks, public toilets. Signage should also indicate help/welfare points and information centers. If the managed street scene is to have named streets and squares these need to be easily identifiable. • Building Facades - Facades of buildings should minimise the opportunity for hiding and climbing up to windows or onto roofs to either commit crime or gain entry into a venue without paying or inspection by door staff. Accessible ledges, parapets, indentations and protrusions may provide a means of assisting unlawful entry. <p>BTP DOCO Tim Ramskill was consulted and specifically requested that the owners do not stack containers too close to the arches so that people</p>	

Stakeholder	Question/Comment	Response
	<p>can access the yard from the railway.</p> <p>Licensing DOCO Karl Turton has also been consulted and made the following recommendations:-</p> <p>Entrances and exits to licensed premises</p> <p>1. Visibility - Where possible an entrance or exit should be clearly visible from areas of the premises that are routinely staffed during both night and day operation. Staff and or door supervisors should have a clear view of the approaches to the entrance. If the lighting levels directly outside the building reception are too low after dark, a reflection of the entrance area may be seen on the inside of the glazing, which will hamper the staff's ability to see outside the building. It is therefore important that levels of illumination both inside and outside of the reception area are well balanced to avoid this.</p> <p>2. Location - The location of an entrance or exit can have a huge impact on how well the venue will operate. Poor location of either will assist the criminal and aid the intoxicated to engage in anti-social behaviour. Consideration must be given to the siting and number of entry and exit points so that they are well observed, well-lit and clearly marked, allowing management, door supervisors and other staff to control and monitor who is entering and leaving premises.</p> <p>3. Queuing - Allowance should be made to accommodate a queue system which minimises the need for customers to queue unsupervised in a public space. Where this is not possible, the queue should be appropriately managed utilising removable barriers and the appropriate number of door supervisors to control and direct these customers. This will assist in preventing the blocking of footways, but also allow door staff to make checks for proof of age, drunkenness and drug or weapon searches, where appropriate. It will also help to prevent customers being targeted by criminals such as pick pockets or drug dealers and reduce anti-social behaviour and pre-loading before entering the venue.</p> <p>4. Door Supervisors - Where door supervisors are to be used, make sure that there is sufficient space in the doorway for them to operate safely, without causing congestion. Preferably, this area should be covered and well-lit and allow good surveillance. This will be particularly essential</p>	

Stakeholder	Question/Comment	Response
	<p>where the door supervisors will have to operate equipment such as an ID scanner or have to count those going in and out to monitor occupancy levels.</p> <p>5. Number of Entrances - A single public entrance to the premises is preferred. Where there needs to be more, it would be advisable to place additional entrances on the same building line. The intention is to remove the possibility of a pick pocket or thief entering via the front of the premises and working their way through a crowd to a different exit, avoiding the attention of staff and having multiple escape routes if challenged. In situations where the bar or serving area is set back from the main entrance it would be advisable to construct a workstation or raised podium close to the entrance. Staff could then be located there to act in the role of capable guardian, reclaiming the semi-public space, greeting customers and deterring criminal behaviour.</p> <p>6. Search Regimes - It is important to understand what type of search operation is intended for a particular site and how that will affect the design of a building. Not all licensed premises will need to search customers prior to entry, but where this is necessary; it needs to be factored into the overall design.</p> <p>General Observations</p> <p>7. Street furniture - Should be sited so as to reduce the potential breach of conditions placed on the premises licence relating to drinking at the front of the premises. Wherever external seating is placed, it will encourage customers to congregate, with the potential for noise nuisance to neighboring residents.</p> <p>8. Loitering - Places where individuals can loiter too close to buildings or core entrances should be designed out.</p> <p>9. Emergency Bays - Where possible emergency vehicle bays should be included within any traffic/ parking design.</p> <p>10. Active Public Areas - Where active public areas should be encouraged with free standing pop up commercial interests. Blank facades and undercrofts in these public areas should be limited, but where they do</p>	

Stakeholder	Question/Comment	Response
	<p>exist ownership should be encouraged by dedicating that space to a retailer (placement of tables and chairs etc.) Where recesses do exist they should not exceed 600mm.</p> <p>11. Blank Elevations - Where blank building elevations exist next to a footpath or road to which the public have access, it is advisable where possible to create a 1m or greater separation between the footpath or road and the building by way of a fence. A welded mesh or expanded metal fence would be useful in this setting to maintain surveillance through this structure from the footpath or road. It is possible to use a 'defensive' hedge instead, such as hawthorn, although the new hedge will have to be supported by the aforementioned fence until maturity and periodically maintained to control its height and spread.</p> <p>12. Climbing Aids - Designers should take care not to inadvertently create climbing aids to upper windows and flat roofs via structures such as boundary walls, external handrails, protruding window ledges and external staircases. External staircases for new Licensed Premises should be avoided.</p> <p>13. Managed Environment - Change of floor treatment when entering the covered (managed environment) to reinforce the change of environment.</p> <p>Section 17 of the Crime and Disorder Act 1988 states "It shall be the duty of each Authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on and the need to do all it reasonably can to prevent Crime and Disorder in it's area", as clarified by PINS953.</p> <p>The National Planning Policy Framework (NPPF) states that "Planning policies and decisions should aim to ensure that developments create:</p> <p style="padding-left: 40px;">Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion</p> <p>Creating a sense of place where legitimate users are able to go about their daily routine without unduly fearing crime or insecurity is a key element of the Secured by Design initiative.</p>	

Stakeholder	Question/Comment	Response
	<p>Whilst I accept that with the introduction of Approved Document Q of the Building Regulations from 1st October it is no longer appropriate for local authorities to attach planning conditions relating to technical door and window standards, I would encourage the planning authority to note the experience gained by the UK police service over the past 26 years in this specific subject area. That experience has led to the provision of a physical security requirement considered to be more consistent than that set out within Approved Document Q of the Building Regulations (England); specifically the recognition of products that have been tested to the relevant security standards but crucially are also fully certificated by an independent third party, accredited by UKAS (Notified Body). This provides assurance that products have been produced under a controlled manufacturing environment in accordance with the specifiers aims and minimises misrepresentation of the products by unscrupulous manufacturers/suppliers and leads to the delivery, on site, of a more secure product.</p> <p>I would therefore request that the benefits of certified products be pointed out to applicants and that the Local Authority encourages assessment for this application. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website www.securedbydesign.com</p> <p>Having reviewed the application and available documentation, we have taken into account Approved document Q and the design and layout and there is no reason why, with continued consultation with a DOCO and the correct tested, accredited and third party certificated products that this development would not be able to achieve Secured by Design Bronze award.</p> <p>Therefore, given the high levels of locally reported crimes stated previously, we recommend that a planning condition is submitted for this development to achieve Secured by Design accreditation. This would enable the development to achieve Secured by Design status, thereby creating a safer more sustainable community.</p>	
Network Rail	The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> . encroach onto Network Rail land . affect the safety, operation or integrity of the company's railway and its infrastructure . undermine its support zone . damage the company's infrastructure . place additional load on cuttings . adversely affect any railway land or structure . over-sail or encroach upon the air-space of any Network Rail land . cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future <p>The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.</p> <p>Please see below comments,</p> <ul style="list-style-type: none"> . As the proposed application site is adjacent to Network Rail's operational railway infrastructure, Network Rail requires the developer to sign asset protection agreement with Network Rail (NR)- Asset Protection(ASPRO) team prior to commencement of any works on site. . A potential exists for disturbance the ground adjacent to Network Rail. Outside party(OP) to carry out ground impact assessment due to proposed dead loads of containers and moving loads of heavy containers adjacent to Network Rail boundary. OP to consider reducing the number of storage container. . Network Rail maintenance, inspection and emergency access should always be available. OP to carry out swept path analysis and ensure Network Rail that 24hrs access to any Network Rail vehicle is available. . OP to submit risk assessment and method statement(RAMS) for lifting and placing containers adjacent to NR land. OP to also submit RAMS for all activity adjacent to Network Rail land. . Network Rail is the neighbouring land owner or may be previous owner of this land. OP should comply with all the covenants that should be listed in land registry documents of this land. . It appear that there are residential development sites close to this land adjacent to Network Rail boundary. Traffic incursion risk assessment to be carried out and control measures to be adopted. . OP to ensure that hazardous materials are not stored and fire strategy 	

