

Planning Sub Committee 28 November 2017

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1.0 APPLICATION DETAILS

Reference No: HGY/2017/2001

Ward: Crouch End

Address: 163 Tottenham Lane, N8 9BT

Proposal: Redevelopment of the site to provide 26 residential units together with 1,172sqm of commercial floor space within 2 ground floor premises and plant and store room within basement (use classes A1, A2, B1, B2 restricted to MOT testing, mechanical servicing and repairs of motor vehicles and D1 restricted to medical use).

Applicant: Mr Mahesh Patel

Ownership: Private

Case Officer contact: Tobias Finlayson

Date received: 30/06/2017

Drawing number of plans:

312-02-001 Rev B2; 312-02-101 Rev B1; 312-02-102 Rev B2; 312-02-103 Rev A1; 312-02-104 Rev A1; 312-02-105 Rev B2; 312-02-106 Rev B2; 312-02-201 Rev B1; 312-02-202 Rev C1; 312-02-203 Rev C1; 312-02-204 Rev C1; 312-02-205 Rev C1; 312-02-206 Rev C1; 312-02-207 Rev C1; 312-02-208 Rev C1; 312-02-301 Rev B2; 312-02-302 Rev C; 312-02-303 Rev C; 312-02-304 Rev B2; 312-02-401 Rev B2; 312-02-402 Rev B2; 312-02-403 Rev C

Documents:

Ground Conditions Desk Study dated June 2017 prepared by Hydrock; Planning Statement prepared by Countrywide Planning; Surface Water Drainage Strategy dated 7th June 2017 prepared by EAS; Noise Assessment dated 22nd June 2017 prepared by 24Acoustics; Proposed Scheme Daylight & Sunlight Assessment dated June 2017 prepared by XCO2; Daylight, Sunlight & Overshadowing dated June 2017 prepared by XCO2; Heritage Statement prepared by Countrywide Planning; Residential Travel Plan dated June 2017 prepared by EAS; Basement Impact Assessment dated May 2017 prepared by Parmarbrook Urban; Energy Strategy Revision 2 dated 21 June 2017 prepared by Whitecode Design Associates; Transport Assessment dated June 2017 prepared by EAS; Design and Access Statement dated June 2017 prepared by Crawford Partnership; Financial Viability Appraisal dated July 2017 prepared by Affordable 106; Response to Review of FVA Report dated September 2017 prepared by Affordable 106; Letter responding to neighbour consultation responding dated 9th October 2017 from Countrywide Planning

1.1 The application has been referred to the Planning Sub-committee for a decision as it is a major application which is also subject a s106 agreement.

1.2 **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of residential development as part of a mixed-use scheme is acceptable on this site, is of appropriate density and provides an appropriate mix and quality of accommodation
- The proposal contributes to the housing needs of the borough and offers an acceptable financial contribution towards affordable housing
- The range of commercial uses is acceptable, will not result in a loss of employment potential and allow flexibility for future adaptability
- The design and appearance of the proposal is acceptable and would not harm the adjoining conservation area
- The proposal would not materially harm the residential amenities of neighbouring occupants
- The proposal would result in no significant impact on parking as well as providing sufficient disabled parking and secure cycle storage
- The scheme would provide a number of planning obligations as set out in the section below
- The application is in accordance with the development plan

2.0 **RECOMMENDATION**

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.

2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-committee.

2.3 That the section 106 legal agreement referred to in resolution 2.1 above is to be completed no later than 21 December 2017 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow; and

2.4 That following completion of the agreement(s) referred to in resolution 2.1 within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the following conditions.

Conditions summary (the full text of recommended conditions is contained in section 9 of this report):

- 1) COMPLIANCE: Time limit for implementation (LBH Development Management)
- 2) COMPLIANCE: Development in accordance with approved drawings and documents (LBH Development Management)
- 3) COMPLIANCE: Land use (LBH Development Management)
- 4) COMPLIANCE: Noise level (LBH Pollution - Noise)
- 5) COMPLIANCE: Accessible and adaptable dwellings (LBH Development Management)
- 6) COMPLIANCE: Wheelchair accessible or easily adaptable for wheelchair use (LBH Development Management)
- 7) COMPLIANCE: Energy strategy (LBH Carbon Management)
- 8) COMPLIANCE: Satellite antenna restriction (LBH Development Management)
- 9) COMPLIANCE: Electric charging points (LBH Transportation)
- 10) PRE COMMENCEMENT: Construction Management and Logistics Plan (LBH Transportation)
- 11) PRE COMMENCEMENT: Air Quality and Dust Management Plan (LBH Pollution)
- 12) PRE COMMENCEMENT: Piling method statement (Thames Water)
- 13) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Contaminated land risk assessment and method statement (LBH Pollution)
- 14) PRIOR TO OCCUPATION: Contaminated land risk assessment and method statement (LBH Pollution)
- 15) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Sound insulation (LBH Pollution - Noise)
- 16) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Materials (LBH Development Management)
- 17) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Chimney details (LBH Pollution)
- 18) PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: CHP details (LBH Pollution)
- 19) PRIOR TO INSTALLATION: Boiler details (LBH Pollution)
- 20) PRIOR TO COMPLETION: Thermal modelling (LBH Carbon Management)
- 21) PRIOR TO FIRST OCCUPATION: Energy efficiency measures (LBH Carbon Management)
- 22) PRIOR TO FIRST OCCUPATION: Internal noise levels – residential units (LBH Pollution - Noise)
- 23) PRIOR TO FIRST OCCUPATION: Parking Management Plan (LBH Transportation)
- 24) PRIOR TO FIRST OCCUPATION: Delivery and Servicing Plan (LBH Transportation)
- 25) PRIOR TO FIRST OCCUPATION: Cycle parking (LBH Transportation)
- 26) PRIOR TO FIRST OCCUPATION: Obscure glazing (LBH Development Management)

- 27) PRIOR TO FIRST OCCUPATION: Secured by Design (Metropolitan Police)
- 28) POST OCCUPATION: BREEAM rating (LBH Carbon Management)
- 29) POST OCCUPATION: Residential sustainability assessment (LBH Carbon Management)

Informatives summary (the full text of recommended informatives is contained in section 9 of this report):

- 1) Co-operation (LBH Development Management)
- 2) S106 (LBH Development Management)
- 3) CIL (LBH Development Management)
- 4) Party Wall Act (LBH Development Management)
- 5) Hours of construction (LBH Development Management)
- 6) Asbestos (LBH Environmental Services)
- 7) Backflow (Thames Water)
- 8) Surface water (Thames Water)
- 9) Sewers (Thames Water)
- 10) Groundwater permit (Thames Water)
- 11) Pressure (Thames Water)
- 12) Fire safety (London Fire Brigade)
- 13) Street numbering (LBH Transportation)
- 14) Commercial waste (LBH Neighbourhood Action Team)

Section 106 Heads of Terms

- 1) An affordable housing contribution of £245,000 with review mechanism
- 2) Early stage viability review (if the planning permission is not implemented within 2 years of being granted)
- 3) Late stage viability review (to be triggered at the point 75% of the dwellings are let or sold)
- 4) A carbon offsetting contribution of £21,393 (plus a possible further contribution following a sustainability review)
- 5) A construction training and local labour initiatives and contribution of £52,190.03
- 6) A transport and highways (s278) contribution of £12,000
- 7) A Traffic Management Order (CPZ) contribution of £25,000
- 8) Resident Parking Permit restriction ('Car-capped' development)
- 9) Travel plans (commercial and residential) with car club membership (two years and £50 credit per membership) with monitoring fee (£3,000 per travel plan)
- 10) Child play space contribution of £2,565
- 11) Considerate Constructors Scheme

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

2.6 That in the absence of the agreement referred to in resolution 2.1 above being completed within the time period provided for in resolution 2.3 above, the planning permission be refused for the following reasons:

- (i) In the absence of a financial contribution towards affordable housing, the proposal would have an unacceptable impact on affordable housing provision within the Borough. As such, the proposal would be contrary to Local Plan Strategic Policies 2017 Policy SP2, Development Management DPD 2017 policy DM13 and London Plan 2016 policy 3.12.
- (ii) In the absence of a financial contribution towards the amendment of the Traffic Management Order, highways works and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan Strategic Policies 2017 Policy SP7, Development Management DPD 2017 policies DM31, DM32 and DM33 and London Plan 2016 policies 6.9, 6.11 and 6.13.
- (iii) In the absence of a financial contribution towards carbon offsetting, the proposal would fail to deliver an acceptable level of carbon saving. As such, the proposal would be contrary to Local Plan Strategic Policies 2017 Policy SP4 and London Plan 2016 policy 5.2.
- (iv) In the absence of a financial contribution towards construction training and local labour initiatives, the proposal would fail to deliver an acceptable level of support towards local residents accessing the new job opportunities in the construction phase of the scheme. As such, the proposal would be contrary to Haringey's Planning Obligations SPD 2014.
- (v) In the absence of a financial contribution towards child play space, the proposal would fail to deliver an acceptable level of play and informal recreation based on the expected child population generated by the scheme. As such, the proposal would be contrary to London Plan 2016 policy 3.6, the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG 2012 and Local Plan 2017 Strategic Policy SP13.

2.7 In the event that the Planning Application is refused for the reasons set out in resolution 2.6 above, the Head of Development Management or the Assistant Director Planning (in consultation with the Chair of Planning Sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations;

- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal; and
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution 2.1 above to secure the obligations specified therein.

