

Appendix Two: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>The site is accessed via Plevna Crescent which is semi-circular carriageway and has two access points onto St Ann's Road, the carriageway has parking restrictions enforced by homes for Haringey as part of its estate parking enforcement.</p> <p>Plevna Crescent is an unadopted residential road and is managed by Homes for Haringey at the times of the site visit both road was not observed to be heavily parked and no vehicles were observed to be illegally parked. It is to be noted as this road is not under the control of the Highways Authority any access via this road is subject to third party agreement between Homes for Haringey (Council's Land and Property Service) and the developer. The proposed development is located in an area with a high public transport accessibility level, with a PTAL of between 5-6 and is within walking distance of Seven Sisters underground and overground rail station, South Tottenham over ground rail station and the Tottenham High Road and St Ann's Road bus corridor.</p> <p>The applicant has outline planning consent to develop 46 residential units on the site. The applicant is proposing to develop the site to provide 72 residential units comprising (18x1, 34x2, 14x3 and 4x4 bed units) with 29 car parking spaces and 130 long stay and 2 short stay secure cycle parking spaces.</p> <p>The applicant's transport consultant has produced a transport assessment in support of the application; based on sites from the TRICS trip forecast database, multi-modal trip data were extracted for privately owned flats in Greater London. Based on the data extracted the proposed development of 72 residential units will generate a total of 7 in/out trips during the Am peak hour and 5 in/out trips during the Pm peak periods. We have considered that the persons trip rates for the site is low, however as the developer is only proposing to provide 0.4 car parking space per unit, which means 60% of the proposed units will not have access to a car parking space, we have considered that the majority of the trips generated by the proposed development will be by sustainable modes of transport.</p> <p>The applicant has included parking surveys which were conducted in line with the Lambeth Methodology, the parking survey include the following roads which were within 200metres of the site (Chisley Road, Eastbourne Road, Frinton Road, Howard Road + Thorpe Road, Langford Close, Latimer Road, Plevna Crescent and St Ann's Road. The surveys were conducted on</p>	Comments noted and recommendations supported

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	<p>Wednesday 8th March and Thursday the 9th March 2017 between the hours of 0:00 and 05:00, the results of the car parking surveys concluded that all the roads within the surveyed area with the exception of Plevna Crescent which had a parking pressure of 85% were suffering from high car parking pressures.</p> <p>As the area to the south of the site is currently suffering from high car parking pressure and the PTAL of the site is high we have considered that the development is suitable to be dedicated as a car-capped development, this is in line with the Council's Local Plan Policy SP7: Transport, which focuses on promoting travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:</p> <ul style="list-style-type: none"> a) There are alternative and accessible means of transport available; b) Public transport is good; and c) A controlled parking zone exists or will be provided prior to occupation of the development <p>We will require the applicant to contribute a sum of twenty £25,000 (twenty-five thousands) towards the design and consultation of control car parking zone in and around the site. In addition, this development proposal will be dedicated as a car-capped development, the Council will prohibit the issuing of car parking permits to any future occupiers of the residential development in any current or future control parking zone, residents will only be eligible for visitors parking permits.</p> <p>The applicant is proposing to provide a total of 29 off street car parking space for the proposed 72 residential units and 132 Cycle parking spaces, we have considered that the car parking and cycle parking spaces proposed are in line with the London Plan and Haringey Council's Development Management DMPD. The car parking provision is further supported by the 2011 Census Data which concluded that 50.4% of household in the Output Area do not have a car or van. The proposed car parking spaces must include provision for electric charging facility in line with the London Plan, 20% active and 20% passive provision for future conversion. The cycle parking spaces must be designed and implemented in line with the 2016 London Cycle Design standard details of which must be provided before development commences on site.</p> <p>The applicant is proposing to access the site via two existing access points from Plevna Crescent, the applicant has not provided any details on the improvements required to upgrade both site</p>	

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	<p>access. Both access will require upgrading including traffic calming to the vehicular access and Pedestrinisation of the pedestrian and cycle access. The construction of the vehicular access to the site will result in the removal of 2 resident car parking spaces, the car parking survey has demonstrated that Plevna Crescent is not heavily parked and it may be possible to replace the car parking bays. The applicant will be required to enter into a third party agreement with the Council's Land and property team to secures the improvements required to facilitate the development. The applicant will be required to provide a detailed highways scheme for both access, before development commences on site, the scheme must be implemented before the development in occupied.</p> <p>The applicant is proposing to provide a central refuse collection point where the refuse bins will be located on a refuse collection day, we do not object to the proposal however all the bins must be located no more than 10 meter at the furthest point from the rear of the refuse collection vehicle. The developer will be required to provide a service and delivery plan which must be produced in line with the refuse collection company guidelines, in addition the plan must include details on the deliver strategy for residents including parcel delivery.</p> <p>The applicant has submitted a draft construction management plan with the application, which indicated that construction vehicles will use the entire length of Plevna Crescent, the proposed route will need amending as no justification has been provided for running construction vehicles along the enter length Plevna Crescent which is a narrow Crescent Road. This will have significant impact on residents and parking and will encourage queuing of construction vehicles on Plevna Crescent. The applicant's appointed contractor will be required to develop a revised Construction Management Plan in consultation with Homes for Haringey and the Council's Highways Team to ensure that the impacts generated by construction traffic on residents and the structure/surface of the carriage way of Plevna Crescent are mitigated. Before any development commences on site the applicant will be required to conduct an existing condition survey and provide detail of the construction methodology including logistic to reduce the impact of the development on residents of Plevna Crescent, details of which must be provided and approved before development commences on site.</p> <p>On reviewing the proposed application and supporting information, we have concluded that the transportation planning and highways authority would not object to this application subject to the following conditions and S.106 obligations:</p>	

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	<p>1) A residential travel plan must be secured by the S.106 agreement, as part of the detailed travel plan, we will require the following measure to be included as part of the travel plan in order to maximise the use of public transport:</p> <ul style="list-style-type: none"> a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives. b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables, to every new resident. c) Establishment or operate a car club scheme, which includes two years' free membership for all new residents and £50.00 (fifty pounds in credit) per year for the first 2 years. d) We will also like to see Travel Information Terminals erected at strategic points within the development. e) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel plan for monitoring of the travel plan initiatives. <p>Reason: To minimise the traffic impact of this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>2) The applicant enters into a S.106 agreement that no residents within the development site will be entitled to apply for a resident's parking permit under the terms of the current and any future Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development." The applicant must contribute a sum of £2000 (Two Thousand pounds) towards the amendment of the TMO.</p> <p>Reason: To mitigate the parking demand generated by the development on the local Highways Network.</p> <p>Reason: To reduce car ownership and trips generated by car, and increase travel by sustainable modes of transport.</p> <p>3) The applicant will be required to pay a sum of £25,000 (twenty-five thousand pounds) towards CPZ design and consultation for the road to the south of the site which are currently suffering from high car parking pressures.</p> <p>Reason: To reduce the potential impact of any displaced parking generated by the development proposal having and adverse impact on the highways network in the local</p>	