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

Stakeholder	Question/Comment	Response
	<p>discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 - 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.</p> <p>Plant & Materials All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.</p> <p>Scaffolding Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.</p> <p>Fencing In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own</p>	

Stakeholder	Question/Comment	Response
	<p>fencing/boundary treatment.</p> <p>Lighting Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.</p> <p>Noise and Vibration The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.</p> <p>Landscaping Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:</p>	

Stakeholder	Question/Comment	Response
	<p>Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina"</p> <p>Not Permitted: Alder (Alnus Glutinosa), Aspen - Popular (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).</p> <p>As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.</p>	
<p>London Underground Infrastructure Protection</p>	<p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to London Underground infrastructure. This site is adjacent to London Underground property.</p> <p>Therefore we request that the grant of planning permission be subject to conditions to secure the following:</p> <p>The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground), have been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> • provide details on the installation and lifting of shipping containers • accommodate the location of the existing London Underground structures • provide details on the use of tall plant • 3 metres clearance is required between the containers and adjacent London Underground property 	

Stakeholder	Question/Comment	Response
	<p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012</p> <p>These comments relate only to the London Underground infrastructure protection issues raised by the application. They should not be taken to be representative of the position which may be taken by the Mayor and/or another part of TfL. You are advised to consider whether it is also necessary or appropriate to consult other parts of TfL and whether the application should be referred to the Mayor as an application of potential strategic importance pursuant to the provisions of the Town and Country Planning (Mayor of London) Order 2008. All other consultations with TfL should be made by emailing boroughplanning@tfl.gov.uk</p>	
<p>Transport for London</p>	<p>Thank you for consulting TfL regarding this application. Having reviewed the details of the case, TfL has the following comments:</p> <ul style="list-style-type: none"> • TfL understand that Network Rail and LU Infrastructure Protection have already been consulted in regard to the site's close proximity to LU and National Rail lines. TfL request that the applicant continues to work with LU and National Rail as appropriate and act in accordance with their comments to reduce the impact of potential the proposed development on their assets. • TfL welcome this car-free development. It is appreciated that due to the constraints of the site and its surroundings, blue badge spaces cannot be provided on-site. However, it is welcomed that an additional 6 blue badge spaces will be provided on-street and within Brunswick car park, subject to further discussion with LB Haringey. • TfL welcomes the quantum of cycle parking spaces for this development as it meets the standards for land uses proposed as set by the London Plan, and where the cycle parking is clustered across the site. Additionally, please note that the London Plan refers to the need for "easy access" and catering "for cyclists who use adapted cycles". This is an accessibility <i>requirement</i>. The London Cycle Design Standards (LCDS) states that 5% of stands 	

Stakeholder	Question/Comment	Response
	<p>ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally, is to provide a mix of types of cycle stands, preferably including the Sheffield style of stands.</p> <ul style="list-style-type: none"> • TfL welcome that a delivery scheduling and booking system will be used to manage deliveries to the site during its construction. This should be secured by condition to ensure that there is an obligation for the applicant to operate this. • TfL request that a Delivery and Servicing Plan (DSP) is secured by condition. Additionally, a Construction Logistics Plan (CLP) shall be secured also. • TfL request that a Travel Plan for each of the uses is secured by s106 agreement. <p>Subject to the above, TfL do not have any objections to the proposal.</p>	
<p>London Fire Brigade</p>	<p>The Brigade is satisfied with the proposals for fire fighting access.</p>	
<p>NEIGHBOURING PROPERTIES</p>	<ol style="list-style-type: none"> 1. This is a great initiative and would be a good addition to the area. Bold ideas like this are what will help bring regeneration to seven sisters without having to bring in the high street corporate 2. We fully support this application. This development could encourage the growth of new businesses and bring much needed employment to the area. We hope that a quality destination will also draw into the area much needed consumer spending and an improvement to the general facilities made available to residents 3. Excellent idea, The carpark is currently being used by Uber drives waiting for jobs and this new plan will certainly uplift and enhance the street and area. 4. I strongly support this Planning application as it will re qualify a disused area now taken over by drunk and dodgy people. I will also be interested in renting one or two containers to use for a Pizzeria/Coffee Restaurant. 	<p>Support noted</p> <p>Support noted</p> <p>Support noted</p> <p>Support noted</p>

Stakeholder	Question/Comment	Response
	<p>5. Positive initiative that looks like it will add an interesting and fun place to visit and work in Seven Sisters. Just hope that the public realm and lighting around the site is also spruced up and maintained so it feels a welcoming place to visit.</p> <p>6. I really support this application because I think it would be great for the local community and this part of Tottenham.</p> <p>7. This exciting new development is exactly what the Haringey area needs. With excellent transportation routes we can attract retail clients to a trendy fashionable retail scheme that can showcase the very best talent in the area Fashion Enter is a large employer of local labour and we totally endorse the submitted planning for ref HGY/2017/0802 We can actually all work together to provide new businesses in the area with design and sampling prototypes, web and photographic studio services, production capacity and now retail space - this is the final piece of the jigsaw for 100s and 100s of local designers We sincerely hope LBHC will fully endorse this scheme</p> <p>8. I wish to lodge a protest against the proposed change of use in the car park in Westerfield Rd. Apart from the obvious that this will be an eyesore there are several other reasons why this is not a good idea. With planned bars and events, (which I feel would completely destroy the peacefulness of our quiet back street) I feel there would be a danger to any woman walking alone when these close. There are enough food shops in the area and we do not want or need any duplication in something that, from the illustration provided, looks like something created in a third world country. There will be a risk of vermin from detritus abandoned by customers and vendors. Visitors to my home reply on the car park. As a pensioner the loss of amenity could mean a distinct downside to my quality of life as friends would no longer call. Plus has anybody given a thought as to where commuters would be able to park? If by any stroke of bad luck you approve of this awful scheme there has been no thought by the organisers about where customers to it</p>	<p>Support noted</p> <p>Support noted</p> <p>Support noted</p> <p>Noise restrictions are proposed and this is a managed site with CCTV and appropriate lighting.</p> <p>Enables local food start-ups and supported by Economic Development. Containers are new. Site is managed with appropriate waste storage/cleaning. Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations on door step. Westerfield Rd car park is not intended for commuters. Customers are encouraged to use sustainable methods of transport.</p>

Stakeholder	Question/Comment	Response
	<p>would park. I feel this would add to the danger of pedestrians, especially the aged and children as people drive around looking for somewhere to park or simply abandon their cars.</p> <p>I would therefore urge you to deny planning permission for this scheme and let Westerfield Road remain as it is, a haven from the hustle and bustle of both Seven Sisters and West Green Roads.</p> <p>9. I can't stress my objections to the abomination planned for my road strongly enough. Who in their right mind would think that such a scheme could ever be acceptable? The reasons for my opposition are laid out below and I sincerely hope that common sense will prevail and planning permission be denied.</p> <ul style="list-style-type: none"> - This car park serves commuters using Seven Sisters Station, it is there for visitors of residents, shoppers and used by the congregation of the Kingdom Hall situated on the corner. No sensible solution to the removal of this car park has been offered. - Putting a market on this site would have a detrimental effect on the quality of life of the occupants of this quiet street. There would be more noise, rubbish and possibly crime (figures show there was only one crime reported in January this year, that of antisocial behaviour) - Events and performances planned, as laid out in your document, only means more noise and disruption for the local community think of the noise when bars close, the potential for damage to houses and property and the threat to people in the otherwise quiet street. - Discarded food would encourage rats and mice. - Nobody has thought about where patrons of this market are going to park. This could lead to double parking, air pollution and congestion something that was removed when we became a one way street. - Having a market here would have a knock on effect on local businesses as firstly there would be unfair competition from a market that do not have to pay high taxes and secondly parking for their customers would go. - There has been no consultation with the people that would lose money through this enterprise ie the local shops - It was claimed that this scheme would provide extra jobs, but for who and wouldn't any advantage be more than cancelled by the 	<p>Westerfield Rd car park is not for commuters. Brunswick Rd and new on-street parking mitigate loss of parking. Public transport stations are available on door step.</p> <p>Noise restrictions are proposed and this is a managed site with CCTV and appropriate lighting.</p> <p>This is a managed site. Events will be licensed and controlled.</p> <p>Site is managed with appropriate waste storage/cleaning.</p> <p>Customers are encouraged to use sustainable methods of transport.</p> <p>Economic Development supports this scheme. Customers are encouraged to use sustainable methods of transport.</p> <p>A number of consultation evens were run by applicant and Traders Association formally consulted with this application.</p> <p>Tiered system is proposed prioritising local businesses.</p> <p>Container ships to be used are new.</p>