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This is an application for redevelopment of the site to provide 26 residential units together with 1,172sqm of flexible commercial floor space on the ground floor premises together with plant and a store room within the basement (use classes A1, A2, B1, B2 (restricted to MOT testing, mechanical servicing and repairs of motor vehicles only) and D1 (restricted to medical use)).
- 3.1.2 The applicant has stated that the commercial aspect of the scheme has been designed for the current user on the site (Kwik Fit) so this company is able to reoccupy the premises once the new development has been built should planning permission be granted. If Kwik Fit decide not to reoccupy the new floorspace, the flexibility of the other uses proposed (A2, B1 and D1 - restricted to medical use) allows for appropriate town centre uses to take up the floor space instead.
- 3.1.3 The residential units will be located on the first, second and third floors and comprises 2 x studio (8%), 5 x 1 bed (19%), 16 x 2 bed (62%) and 3 x 3 bed units (11%).
- 3.1.4 In terms of overall building form, at ground floor, the plan form will be 'H' shaped with an opening to the middle of either side. The first, second and third floors will have a 'T' plan form, progressively set back from the rear at each level.

3.2 Site and surroundings

- 3.2.1 The site is located on the western side of Tottenham Lane and is currently occupied by a part 2 and part 3 storey building used as motor vehicle repair/servicing centre known commercially as Kwik Fit on the ground floor with a separate vacant office above and a single storey (with pitched roof) MOT centre to the rear.
- 3.2.2 The site fronts Tottenham Lane which is within the Crouch End Town Centre and adjoins to the south, the rear of residential properties on Fairfield Road. The boundary with these properties also forms the boundary of the Crouch End Conservation Area.
- 3.2.3 This site is within the expanded Crouch End Town Centre secondary frontage at noted in the Councils Site Allocation DPD 2017 and not subject to any other designation.

3.3 Relevant planning and enforcement history

- 3.3.1 September 2017: Prior approval (HGY/2017/1728) granted for change of use of first floor of property from B1 (a) (offices) to C3 (residential).

- 3.3.2 Prior to the above, the most recent planning application (Council ref: HGY/2011/1329) was for demolition of existing garage and car wash, erection of five storey mixed use development for 589sqm of commercial space, 203sqm office space and 22 No flats comprising of 2 studios, 2 one bed flats and 18 two bed flats and erection of 7 three storey four bed terraced dwellings. Planning permission was refused.
- 3.3.2 The applicant subsequently submitted an appeal against the Council's decision to refuse planning permission with the Planning Inspectorate (PINs). PINs dismissed (upheld the Councils decision to refuse planning permission) the appeal following a public inquiry (PINS ref: APP/Y5420/A/12/2168352 on the grounds that the proposed development would be in conflict with the development plan on the issues of character and appearance, living conditions of future occupiers and of the occupiers of neighbouring properties and employment. The Inspector found that these matters outweighed his findings regarding housing mix and also other factors that could be construed to weigh in favour of the proposed development such as the sustainability of the site, the need for houses and the poor appearance of the existing buildings on the site.

4.0 CONSULTATION

4.1 Pre-submission engagement/consultation

- 4.1.1 The applicant has submitted a Statement of Community Involvement, which sets out in detail the pre-application engagement undertaken with the Council and public.
- 4.1.2 In summary, over the last two years the emerging scheme has been discussed in detail with officers through the pre-application process four times, presented to the Quality Review Panel on three occasions and also presented to the Council Planning Sub-committee for comments. The scheme has also been displayed at a public exhibition and presented at a Development Forum meeting to local residents.
- 4.1.3 The scheme, as stated above, has been presented to the **Haringey Quality Review Panel** on 3 separate occasions. The scheme throughout this time has evolved and sought to respond to QRP, local consultees and officer comments. The scheme was reported to the QRP for the third and final time on 16 April 2017.
- 4.1.4 The report of the meeting is set out in Appendix 4 of this report. The issues raised and how they have been addressed by the applicant are set out in the Design and appearance section (6.2) of this report. A summary of the report is as follows:

The Quality Review Panel acknowledges that the brief for the development is very challenging, and notes that the revised proposals represent a significant improvement in quality. Whilst a strategic-level concern remains regarding the

inclusion of the Kwik Fit premises (and the challenges this presents within the brief), they feel that as long as all of the technical requirements and standards can be met, then the proposition could be acceptable. They support the scale and expression of the frontage, and highlight a few small aspects that would benefit from further refinement. Whilst there remains potential scope for further improvement in the quality of some of the residential accommodation in terms of layout, outlook and amenity, they understand that technical studies undertaken have shown that the accommodation meets the required standards. Within this context, they offer cautious support to the proposals, subject to continuing design development to address the points below.

4.1.5 A **Development Management Forum** was held on 12 October 2015.

4.1.6 The notes of the forum are contained in Appendix 5 and the issues raised are summarised as follows:

- Explanation of exact ground floor uses
- What was Quality Review Panel view?
- Is there depth to the façade?
- Appear to be looking elsewhere for design ideas and need to look closer to the site i.e. Crouch End
- Public is vocal in the area
- Still has design issues – does not enhance area and has too many styles
- Winter gardens an issue – end up as extra rooms
- Does it meet London Plan standards?
- How many single aspect units?
- What is the submission timetable?
- Welcomes level of consultation to date

4.2 Formal consultation (post-submission)

4.2.1 The following were consulted regarding the application:

Internal:

- LBH Head of Carbon Management
- LBH Design Officer
- LBH Housing Renewal
- LBH Housing Design and Major Projects
- LBH Flood, Surface Water and Drainage
- LBH Cleansing Team - East
- LBH EHS – Pollution, Air Quality, Contaminated Land
- LBH EHS - Noise
- LBH Conservation Officer
- LBH Emergency Planning and Business Continuity
- LBH Building Control Building Control
- LBH Transportation Group

External:

- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Transport for London – Borough Planning
- Thames Water Utilities

4.2.2 The full text of comments from internal and external consultees that responded to consultation is contained in Appendix 1. A summary of the consultation responses received is below:

Internal:

- Design Officer: Supports the views of the Quality Review Panel and considers the proposed development acceptable subject to conditions.
- Carbon Management: No objections, subject to conditions and s106 obligations.
- Drainage Engineer: No objections subject to condition.
- Waste Management: Objects to the proposal.
- Pollution (Air Quality, Contaminated Land): No objections subject to conditions.
- Pollution (Noise): No objections subject to conditions.
- Conservation Officer: No objection.
- Transport Planner: No objections, subject to conditions and s106 obligations.

External:

- Thames Water: No objections, subject to conditions and informatives.
- Transport for London: No objections, subject to conditions.
- Thames Water: No objections.
- London Fire Brigade: The Brigade objects to the proposal (on building regulations grounds)

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

298 neighbouring properties

3 resident associations (Hornsey CAAC, The Hornsey Society, Crouch End Neighbourhood Forum)

3 site notices were erected close to the site

1 press notice

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

No of individual responses: 7

Objecting: 7

- 5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:
- Loss of MEB Motors
 - Parking and transport issues (including how Kwik Fit will operate)
 - Height, bulk and massing
 - Over-development, too much construction in this part of Crouch End
 - Effect on services (schools and transport in particular)
 - Overlooking or effect on amenity
 - Vacant shops in Crouch End
 - Design
 - Change of use from commercial to residential

6.0 MATERIAL PLANNING CONSIDERATIONS

- 6.1 The main planning issues raised by the proposed development are:
- Principle of the development
 - Design and appearance
 - Impact on adjoining heritage asset (Crouch End Conservation Area)
 - Impact on amenity of residential occupiers
 - Residential unit mix
 - Quality of residential accommodation
 - Child play space
 - Density
 - Affordable housing
 - Parking and highway safety
 - Sustainability
 - Land contamination
 - Air quality
 - Waste
 - Accessibility
 - Drainage
 - Planning obligations

6.2 Principle of the development

- 6.2.1 The NPPF establishes overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process and supports “approving development proposals that accord with the development plan without delay”. The NPPF also expresses a “presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.”

Demolition

- 6.2.2 The scheme proposes the full redevelopment of the site, including the demolition of the existing buildings. However, the existing buildings are not

subject to protection such as being statutorily listed or within a conservation area and are of modest architectural merit. As a result, there is no current policy basis to retain the existing buildings on the site.

Residential accommodation

- 6.2.3 Residential uses in addition to employment uses are acceptable in principle as part of a mixed use development (subject to being in accordance with other planning considerations outlined in this report) in line with Local Plan 2017 Strategic Policies SP1, SP2 and SP10 and London Plan 2016 policy 3.3 which seek to maximise the supply of housing to meet London and local housing targets.