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	<p>area.</p> <p>Conditions:</p> <ol style="list-style-type: none"> <li data-bbox="521 371 1758 742">1) The Developer will be required to secure access byway of agreement with Homes for Haringey (Councils Property service) and submit a scheme of highways improvement for the access to the site including Pedestrinisation of the pedestrian access, improvement works, temporary to facilitate construction access and a scheme of improvements post construction including remedial works along the carriageway. Details of both scheme should be submitted and approved before the development commences on site and the agreed scheme must be implemented before the development is occupied. Reason: To improve access to the site and enable the free flow of traffic along, Plevna Crescent and to safeguard the integrity of the public unadopted highways and to ensure that the development has adequate access, in order to facilitate effective access to and from the development. <li data-bbox="521 778 1758 1214">2) The applicant's appointed contractor will be required to develop a revised Construction Management Plan (CMP) and Construction Logistics Plan (CLP) in consultation with Homes for Haringey and the Council's Highways Team to ensure that the impacts generated by construction traffic on residents and the structure/surface of the carriage way are mitigated. The Plans should provide details on how construction work (inc. demolitions) would be undertaken in a manner that disruption to traffic and pedestrians on A10 High Road, A503 Seven Sisters, St Ann's Road and Plevna Crescent 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. The applicant must not commence works on site until the CMP has been approved any complementary works agreed as part of the CMP is implemented. Reason: To reduce congestion and mitigate any obstruction to the flow of traffic on the transportation <li data-bbox="521 1251 1758 1383">3) A site parking management plan, the plan must include, details on the allocation of parking spaces and management of on site parking spaces in order to maximise use of public transport, parking should be allocated to family disable units and family units first in line with DMPD Policy DM32. 	

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	<p>Reason: Comply with the Council's Development management DMPD Policy DM32.</p> <p>4) The cycle parking spaces must be designed and implemented in line with the 2016 London Cycle Design standard details of which must be provided before development commences on site. Reason: To ensure that the cycle parking spaces are in line with the London Cycle Design Standard.</p> <p>5) The proposed car parking spaces must include provision for electric charging facility in line with the London Plan, 20% active and 20% passive provision for future conversion. Reason: To promote travel by sustainable modes of transport to and from the site and comply with the London Plan.</p> <p>Informative The new development will require naming. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address. 020 8489 5573) to arrange for the allocation of a suitable address.</p>	
Housing	<p>1. Affordable Housing Provision The proposed development seeks to provide 18.18% by habitable rooms of affordable housing units and as such does not accord with Haringey's 'Strategic Policies' which states that the Council will seek <i>'to maximise the provision of affordable housing by requiring all development capable of providing 10 units or more residential units to provide affordable housing to meet an overall borough target of 40% by habitable rooms'</i></p> <p>The scheme is below our desired affordable housing requirement but viability considerations as set in the Local Plan and NPPF, that an offer of 4 affordable rented and 6 shared ownerships homes are acceptable.</p> <p>2. Consultation There has been a series of pre-application meetings with the applicant and the Council's Planners.</p>	<p>Comments noted although concerned that Councillors will express apprehension for low affordability levels so applicant is requested to review viability</p>

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	<p>It has been accepted that this is the most viable mix for this scheme (6 shared ownership and 4 affordable rent homes) Unit mix be to confirmed and thus is acceptable under planning policy.</p> <p>CONCLUSION:</p> <p>The proposed level of affordable housing is acceptable on condition the affordable housing units are transferred to the council or an RP agreed between the two parties. at the values stated in the viability assessment dated July 2017 that is. £214.82sqft for the affordable rent and £286.89sqft for the shared ownership with the total price for the affordable package to not exceed £2,750,046.26. This scheme will include a review mechanism within the S106 agreement as recommended by the council's financial viability consultant.</p> <p>The scheme in its current form complies with the Councils Strategic Policies, principally on the grounds that it promotes the area's regeneration. The site is within the Seven Sisters corridor, which is a priority area for change and has a strategic role to play in the growth of Haringey. The Council aspirations for this site are for a residential development. – Current SP1 and SP2 policies</p> <p>The enabling team supports this scheme in terms of the proportion of affordable housing delivered, as outlined above and will have continuous engagement with applicant to ensure the Council aims and objectives are met.</p>	
Carbon Management	<p>Energy – Overall</p> <p>The scheme delivers a 56.83% improvement beyond Building Regulations 2013. The policy requirement is zero carbon for the residential element. The overall approach is policy compliant.</p> <p>A Carbon Offset Contribution is required for the residential element of the development to the sum of £109,836, where zero carbon has not been achieved. This should be included within a S106 agreement.</p> <p>Energy – Lean</p> <p>The applicant has proposed an improvement of beyond Building Regulations of 5.89% for the residential portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant and a positive.</p>	<p>Comments noted and recommendations supported with some timeframe amendments agreed</p>

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	<p data-bbox="472 236 1126 263">This should be conditioned to be delivered on site:</p> <div data-bbox="472 300 1744 879" style="border: 1px solid black; padding: 10px;"> <p data-bbox="486 304 792 331">Suggested Condition:</p> <p data-bbox="486 336 1621 403">You must deliver the energy efficiency standards (the Be Lean) as set out in the Energy Strategy, by Method LLP, Revision P3, dated 22 June 2017</p> <p data-bbox="486 440 1715 675">The development shall then be constructed and deliver the U-values set out in this document. Achieving the agreed carbon reduction of 5.89% beyond BR 2013. Confirmation that these energy efficiency standards and carbon reduction targets have been achieved must be submitted to the local authority at least 6 months of completion on site for approval. This report will show emissions figures at design stage to demonstrate building regulations compliance, and then report against the constructed building. The applicant must allow for site access if required to verify measures have been installed.</p> <p data-bbox="486 711 1727 810">If the targets are not achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p data-bbox="486 847 1491 874">Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> </div> <p data-bbox="472 916 685 943">Energy – Clean</p> <p data-bbox="472 948 1610 1015">The scheme proposes a single energy centre serving heating and hot water loads for all residential units, with a communal gas fired CHP with back up gas fired boilers.</p> <p data-bbox="472 1051 1697 1150">There are no details of how the single energy centre proposed will interlink to all flatted units. There are no details of how this single energy centre will be designed (through reserved space and basement wall plugs) to connect to a local heat network at a later date.</p> <p data-bbox="472 1187 1677 1254">This will achieve proposed an improvement of beyond Building Regulations of 30.32% for the residential portion of the development.</p> <p data-bbox="472 1291 1610 1358">Therefore, based on these issues, the clean energy proposals are policy compliant. We recommend that these are addressed through the following condition:</p>	