Stakeholder	Question/Comment	Response
	<p>down side to the quality of life of the local community?</p> <ul style="list-style-type: none"> - This scheme doesn't take in account the safety of children, the disabled, the aged, residents or visitors. - If nothing else the whole thing would be an eyesore. Nobody would think that a pile of old shipping containers could ever be something that you would want to greet you when you opened your front door. If the reasons above do not make you block the planning permission, ask yourself how you would feel having this dumped in your road and then say NO!!! <p>Therefore as a more logical suggestion, if Westerfield Road's parking is in constant use it surely makes more sense to have the market relocated to Brunswick Road thus making better use of a largely unknown resource or to Tottenham Green where there is already a 'market'.</p> <p>10. I wish to lodge a protest against the proposed change of use in the car park in Westerfield Rd. I have been a homeowner for 20 years. Apart from the obvious that this will be an eyesore there are several other reasons why this is not a good idea.</p> <p>With planned bars and events, (which I feel would completely destroy the peacefulness of our quiet back street) I feel there would be a danger to any woman walking alone when these close.</p> <p>There are enough food shops in the area and we do not want or need any duplication in something that, from the illustration provided will look like a cheap prison. There will within this scheme be an increase stress with noise, pollution and also the risk of vermin from detritus abandoned by customers and vendors.</p> <p>Visitors to my home reply on the car park. To have a car park enables my friends, family to park. For those who have a disability it makes it easier. I also see a lot of customers from all around the world using the car park to do their shopping, because our area is unique by the diversity of its community that makes it.</p> <p>Plus has anybody given a thought as to where commuters would be able to park?</p> <p>This scheme, in my view, is under false pretences because it is about gentrifying the area, to push away what is currently established on west green road to make Tottenham more trendy, by taking away the heart of its community that is the traders and commuters.</p> <p>In my view, the fact that in 7 years British transport will take over is not</p>	<p>Noise restrictions are proposed and this is a managed site with CCTV and appropriate lighting. Enables local food start-ups and supported by Economic Development.</p> <p>Customers are encouraged to use sustainable methods of transport. Disabled parking available.</p> <p>Commuters are not encouraged in future and not an existing use for Westerfield Rd car park.</p> <p>Regeneration is encouraged with local businesses prioritised.</p> <p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations are available on door step.</p>

Stakeholder	Question/Comment	Response
	<p>relevant to what is now. If by any stroke of bad luck you approve of this awful scheme there has been no thought by the organisers about where customers to it would park. I feel this would add to the danger of pedestrians, especially the aged and children as people drive around looking for somewhere to park or simply abandon their cars. Also when emergency is happening this car park is also very valuable for tradesmen.</p> <p>Because this proposal does not demonstrate its ethic of care towards our community for these reasons it is no beneficial such as noise, pollution, detritus and that it is also maleficent because it will create possible job losses, unnecessary stress to many of our neighbourhood and prevent its community to remain as autonomous (independent) it also will prevent access to many to do their shopping it is unfair as the access will be denied, forcing current customer to park as Tesco (as suggested during meeting) this again demonstrate the gentrifying context elaborated earlier again our community and traders community such I would therefore urge you to deny planning permission for this scheme and let Westerfield Road remain a quiet community.</p> <p>11. Fully support this application! Exactly what the area needs.</p> <p>12. I refer to the document 'Comments from Designing Out Crime Metropolitan Police' Question for the applicant: Will the applicant give an undertaking to implement every one of the recommendations containing in the seven page letter dated 23rd March 2017 from Karen Wilkes the Met Police's Designing Out Crime Officer? Question to Wendy Robinson of Haringey Planning Services: Will you seek to make every one of the recommendations containing in the seven page letter dated 23rd March 2017 from Karen Wilkes express conditions of any planning approval for this development?</p> <p>13. We the residents, friends and businesses of the area object most strongly to the proposed change of use of the car park in Westerfield Rd for the following reasons: - This car park serves commuters using Seven Sisters Station, it is</p>	<p>Support noted</p> <p>The development will be required to meet Secured by Design conditions to the approval of the Met Police.</p>

Stakeholder	Question/Comment	Response
	<p>there for visitors of residents, shoppers and used by the congregation of the Kingdom Hall situated on the corner. No sensible solution to this parking (apart from using the underused facility, that few people know of, in Brunswick Rd) has been offered.</p> <ul style="list-style-type: none"> - Putting a market on this site would have a detrimental effect on the quality of life of the occupants of this quiet street. There would be more noise, rubbish and possibly crime - Nobody has thought about where patrons of this market are going to park. This could lead to double parking, air pollution and congestion something that was removed when we became a one way street. - Having a market here would have a knock on effect on local businesses as firstly there would be unfair competition from a market that do not have to pay high taxes and secondly parking for their customers would go. - There has been no consultation with the people that would lose money through this enterprise ie the local shops - It was claimed that this scheme would provide extra jobs, but for who and wouldn't any advantage be more than cancelled by the down side to the quality of life of the local community? - The person who has planned this abomination to our neighbourhood suggested that people who parked in Westerfield Road could transfer to underused car park in Brunswick Road. I very much doubt that many motorists are aware it even exists. - This scheme doesn't take in account the safety of children, the disabled, the aged, residents or visitors. <p>Therefore as a more logical suggestion, if Westerfield Road's parking is in constant use and bringing in revenue it surely makes more sense to have the market, if by some quirk of fate the scheme is passed, relocated.</p> <p>14. We the residents, friends and businesses of the area object most strongly to the proposed change of use of the car park in Westerfield Rd for the following reasons:</p> <ul style="list-style-type: none"> - This car park serves commuters using Seven Sisters Station, it is there for visitors of residents, shoppers and used by the congregation of the Kingdom Hall situated on the corner. No sensible solution to this parking (apart from using the underused 	<p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations are available on door step.</p> <p>Noise restrictions are proposed and this is a managed site with CCTV and appropriate lighting.</p> <p>Customers are encouraged to use sustainable methods of transport.</p> <p>Enables local food start-ups and supported by Economic Development.</p> <p>A number of consultation evens were run by applicant and Traders Association formally consulted with this application.</p> <p>Tiered tenancy system is proposed prioritising local businesses.</p> <p>Works to improve this car park are required as mitigation.</p>

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	<p>facility, that few people know of, in Brunswick Rd) has been offered.</p> <ul style="list-style-type: none"> - Putting a market on this site would have a detrimental effect on the quality of life of the occupants of this quiet street. There would be more noise, rubbish and possibly crime - Nobody has thought about where patrons of this market are going to park. This could lead to double parking, air pollution and congestion something that was removed when we became a one way street. - Having a market here would have a knock on effect on local businesses as firstly there would be unfair competition from a market that do not have to pay high taxes and secondly parking for their customers would go. - There has been no consultation with the people that would lose money through this enterprise ie the local shops - It was claimed that this scheme would provide extra jobs, but for who and wouldn't any advantage be more than cancelled by the down side to the quality of life of the local community? - The person who has planned this abomination to our neighbourhood suggested that people who parked in Westerfield Road could transfer to underused car park in Brunswick Road. I very much doubt that many motorists are aware it even exists. - This scheme doesn't take in account the safety of children, the disabled, the aged, residents or visitors. <p>Therefore as a more logical suggestion, if Westerfield Road's parking is in constant use and bringing in revenue it surely makes more sense to have the market, if by some quirk of fate the scheme is passed, relocated.</p> <p>15. We the residents, friends and businesses of the area object most strongly to the proposed change of use of the car park in Westerfield Rd for the following reasons:</p> <ul style="list-style-type: none"> - This car park serves commuters using Seven Sisters Station, it is there for visitors of residents, shoppers and used by the congregation of the Kingdom Hall situated on the corner. No sensible solution to this parking (apart from using the underused facility, that few people know of, in Brunswick Rd) has been offered. - Putting a market on this site would have a detrimental effect on 	<p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations are available on door step.</p> <p>Noise restrictions are proposed and this is a managed site with CCTV and appropriate lighting.</p> <p>Customers are encouraged to use sustainable methods of transport.</p> <p>Enables local food start-ups and supported by Economic Development.</p> <p>A number of consultation evens were run by applicant and Traders Association formally consulted with this application. Tiered tenancy system is proposed prioritising local businesses.</p> <p>Works to improve this car park are required as mitigation.</p> <p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations are available on</p>