Existing employment generating use currently on site

- 6.2.4 It is acknowledged that in the previous appeal decision made in 2012 (see paragraph 3.3.2 above) the Inspector raised concerns at the loss of the existing employment use and also questioned whether the level of employment suggested would be achieved. It is noted that the appeal decision was made under a previous planning policy regime that is no longer applicable, this being policy EMP4 of the Unitary Development Plan, which is no longer the development plan for the Borough and the current policy must now be applied.
- 6.2.5 Notwithstanding the above, up to date and adopted planning policies still seek to protect employment generating uses within the borough. Policy DM40 of the Development Management DPD 2017 concerning non-designated employment land and floorspace, replaces the previous employment policy of the UDP. The policy states that on non-designated employment sites within highly accessible or otherwise sustainable locations (which officers consider the application site to be in), the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.
- 6.2.6 All proposals for mixed-use development on non-designated employment sites within highly accessible or otherwise sustainable locations must also meet the requirements of Policy DM38.A(a-f) of the Development Management DPD 2017. In summary, proposals must maximise the amount of employment floorspace to be provided within the mixed-use scheme; provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to the quality, type and number of jobs provided, including an increase in employment densities where appropriate and have flexibility of design to enable adaptability to different business uses over the lifetime of the development.
- 6.2.7 The ground floor of the site is occupied by a motor vehicle repair/servicing centre known commercially as Kwik Fit and a single storey MOT centre to the rear. The existing employment generating floorspace is 1,330sqm.

- 6.2.8 To accord with the above policies, the scheme proposes a mix of employment generating uses on the ground floor and associated part basement including commercial space for B2 use in order to re-provide/retain the current employment generating use on the site. In this regard, the applicant has held discussions with the existing largest business/user on the site (Kwik Fit) with a view to them staying and operating on the site once any redevelopment has been completed should planning permission be granted. Whilst objections have been received from several residents and the MEB MOT Centre who occupy part of the site to its loss, it should be noted that it is not for the planning system or adopted policies to protect specific business as opposed to land uses.
- 6.2.9 As an alternative to the B2 use discussed above, the proposed development also seeks a flexible approach so as to allow B1, A2 or D1 (medical use only) uses and the building has been designed to be flexible in this regard. The application includes an indicative alternative ground floor layout to illustrate another B1 use as an example. This flexibility of design, to enable adaptability to different business uses over the lifetime of the development, is welcomed and in accordance with the requirement of policy DM38 as noted above.
- 6.2.10 In comparison to the existing situation, the employment floorspace will decrease slightly to 1,172sqm. However, in terms of the number of jobs provided, as required by policy DM38, the numbers of employees on site (12) will at least remain the same and increase if the other proposed uses such as B1, A2 or D1 (medical use only) come forward.

Other proposed uses (A1, A2, B1 and D1 – limited to medical use)

- 6.2.11 This site has been included in the Councils Site Allocation DPD 2017 and forms part of the expanded Crouch End Town Centre secondary frontage. Therefore, in order to comply with policy DM42 of the Development Management DPD 2017, the overall number of units in non-retail use should not exceed 50% across the entire frontage unless it can be demonstrated the proposal will significantly enhance the vitality and viability of the centre.
- 6.2.12 Examination of the A1 and non-A1 uses from 27 Broadway Parade up to 143 Tottenham Lane highlights that with the proposals at 163 Tottenham Lane and other proposals recently granted permission, there would be 14 A1 units and 10 non-retail units. Two of the A1 units (including 163 Tottenham Lane) would have flexible permissions allowing non-retail uses. The proposed development includes an A1 unit but also seeks flexibility for A2. Regardless of whether the A1 or A2 use comes forward, the percentage of non-retail units in the secondary frontage would still not exceed 50%. Furthermore, in comparison to the existing situation where the frontage is dominated by the wide vehicle entrance to the Kwik Fit, the proposed development will greatly reduce the amount of crossover and introduce either A1 or A2 use, which will improve the vitality of the district town centre. As such, the proposed development will comply with the District Town Centre secondary frontage requirements as set out by the above policy.

Conclusion

6.2.13 Taking the above into account, the principle of the development is acceptable and complies with London Plan 2016 policies 3.3, 4.2, 4.3, 4.7, Local Plan 2017 Strategic Plan policies SP0, SP1, SP2, SP8, SP9 and SP10, Development Management DPD 2017 policies DM10D), DM38, DM40, DM41, DM42 and DM45, Site Allocation DPD 2017 Policy SA3.

6.3 Design and appearance

6.3.1 Development Management DPD 2017 Policy DM1 states that development proposals should relate positively to their locality, having regard to, building heights, form, scale and massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan 2017 Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity, which is supported by London Plan 2016 policies 7.4 and 7.6.

6.3.2 The proposed height of 4 storeys (3 storeys plus a setback 4th) is in keeping with the prevailing pattern of development in the immediate vicinity, which for mid-terrace development is predominantly 2 ½ storeys with a few examples of 3 ½ storeys. The rear wing of the proposal continues the same height perpendicular to the street, stepping down as it gets close to the southern boundary of the site where the existing gable wall is retained. The rear wing is set further away from the eastern and western boundaries.

6.3.3 The elevational treatment of the Tottenham Lane frontage is arguably the most important detailed design consideration in this scheme and as such, has been subject to extensive discussion between the applicant and officers. As a result of these discussions and QRP presentations, the elevation is divided into six bays of equal width, a width similar to those in existing terraces along Tottenham Lane, with projecting brick pilasters between each bay over the middle floors, sitting over columns dividing bays in the "shopfront" zone. The brick pilasters break the "sign zone" that otherwise clearly divides the base from middle and provides a contained zone for commercial and building signage. The modest parapet aligns with that on 165 Tottenham Lane and the top floor is well recessed, including from the sides as well as the front. Within this, fenestration is regularly spaced and sized, and in the crucial middle floors, of vertical proportions to match elsewhere in the street and compliment the overall bay proportions. The second and fifth of the six bays contrast with the other four identical bays, containing a large, projecting bay window over two floors. This element houses wintergardens and is divided to suit different flat layouts

and a variety of openable, ventilating, guarded and clear windows, within a metal frame.

- 6.3.4 The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. Whilst only one colour of brick is proposed, sufficient variety would be achieved from elevational composition and embellishment in detailing with contrast to metal, stone and concrete. Other materials proposed include concrete to the ground level columns and shop signage zone, metal to window frames, balustrade screens and projecting oriel and wintergarden windows, stone to coping and capping to signage zone, and metal cladding to the recessed 4th floor. Conditions will be required to secure quality materials and that their detailing is robust, particularly choice of brick, cladding, projecting features, balustrades, rainwater goods and other materials and detailing of parapets, window reveals and around recessed balconies, including their soffits.
- 6.3.5 The Quality Review Panel (QRP) has been extensively involved in the design evolution of the proposal, it having being presented on three separate occasions. The report of the latest QRP is set out in full at Appendix 4 with more specific comments detailed below, along with the applicant’s response to these points:

QRP comment	Applicant’s response
<p><i>Massing and development density</i> ...there is scope for further refinement of the layout to improve the quality of residential accommodation.</p>	<p>64% reduction of the original proposal, including losing a storey and almost halving the number of units. The stepped rear and side massing helps reduce the bulk whilst giving all of the units’ good access to light. Following the final QRP, there were further tweaks to this to improve the residential accommodation. This is most clearly articulated in the “Coefficient of Generosity” (part of the schedule of accommodation, showing how far beyond minimums the applicant has achieved.</p>
<p><i>Scheme layout</i> The residential entrance from Tottenham Lane to the residential core is quite indirect, with a number of changes in direction within the corridor. The panel would encourage further exploration of how this could be improved to create a generous, welcoming entrance.</p>	<p>This has been extensively designed to create an attractive residential mews-style entrance, with green walls and planting, level access and lots of glass bringing in light and helping visibility.</p>

<p><i>Architectural expression</i></p> <p>The panel notes that the angled bays only offer benefit to two of the four units per floor that share them; a more straightforward (rectangular) bay arrangement would provide additional space and views to all four units.</p>	<p>Following the QRP meeting and discussions with council officers, have been changed to rectangular bays so that all of the units on the front benefit from these additional views along the street.</p>
<p>They would encourage a lighter approach to the framing of the winter gardens.</p>	<p>The changed mass towards square bays has created a lighter winter garden, whilst still being a consistent and proportioned feature on the front elevation. The framing is minimal whilst being realistic, consistent with the other materials used on the façade.</p>
<p>They would also encourage a simpler approach to the brickwork of the front elevation, to avoid overly complicated combination of different types of brick detail.</p>	<p>The brick detailing has been adjusted so that there is a single consistent profile, which links the parapet-level perforations, the extruded bricks between the standard bays and the metal balustrade patterns. This makes it less complicated whilst providing the brick detailing which the consultation had requested.</p>

6.3.6 Council's Urban Design Officer has assessed the application and states that this is a challenging site but also an important site to demonstrate that vibrant town centres can be strengthened, successful existing employment retained and a significant quantity of good quality new housing can be fitted onto a sensitive site whilst maintaining and strengthening the best of the existing character of the area.

6.3.7 Overall, the proposed development is considered to be acceptable in design and appearance terms and in general accordance with London Plan 2016 Policies 3.5, 7.4 and 7.6, Local Plan 2017 Strategic Policy SP11 and Development Management DPD 2017 Policy DM1.

6.4 Impact on adjoining heritage asset (Crouch End Conservation Area)

6.4.1 The legal position on impacts on heritage assets is as follows and Section 72(1) of the Listed Buildings Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or

appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”

- 6.4.2 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.4.3 The Queen (on the application of The Forge Field Society) v Sevenoaks District Council says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.4 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.5 NPPF chapter 12, London Plan 2016 Policy 7.8 requires that development affecting heritage assets and their settings to conserve their significance by being sympathetic to their form, scale and architectural detail. Haringey Local Plan 2017 Strategic Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Development Management DPD 2017 states that proposals for alterations and extensions to

existing buildings in Conservation Areas should complement the architectural style, scale, proportions, materials and details of the host building and should not appear overbearing or intrusive.