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	<p>Suggested Condition for CHP and boiler facility: You must deliver the heating infrastructure standards (the Be Clean) as set out in the Energy Strategy, by Method LLP, Revision P3, dated 22 June 2017 (40 kW thermal output CHP unit is proposed, with 94.7% efficient gas boilers acting as a backup).</p> <p>You shall submit details of the site CHP and back up boiler facility and associated infrastructure, which will serve heat and hot water loads for all for all residential units and commercial units on the site.</p> <p>This shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> a) location of the single energy centre which is sized for all required plant; b) specification of equipment (including thermal storage, number of boilers and floor plan of the plant room); c) flue arrangement; d) operation/management strategy; e) the route and connections from the energy centre into all the dwellings and the community centre; and f) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) <p>The CHP and back up boiler facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.</p> <p>Suggested Condition for back up boilers: That all gas boilers installed across the development have a minimum SEDBUK rating of 94%. The applicant will demonstrate compliance by supplying installation specification at least 3</p>	

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	<p>months post construction. Once installed they shall be operated and maintained as such thereafter.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Energy – Green The application has reviewed the installation of various renewable technologies. They are proposing installing 310m² of solar PV panels, generating 48 kWp.</p> <p>This will achieve proposed an improvement of beyond Building Regulations of 20.63% for the residential portion of the development.</p> <p>We recommend that these are addressed through the following condition:</p> <p>Suggested condition You will install the renewable energy technology (PV Solar Panels) as set out in the Energy Strategy, by Method LLP, Revision P3, dated 22 June 2017.</p> <p>You will deliver no less than 310m² of solar PV panels, generating 48 kWp, with 160no. 300W panels. The figure of 43.2 kWp is reduced from a peak output of 48 kWp due to the orientation of the panels, with south-facing panels achieving 96% efficiency, and north-facing panels achieving 82% efficiency. It is anticipated that 70% of the available roof area on south-facing pitches is available for a 10 pitched PV array, and 75% of available roof area on north-facing pitches is available for horizontally-mounted panels.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the afore mentioned strategy, then any shortfall should be offset at the cost of £2,700 per tonne of carbon plus a 10% management fee.</p> <p>The Council should be notified if the applicant alters any of the measures and standards set out in the submitted strategy (as referenced above). Any alterations should be presented with justification and new standards for approval by the Council.</p> <p>The equipment shall be maintained as such thereafter. Confirmation of the area of PV,</p>	

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	<p data-bbox="472 236 1744 336">location and kWp output must be submitted to the local authority at least 6 months of completion on site for approval and the applicant must allow for site access if required to verify delivery.</p> <p data-bbox="472 368 1491 400">Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04</p> <p data-bbox="472 440 846 472">Sustainability Assessment</p> <p data-bbox="472 475 1704 571">No sustainability assessment has been proposed for the residential units – in the absence of Code for Sustainable Homes the application must undertake a Home Quality Mark assessment that achieves a minimum Level 4 outcome.</p> <p data-bbox="472 611 1585 643">This approach is policy compliant, supported, and it should be conditioned, as follows:</p> <div data-bbox="472 643 1744 1257"> <p data-bbox="483 649 1637 681">Suggested condition in absence of sustainability assessment for residential units:</p> <p data-bbox="483 684 1704 882">You must deliver a sustainability assessment for the residential portion of the application achieving rating of Home Quality mark level 4 for all units on the site. The units must be constructed in accordance with the details required to achieve Home Quality mark level 4 and shall be maintained as such thereafter. A post construction certificate shall then be issued by an independent certification body, confirming this standard has been achieved. This must be submitted to the local authority at least 6 months of completion on site for approval.</p> <p data-bbox="483 922 1720 1120">In the event that the development fails to achieve the agreed rating for the whole development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p data-bbox="483 1160 1720 1256">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> </div> <p data-bbox="472 1297 719 1329">Overheating Risk</p> <p data-bbox="472 1332 1727 1388">The calculations indicate that a majority of the residential units pass under current weather conditions. However, under future weather patterns the living spaces fail. the current design does</p>	

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	<p>not fully meet with the TM49 criteria required in DM21. The applicant has not provided appropriate mitigation strategy for future weather patterns.</p> <p>We expect a dynamic thermal model be undertaken for all London's future weather patterns. We recommend that these are addressed through the following condition:</p> <div data-bbox="474 435 1742 1321" style="border: 1px solid black; padding: 10px;"> <p>Suggested Condition</p> <p>To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modeling (under London's future temperature projections) for all internal spaces must be given to the Council for approval. This should be submitted to and approved in writing by the Local Planning Authority 6 months prior to any works commencing on site and shall be operational prior to the first occupation of the development hereby approved.</p> <p>Details in this strategy will include measures that address the following:</p> <ul style="list-style-type: none"> - the standard and the impact of the solar control glazing; - that the space for pipe work is designed in to the building to allow the retrofitting of cooling and ventilation equipment - that all CHP pipework is appropriately insulated - what passive design features have been included - what mitigation strategies are included to overcome any overheating risk <p>This model and report should include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and of maximising passive ventilation) to ensure adaptation to higher temperatures are included. Air Conditioning will not be supported unless exceptional justification is given.</p> <p>Once approved the development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p> </div>	
Design	Thank you for asking me to comment on the above.	Comments noted