Stakeholder	Question/Comment	Response
	<p>the quality of life of the occupants of this quiet street. There would be more noise, rubbish and possibly crime</p> <ul style="list-style-type: none"> - Nobody has thought about where patrons of this market are going to park. This could lead to double parking, air pollution and congestion something that was removed when we became a one way street. - Having a market here would have a knock on effect on local businesses as firstly there would be unfair competition from a market that do not have to pay high taxes and secondly parking for their customers would go. - There has been no consultation with the people that would lose money through this enterprise ie the local shops - It was claimed that this scheme would provide extra jobs, but for who and wouldn't any advantage be more than cancelled by the down side to the quality of life of the local community? - The person who has planned this abomination to our neighbourhood suggested that people who parked in Westerfield Road could transfer to underused car park in Brunswick Road. I very much doubt that many motorists are aware it even exists. - This scheme doesn't take in account the safety of children, the disabled, the aged, residents or visitors. <p>Therefore as a more logical suggestion, if Westerfield Road's parking is in constant use and bringing in revenue it surely makes more sense to have the market, if by some quirk of fate the scheme is passed, relocated.</p> <p>16. We the residents, friends and businesses of the area object most strongly to the proposed change of use of the car park in Westerfield Rd for the following reasons:</p> <ul style="list-style-type: none"> - This car park serves commuters using Seven Sisters Station, it is there for visitors of residents, shoppers and used by the congregation of the Kingdom Hall situated on the corner. No sensible solution to this parking (apart from using the underused facility, that few people know of, in Brunswick Rd) has been offered. - Putting a market on this site would have a detrimental effect on the quality of life of the occupants of this quiet street. There would be more noise, rubbish and possibly crime - Nobody has thought about where patrons of this market are going 	<p>door step.</p> <p>Noise restrictions are proposed and this is a managed site with CCTV and appropriate lighting.</p> <p>Customers are encouraged to use sustainable methods of transport.</p> <p>Enables local food start-ups and supported by Economic Development.</p> <p>A number of consultation evens were run by applicant and Traders Association formally consulted with this application. Tiered tenancy system is proposed prioritising local businesses.</p> <p>Works to improve this car park are required as mitigation.</p> <p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations are available on door step.</p> <p>Noise restrictions are proposed and this is a managed site with CCTV and appropriate lighting.</p>

Stakeholder	Question/Comment	Response
	<p>to park. This could lead to double parking, air pollution and congestion something that was removed when we became a one way street.</p> <ul style="list-style-type: none"> - Having a market here would have a knock on effect on local businesses as firstly there would be unfair competition from a market that do not have to pay high taxes and secondly parking for their customers would go. - There has been no consultation with the people that would lose money through this enterprise ie the local shops - It was claimed that this scheme would provide extra jobs, but for who and wouldn't any advantage be more than cancelled by the down side to the quality of life of the local community? - The person who has planned this abomination to our neighbourhood suggested that people who parked in Westerfield Road could transfer to underused car park in Brunswick Road. I very much doubt that many motorists are aware it even exists. - This scheme doesn't take in account the safety of children, the disabled, the aged, residents or visitors. <p>Therefore as a more logical suggestion, if Westerfield Road's parking is in constant use and bringing in revenue it surely makes more sense to have the market, if by some quirk of fate the scheme is passed, relocated.</p> <p>17. I object to the loss of the disabled parking spaces which will result from this development. It is the only disabled parking within my (short) walking distance from the Seven Sisters Road entrance to the station, which is the nearest tube station to my house. The Seven Sisters Road side has about half as many steps as the High Road entrance and so is considerably more accessible.</p> <p>I rely on being able to park here to continue to access public transport. I am a retired tube train driver and am trying to keep active and give something back. I am on the Transport Benevolent Fund Retired Activists Committee, am the membership secretary of the London Transport Superannuants Association and as a previous Trustee/Director of the TfL pension fund. I attend TfL pension forum meetings.</p> <p>The proposed use may be "temporary" but would last seven years by which time I am likely not to be around.</p> <p>I am sure there are many other people with blue badges who rely on</p>	<p>Customers are encouraged to use sustainable methods of transport.</p> <p>Enables local food start-ups and supported by Economic Development.</p> <p>A number of consultation evens were run by applicant and Traders Association formally consulted with this application.</p> <p>Tiered tenancy system is proposed prioritising local businesses.</p> <p>Works to improve this car park are required as mitigation.</p> <p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations on door step. Increase in disabled parking is provided closer to station entrances.</p>

Stakeholder	Question/Comment	Response
	<p>these spaces to access the tube for work and/or pleasure. It would be a scandal for Haringey Council and TfL as joint owners of the site to get rid of them for a commercial scheme.</p> <p>18. An excellent idea and one that will benefit the whole Seven Sisters area.</p> <p>19. I support this.</p> <p>20. Zero out of ten for even considering any change to this car park. I am a commuter and regular user of this facility. Have you even considered the back lash of where people are actually going to leave their cars? It isn't as though this area stands idle and deserted, it is in constant use and very convenient for the Tube and train. Shoppers use it, people visiting residents use it and I have been told you have an agreement with the Jehovah Witnesses, which you are in danger of renegeing on, that gives them the right to park. Please apply a modicum of common sense and stop this hair brained scheme before it even starts.</p> <p>21. We totally disagree with this proposal. West Green road is a busy and vibrant centre in the Heart of N15. Every successful High Street that ensures there is adequate parking for both Traders and visitors. It is essential that both Traders and visitors need a place to park if this is to continue. We currently dont have enough parking provision in the area. A development like this will be disastrous for the continued success of West Green Road. The car park on west green road is used extensively. It will also create increased waste and noise in a residential street. There are numerous good places to eat drink and shop locally, We simply don't need a development like this. It is not needed and will not be a positive addition to the Area. We strongly oppose this development.</p> <p>22. I wish to wholeheartedly object to this pointless proposal. Westerfield Road Car Park serves the community well, whether its the commuters working in the city, the employees/employers working</p>	<p>Support noted</p> <p>Support noted</p> <p>Westerfield Rd car park was never intended for commuter use. Commuters and other car users are encouraged to use public transport.</p> <p>Brunswick Rd and new on-street parking mitigate loss of parking.</p> <p>Enables local start-ups and supported by Economic Development.</p> <p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations available on door step.</p> <p>Site is managed with appropriate waste storage/cleaning.</p> <p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations available on door step.</p>

Stakeholder	Question/Comment	Response
	<p>locally, family & friends visiting or the customers of the small local businesses who constantly.</p> <p>The lack of parking provisions in the area alone should be enough of a case to not grant any permissions to this not very well thought idea, not to mention the mass disturbance it would cause to the locals. I can personally foresee anti-social behavior, littering, possible cases of vermin, noise pollution.</p> <p>This is slap in the face for all the local residents! Tottenham & its residents are all for change as this area has been neglected for long period of time however, there are other ways to improve this, such as, helping small businesses within the borough to improve their image & appeal, and much needed housing as opposed stacking unused shipping containers on top of each other to create an eye-sore.</p> <p>I strongly oppose this application and would like the Local Borough to get their thinking hats on and not grant permission to this proposal.</p> <p>23. We the residents, friends and businesses of the area object most strongly to the proposed change of use of the car park in Westerfield Rd for the following reasons:</p> <ul style="list-style-type: none"> - This car park serves commuters using Seven Sisters Station, it is there for visitors of residents, shoppers and used by the congregation of the Kingdom Hall situated on the corner. No sensible solution to this parking (apart from using the underused facility, that few people know of, in Brunswick Rd) has been offered. - Putting a market on this site would have a detrimental effect on the quality of life of the occupants of this quiet street. There would be more noise, rubbish and possibly crime - Nobody has thought about where patrons of this market are going to park. This could lead to double parking, air pollution and congestion something that was removed when we became a one way street. - Having a market here would have a knock on effect on local businesses as firstly there would be unfair competition from a market that do not have to pay high taxes and secondly parking for their customers would go. - There has been no consultation with the people that would lose money through this enterprise ie the local shops - It was claimed that this scheme would provide extra jobs, but for 	<p>Site is managed with appropriate waste storage/cleaning.</p> <p>Regeneration encouraged supporting local people.</p> <p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations are available on door step.</p> <p>Noise restrictions are proposed and this is a managed site with CCTV and appropriate lighting.</p> <p>Customers are encouraged to use sustainable methods of transport.</p> <p>Enables local food start-ups and supported by Economic Development.</p> <p>A number of consultation evens were run by applicant and Traders Association formally consulted with this application.</p>