- 6.4.6 The policy tests above concern development within a conservation area but also covers development that affects the setting of a conservation area, including significant views into or out of the area.
- 6.4.7 The site is not located within a conservation area however, it is adjacent to the Crouch End Conservation area, with the rear of the site backing on to the conservation area boundary. Although it will be the rear of the building that would have an impact on the immediate setting of the conservation area, the building's frontage will also be an important part to the 'approach' to the conservation area.
- 6.4.8 The overall design of the building is high quality and its scale, bulk and materiality helps to stitch the high street together with the townscape of the wider conservation area. Additionally, to the rear, the block recedes back in a stepped way to reduce the impact of the block on the rear of properties within the conservation area. As such, the proposed development would not result in harm to the conservation area and would enhance its setting compared to the existing situation. The proposed development therefore satisfies statutory legislation and national and local policies and is therefore acceptable.

6.5 Impact on the amenity of neighbouring residential occupiers

- 6.5.1 London Plan 2016 Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Development Management DPD 2017 policy DM1 states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

Sunlight, Daylight, Overshadowing

- 6.5.2 The application includes a Daylight, Sunlight and Overshadowing Report prepared in accordance with the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011) known as "The BRE Guide". The report concludes that no neighbouring windows to habitable rooms potentially affected by the

proposed development would experience a loss of sunlight of a noticeable level as defined by the BRE Guide.

- 6.5.3 The report further shows that only a very small number of neighbouring habitable rooms would receive a noticeable loss of daylight as defined by the BRE Guide. Specifically, just two windows to neighbouring dwellings would have a Vertical Sky Component (VSC) less than 80% of its pre-existing value. Window W2 in the 2nd floor of 161 Tottenham Lane would see its VSC drop from 31.7% to 23.8%. The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low density suburban model. This may not be appropriate for higher density, urban London locations and the Mayor's Housing SPD notes that guidance should not be applied rigidly to proposals in urban areas for this very reason in that developments in urban areas are of much higher density than developments in more suburban areas. It is considered that VSC values in excess of 20% are considered as reasonably good and that VSC values in the mid-teens are deemed acceptable within a high density urban location. Paragraph 2.3.35 of the Mayor's Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.
- 6.5.4 That leaves the window W2 in the 1st floor, 161 Tottenham Lane, which would see its VSC drop from 6.3% to 4.2%. At 6.3%, this window's daylight levels are already far below the BRE definition of well day lit and also far below the GLA definition of adequate. So, it's daylight condition will drop from an already poor state to a slightly poorer state, by an amount that will be noticeable but not by a lot more than 20%. This window is in the flank wall of the neighbouring property on Tottenham Lane, right on the boundary of the applicant property. It is an existing window dating back to that property's original construction (approximately 1920's/30's) and currently looks onto the roof slope of the existing 2 storey building on the application site. The building is currently being converted to residential and this window will light a small second bedroom in a flat that will benefit form a living room facing the main road and main bedroom facing south onto the rear gardens, both unaffected by this application. Therefore, on balance, the loss of VSC in this instance is considered acceptable.

Privacy and overlooking

- 6.5.5 The residential properties that could potentially be overlooked and or suffer a loss of privacy resulting from the proposed development are to the north, being the YMCA; to the east; being the upper level flats and to the south, being the residential terraces fronting Fairfield Road.
- 6.5.6 With regard to the residential properties fronting Fairfield Road to the south of the site, there are no openings or balconies/terrace areas on the southern elevation, which is also stepped back away from the Fairfield Road properties and therefore no overlooking in this direction will result.

- 6.5.7 To the east, the application site adjoins 161 Tottenham Lane, a former newspaper office that has permission for conversion to residential currently under construction. The existing building has 1st and 2nd floor windows on the boundary of the application site and the permission for the extension and conversion to residential includes additional windows above. Some of the windows will serve bathrooms but some will serve second bedrooms and are thus subject to potential loss of privacy. To avoid this, in consultation with officers, the applicant has included measures such as obscured glazing to windows directly facing windows in 161 and balconies partially screened. Views out of these flats are permitted south from projecting semi-blind oriel windows and from balconies.
- 6.5.8 Regarding the YMCA hostel opposite the application site to the north (across Tottenham Lane), there would be sufficient separation between habitable room windows considering views are from/to the public sides of the building, across a public highway.
- 6.5.9 The property adjoining the site to the west is in commercial use, being the Crouch End Picturehouse and therefore has no residential amenities to be protected.
- 6.5.10 For the reasons given above, the proposed development would not result in any material levels of overlooking or loss of privacy for the occupants of neighbouring residential properties.

Noise

- 6.5.11 London Plan 2016 Policy 7.15 states that development proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development. This approach is reflected in Development Management DPD 2017 policy DM1, which states that development proposals must ensure a high standard of amenity for neighbours addressing, among other matters, noise.
- 6.5.12 The application includes a noise impact assessment that in addition to the potential noise impacts on the proposed accommodation (detailed at section 6.7.3) also assesses the noise impacts on neighbouring residential properties.
- 6.5.13 With regard to potential noise generated by the proposed commercial uses on the ground floor, this will arguably be the same if not less than the current environment, which includes the commercial uses of a 'Kwik Fit' and a MOT centre particularly as even though they are being replaced with a 'Kwik Fit', this use will be subject to conditions requiring noise level performance and sound insulation that does not currently exist. Alternatively, if the other uses proposed (B1, A2 and D1 limited to medical use) come forward, they are of lower noise generating potential than the existing use as a 'Kwik Fit'.

- 6.5.14 In terms of potential noise emanating from the external balconies of the proposed flats on existing neighbouring residential amenities will be minimal particularly when considered in the context of existing road traffic noise and that associated with the activities of the commercial uses surrounding the site. It is also noted that the existing gable wall at the rear of the site will be retained and this will provide additional acoustic screening to the rear of the residential properties fronting Fairfield Road. It should also be noted that there are no openings or balconies/terrace areas on the southern elevation, which (as noted above) is also stepped back away from the Fairfield Road properties.
- 6.5.15 Council's Noise Pollution Officer has assessed the application and subject to the imposition of conditions on any grant of planning consent such as plant noise compliance, does not object to the proposed development. Overall, the proposed development is considered acceptable in terms of potential noise impacts on neighbouring residential properties and in accordance with relevant policy as noted above.

Construction impacts

- 6.5.16 In addition to the conditions requested by Council's Transport Planner to mitigate potential traffic impacts from the demolition and construction phases of the development, conditions are also recommended requiring adequate dust control to protect the amenities of neighbours during these phases. Hours of construction are controlled by other legislation (Control of Pollution Act) and an informative is recommended in this regard.

Conclusion

- 6.5.17 Overall, the proposed development would not harm the amenities of neighbours and is in general accordance with London Plan 2016 policies 7.6 and 7.15 and Development Management DPD 2017 Policy DM1.

6.6 Residential unit mix

- 6.6.1 The NPPF recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided. London Plan 2016 Policy 3.8 seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types. The Mayors 'Housing' SPD also sets out standards and mix of housing and Local Plan 2017 Strategic Policy SP2 states that high quality new residential development in Haringey will be provided by ensuring that new development provides a range dwelling types and sizes to meet local housing requirements.
- 6.6.2 Haringey's Housing Strategy 2017-2022 does not set out a target dwelling mix for market housing however, policy DM11 of the Development Management DPD 2017 states that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units overall unless they are part of larger

development or located within neighbourhoods where such provision would deliver a better mix of unit sizes in general.

- 6.6.3 The scheme proposes a total of 26 flats, being 2 x studio (8%), 5 x 1 bed (19%), 16 x 2 bed (62%) and 3 x 3 bed units (11%). Whilst the majority of the proposed units are either 1 or 2 bedrooms, a sufficient proportion would be 3 bedroom units, particularly as this approach is consistent with London Plan 2016 policy 3.4, which seeks to prioritise higher density provision for smaller households in areas with good public transport accessibility. Generally, studio flats are not encouraged as part of a housing development however, these studios are 42.1m² and are considered to be of sufficient size, being in excess of the minimum gross internal floor area for this unit type as required by the DCLG Nationally Prescribed Space Standards, so as to ensure a good quality living environment for future occupiers.
- 6.6.4 Overall, the proposed residential mix is considered acceptable and in accordance with the above relevant policies.

6.7 Quality of residential accommodation

- 6.7.1 London Plan 2016 policy 3.5 requires the design of all new housing developments to enhance the quality of local places and for the dwellings in particular to be of sufficient size and quality. Local Plan 2017 Strategic Policy SP2 and Policy DM12 of the Development Management DPD 2017 reinforce this approach. The Mayor's Housing SPG sets out the space standards for new residential developments to ensure an acceptable level of living accommodation is offered.
- 6.7.2 Detailed floor plans have been included for each of the apartment types and all of the units exceed the space standards required by the London Plan. However, as noted by the Council's Design Officer, the main challenge for the proposal in this area is avoiding single aspect flats that both face north and face the busy street. The site inevitably creates flats at 1st, 2nd and 3rd floor facing Tottenham Lane and it would be unreasonably difficult to have a layout that allowed all flats facing the street to also have a significant southern aspect facing the back of the site. To mitigate this impact, lightwells are proposed have been designed to have significant amounts of planting and only obscured glazing from the common circulation. Furthermore, the windows onto these lightwells will be either hall windows, secondary living room windows (on the 1st floor), where the main living room windows are onto the street, or onto a 2nd/3rd bedroom/study and therefore less important regarding amenity.
- 6.7.3 The submitted daylight/sunlight report assesses the daylight achieved in the proposed housing in the application and shows that all but one habitable room achieves adequate daylight. The one that does not is the living/dining/kitchen to flat 5 located on the 1st floor, west side of the rear wing. It fails to achieve the BRE recommended VSC for new kitchens of 2%, but achieves 1.7%. exceeding the recommend VSC for living rooms of 1.5%. The primary use of this room will

be as living and dining, which is significant mitigation. Furthermore, it is not considered appropriate to impose the BRE Guidance rigidly on higher density, urban London locations such as this. Paragraph 2.3.35 of the Mayor's Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.