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	<p>The Council's independent design review body, the Quality Review Panel (QRP) reviewed these proposals twice, on 9th November 2016 and 26th April this year, and had nothing but praise for the designs at the most recent review. I agree with their comments and analysis and consider they covered all the design concerns possible with this application. Specifically, the panel note that the proposal would “optimise the development potential of the site, take advantage of the site’s unique qualities” and be a “potentially award winning residential scheme”. The panel “supports the scale, massing, residential typology and architectural expression proposed”, considering the bulk and massing of the four pavilions mitigated by the changing site levels and spaces between them.</p> <p>Regarding amenity of residents and neighbours, the QRP notes that “all units are dual aspect”, and also confirms my view that the separation distances and trees between the proposal and existing dwellings will sufficiently protect privacy.</p> <p>I have also looked at the applicants’ consultants Daylight and Sunlight Report, and am happy to endorse that they have used the correct methods, following the BRE Guide as recommended in Policy DM1 of the Development Management DPD (adopted July this year). This finds that the application proposal would have no adverse impact on daylight and sunlight to any neighbouring existing dwellings. It also finds that all the living rooms facing within 90° of due south and all external amenity areas in the proposal receive at least the recommended sunlight levels. Their report does find that 9 out of 246 applicable rooms* in the development don’t quite meet the BRE standard. I note these are all kitchens; they fail to meet the 2% ADF standard but do all exceed the 1% required of bedrooms. Overall, this is considered a very good performance by the standards considered acceptable in urban locations such as Haringey.</p> <p>The materials palette is a bold and striking one of timber shingle upper floor walls over stone gabion ground floor and retaining walls, with grey powder coated aluminium windows, soffits, trims, parapets and balcony balustrades and a green sedum roof. I consider this entirely appropriate as it is in a highly untypical (for Haringey) “non-urban” setting within a parkland / nature reserve setting, and these materials will physically distinguish and mark out its separateness from the urban surrounding areas. The QRP also strongly support the materials palette; they “warmly support the proposed architectural expression and palette of materials”, “applaud the simplicity and purity of design”, consider “the creation of a solid gabion base with cedar shingle-clad volumes on top will contribute to the unique setting of the scheme, and should</p>	

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	<p>also help to reduce the perception of scale of the pavilions”.</p> <p>I consider the proposed materials, particularly the timber shingles, stone gabions and powder coated aluminium, durable and reliable as detailed in this proposal, which is designed to control water run-off, keeping it away from the shingles, which are also lifted well clear of the ground. They will rapidly ad relatively evenly mellow in colour from red-brown to silver-grey, and I am then confident, if well detailed and installed, they will be durable for a considerable life. Timber shingles are widely used in other parts of the world, especially Scandinavia and North America, and are considered a particularly good sustainable, natural building material. We will require approval of material samples by condition. I would encourage conditions to require approval of large scale details of key building junctions and to retain the present architect on the scheme, to protect the quality of the design.</p>	
Drainage	<p>INITIAL: I've now taken a quick look through the drainage strategy for the site and would like to raise the following, the report makes reference to a detailed ground investigation that needs to be carried out to determine ground conditions, do we know if this has been completed & outcome?</p> <p>Can we see a plan showing the exceedance route of the overland flow of water should the site become overwhelmed?</p> <p>Is there evidence Thames Water have agreed connection to their network?</p> <p>Although we wouldn't normally agree to pumps, there's enough justification to allow a pump system for the underground car park, we would need to see a maintenance plan and what back up system would be in place should the system fail. This also applies to all of the SuDS techniques being used and should be for the lifetime of the development.</p> <p>Looking at the previous correspondence that Adam had with the consultant it appears quite a lot of issues were thrashed out in relation to discharge rates and storage which are acceptable.</p> <p>If the final detailed design drawings are available can we see these please.</p> <p>I would need a lot more time to look through the strategy in more detail but from what I've seen so</p>	<p>Noted. Requests for further information are to be recommended as conditions which has been agreed by Council Drainage Engineer.</p>

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	<p>far it is acceptable in principal.</p> <p>FOLLOW UP (on review of proposed condition): That looks fine to me, many thanks for this. I can confirm that this scheme can be recommended for approval subject to the condition being satisfied.</p>	
Waste Management	<p>This proposed application will require adequate provision for refuse and recycling off street at the front of the property. I would like to confirm that space must be provided for the following and the management of the placement of bins on collection day must be as stated in the application provided.</p> <p>Bins must be placed no further than 10 metres from the waste collection vehicle and vehicles must be able to enter and exit the site using forward motions only.</p> <p>Guidance for this application has been highlighted in these comments.</p> <p>12 x 1100L Euro bins for refuse 7 x 1100L Euro bins for recycling 5 x 140L Food waste bins 72 x Food waste kitchen caddy's</p> <p>Arrangements will need to be made to ensure waste is contained at all times.</p> <p>Provision will need to be made for storage of receptacles within the property boundary not on the public highway.</p> <p>The was collection point will need to be at the front of the property from Plevna Crescent N15 or on the estate itself.</p> <p>The above planning application has been given a RAG traffic light status of GREEN for waste storage and collection if the guidance above is followed and the management of the waste is carried out as stated within the application.</p>	<p>Comments noted and waste management plan recommended by condition</p>
Pollution	<p>INITIAL COMMENTS:</p> <p>Air Quality: The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAS)). • Ensure that where provision needs to be made to reduce emission from a development, this is usually made on-site. 	<p>Additional information has been requested Subsequent comments provided with objection overcome and then corrected condition proposed (CON1)</p>

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	<p>The borough of Haringey is designated an AQMA area and the site is located within a TfL NO₂ hotspot/focus area. The proposed development is not car-free and includes CHP. Documentation submitted with this application does not include consideration of Air Quality. In order to be appraise this application with respect to its impact on air pollution a detailed Air Quality assessment is required containing detailed dispersion modelling and CHP stack height and diameter. Consideration is also required with respect to the air pollution impact of the construction phase.</p> <p>Consideration also needs to be given to the London Plan, Policy 7.14, specifically air quality neutrality.</p> <p>Contaminated Land: The site is bound on two sides by railway lines. Documentation accompanying this application does not consider the potential for contaminated land, including ground gas and ground water contamination.</p> <p>Taking into account the above, I recommend refusal of this application.</p> <p>FOLLOW UP COMMENTS:</p> <p><u>Air Quality:</u></p> <p>The borough of Haringey is designated an AQMA area and the site is located within a TfL NO₂ hotspot/focus area. The borough of Haringey is committed to being a 'Cleaner Air Borough' and working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents</p> <p>The main air polluting operations associated with the proposed development include 29 car parking spaces and associated traffic movements. With regard to Energy use, a 40kW gas fired CHP is to be installed, the flue for which will be <33m in height. A total of 130 cycle spaces are proposed.</p> <p>An air quality assessment (Waterman, September 2017, ref: WIE13617-100-1-1-1) has been submitted. The assessment concludes that there will be no exceedences of the Government's</p>	