Stakeholder	Question/Comment	Response
	<p>who and wouldn't any advantage be more than cancelled by the down side to the quality of life of the local community?</p> <ul style="list-style-type: none"> - The person who has planned this abomination to our neighbourhood suggested that people who parked in Westerfield Road could transfer to underused car park in Brunswick Road. I very much doubt that many motorists are aware it even exists. - This scheme doesn't take in account the safety of children, the disabled, the aged, residents or visitors. <p>Therefore as a more logical suggestion, if Westerfield Road's parking is in constant use and bringing in revenue it surely makes more sense to have the market, if by some quirk of fate the scheme is passed, relocated.</p> <p>24. This is exactly what the area needs, employment, places to eat and enjoy. I hope this gets approval.</p> <p>25. I regret I must object to the proposed development. My reasons are:</p> <ol style="list-style-type: none"> 1. This Company is the owner of the business known as Seven Sisters Market at 231 -243 High Road N15 5BT. We host some 40 independent sole-proprietorship and SME enterprise businesses employing some 100 stallholders within the Market Hall. 2. Additional investment into the Seven Sisters area and increased economic activity is of course welcome to support LBH regeneration policy but any benefits delivered by this proposal would not be permanent because the site is earmarked for Crossrail 2. The short-term benefits would be outweighed by the impact upon our Stallholders and other local businesses for the following reasons. 3. The proposed development will involve the loss of parking space much in demand by Shoppers attending the Market and businesses on West Green Road, High Road and Seven Sisters Road. <p>Carparking is already at a premium with the facility often full to capacity. As the parking facilities we can offer at the Market are very limited our Traders and adjacent retailers rely heavily upon the P&D carpark to attract Customers and provide short term parking for staff and goods vehicles inbetween collections from wholesalers. There is a dire shortage of alternative parking in the Seven Sisters area suitable for this use and there will be resultant fall in sales turnover and loss of amenity for the businesses as a result.</p>	<p>Tiered tenancy system proposed that would prioritise local businesses.</p> <p>Works to improve this car park are required as mitigation.</p> <p>Support noted</p> <p>Competition with other businesses is not a material planning consideration.</p> <p>Brunswick Rd and new on-street parking mitigate loss of parking. Transport stations are available on door step.</p>

Stakeholder	Question/Comment	Response
	<p>4. The loss of this carpark will exacerbate the difficulty of discharging the S.106 obligations imposed as part of the planning consent granted for the redevelopment of the so-called Wards Corner site of which the Market occupies part. Prior to that redevelopment commencing we are proposing to relocate the Market into temporary accommodation on the site of the former Apex House to comply with the S.106 obligation to maintain the Market with continuity of trade. During the redevelopment period the Market will lose the limited carparking currently available to shoppers and traders because there is no such provision on the Apex House site. The availability of alternative parking on Westerfield Road will become doubly-important to our Stallholders to maintain the viability of their businesses.</p> <p>5. Adjacent residents can make their own arguments about loss of amenity for their houses (noise and deliveries and loss of overnight offstreet parking for residents etc) which are not particularly relevant to our situation.</p> <p>6. As I say, I regret having to object because any investment into this area is welcome, however I do believe this development is premature because by its temporary nature it would hinder other longer-term regeneration initiatives in this areas. The short-term benefits it offers would be more then outweighed by the loss of amenity it will impose on existing businesses.</p> <p>26. We broadly welcome concepts like StackN15, which would add to the area's retail and leisure offer. However, we strongly object to the proposal in its current form because of the impact it would have on Westerfield Road residents. We are raising the following material planning considerations:</p> <ul style="list-style-type: none"> • Noise and disturbance • Loss of privacy and amenity • Effect of the proposal on the character and appearance of the area • Strategic issues <p>Some suggested improvements are provided at the end of this note. Summary of objections to the proposal: The proposal is for a 'predominantly residential area' as identified in the Tottenham Area Action Plan. Overall, the problems with the proposal in its current form would lead to a substantial loss of residential amenity to neighbours, specifically residents of Westerfield</p>	<p>Units will be screened, face away from residential properties and hours restricted by licenses.</p> <p>Overlooking would be minimised for similar reasons. Local character would be improved by a development that would bring vitality and contemporary design to the area.</p> <p>The development does not contravene strategic policies in this edge of town centre location.</p> <p>Entrances are provided on both Westerfield Road and West Green Road.</p>

Stakeholder	Question/Comment	Response
	<p>Rd, outweighing any amenity gains.</p> <p>We believe these flaws make the current version of the proposal an unsustainable development, contrary to the Council's Local Plan policy SP0. I believe these problem elements also contravene key principles in the current Tottenham Area Action Plan, specifically AAP1/D which emphasises the need to balance economic opportunities with creating 'mixed and balanced communities within neighbourhoods' and 'enhancing the local environment', and SS1/H which states that 'a high quality urban realm will be created around Seven Sisters station'. According to AAP/10, 'meanwhile uses' such as this proposal can only be supported if they 'support the delivery of the development outcomes and vision as set out in this Plan'.</p> <p>Specific problems with the current proposal:</p> <p>1/ Siting of main entrance on Westerfield Rd [noise/disturbance, effect on amenities, privacy]</p> <ul style="list-style-type: none"> • According to the proposed site plan (1099-1003) the main entrance, where people will congregate, is planned for Westerfield Road, a quiet residential street in a predominantly residential area (Area Action Plan, 5.11, p56). The entrance consists of tiered steps, which people will want to sit on (as depicted in renderings in the design and access statement, and its appendices). • This will lead to a loss of privacy for residents whose properties overlook or are adjacent to the proposed main entrance. • This will also lead to noise and disturbance on the street through the day and at night, especially given a) the proposed mix of uses for the ground floor and b) proposed late evening opening hours (see points 2-4 below). Closing the gates outside opening hours will do nothing to mitigate this. • We suggest moving the main entrance to the West Green Road entrance (see below). <p>2/ Ground floor WCs open to road [noise/disturbance, smell, anti-social behaviour, privacy]</p> <ul style="list-style-type: none"> • The proposed GA plan - ground floor (1099-1004) suggests eight WCs, two accessible, at street level, next to Pleiades House. The plan suggests these would be directly accessed from the street. • This means a wholly unacceptable loss of amenity to all residents in the street - particularly those in 16/18/20 Westerfield Road, who would have a direct view (and smell) of the WCs from their front windows and doors - for up to seven years. 	<p>WCs will be locked and controlled by PIN entry</p> <p>Ground floor units would be non-food/drink, such uses would face away from residential properties.</p> <p>Additional parking would be provided on street and in the Brunswick Road car park.</p> <p>Additional planning permission would be required if Crossrail 2 is not implemented within 7 years.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Currently, the main form of anti-social behaviour in Westerfield Road is people urinating in the corner of the car park next to Pleiades House. It would be deeply frustrating (and I believe, contrary to local policies SP0, AAP1/D and SS1H) if StackN15 effectively formalises and legalises this. • It is of the utmost urgency and importance that this be addressed by the developer before planning permission is granted. We've made suggestions below. <p>3/ Number and density of ground floor food/drink units [noise /disturbance, smell, anti-social behaviour, privacy]</p> <ul style="list-style-type: none"> • According to the proposed GA plan - ground floor (1099-1004), 9/32 ground floor (over 25%) will be given over to food and drink uses. • This density of ground floor food and drink units directly facing onto Westerfield Road would likely lead to noise and disturbance on the street - including possible anti-social behaviour if these are bars open late (see point 4). • This density of food/drink units is also substantially higher than Boxpark Shoreditch - given by the developer as a comparator - which at the time of writing has 3/41 ground floor units for food and drink purposes (just over 7%). This is despite the fact that Boxpark is sited in a very busy mixed-use area on a main road in Zone 1, which has become a centre of the retail / leisure / night-time economy, and not a quiet residential street in Zone 3. • This cannot be justified, given the Area Action Plan and the Local Plan's prioritisation of sustainable development. • We've suggested some changes below. <p>4/ Opening hours of ground floor food/drink units [noise /disturbance, smell, anti-social behaviour, privacy]</p> <ul style="list-style-type: none"> • The design and access statement (section 1.4) proposes that food and drink units across the site will open until 11pm on weekdays/Sundays, and 12am on Saturdays. • For ground floor food and drink units on Westerfield Road, this will lead to substantial noise and disturbance on the street, including possible anti-social behaviour, every night. The latter is not currently an issue on the street except for public urination, which the proposal would likely make worse (see point 2 above). • Again, it is interesting to consider Boxpark Shoreditch, whose food 	