- 6.7.4 Each apartment will be provided with dedicated private amenity space in the form of balconies ranging from 4.7 sqm up to 16 sqm (average of 7.65 sqm per unit) in accordance with London Plan requirements.
- 6.7.5 There is potential for the noise generated from the noisiest of the proposed commercial uses on the ground floor (Kwik Fit) to impact upon the proposed residential units above. In this regard, the application includes a noise impact assessment that concludes noise from operations of the existing Kwik Fit motor garage was not found to be significant against the prevailing road traffic noise levels from Tottenham Lane. In addition, the character of noise sources associated with the Kwik Fit operations were equivalent in nature to surrounding noise sources (i.e. including vehicle movements in/out of the premises, customer and delivery vehicles parking externally to the premises). Council's Noise Pollution Officer has assessed the application and associated noise assessment report. The Noise Pollution Office concludes that subject to conditions relating to noise level compliance and the submission of inter ground and first floor insulation details, the proposed development is acceptable.
- 6.7.6 The proposed development therefore provides an appropriate quality of residential accommodation in accordance with Local Plan 2017 Strategic Policy SP2, Development Management DPD 2017 Policies DM1 and DM12 and London Plan Policy 3.5.

6.8 Child play space

- 6.8.1 In accordance with policy 3.6 of the London Plan 2016, development proposals that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. This policy position is carried through in Local Plan 2017 Strategic Policy SP13, which underlines the need to make provision for children's informal or formal play space.
- 6.8.2 Based on the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG and associated play space calculator, the estimated child occupancy of the proposed development is 3 children. However, the SPG outlines that only new housing developments that accommodate 10 children or more are expected to make provision for play and informal recreation on site.
- 6.8.3 Notwithstanding the above, the Mayor's SPG and the Council's Planning Obligations SPD both require that an appropriate financial contribution towards play provision within the vicinity of the development should be made for developments with an estimated child occupancy of fewer than 10 children. In

line with the Council's Planning Obligations SPD, the financial contribution is based on the child yield from the development, multiplied by 10m² of play space provision per child, multiplied by £95, which is the average cost per m² of provision and works out at £2,565, which will be secured as part of the s106 agreement.

6.8.4 It is also noted that the open space and associated play facilities of Priory Park are in relatively close proximity (<0.5km), which is approximately 6 minutes' walk away. In addition, the Crouch End Playing Fields are <0.65km away, which is approximately 9 minutes' walk.

6.8.5 Given the low child yield, a financial contribution towards off site provision and the site's location in acceptable proximity to open space and play facilities, the proposed development is considered acceptable in terms of provision for children's play space and in accordance with the relevant London Plan and local policies detailed above.

6.9 Density

6.9.1 Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan 2016 Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range in the Density Matrix of the London Plan.

6.9.2 This site is considered to be in the 'urban' context and has a PTAL rating of 4. The relevant density guidance is between 200 to 700 habitable rooms per hectare (hr/ha) as set out in the London Plan and the density of the proposed scheme (451 habitable rooms per hectare) would be within the relevant range.

6.9.3 It should be noted that density is only one consideration of the acceptability of a proposal. As set out above, the proposal would provide a good standard of living accommodation with generous room sizes and private amenity space. As such, at the density proposed the proposal can be considered acceptable given that, as detailed in the previous sections, it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

6.10 Affordable housing

6.10.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site. London Plan 2016 Policy 3.11 indicates that boroughs should set an overall target in LDFs for the amount of affordable housing provision needed over the plan period. London Plan 2016 Policy 3.12 states that boroughs should seek the maximum

reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes.

- 6.10.2 Amended Local Plan 2017 Strategic Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%. This approach is reflected in Development Management DPD 2017 Policy DM 13, which also sets out the preferred affordable housing size mix as set out in the Council's Housing Strategy 2017-2022.
- 6.10.3 The Mayor's Affordable Housing and Viability SPG provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments.
- 6.10.4 The applicant submitted a viability assessment demonstrating that the proposed mixed-use (based on Kwik Fit coming forward) redevelopment scheme is unable to support a policy-target affordable housing contribution and deliver (i) a residual value output that exceeds an existing use value-based benchmark land value and (ii) a suitable risk-adjusted target profit margin for the developer. This assessment has been independently assessed by the Council's consultants (BNP Paribas) who consider the scheme would result in a deficit of £812,812 against the viability benchmark.
- 6.10.5 Notwithstanding this assessment, the applicant has agreed to accept a lower level of return and provided an offer of £245,000 towards off-site affordable housing. The applicant has also accepted that a review mechanism is included in the s106 agreement should the development not commence within 18 months of permission being granted. As the viability report assessment was based on the 'Kwik Fit' use progressing, a further review mechanism triggered by the other uses (A2, B1 and D1 – limited to medical use) coming forward instead will be included in the s106 agreement.
- 6.10.6 Whilst it is acknowledged that the proposed development does not provide any on-site affordable housing, on balance, given the offsite contribution in lieu of and the findings of the viability report it is considered acceptable and in accordance with relevant policies as it would allow the development to come forward, as well as providing a contribution towards affordable housing.

6.11 Parking and highway safety

- 6.11.1 Local Plan 2017 Strategic Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by Development Management DPD 2017 policy DM31.

- 6.11.2 The proposed site is located on Tottenham Lane and on the edge of the Crouch End restricted conversion area; an area that suffers from high parking pressures. The public transport accessibility level (PTAL) is 4 with the Tottenham Lane bus corridor providing some 56 buses per hour with frequent connection to Finsbury Park and Turnpike Lane tube stations. The site also falls within the Crouch End (A) controlled parking zone (CPZ), which operates Monday to Friday between 10:00am – 12:00noon and provides a good level of on-street parking control.
- 6.11.3 The applicant's transport consultant has produced a transport assessment in support of the application concluding that the proposed development of 26 residential units will generate a total of 12 in/out trips during the Am peak hour and 11 in/out trips during the Pm peak periods. Council's Transport Planner considers that the persons trip rates for the site is low, however as the residential units are proposed to be car-free, any additional trips generated by the site are likely to be by sustainable modes of transport.
- 6.11.4 The commercial element of the development will be retained and traffic surveys were conducted for the existing commercial use, for completeness. The commercial element of the development to be retained and will generate 8 in/out trips during the Am peak periods and 5 in/out trips during the Pm peak periods. The proposal will create an additional 92 sqm of retail/commercial use on the ground floor and 155sqm in the basement. Council's Transport Planner considers that given the small floor area proposed, the additional retail floor area will mostly generate linked trips or trips that are already on the network. As such, the additional commercial floorspace will not generate any significant increase in additional trips or car parking demand.
- 6.11.5 The scheme is proposing to provide a total of 12 off street car parking spaces for the commercial element of the development as the proposed facility operates based on appointments. Council's Transport Planner considers that 12 car parking spaces will be acceptable providing that that applicant retains no less than 3 car parking spaces for drop in customers who have not pre-booked. The scheme is proposing to provide 3 disable car parking spaces for the residential aspect of the development, this in line with the Councils Maximum car parking standard and Life Time Homes.
- 6.11.6 The application includes parking surveys which were conducted for the Picture House Cinema development on 23 and 24 October 2015, with subsequent surveys conducted on the 17 and 18 October 2016. The results of the survey concluded that a number of roads surrounding the site are suffering from high car parking pressures. In addition, the current operational hours of the Crouch End A and B control CPZ is not sufficient to mitigate any potential car parking demand generated by the residential component of the development proposal. Based on the 2011 Census, which has the Crouch End ward having 0.7 car per household, this equates to a potential shortfall of some 15 car parking spaces if the 3 disable car parking spaces are taken in to consideration. Council's Transport Planner will therefore require the applicant to contribute a sum of

£25,000 towards the design and consultation of a revised control car parking zone in the area surrounding the site.

- 6.11.7 Furthermore, and as noted above, the site is located in an area which is suffering from high car parking pressures. Therefore, it is considered that the development is suitable to be dedicated as a car-capped development, in line with Local Plan 2017 Strategic 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 Development Management DPD 2017 Policy DM32.
- 6.11.8 Overall, the Council's Transport Planner concludes that the proposed development would not adversely impact on the transport and highways network subject to conditions requiring a delivery and servicing plan, waste management plan, cycle parking, parking management plan, construction management plan and electric charging points as well as s106 obligations for 'car capped' development, travel plans, CPZ consultation and s278 highways works.
- 6.11.9 The proposed development is therefore considered acceptable and would promote sustainable modes of travel over the private motor vehicles in accordance with London Plan 2016 Policy 6.9, Local Plan 2017 Strategic Policy SP7 and Development Management DPD 2017 policies DM31, DM32 and DM33.