Stakeholder	Question/Comment	Response
	<p>NO₂, PM10 and PM2.5 objective once the development is completed and occupied. The London Plan, Policy 7.14 states that new development should:</p> <ul style="list-style-type: none"> • be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emission from a development, this is usually made on-site. <p>I recommend the following conditions:</p> <p><u>Combustion and Energy Plant:</u></p> <ul style="list-style-type: none"> • Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20 mg/kWh. <i>Reason: To protect local air quality.</i> • Prior to installation details of all the chimney heights calculations, diameters and locations will be required to be submitted for approval by the LPA prior to construction. <i>Reason: To protect local air quality and ensure effective dispersal of emissions.</i> • Prior to commencement of the development, details of the CHP must be submitted to evidence that the unit to be installed complies with the emissions standards as set out in the GLA SPG Sustainable Design and Construction for Band B. A CHP Information form must be submitted to and approved by the LPA. <i>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</i> <p><u>Contaminated land: (CON1 & CON2)</u></p> <p><u>CON1:</u></p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: Further ground gas monitoring shall be undertaken. Using the results of the additional ground gas monitoring and the information provided within the contaminated land report summary (WYG, June2017), the site conceptual model and risk assessment shall be updated, if required and submitted to the Local Planning Authority together with a 	

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	<p>remediation Method Statement detailing the remediation requirements. Using the information obtained from the site investigation and also detailing any post remedial monitoring the remediation method statement shall be approved in writing by the Local Planning Authority prior to that remediation being carried out on site.</p> <p>And CON2 :</p> <ul style="list-style-type: none"> Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p><u>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</u></p> <p><u>Management and Control of Dust:</u></p> <ul style="list-style-type: none"> No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. <p><u>Reason: To Comply with Policy 7.14 of the London Plan</u></p> <ul style="list-style-type: none"> Prior to the commencement of any works the site or Contractor Company is to register with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA. <p><u>Reason: To Comply with Policy 7.14 of the London Plan</u></p> <ul style="list-style-type: none"> No works shall commence on the site at the demolition (including ground preparation works) and construction phases until all plant and machinery to be used at each phase has been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. <p><u>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and</u></p>	

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	<p><i>the GLA NRMM LEZ.</i></p> <ul style="list-style-type: none"> An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion. <p><u>Reason:</u> <i>To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</i></p> <p>CORRECTED COMMENTS:</p> <p><u>CON1</u></p> <ul style="list-style-type: none"> Before development commences other than for investigative work: <ul style="list-style-type: none"> a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:- <ul style="list-style-type: none"> a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted,</p>	

Stakeholder	Question/Comment	Response						
	<p>along with the site investigation report, to the Local Planning Authority for written approval.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p><i>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy 5.21 of the London Plan 2015 and Saved Policy UD3 of the Haringey UDP.</i></p>							
Building Control	<p>This department has no objection to this application.</p> <p>It is noted from the deposited drawings that with regard to Access for the Fire Brigade, more details may be required.</p> <p>This type of work will require a Building Regulation application to be made after Planning Permission has been granted. We have been working to expand and improve the services and products we can offer our customers such as warranties, fire engineering, fire risk assessments, structural engineering, party wall surveying, SAP, EPC, SBEM calculations, BREEAM, CfSH calculations, acoustic advice, air pressure testing etc in consultation with the LABC (Local Authority Building Control) and I would be pleased to explain any of the services in more detail if required. Contact us with any queries you may have at: building.control@haringey.gov.uk</p>	Noted						
Noise	<p>I have examined the Environmental Noise Survey & Noise Impact Assessment report (Ref 23986/NIA1Rev1 dated 8th May 2017) as well as the Train Induced Noise and Vibration Assessment Report (Ref 23986/VAR1 Rev1) both approved by John Ridpath of Hann Tucker Associates in response to the proposed residential development.</p> <p>Internal Noise Levels within Residential Units</p> <p>The report states that with specified glazing and ventilators installed within the proposed residential units (with the windows closed) the following internal noise levels in accordance with BS8233:2014 will be achieved;</p> <table border="1"> <thead> <tr> <th>Time</th><th>Area</th><th>Maximum Noise level</th></tr> </thead> <tbody> <tr> <td>Daytime Noise 7am – 11pm</td><td>Living rooms and</td><td>35dB(A)</td></tr> </tbody> </table>	Time	Area	Maximum Noise level	Daytime Noise 7am – 11pm	Living rooms and	35dB(A)	Comments noted and recommendations supported
Time	Area	Maximum Noise level						
Daytime Noise 7am – 11pm	Living rooms and	35dB(A)						

Stakeholder	Question/Comment			Response
	Night Time Noise 11pm - 7am	Bedrooms		
		Dining Room/Area	40dB(A)	
		Bedrooms	30dB(A)	
	<p>The result of the vibration assessment indicates that the train induced vibration is below the Low probability of adverse comment as defined under BS6472:2008. The predicted levels of re-radiated noise are below the suggested criteria and should therefore be deemed acceptable.</p> <p>There's no objection made in principle to this application, however as the proposed residential development falls in close proximity to the Liverpool Street to Enfield Town and the Gospel Oak to Barking Railways the stated internal noise level and the following conditions shall apply;</p> <p><i>No individual noise events to exceed 45dB LAmax (measured with F time weighting) in bedrooms between 23.00hrs - 07.00hrs.</i></p> <p><i>Sound insulation shall be provided and installed in the premises in accordance with a scheme submitted to and approved by the Local Planning Authority. This scheme shall be submitted to the Local Planning Authority for approval before the commencement of any building works.</i></p>			
Ecology	<p>We have no objections in principal to the scheme but do have the following observations and recommend these conditions are applied:</p> <p>For the built area we would recommend an integrated detailed design produced for the placement of integrated bat/bird boxes and exterior lighting, to be approved by the LPA.</p> <p>A CEMP to be produced and agreed prior to finalisation, with the LPA. To include watching briefs and tool box training as indicated by the project ecologist.</p> <p>A detailed management plan for the Ecological area must be produced, this must also be fully cost estimated (estimates must be justified) and have a specification to enable the managing body to arrange the maintenance contracts and to ensure the site is managed consistently. Continued consultation with the project ecologist is recommended during the process.</p>			Comments noted and applicable recommendations supported