Stakeholder	Question/Comment	Response
	<p>and drink units are open 8am-11pm Monday - Saturday, and 10am-8pm Sunday. This means that StackN15, on a quiet residential street, would have later opening hours than a development in a busy and well-established leisure / night-time economy centre on a main road in Zone 1.</p> <ul style="list-style-type: none"> • It is hard to see how this is justifiable given the Area Action Plan and the Local Plan's prioritisation of sustainable development. • We have made some suggestions for improving this, below. <p>5/ Parking [loss of amenity, noise/disturbance]</p> <p>On the basis of the traffic survey, the design statement suggests that around 50% of cars currently using the car park at weekends can find space in Brunswick car park.</p> <ul style="list-style-type: none"> • It's not clear where the other 50% of cars will go - to the extent that traffic (e.g. for the church) will park on Westerfield Road, this will increase congestion on the street make it harder to navigate and less safe for pedestrians, and less pleasant for residents. • Again, this seems hard to justify given the Area Action Plan and the Local Plan's prioritisation of sustainable development. <p>6/ Change to street character / scheme duration [strategic issues, character / appearance]</p> <ul style="list-style-type: none"> • Westerfield Road is not included in the vision or objectives for the West Green Road / Seven Sisters sub area [AAP 5.10, p55]. Yet the scheme in effect changes the street from predominantly residential to mixed-use. • There is no guarantee that this change would be temporary, given the current status of Crossrail 2. While the route is safeguarded, no funding package or confirmed construction timetable has been agreed. • The proposal asks a for a 7 year license. However, what is the plan if Crossrail 2 does not happen or is delayed? This uncertainty seems contrary to the overall goals of the Area Action Plan, which 'seeks to provide clarity and certainty about how the opportunities for improving Tottenham's places will be realised, and challenges addressed' [1.3, p6]. • We have made some suggestions for improving this, below. <p>Suggested improvements to the proposal: Some of these issues could be mitigated with changes to the proposed scheme:</p>	

Stakeholder	Question/Comment	Response
	<p>1) The main entrance to the site should be the West Green Road entrance, with only the access entrance on Westerfield Road.</p> <p>2) No WCs should be on street level and accessible directly from Westerfield Road. The developer should move all WCs inside the development to the first floor or above, making use of the proposed lift access for disabled users. Alternatively, any ground floor WCs should have a separate entrance gate on the street, which is accessed by keycode, as is the protocol at Boxpark Shoreditch. This keycode should be changed e.g. weekly.</p> <p>3) The scheme should either a) restrict opening hours of ground floor drink/bars units to retail hours, or better, b) move all food and drink units inside the development to the first floor and above, so that there is no direct access from Westerfield Road. For example, Boxpark Shoreditch makes a clear functional separation between retail (ground floor, street facing) and food / drink (1st floor, facing away from the street).</p> <p>4) The applicant should make it clear if any further license would be sought in the event of Crossrail 2 delays/cancellation, and if so, publicly commit to full residential consultation as if a new planning application were sought.</p> <p>27. Think this is a fantastic initiative that will bring new opportunity and trade to N15, and only enhance (rather than obliterate) the diversity the area can offer.</p> <p>28. I am objecting on the following grounds:</p> <p>1. There would be a substantial loss of light to all houses along Westerfield Road by the proposed 4 container high proposal. The height of this is out of proportion to the surrounding properties and will result in the front of the Westerfield Road houses being in the shade for a larger proportion of the day. This could be resolved and I would support the proposal if the height was limited to two containers.</p> <p>2. Adverse effect on the residential amenity of neighbours, by reason of noise. Currently the street is very quiet, and I have not been affected by any anti-social behaviour along it. Shoreditch Boxpark, and Pop Brixton are not quiet places, and I have no reason to believe Stack N15 would be different.</p>	<p>Support noted.</p> <p>Noise mitigation measures are proposed.</p> <p>Loading bays are available off Westerfield Road.</p> <p>Local businesses will be prioritised.</p>

Stakeholder	Question/Comment	Response
	<p>This could be resolved by soundproofing, security and limiting late opening to 11pm.</p> <p>3. The proposed position of the loading bays will affect the safety of the Highway.</p> <p>This could be resolved by positioning the loading bays within the current car park area rather than on the road.</p> <p>Other comments:</p> <ol style="list-style-type: none"> 1. Local business should be prioritised. 2. Toilets should be public for all, not just customers of the Stack businesses. <p>29. As a resident of Westerfield Rd I think this application needs some modification before going ahead. The plans in their current format have the development built up too high which will deprive current residents of their daylight. Were the plans to be reduced to two storied I would be a lot happier with it.</p> <p>I also feel there should be better unloading facilities for the site to ensure less impact on through traffic, it is already going to cause a lot of extra lorry traffic on a quiet residential street.</p> <p>I think the development basically needs scaling down a bit to not be so tall, slightly further back from the road to allow for unloading and reduce noise carry and then it will be more acceptable.</p> <p>30. It is with some disbelief that I read the 'Planning Application Notice', adjacent to the car park in Westerfield Rd, N15, to develop some sort of 'leisure/business facilities there! (Albeit in temporary huts). Some 20-25 years ago, as a member of Tottenham Labour Party, I attended a local ward meeting where a representative of the Council explained patiently that the horrendous bottle necks and the tail-backs in West Green Rd, which held up buses and other traffic for up to half an hour at a time, could easily be rectified if drivers could be persuaded to park in the Westerfield Rd car park, rather than on West Green Rd itself.</p> <p>The deployment of parking wardens, thereafter, helped to achieve this.</p> <p>Now you propose to empty the only real suitable parking area at Seven Sisters end of West Green Road to build on it/put up 'temporary' units!! (How 'temporary' is 7 years!?)</p> <p>Where are people expected to go? They will go back to stopping on</p>	<p>Sun and daylight would not be significantly affected.</p> <p>Loading bays are available off Westerfield Road.</p> <p>Users of the development are expected to use public transport. Replacement parking spaces are available at Brunswick Road and on-street.</p>

Stakeholder	Question/Comment	Response
	<p>West Green Road itself, or causing problems elsewhere. Every day that car park is more or less full – usually totally – with 2-3 cars hovering inside hoping to get a parking space (for which they are prepared to pay!). If beggars belief that the Council itself could be so short-sighted (or, more likely, greedy for more 'rental' income/ rates) as to rescind what you, yourself advised, desired and initiated (successfully) over 20 years ago – to cure nightmare traffic jams at the seven sisters end of West Green Road. The car-park in Westerfield Rd is NOT a spare piece of wasteland or underused space! It serves a need locally, has a real purpose and is essential for traffic management in the area. I sincerely hope this crackpot scheme is assigned to the dust-bin, where it belongs, as soon as possible.</p> <p>31. I wish to express my objections to this application, which quite frankly I could not believe when I read what is being proposed. One of my major concerns is around health and safety issues. What would happen if there was a major incident at the Overground station e.g. derailed train? I would presume that the emergency services would need immediate acces to the rail way line that overlooks Westerfield car park. They would need to bring in heavy lifting vehicles. It's one thing removing cars from a car park but removing shipping containers is a completely different scenerio...Lifes could be lost before you got to the people who desperately would need to be rescued. The same could be said if there was a terriost attack either on the underground or overground. Westerfield Car Park is an extremely convenient place to park as it is so close to the entrance to the Tube or the Overground, it takes just 5minutes to walk there once you have parked your vehicle. I have never seen it not full. If commuters are not using it other vehicle owners use it for local shopping trips or in the early evening to go into central London for leisure etc. The alternative would be to use Brunswick Car Park. This would mean having to walk the length of Westerfield Road, then into West Green Road. I can assure you this takes approx 10/15 minutes and as a woman I certainly would not undertake this alone at night (I am sure there are some vehicle owners who currently use Westerfiled Car Park now who would never</p>	<p>Emergency access would still be possible and stations have their own private methods of dealing with emergencies. TfL/Network Rail raise no objections.</p> <p>Alternative parking would be available nearby at Brunswick Road, and on-street.</p> <p>Natural surveillance is expected to minimise anti-social behaviour.</p>