6.12 Sustainability

- 6.12.1 The NPPF, London Plan 2016 Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, Local Plan 2017 Strategic Policy SP4 and SPG 'Sustainable Design & Construction' set out the sustainable objectives in order to tackle climate change. The Council requires new residential development proposals to meet the carbon reduction requirements of the London Plan.
- 6.12.2 The scheme includes an energy strategy that has been reviewed by Council's Carbon Management Officer. In summary, the scheme delivers a 63.44% improvement beyond Part L of the Building Regulations 2013. The policy requirement is zero carbon for the residential element and 35% improvement beyond building regulations for the commercial. The overall approach is policy compliant. However, a Carbon Offset Contribution is required for the residential element as there will be a shortfall to 100% of 10.909 ton. A Carbon Offset Contribution is also required for the commercial element as there will be a shortfall to 35% of 0.976 ton. Therefore, the total Carbon Offset Contribution required and to be included in the s106 agreement equals £21,339. In addition, the carbon reduction should be achieved through lean, clean and green measures as well as addressing potential overheating and these matters are addressed below.

- 6.12.3 In terms of 'lean' measures, the scheme has proposed an improvement beyond Building Regulations of 1.56% for the residential portion of the development and 6.91% for the commercial portion of the development. This will be achieved through improved energy efficiency standards in key elements of the build. This is policy compliant subject to being delivered on site, which will be secured by the imposition of conditions on any grant of planning permission.
- 6.12.4 In terms of 'clean' measures, the scheme proposes a single energy centre serving heating and hot water loads for all residential units and commercial units, with back up gas fired boilers. Conditions are recommended to be imposed on any grant of planning permission requiring details to be submitted for consideration and determination of how the single energy centre proposed will interlink to all the units and how the energy centre will be designed (through reserved space and basement wall plugs) to connect to a local heat network at a later date.
- 6.12.5 In terms of 'green' measures, the scheme would seek to install various renewable technologies and propose installing 262m² of solar PV panels, generating 32.75 kWp. Details of the measures will be required through the imposition of conditions on any grant of planning permission.
- 6.12.6 No sustainability assessment has been submitted therefore a condition is recommended to be imposed on any grant of planning permission requiring the submission of details relating to the Home Quality Mark assessment, which achieves a minimum Level 3 for the proposed residential units.
- 6.12.7 The scheme includes a pre-assessment Sustainability Assessment within the Energy Strategy for the commercial units demonstrating the commercial units will achieve BREEAM Excellent. This is policy compliant and a condition is recommended on any grant of planning permission requiring the scheme to be implemented.
- 6.12.8 The sample SAP calculations indicate that a majority of the residential units will have a slight to medium overheating risk during the summer months. To overcome this, windows can be opened for night time cooling. The Council's Carbon Management Officer advises that a dynamic thermal model needs to be undertaken for all London's future weather patterns. Therefore, a scheme for thermal modelling is required to be submitted for consideration and determination, which will be secured by the imposition of a condition on any grant of planning permission.
- 6.12.9 Subject to the imposition of conditions recommended on any grant of planning permission and a carbon offset contribution secured by s106, the proposed development will be in accordance with the NPPF, London Plan 2016 Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, Local Plan 2017 Strategic Policy SP4 and SPG 'Sustainable Design & Construction'.

6.13 Land contamination

- 6.13.1 Given the existing uses on site involving car repairs and servicing, any future residential use should be protected from potential contamination land. The imposition of appropriate conditions is recommended on any grant of planning permission with regards to site investigation and remediation, should it be required.
- 6.13.2 Therefore, the proposal, subject to a thorough site investigation and appropriate remediation, where required, is considered to be acceptable and appropriate to include residential development and is in general accordance with Policy 5.21 of the London Plan 2016 and Development Management DPD 2017 policy DM23.

6.14 Air quality

- 6.14.1 London Plan 2016 Policy 7.14 addresses the spatial implications of the Mayor's Air Quality Strategy and how development and land use can help achieve its objectives. It recognises that boroughs should have policies in place to reduce pollutant concentrations having regard to the Mayor's Air Quality Strategy.
- 6.14.2 Council's Pollution Officer has reviewed the application and notes that no air quality assessment has been submitted with the application. Therefore, to ensure there are no harmful air quality impacts arising from the proposed development, in addition to mitigation measures such as car club membership, electric vehicle charging points, a service and delivery plan, conditions to control the emissions from the combined heat and power system (CHP) as well as a chimney height calculation or emissions dispersal assessment are required.

6.15 Waste and recycling

- 6.15.1 London Plan 2017 policy 5.16 indicates that the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan 2017 policy SP6 and Development Management DPD policy DM4 requires development proposals make adequate provision for waste and recycling storage and collection.
- 6.15.2 Refuse/recycling will be stored on site within a secured area and out of public view. The Council's Waste Management Team has raised concerns with the arrangements proposed, namely the distance required for collection from the storage room being in excess of their maximum. However, given the site constraints it is not possible to locate the refuse storage areas any closer to the highway/collection point. In order to overcome these concerns, a condition is recommended to be imposed on any grant of planning permission requiring the submission of a Waste Management Plan in order to ensure the transfer of rubbish on collection days is appropriately managed.

6.16 Accessibility

- 6.16.1 All residential units within the proposed development will be accessible and adaptable dwellings and at least 10% will be wheelchair accessible or easily adaptable for wheelchair use. Both requirements will be secured by recommended conditions. Furthermore, 10% of the residential car parking spaces will be dedicated to wheelchair users and secured by the recommended parking management plan condition.
- 6.16.2 The proposed development is therefore in accordance with Policy 3.8 of the London Plan 2016, Local Plan 2017 Strategic Policy SP2, Development Management DPD 2017 Policy DM2 and also Part M4 (2) and (3) of the Building Regulations.

6.17 Drainage

- 6.17.1 London Plan 2016 Policy 5.13 and Local Plan 2017 Strategic Policy SP5 require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.17.2 Further guidance on implementing London Plan Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG 2014 including how to design a suitable SUDS scheme for a site. On previously developed sites, runoff rates should not be more than three times the calculated greenfield rate.
- 6.17.3 The scheme proposed provisions for reducing surface water run-off in accordance with policy requirements and which are considered acceptable by Council's Drainage Engineer. A condition is recommended to be imposed on any grant of planning permission requiring that the drainage scheme be constructed in accordance with the approved details and thereafter retained to promote a sustainable development consistent with the above policies.

6.18 Planning obligations

- 6.18.1 Section 106 of the Town and Country Planning Act 1990 allows the Local Planning Authority to seek planning obligations to mitigate the impacts of a development. In this regard, the Heads of Terms are listed in section 2 of this report and are all considered necessary, directly related to the development and reasonably related in scale and kind.

6.19 Conclusion

- 6.19.1 The proposed development, subject to appropriate conditions and s106 obligations, is in accordance with national, regional and local planning policies as:
- The principle of residential development as part of a mixed-use scheme is acceptable on this site, is of appropriate density and provides an appropriate mix and quality of accommodation;

- The proposal contributes to the housing needs of the borough and offers an acceptable financial contribution towards affordable housing;
- The range of commercial uses is acceptable, will not result in any loss of jobs and allow flexibility for future adaptability;
- The design and appearance of the proposal is acceptable and would not harm the adjoining conservation area;
- The proposal would not materially harm the residential amenities of neighbouring occupants; and
- The proposal would result in no significant impact on parking as well as providing sufficient disabled parking and secure cycle storage

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

7.0 CIL

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £73,874.58 (1,663.28sqm x £35 x 1.269) and the Haringey CIL charge will be £479,556.89 (1,663.28sqm x £265 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions and subject to section 106 Legal Agreement

9.0 CONDITIONS AND INFORMATIVES

Conditions:

COMPLIANCE: Time limit for implementation (LBH Development Management)

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

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

COMPLIANCE: Development in accordance with approved drawings and documents (LBH Development Management)

2. The approved plans comprise drawing numbers and documents:

Drawings:

312-02-001 Rev B2; 312-02-101 Rev B1; 312-02-102 Rev B2; 312-02-103 Rev A1; 312-02-104 Rev A1; 312-02-105 Rev B2; 312-02-106 Rev B2; 312-02-201 Rev B1; 312-02-202 Rev C1; 312-02-203 Rev C1; 312-02-204 Rev C1; 312-02-205 Rev C1; 312-02-206 Rev C1; 312-02-207 Rev C1; 312-02-208 Rev C1; 312-02-301 Rev B2; 312-02-302 Rev C; 312-02-303 Rev C; 312-02-304 Rev B2; 312-02-401 Rev B2; 312-02-402 Rev B2; 312-02-403 Rev C

Documents:

Ground Conditions Desk Study dated June 2017 prepared by Hydrock; Planning Statement prepared by Countrywide Planning; Surface Water Drainage Strategy dated 7th June 2017 prepared by EAS; Noise Assessment dated 22nd June 2017 prepared by 24Acoustics; Proposed Scheme Daylight & Sunlight Assessment dated June 2017 prepared by XCO2; Daylight, Sunlight & Overshadowing dated June 2017 prepared by XCO2; Heritage Statement prepared by Countrywide Planning; Residential Travel Plan dated June 2017 prepared by EAS; Basement Impact Assessment dated May 2017 prepared by Parmarbrook Urban; Energy Strategy Revision 2 dated 21 June 2017 prepared by Whitecode Design Associates; Transport Assessment dated June 2017 prepared by EAS; Design and Access Statement dated June 2017 prepared by Crawford Partnership; Financial Viability Appraisal dated July 2017 prepared by Affordable 106; Response to Review of FVA Report dated September 2017 prepared by Affordable 106; Letter responding to neighbour consultation responding dated 9th October 2017 from Countrywide Planning

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

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

COMPLIANCE: Land use (LBH Development Management)

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), the unit marked as “retail Unit” on approved plan 312-02-203 C1 shall be limited to A1 or A2 use and the remainder of the commercial space indicated on said plan and plan 312-02-202 C1 shall be limited to A2, B1 or B2 (MoT, vehicle serving and repair only) or D2 (medical uses only) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a suitable mixed-use employment-led scheme in accordance with Development Management DPD 2017 policy DM38 which requires the maximum viable re-provision of employment floorspace.