Stakeholder	Question/Comment	Response
	<p>A detailed landscape enhancement plan is recommended, for approval by the LPA. To include the detailed specifications for work within the ecological area, including all paths, drainage, ditches and gate entrances. We recommend the vehicle access gates are a minimum of 3 metres to facilitate access for large maintenance vehicles (such as tractors).</p> <p>We recommend an appraisal is produced on the types of management trust options and existing trusts/charities in the area, with the capacity and interest to take the management of this site on. Examples of sites where this has worked and how this has worked are essential, as well as consultation with local and existing organisations to test for appetite and the feasibility of a commission with the funds made available. This document must be approved by the LPA.</p> <p>As part of the handover we recommend a SINC review is carried out by an independent third party, to produce an evidence base for the grading of the improved space, for consideration to the LPA.</p>	
Trees	<p>I have reviewed the Arboricultural Impact Assessment (AIA) and Tree Protection Plan (TPP). The majority of trees on site are to be retained and appropriately protected. The trees identified for removal to facilitate the development are predominantly of low quality and amenity value. They include T4-T9, T15, T20-T33, W3 (part of), W3 (part of), G2 (part of) and G7 (part of). It is proposed to plant up to 48 new trees to mitigate the loss of those above. These will be native species, which will greatly improve the local environment, by enhancing existing green links and increasing biodiversity in an ecologically important area. All tree planting must be carried out as per the specification for soft landscape works.</p> <p>In my opinion, the current proposal could be permitted, on the condition that all the tree protection measures are installed in accordance the AIA and TPP and all works within the RPA's are supervised and monitored by the Arboricultural consultant. The AIA & TPP specify all the necessary measures to be implemented to ensure the trees are protected throughout the demolition and construction process.</p> <p>When drafting planning conditions for this application, they must include reference to the following;</p> <p>A pre-commencement site meeting must be specified and attended by all interested parties, (e.g.</p>	<p>Comments noted and applicable conditions recommended</p>

Stakeholder	Question/Comment	Response
	<p>Arboricultural consultant, Council Arboricultural officer and Construction site manager) to confirm all the protection measures to be installed for the trees and discuss any construction works that may impact on the Root Protection Areas.</p> <p>The tree protection fencing and ground protection must be installed in accordance with the Tree Protection Plan and under the direct supervision of the Arboricultural consultant. It must also be installed prior to the commencement of demolition works on site.</p> <p>The tree protection measures must be inspected or approved by the Council Arboricultural officer, prior to the commencement of demolition works on site.</p> <p>The tree protection measures must be periodically checked by the Arboricultural consultant and reports sent to the Council Arboricultural officer.</p> <p>All construction works within the root protection areas or that may impact on them, must be carried out under the direct supervision of the Arboricultural consultant.</p>	
EXTERNAL		
Thames Water	<p>Waste Comments</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover</p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800</p>	<p>Comments noted and recommendations supported</p>

Stakeholder	Question/Comment	Response
	<p>009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:" A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."</p> <p>Water Comments</p> <p>On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.</p>	

Stakeholder	Question/Comment	Response
	<p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
Network Rail	<p>The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:</p> <ul style="list-style-type: none"> . encroach onto Network Rail land . affect the safety, operation or integrity of the company's railway and its infrastructure . undermine its support zone . damage the company's infrastructure . place additional load on cuttings . adversely affect any railway land or structure . over-sail or encroach upon the air-space of any Network Rail land . 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 & attached comments,</p> <p>Future maintenance</p> <p>The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all</p>	<p>Comments noted and applicable recommendations supported</p>

Stakeholder	Question/Comment	Response
	<p>associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.</p> <p>Drainage No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed 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</p>	

Stakeholder	Question/Comment	Response
	<p>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>Piling Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.</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 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</p>	

Stakeholder	Question/Comment	Response
	<p>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> <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 (Cretaeagus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina"</p> <p>Not Permitted: Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).</p> <p>Vehicle Incursion Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.</p>	

Stakeholder	Question/Comment	Response
	<p>As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.</p> <p>(Documents attached to Network Rail comments – 'Vegetation Management Explained', 'Comments and Conditions to be observed in connection with new development adjacent to Network Rail land/assets', 'Tree planting species dated 09Jul2015')</p>	
Natural England	<p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>The Wildlife and Countryside Act 1981 (as amended) The Conservation of Habitats and Species Regulations 2010 (as amended) Natural England's comments in relation to this application are provided in the following sections.</p> <p>Statutory nature conservation sites - no objection Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.</p> <p>Protected species We have not assessed this application and associated documents for impacts on protected species.</p> <p>Natural England has published Standing Advice on protected species. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.</p> <p>The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>may be granted.</p> <p>If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.</p> <p>Green Infrastructure The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development.</p> <p>Priority Habitat as identified on Section 41 list of the Natural Environmental and Rural Communities (NERC) Act 2006 The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006. The National Planning Policy Framework states that 'when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.'</p> <p>Local sites If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.</p> <p>Biodiversity enhancements This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we</p>	

Stakeholder	Question/Comment	Response
	<p>would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.</p> <p>Landscape enhancements This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts</p> <p>Sites of Special Scientific Interest Impact Risk Zones The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website.</p>	
Friends of the Earth Tottenham & Wood Green Group	<p>Response from Friends of the Earth Tottenham & Wood Green group</p> <p>1. Development of the site We consider that SINCs should not be developed as a matter of principle. However, we acknowledge that in this case the Secretary of State has ruled in favour of development and this is now beyond Haringey's control.</p> <p>2. Lighting One of the key biodiversity concerns for this corridor is its use by bats. So external lighting should be of a type that minimises disturbance to bats. The Bat Conservation Trust publishes guidance on the best ways to avoid disturbance to bats and other wildlife. In terms of technology they say:</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>¿ Technological specifications: Research from the Netherlands has shown that spectral composition does impact biodiversity. ¿ Use narrow spectrum light sources to lower the range of species affected by lighting. ¿ Use light sources that emit minimal ultra-violet light ¿ Lights should peak higher than 550 nm ¿ Avoid white and blue wavelengths of the light spectrum to reduce insect attraction and where white light sources are required in order to manage the blue short wave length content they should be of a warm / neutral colour temperature¿ (file:///C:/Users/Quentin/Downloads/BCT_Interim_Guidance_Artificial_Lighting_June_2014.pdf) Haringey should impose conditions requiring the adoption of this approach.</p> <p>3. Energy We welcome the energy strategy and again ask that this be made subject to conditions including the CHP and PV panels. There should be a S106 agreement about their maintenance and longevity.</p> <p>4. Transport. We welcome the car-capping and the proposals for a car club and electric vehicle recharging points. We ask that the car club be required to consist of electric vehicles, as a way to further minimise CO2 and air pollution emissions. The charging of vehicles during the day would be an efficient way to use surplus electricity from the PVs. There should also be a travel plan for residents including cycling lessons and buddying, and cycle repair facilities to help people make sustainable travel decisions and habits.</p> <p>5. Biodiversity. We welcome the proposed green roofs, landscaping and planting. We ask that these are detailed and that the details are subject to conditions, and that there should be a site management agreement to ensure continued maintenance of these features and their biodiversity.</p> <p>There should also be a S106 agreement regarding the maintenance of the wider ecological areas of the site to ensure that it is monitored, protected and enhanced.</p>	
London Overground	Rail for London (RfL) has reviewed the application and from an Infrastructure Protection perspective, has no comments to make.	Noted