Stakeholder	Question/Comment	Response
	<p>consider using Brunswick Car Park day or night because they frankly would not feel safe) as the area around this car park would I suggest leave you very vulnerable...that is the main reason why it is not used now, day or night; your vehicle is also vulnerable for being broken into or damaged. I am also concerned about the elderly and disabled drivers who would be disadvantaged.</p> <p>If this application is given the go ahead I also foresee major problems with anti social behaviour especially when Spurs are playing home matches, it more than likli that many of the away supporters plus home ones would congregate here before the match as they would be using Public Transport at Seven Sisters and return after the match was over. Whether Spurs win or loose the potential for anti social behaviour or worse is very high. Can you imagine a full scale riot fuelled by alcohol in a residential road spilling into Seven Sisters Road and or West Green Road?</p> <p>We are constanly being told to leave the car at home and use public transport. More and more drivers are now doing this and as there is going to be a major increase in the congestion charges and certain vehicles being banned from Cental London there will be a great need for more parking not less. Why why would Haringey Council give this much used car park up.</p> <p>There is nothing wrong with Shipping Containers being used for what the applicant has suggested but this is just simply in the wrong place.</p> <p>32. It is essential that this most valuable asset is kept as a Car Park, why would you not want it to be anything other than it was designed for? The increase in Controlled Parking Zones around the Seven Sisters area and in a few weeks time all the surrounding roads near to Downhills/ Phillip Lane means that all the drivers who park to go to local business for their place of work or travel into their place of work either on the Tube or overground will have less and less places to park. I have no problem with CPZ areas they are an absolute necessity for residents and their visitors etc, however there are many vehicle owners who either choose to use their own vehicle to come into work or have no real choice because to not do so would mean them having to catch 2 Buses plus a Train or Tube journey because they live out in Hertfordshire or Essex some would literally be spending at least 4 hours a day in just getting to work. Some despite their best efforts would still not be able to undertake such a journey</p>	<p>The site was never intended for commuter parking and additional space will be made available at Brunswick Road car park, and on street.</p>

Stakeholder	Question/Comment	Response
	<p>because of the very early starts their place of work requires of them. Some would find themselves having to make the difficult decision in not carrying on working for the many small business in and around Tottenham, it could also mean than some of the many business may pack up and go else where. By reducing the car parking capacity is very short sighted, it is essentail that this car park remains for the benefit of all..commuters, leisure, local shoppers, disabled/elderly, church goers, lone females.</p> <p>The application to provide works spaces, retail, food events etc is a good idea but certainly not in Westerfield Car Park...would the applicants made an application to use the Car Park behind M&S in Muswell Hill....I think not!!</p> <p>33. Seven sisters is not earmarked for a development of this nature in the Tottenham Area Action Plan (2016)</p> <p>We think a 4 storey unit is too high and out of keeping with the buildings on this street. It is also not clear that the proposals will meet disability access requirements.</p> <p>We have been affected by some antisocial behaviour on this street ¿ and have significant concerns that this will increase if this becomes a ¿successful¿ nightlife area. Westerfield Road is a residential road, we are concerned that this proposal may lead to increased noise, rubbish and inability to park for local residents and businesses.</p> <p>In many of the consultation meetings these concerns have been answered as ¿licensing and management¿ issues though the developer proposes that venues will remain open until midnight ¿out of keeping with other business in the area and on a residential street. Office opening hours would be one way to mitigate this.</p> <p>The views of residents directly opposite the development should be given priority.</p> <p>The car park is important for the businesses on west green road and it appears that local businesses will suffer detrimentally if closed.</p> <p>The developer¿s efforts to engage with local residents is refreshing compared to some of the larger scale projects happening in the seven sisters area. If this proposal is given permission we would like to ensure that local small businesses are truly given an opportunity to flourish ¿ operating in a way that supports local residents and communities.</p>	<p>Although the site is not an ‘allocated’ site in the local plan this does not prevent development from coming forward.</p> <p>Disabled access will be adequate and natural surveillance should minimise anti-social behaviour.</p> <p>Car parking would be replaced on Brunswick Road and on-street.</p>

Stakeholder	Question/Comment	Response
	<p>34. Would like to know the estimated completion date of this should it go ahead.</p> <p>35. I think this is a great idea and exactly what the area needs. I fully support this application and the wider regeneration of the area.</p> <p>36. I think this project will be a great offer within Tottenham and fully endorse its approval.</p> <p>37. I think the project would add value to the community and fully support the planning application.</p> <p>38. The area around Seven Sisters has been neglected for a very long time and there is a great need for cafes, wine bars, restaurants, places to meet up etc more and more people moving to the area have high expectations and want these attractions, as do many long term residents, at the moment I suspect they take their business elsewhere... the 41 bus will take you very easily to Crouch End where you have so much choice you are completely spoilt. What I object to is the fact that installation of shipping containers on a much needed Car Park will have on the residents who currently live on Westerfield Road. The impact will be enormous, it is one thing having cars coming and going using the car park and trains running by but it is whole different ball game when you have what is being proposed. I would suggest that the noise levels from people coming and going throughout the day and night 7 days a week would be totally unacceptable. No doubt delivery vehicles will also be arriving, and even if these have allocated time slots this is more noise to have to contend with plus refuse vehicles. There is also a very high risk of anti social behaviour occurring, the area already has high levels of crime this will just exacerbate the situation. The car park is so very conveniently situated for all those who use it, above all it is relatively safe especially for lone woman or parents with children or anyone who considers themselves vulnerable. The alternative car park is certainly not and no one in the right mind would use it. It is interesting that the applicants have chosen Westerfield Car Park and not Brunswick which is hardly ever used... why can't these shipping containers go there?? Or any where where it does not effect so dramatically the residents of this road.</p>	<p>This is not known at present.</p> <p>Support noted.</p> <p>Support noted.</p> <p>Support noted.</p> <p>Noise will be mitigated and hours controlled by licensing.</p> <p>Alternative parking would be provided in Brunswick Road and on-street.</p>