COMPLIANCE: Noise level (LBH Pollution - Noise)

4. Noise arising from the use of any plant or associated shall not increase the existing background noise level (LA90,15mins) when measured (LAeq, 15mins) 1 metre external from the nearest residential or noise sensitive premises.

Reason: To ensure the surrounding residential amenities are protected.

COMPLIANCE: Accessible and adaptable dwellings (LBH Development Management)

5. All residential units within the proposed development shall be designed to Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of wheelchair accessible homes and to comply with Haringey Local Plan 2017 Policy SP2 and London Plan 2016 Policy 3.8.

COMPLIANCE: Wheelchair accessible or easily adaptable for wheelchair use (LBH Development Management)

6. At least 10% of all dwellings within each tenure type shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015) unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Haringey Local Plan 2017 Policy SP2 and the London Plan Policy 3.8.

COMPLIANCE: Energy strategy (LBH Carbon Management)

7. The development shall be constructed in accordance with the energy efficiency standards as set out in the Energy Strategy (Whitecode Design Associates, Revision 2, dated 21 June 2017) and in specific shall deliver the U-values set out in this document and the agreed carbon reduction of 0.3% beyond BR 2013. Following completion of works a final Energy Performance Certificate with accompanying Building Regulations compliance report shall be submitted to an approved in writing by the Local Planning Authority and shall reflect the carbon reduction targets agreed. 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 £1,800 per tonne of carbon plus a 10% management fee.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with London Plan Policy 5.2. and local plan Policy SP:04.

COMPLIANCE: Satellite antenna restriction (LBH Development Management)

8. Notwithstanding the Provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created, and this shall be installed prior to the occupation of the property, and the scheme shall be implemented and permanently retained thereafter.

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

COMPLIANCE: Electric charging points (LBH Transportation)

9. The proposed car parking spaces must include provision for electric charging facility in line with the London Plan 2016, 20% of the residential car parking spaces must have active provision and 20% passive provision for future conversion for the residential aspect of the development and 10% commercial car parking spaces must have active provision and 10% passive provision for future conversion for the commercial aspect of the development.

Reason: To promote travel by sustainable modes of transport to and from the site and comply with the London Plan.

PRE COMMENCEMENT: Construction Management and Logistics Plan (LBH Transportation)

10. No works shall be carried out on the site until a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) has been submitted to, approved in writing by the Local Planning Authority and implemented accordingly thereafter. The plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Tottenham Lane and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

PRE COMMENCEMENT: Air Quality and Dust Management Plan (LBH Pollution)

11. 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). The development shall be carried out in accordance with the approved plan.

Reason: To comply with Policy 7.14 of the London Plan and to safeguard the amenities of the area.

PRE COMMENCEMENT: Piling method statement (Thames Water)

12. 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: To ensure that any piling has no impact on local underground sewerage utility infrastructure.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Contaminated land risk assessment and method statement (LBH Pollution)

13. Before development commences other than for investigative work:
- a) Using the information contained within the Phase I desktop study (Hydrock, June 2017, ref: R/05971/002/Iss 003) and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable:
- risk assessment to be undertaken;
 - a refinement of the Conceptual Model; and
 - the development of a Method Statement detailing the remediation requirements.

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

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

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

PRIOR TO OCCUPATION: Contaminated land risk assessment and method statement (LBH Pollution)

14. Where remediation of contamination on the site is required, completion of the remediation detailed in the approved method statement as required by condition 13 shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority, before the development is occupied.

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

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Sound insulation (LBH Pollution - Noise)

15. No development above ground shall take place until a scheme of sound insulation between the ground floor commercial and proposed residential units on the first floor has been submitted to and approved in writing by the Local Planning Authority. The approved sound insulation shall be completed prior to occupation of the development and permanently retained thereafter.

Reason: To ensure the surrounding residential amenities are protected.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Materials (LBH Development Management)

16. Notwithstanding the information submitted with this application, no development above ground shall take place until precise details of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: Chimney details (LBH Pollution)

17. No development above ground shall take place until precise details of all the chimney height calculations, diameters and locations to be used in connection with the development hereby permitted have been submitted to, approved in writing by the Local Planning Authority. The chimney details hereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: To protect local air quality and ensure effective dispersal of emissions.

PRIOR TO ABOVE GROUND WORKS COMMENCEMENT: CHP details (LBH Pollution)

18. Prior to the commencement of above ground development hereby approved, details of the proposed CHP and boiler facility and associated infrastructure serving the heat and hot water loads for all for all residential units and commercial units on the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- 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 commercial uses; 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)

The CHP and boiler facility and infrastructure shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system in line with London Plan policy 5.7 and local plan SP:04 and DM 22.

PRIOR TO INSTALLATION: Boiler details (LBH Pollution)

19. Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water shall be submitted to, approved in writing by the Local Planning Authority. The boiler details hereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: As required by the London Plan Policy 7.14.

PRIOR TO COMPLETION: Thermal modelling (LBH Carbon Management)

20. Within 6 months from the commencement of the superstructure works for the building hereby approved the results of dynamic thermal modelling (under London's future temperature projections) for all internal spaces must be given to the Council for approval. Details in this strategy will include measures that address the following:

- the standard and the impact of the solar control glazing;
- that the overheating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment;
- what passive design features have been included; and
- what mitigation strategies are included to overcome any overheating risk.

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. 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.

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.

PRIOR TO FIRST OCCUPATION: Energy efficiency measures (LBH Carbon Management)

21. The energy efficiency measures/features and renewable energy technology (solar PV panels), as set out in the Energy Strategy (Whitecode Design Associates, Revision 2, dated 21 June 2017) shall be installed and operational prior to the first occupation of the development and in specific shall provide for no less than 262m² of solar PV panels generating 32.75 kWp, with a total number of 131 panels installed.

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 £1,800 per tonne of carbon.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO₂ emission reduction targets by energy efficient measures/features and renewable energy are met.

PRIOR TO FIRST OCCUPATION: Internal noise levels – residential units (LBH Pollution - Noise)

22. The submitted noise impact assessment by Stephen Gosling of 24 Acoustics Ref R6375-1 Rev 0 dated 22nd June 2017 states that with the specified recommended 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:

Time	Area	Maximum noise Level
Day time noise: 7am-11am	Living rooms and bedrooms	35dB(A)
	Outdoor amenity	55dB(A)
Night time noise: 11pm–7am	Bedrooms	30dB(A)

Prior to first occupation of the development, an appropriate test shall be undertaken to demonstrate that the above noise levels have been met and the results submitted to the Local Planning Authority for approval.

Reason: To ensure the surrounding residential amenities are protected.

PRIOR TO FIRST OCCUPATION: Parking Management Plan (LBH Transportation)

23. Before the use hereby approved first commences, a Parking Management Plan (PMP) detailing the provision of car parking spaces for the residential aspect of the development shall be submitted to and approved by the Local Planning Authority. The PMP shall also contain details of how the proposed car parking spaces will be monitored and managed to ensure that spaces are only used by the allocated users noting that car parking spaces should be prioritised for disable residents and family sized units. The Parking Management Plan

thereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: In order to ensure that a reasonable minimum of car parking spaces is provided for people with disabilities.

PRIOR TO FIRST OCCUPATION: Delivery and Servicing Plan (LBH Transportation)

24. Prior to the occupation of the development, a Delivery and Service Plan (DSP) shall be submitted to, approved in writing by the Local Planning Authority and implemented accordingly thereafter. The DSP must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service and must ensure that bins are provide within the required carrying distances on a waste collection day.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.

PRIOR TO FIRST OCCUPATION: Cycle parking (LBH Transportation)

25. Prior to first occupation of the development, details of the type of cycle parking, the layout and method of access/security shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage details thereby approved shall be implemented prior to first occupation and retained as such in perpetuity.

Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general and to comply with the London Cycle Design Standard.

PRIOR TO FIRST OCCUPATION: Obscure glazing (LBH Development Management)

26. Before the first occupation of the development hereby permitted, the windows within the eastern flank elevation (as annotated on approved drawings 312-02-204 Rev C1; 312-02-205 Rev C1 and 312-02-206 Rev C1) shall be fitted with obscured glazing and any part of the window that is less than 1.7 metres above the floor of the room in which it is installed shall be non-opening and fixed shut and the balcony screening installed. The windows and balconies shall be permanently retained in that condition thereafter.

Reason: To avoid overlooking into the adjoining properties.

PRIOR TO FIRST OCCUPATION: Secured by Design (Metropolitan Police)

27. Prior to first occupation of the development, the applicant shall provide certification that the scheme complies with the requirements of Secured by Design, and this shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the safety and security of the development.