Stakeholder	Question/Comment	Response
Transport for London	<p>INITIAL COMMENTS:</p> <p>The site of the proposed development is next to the National Rail Network and approximately 60 metres east of the Victoria Line Underground Network. It is also adjacent to a potential Crossrail 2 work site.</p> <p>TfL has the following comments to make:</p> <ul style="list-style-type: none"> • The development proposes 29 car parking spaces and the majority of the site has a PTAL rating of 5. We understand that the council wants some car parking provision for family housing but it seems that there are only 18 homes with 3 beds or more. We are not clear how this relates to the proposed 0.4 car parking spaces per unit. Family housing could be car-free. Please confirm the logic. • A total of 130 long-stay and 2 short-stay cycle parking spaces have been proposed, which is in line with the London Plan. 5% of cycle parking spaces should be larger than standard to allow for larger bikes. • TfL welcomes the Travel Plan and its proposed measures for promoting sustainable travel. • TfL welcomes the Delivery and Servicing Plan, the Construction Management Plan and the use of FORS within each plan. • TfL notes that both Network Rail and Rail for London have already been consulted with regards to this application. • The applicant and Local Planning Authority should also be aware that the site is adjacent to a major Crossrail 2 worksite and it is recommended that the design of the proposals include noise mitigation measures particularly to windows and openings to the residential units that face towards the railway line and worksite. • The proposed development states that access to the site will be through a cutting in the terraced housing between number 58 and number 60 Plevna Crescent. However, there is currently two parking bays located immediately in front of the proposed site access on the pavement. In the Construction Management Plan it states that these two bays may be suspended during the construction period in order for construction vehicles to access the site. Please can the applicant confirm if this proposed access point will mean that these two car parking spaces will be permanently lost or if the width of the main permanent vehicle access point is wide enough for vehicles to enter and leave the site in forward gear? <p>FOLLOW UP COMMENTS:</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>Thank you for your comments and your clarification.</p> <p>The second part of my question was querying the width of the access point to the site if these two parking spaces were not removed. I looked on GoogleMaps and it seems that the proposed vehicular access (without removing those parking bays) is very narrow, however I could be wrong. I was asking to see if the road would be wide enough for vehicles to access the development itself. The reason why we have raised this point is to ensure that there is a safe access point that doesn't conflict with pedestrians and cyclists. TfL just wanted to highlight the site constraints that could lead to an unsafe environment but this is something for the Council to resolve.</p> <p>To conclude, TfL does not object to this proposal.</p>	
London Fire Brigade	<p>INITIAL COMMENTS: The Brigade is not satisfied with the proposals with regard to B5 of Approved Document B Volume 2 because the plans supplied on the planning portal do not demonstrate compliance.</p> <p>FOLLOW UP COMMENTS: Further to the attached plans submitted, Brigade are satisfied with the proposals with regards to B5 of the Approved Document B Volume 2.</p>	<p>Noted. Applicant has been requested to address this objection. Outline Fire Safety Strategy prepared and Brigade now satisfied.</p>
Designing Out Crime	<p>Thank you for giving us the opportunity to comment on the above proposed residential development. We can confirm that our office has given pre planning advice to the proposed site named 'Land at the rear of Plevna Crescent', as mentioned in the design and access statement document - Part 4, Section 6, Page 58.</p> <p>Our initial concerns are that the site does not lend itself to promoting the general principles of SBD design and layout. It is not a design we would automatically consider supporting as an acceptable design to deter anti social behaviour (ASB) and criminal activity. The site has limited active frontage and is unable to make use of established natural surveillance by the existing community and neighbouring properties or well used roads. Some of the proposed communal entrances</p>	<p>Comments noted and recommendations supported although in an altered form</p>

Stakeholder	Question/Comment	Response
	<p>seemed less active than others and appear hidden at the back of the development. Segregating vehicle and pedestrians routes reduces legitimate activity, and often makes an area seem less safe especially during the hours of darkness - passing vehicles often reassures lone walkers and helps reduce the fear of crime.</p> <p>We would like to acknowledge that the architects working on behalf of the developer have reviewed their original design and shown an understanding of the vulnerabilities the site faces. They have indicated that they are willing to use security enhanced products and to mitigate the risks where possible as well as looking to achieve SBD on this scheme, in line with Local Planning Policy.</p> <p><u>Request Community Safety – Secured by Design Condition:</u> <i>Prior to the commencement of the development hereby approved, a full and detailed application for the Secured by Design Homes award scheme shall be submitted to the Local Planning Authority and the Metropolitan Police NE Designing Out Crime Office, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.</i></p> <p><i>Reason: In the interest of creating safer, sustainable communities</i></p> <p>We would like to recommend that the security standards of the SBD scheme are implemented within the overall design and build. To ensure this standard is achieved we would respectfully request that achieving SBD added as a planning condition.</p> <p><u>Community Safety - Informative:</u> In aiming to satisfy the condition, the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via: Telephone 0208 217 3813 or</p>	