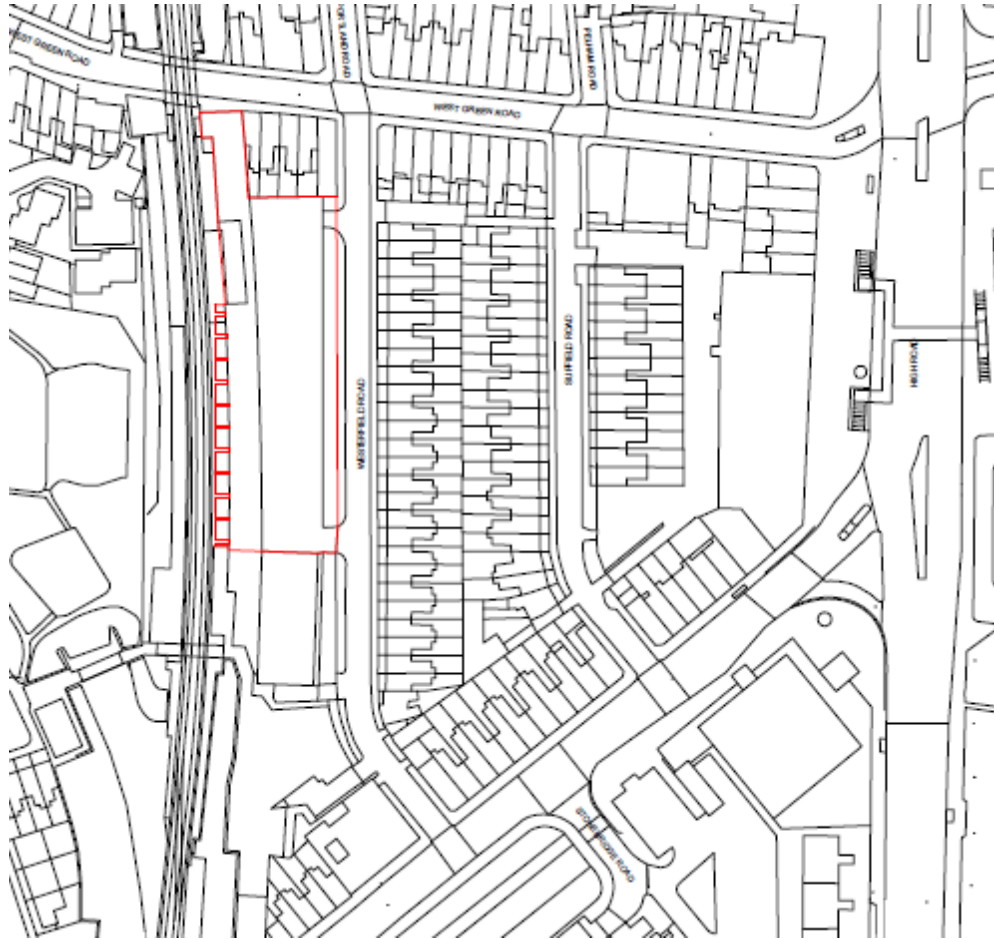
Stakeholder	Question/Comment	Response
	<p>Whatever one thinks about the use of the car there will always be a need for parking, this car park is always full despite the high cost of using it. There continues to be major developments being built in the area, I recall when the Lawrence Road flats and houses were being built surrounding roads near this site were jam packed with vehicles of the staff who were working on the site, many of them travelling in as far as Oxfordshire, Buckinghamshire (they could hardly use public transport). These people would not now be able to do this as the whole area has become CPZTHANK GOODNESS, as it was a nightmare for residents. therefore where are all these construction workers going to park there vehicles? You will need both car parks quite frankly as there are going to be dozens and dozens of vehicles looking for parking. West Green Road is more often than not highly congested, buses or high/large sided vehicles already have major problems going up and down this road because people park there I would suggest more of this will occur if the Westerfield Car Park is not available to them.</p> <p>Please think again where these containers could go as I am sure in the right place it could be a success.</p> <p>39. Much needed for the area, good quality retail and business cliental from good areas such as; Islington and Crouch End</p> <p>40. I welcome this project for revitalisation of that dreadful car park along with the variety of shops that will bring even more multi cultural aspects into the Seven Sisters area. Note that some of the objections against it are purely for personal reasons i.e. that this will be an eye sore project and rubbish on the street (Haringey could be a lot better in terms of cleaning to be honest). I don't see an entrance from West Green Rd to directly access the Seven Sisters Overground platform which could be a great benefit for people living here. I can't wait to see this project done.</p> <p>41. I have been very impressed with how Box Park has brought independent businesses to the Shoreditch area. This part of Seven Sisters really could do with some innovative investment- without necessarily having to turn to corporate giants. I support the idea of having a number of cafes/shops/bars in this</p>	<p>Support noted.</p> <p>Support noted.</p>

Stakeholder	Question/Comment	Response
	<p>space. I think it will invigorate the area.</p> <p>42. Although in principal a 'box park' is a fantastic idea and i fully support, the location you have suggested for such a venture is wrong. West Green Road is already over congested with cars, removing the only place to park seems a little odd. Can we not find another piece of ground within the Seven Sisters area? There are plenty..</p> <p>43. I think this existing development will provide a much needed social hub to the West Green area and fully support it.</p> <p>44. Support</p> <p>45. I think this is a great initiative to regenerate the area and bring more jobs to Seven Sisters. The car park is a perfect spot for a development like this - I welcome a project that supports local people and local businesses.</p> <p>46. I am in full support of this application on the grounds of adding much needed public realm / amenity provision to the area. The planning authority should ensure that sustainability, waste management and the potential for nuisance are primary considerations in planning conditions.</p> <p>47. I just want to share with you my support to this new business venture, which i believe will add value to the area and the local residents. Please allow this business to open, and operate, as I am sure that it will revive the economy of the whole area.</p> <p>48. This will be a fantastic initiative for the area. Great for regeneration of the neighbourhood offering increased facilities and support for the local community. Box park has had a hugely positive effect on places like Shoreditch and Croydon.</p> <p>49. This is a great initiative and would be a good addition to the area.</p> <p>50. 100% support from us for this excellent initiative - positively adding to the area and placing a focus on trade rather than</p>	<p>Support noted.</p> <p>Parking will be replaced on Brunswick Road and by additional on-street parking.</p> <p>Support noted.</p> <p>Support noted.</p> <p>Support noted.</p> <p>Management considerations will be dealt with by condition.</p> <p>Support noted.</p>

Stakeholder	Question/Comment	Response
	cars.	Support noted. Support noted. Support noted.

Appendix 2: Plans and Images

Location Plan



Appendix 3: QRP Note

Summary

The Quality Review Panel offers enthusiastic support for the proposals, and highlights a few aspects of the scheme that would benefit from additional thought. They feel that the proposals could potentially meet a strong need within Tottenham for accessible, low cost, low rent, commercial accommodation with short leases. They suggest that the frontage of the scheme requires further consideration, and would encourage the design team to remove the fence, and provide an improved relationship with the street. They would support the use of art, colour, texture, planting and lighting to create visual interest throughout the full height of the proposals, and would welcome measures to provide additional privacy/screening of the upper levels of the development to avoid nuisance to the residential properties opposite on Westerfield Road. They highlight that the management of servicing will also be critically important, in terms of minimising disruption to neighbouring residents. Further details on the panel's views are provided below.

Massing and development density

- The panel support the scale of the proposals, and feels that a maximum of four storeys (as shown in the proposals) would be acceptable, if the frontage to Westerfield Road was visually interesting and varied in height.
- The panel supports the concept of the terraces, with stairs up to higher levels, and feels that these provide a great opportunity for variety within uses, occupancy and visual interest.

Place-making and scheme layout

- Further thought about the location of uses, the nature of the terraces and the screening to the facades could lead to a better balance between supporting a vibrant development within the site, whilst providing sufficient protection from nuisance for the neighbouring residents.
- The panel would support exploration of how to increase the containment and screening of the terraces; turning key containers around through 90 degrees could be a potential solution.
- The panel would strongly encourage the removal of the fence at ground level of Westerfield Road, as it creates a problematic relationship with the street and the residents opposite, and potentially undermines the viability of the outward-facing retail units.
- They would suggest that other measures to enhance the security of the ground level units are employed; planters and bollards can be very effective at guarding against ram-raiding.
- The two entrances into the site could be gated to enable closure of the scheme; shutters to the ground floor retail units could also provide security.
- There is also potential scope for improvement within the design and layout of the parking; the panel would encourage the breaking up of the parking area into smaller sections in order to avoid the creation of a sterile frontage onto Westerfield Road.
- The panel welcomes the provision of wide stairs suitable for seating, and feel that this will help to support a vibrant set of uses.
- The panel notes that the central street of the scheme will not have any external surveillance from neighbouring properties.
- Very careful consideration of the design and management of this street is required, in order that pedestrians do not feel unsafe when within the scheme in the evening.

Architectural expression

- The design of the scheme elevations fronting onto Westerfield Road require very careful consideration in order to avoid appearing oppressive.
- They would strongly encourage collaboration with a local artist to develop bespoke and creative solutions for the walkways, screens and facades.
- The panel would encourage further thought about the design of facades, to create a consistent identity, within which variation is possible to give identity to individual units.
- The colour of the external treatments could be much bolder in the central street of the site, away from the residential properties on Westerfield Road.

Integration, servicing and access

- The panel feels that a link up to the platform of the rail station would be really positive for the station, the locality and the site; they understand that due to TfL programme timescales, this may take 3-4 years to deliver.
- They suggest that it is very important for the design team to take a realistic view of the level of servicing required, in order to anticipate and mitigate nuisance to the neighbouring residents.
- The panel would support moves to minimise the impact of servicing on Westerfield Road, perhaps through sacrificing one or two units at ground level to enable more effective integration of servicing within the scheme, and minimise disruption at street level.
- The panel would encourage the inclusion of an accessible lift at the West Green Road entrance to the site, to reinforce its role as the 'main entrance'.
- A secondary accessible lift located at Westerfield Road would also be encouraged.

Next Steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.