Stakeholder	Question/Comment	Response
	<p data-bbox="470 236 918 268">DOCOMailbox.NE@met.police.uk</p> <p data-bbox="470 375 1747 507">In conclusion may we draw your attention to Sec 17 of the Crime and Disorder Act 1998 which 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".</p>	
Environment Agency	<p data-bbox="470 547 1747 715">INITIAL: Thank you for consulting us on the above application. We object to the application as submitted on flood risk and Water Framework Directive grounds. We object to the proposed development because it eliminates the possibility of reversing the substantial loss of watercourse habitat due to the existing culvert.</p> <p data-bbox="470 750 1747 1021">Reasons The National Planning Policy Framework (NPPF), paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Paragraph 118 of the NPPF states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused, and that opportunities to incorporate biodiversity in and around developments should be encouraged.</p> <p data-bbox="470 1056 1747 1152">In line with the requirements of the Thames River Management Plan we seek the removal of culverts wherever possible to re-establish river and bankside habitat and the continuity of the watercourse corridor.</p> <p data-bbox="470 1187 1747 1391">In this case, there may be an opportunity to restore nature conservation value of the site. However, the proposed development as submitted has not provided a survey to identify the exact location of the culvert, meaning the development may be on top of the culvert. If permitted, this would preclude any future potential to remove the culvert and naturalise the watercourse. Additionally, without the exact location of the culvert in relation to the culvert, an assessment cannot be made regarding the potential loading of the building onto the culvert structure, if it were</p>	<p data-bbox="1769 547 2038 782">Comments noted and further information requested which shall be reported as an addendum to this report</p>

Stakeholder	Question/Comment	Response
	<p>to remain in place.</p> <p>We consider that this proposal has not met the following requirements as set out in your Development Management Plan policy DM 28:</p> <ul style="list-style-type: none"> • all new development to be set back a distance of 8 metres from a main river, or at an appropriate width as agreed by the council and the Environment Agency • demonstrate how the objectives of the Thames River Basin Management Plan and London River Restoration Action Plan have been taken into account • investigate and secure the implementation of measures to restore culverted sections of the river or watercourse <p>The plan on page 13, part 4 of the Flood Risk Assessment marks an assumed line for the culvert, however there is no explanation as to how this line has been inferred or accompanying survey to determine its exact location. Whilst page 17 of the FRA includes two paragraphs referring to deculverting, there are no plans or drawings to demonstrate that deculverting is not feasible.</p> <p>Overcoming our objection</p> <p>It may be possible to overcome this objection if the development can investigate and secure the implementation of measures to restore the culverted watercourse. If space does not allow along the existing alignment to accommodate the applicant should explore options to realign the watercourse to accommodate deculverting. We generally seek a minimum bank gradient of 1:3. If deculverting is not feasible, the is set back at least 8 metres from the centre-line of the culvert or if the development were to include plans for re-instating an open watercourse within the vicinity of the site. However if deculverting is feasible a smaller buffer zone could be negotiated.</p> <p>The applicant should also provide a culvert survey to show the exact location of the culvert. If the culvert is over 3m deep it will need to be shown that the foundations will not increase additional loading on to the culvert, which could lead to structural failure and therefore increased flood risk.</p>	
NEIGHBOURING PROPERTIES		
	The reason I object to this is because the area is already overcrowded these too many problems	Anti-social

Stakeholder	Question/Comment	Response
	such as crime from theft too drug abuse the last thing I want is more people flooring in and taking over the place ever since Sophia court was built we had nothing but noise and rubbish on the floor people double parking cars also we could never find a parking after 6.... first fix up the area clean the dam street before making more mess for the residence to deal with	behaviour is unfortunately a civil concern. This scheme is required to be designed in accordance with Secure by Design principles.
	I believe that this project will provide much needed housing in this location. This has been well designed to fit in with the area. All in all, this will greatly improve the surrounding area.	Support noted
	The plans show that it would make good use of the neglected site and I really like the landscape design of these proposals. We need the extra affordable housing in this area desperately.	Support noted
	Objecting Reasons: 1) Too much noise generated by extra residents and traffic. 2) The wild fauna & flora will be destroyed and the ecosystems of wild life disrupted. 3) Car parking problem. 4) Pollution; air, noise and light. 5) Extra demand on Social services; education; family doctors, utilities and hospitals. 6) Loss of closed knitted community. 7) More living accommodation than the whole of Plevna Crescent	Mitigation of impacts on neighbouring properties is considered acceptable. Significant attention has been placed to enhance the ecological nature of this site. Car parking is provided onsite.
	As a resident of Tottenham i ask the council to support this application as i live locally and was until recently looking for some where to live in the area i can tell you that there is such shortage of housing in this area! so when i saw these plans i thought great this is what we want i can see that a lot of effort has gone into designing this and i very much liked the idea of having opening times for schools to visit the ecological part of the site!	Support noted
	Having just visited the site of the proposed new development I feel duty bound to comment. The	Support noted

Stakeholder	Question/Comment	Response
	unused, overgrown plot of land is an eye sore for Tottenham. It is time we change the face of the area by encouraging development of unsightly areas into productive living space thereby making Tottenham a valuable place to invest and live in.	
	<p>This is already a heavily built up area with poor air quality, Many new developments have recently been made already adding more strain to roads schools and hospitals.</p> <p>Green space is essential in combatting poor air quality that already reaches illegal levels on Seven Sisters road regularly. Adding more families more energy consumption and more pollution to this already congested area is not serving the people of Haringey or the future of residence of the building but only the interest of the developers</p>	<p>Air quality reports have been provided.</p> <p>Quality of ecological area is being improved.</p> <p>Carbon management is considered acceptable.</p>
	<ol style="list-style-type: none"> 1. In your letter dated 10/07/17, you have clearly stated that 72 residential units will be built but only 29 parking spaces will be made available at the basement level. The number of parking spaces are less than the residential units and my concern is while we are currently having problems with parking Plevna Crescent, I feel this will only make the situation worse. How will you make sure that there are clashes in connection to this problem? 2. When I spoke to you, I was not sure exactly what route these new residents what route these new residents will be using to cut through to their new homes and you said that they would be passing through Plevna Crescent. We have a problem already in terms of people coming from the other end of Plevna Crescent dumping stuff in our Designated Bin area at the corner of 151 Plevna Crescent because myself and one of my neighbour friend were present at the preliminary meeting with one of the Environment Officer who identified a budget for the bin area. 3. What are you going to name the road that goes into this new build? There is a problem with some of the residents in Sofia Court giving false addresses as Plevna Crescent which has caused problems from time to time although we managed to catch the perpetrators and reported to Homes for Haringey. Please clarify this matter. 	<p>Onsite parking meets policy requirements and s106 legal agreement used to manage and control on-street parking.</p> <p>Sufficient waste storage is provided onsite so will not need to use Plevna Crescent bin stores.</p> <p>This is addressed by Land Charges.</p>