POST OCCUPATION: BREEAM rating (LBH Carbon Management)

28. The buildings hereby approved shall achieve a minimum BREEAM Rating of 'Excellent' unless otherwise agreed in writing with the Local Planning Authority. Within 3 months of occupation of the buildings evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with this standard.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan 2016 polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.

POST OCCUPATION: Residential sustainability assessment (LBH Carbon Management)

29. The building hereby approved must deliver a sustainability assessment for the residential portion of the scheme and achieve a 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. Within 3 months of occupation of any of the residential units, evidence shall be submitted in the form of a Post Construction Certificate to demonstrate that the standard has been achieved

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan 2016 polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.

Informatives:

Working with the applicant (LBH Development Management)

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

S106 agreement (LBH Development Management)

2. INFORMATIVE: This permission is governed by a legal agreement pursuant to Section 106 of Town and Country Planning Act 1990 (as amended). The agreement relates to affordable housing financial contribution, highways works, travel plan, car-capped development.

CIL (LBH Development Management)

3. **INFORMATIVE:** The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL charge will be £73,874.58 (1,663.28sqm x £35 x 1.269) and the Haringey CIL charge will be £479,556.89 (1,663.28sqm x £265 x 1.088). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Party Wall Act (LBH Development Management)

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

Hours of construction (LBH Development Management)

5. **INFORMATIVE:** The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:
8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday
and not at all on Sundays and Bank Holidays

Asbestos (LBH Environmental Services)

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

Avoiding risk of backflow (Thames Water)

7. **INFORMATIVE:** The Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface Water (Thames Water)

8. **INFORMATIVE:** 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 009 3921.

Sewers (Thames Water)

9. INFORMATIVE: Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.

Groundwater Risk Permit (Thames Water)

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

Pressure (Thames Water)

11. INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 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.

Fire safety (London Fire Brigade)

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

Street numbering (LBH Transportation)

13. INFORMATIVE: The new development will require naming/numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied to arrange for the allocation of a suitable address.

Responsibility to Dispose of Commercial Waste (LBH Neighbourhood Action Team)

14. INFORMATIVE: Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental

Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

Appendix 1 Internal and external consultation responses

Stakeholder	Question/comment	Response
INTERNAL		
Design	<p>Location, Description of the site, Policy context</p> <ol style="list-style-type: none"> 1. The application site is located at 163 Tottenham Lane, N8 within the Crouch End ward. The site consists of a low rise warehouse building of part 2 storey and part 3 storey fronting Tottenham Lane. The existing site comprises a number of light industrial and commercial uses including the Kwik-Fit Garage. The site area is in the region of 1640sqm (0.164 hectares) with a frontage to Tottenham Lane of approximately 34m and a site depth of approximately 49m. The site is designated under the Haringey Local Plan as part of the (recently extended) the Crouch End Town Centre, Secondary Frontage. To the south (including the properties immediately to the rear of the site along Fairfield Road), south-west and north-west of the appeal site is the Crouch End Conservation Area. 2. Tottenham Lane is a main road a little under a mile long, linking the centre of Crouch End with the east-west Hornsey High Street / Turnpike Lane route. It has a range of building styles, although specific areas (such as Broadway Parade and Topsfield Parade) are of a strongly unified design, giving parts of the area a very distinct character. Tottenham Lane can be divided into three principles sections: <ul style="list-style-type: none"> • The Crouch End section, most of which is included within the Crouch End conservation area, has a unified, late Victorian appearance consisting of mainly three and four storey terraces with retail/business use on the ground floor with accommodation above. The terraces are richly detailed, exhibiting strong vertical and horizontal elements which are emphasised by the consistency of their repetition. • Within the Hornsey section to the north-east the buildings generally date from a variety of later periods and are less unified in their appearance. Several modern housing developments have weakened the consistency and quality of the urban environment by their scale, siting, materials, texture and proportions. • The central section of Tottenham Lane (including the YMCA building and the proposal 	

Stakeholder	Question/comment	Response
	<p>site to the Holy Innocents Church) the urban character is the least coherent. The over scaled modern YMCA building particularly creates a disjointed and dominant feature of the street scene.</p> <p>The site is located within a Public Transport Accessibility Level of 4 with the Tottenham Lane bus corridor providing some 44 buses per hour (two way) for connection to Finsbury Park and Turnpike Lane underground stations.</p> <p>3. There have been a number of previous proposals for this site, including a similar comprehensive redevelopment proposal, HGY/2011/1329, by different architects, refused and appealed in 2012. The appeal was upheld on design and use grounds. I was involved in the appeal and in pre-applications discussions with the applicants and these architects on a variety of revised proposals leading to this scheme.</p> <p>Streetscape Character</p> <p>4. The existing buildings on the site, along with the neighbouring buildings (to the west no. 165 (described above); the next two to the east, nos. 159 and 161; more modern buildings of a very different appearance and a vacant site) taken together break the continuity of the terraced frontage. They create a break in what would otherwise be continuous characteristic frontage of similar buildings on this side of Tottenham Lane. No. 157 and the short terrace at nos. 147-155 mark a return to the characteristic Edwardian brick terraces with retail ground floors and two floors of residential above, characterised by regular rhythm of verticality leavened with horizontal bands.</p> <p>5. The height and scale of the terraces diminishes further away from the centre of Crouch End. Topsfield Parades, on the first stretch of Tottenham Lane (north west side), are grand and prominent, rising straight up to three stories plus a fourth semi in the roof with prominent gabled windows (3 ½ storeys). Broadway Parade opposite (south-west side) is similar but generally one storey less at 2 ½ storeys in height but with an extra floor every 6th plot. Numbers 28-36, the terrace nearest the application site, is consistently 2 ½ storeys. Numbers 45 to 51 opposite are just 2 storeys with set back dormers on the roof; the 1st floor is also well set back at a more typically domestic building line, with the retail units at the</p>	

Stakeholder	Question/comment	Response
	<p>pavement edge flat roofed and result in a much less intense density. East of the site, 145 to 155 are also 2 ½ storeys with projecting ground floor shopfronts. As such, the proposed height of 4 storeys (3 storeys plus a set back 4th; 3 ½ storeys if you like) is in keeping with the prevailing pattern of development in the immediate vicinity, which for mid-terrace development is predominantly 2 ½ storeys with a few examples of 3 ½ storeys.</p> <p>6. The opposite side of Tottenham Lane, the north-western side, has been mentioned briefly above, with regards to Topsfield Parade and the terrace at nos. 45-54. From that point on, moving along Tottenham Lane to the east, the relationship on this side of the road breaks down; over and under scaled post war buildings, vacant sites and a well-set-back recent residential development bear little relationship to surrounding pattern of development. Directly opposite the application site is the YMCA building, an over-scaled, irregular and aesthetically unpleasing building built around the 1950s but frequently substantially altered. The YMCA building does not set a precedent for buildings of a similar height for the reasons set out above.</p> <p>7. Behind the street frontage, the site contains a significant depth to the site, before the hinterland of 2 storey terraced houses of the surrounding residential streets, and their back gardens. Neighbouring sites such as the cinema at no. 165 and residential / mixed use developments at 161 and 159, which are of similar depth, show this is enough space for a significant rear wing perpendicular to the street fronting building, but the failure of the appeal proved that there is not enough space for a mews like row parallel to the street frontage.</p> <p>Principal of Development</p> <p>8. The site is well located and suitable for mixed use development combining active frontage, town centre, employment and residential uses. The site is identified in the Council's Urban Characterisation Study as part of a group of neighbouring sites with potential for development, along with a need to improve the legibility of the route from Crouch End to Hornsey Station. Retail use is established by the expansion of the boundary of the designated town centre in the adopted Site Allocations DPD. Retention of employment use, preferably the specific Kwik-fit tenant, is supported by the appeal decision and in principle is in compliance with policy in the newly adopted Development Management DPD and</p>	

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	<p>residential development above these uses.</p> <p>9. The specific “Kwik-fit” vehicle servicing business currently on site is to be reprovided in the proposal. We understand that the architects have carefully designed the unit for them to meet all their needs, with high ceilings and the spaces necessary for them. It is also carefully designed to “hermetically seal” them within their unit so that noise, odour, fumes and dust from their works are dealt with without having any impact on housing and the surrounding human environment, including the proposed housing in the development, surrounding existing housing (and housing under construction / permitted, other businesses and the street. It is also designed to ensure that the environment within the proposed Kwik-fit is daylight and well ventilated.</p> <p>10. The applicants have also shown that this would not be the only Kwik-fit with residential above it, nor the only Kwik-fit on a retail and pedestrian friendly high street; however, I think the proposals here are for a far more elegant and attractive building, far more friendly to the street and to a vibrant pedestrian friendly frontage, than any of the other examples provided. I also consider it is important in principle that uses such as Kwik-fit are retained in London, to meet residents’ needs, in combination with the pressing need to provide housing being met on the same site. If London is to address the current housing crisis, a much greater mixing of uses will need to be part of the solution, and this could be a good demonstration that seemingly incompatible uses can be kept separate within the same site, helping to optimise site potential, contribute to meeting housing need and maintaining vibrant, mixed use neighbourhoods.</p> <p>Existing buildings</p> <p>11. Although bordering, the site is not in a Conservation Area and the existing buildings are not statutorily or locally listed, so there is no policy requirement or preference to retain any of the existing buildings. Furthermore, the Urban Characterisation Study identifies the opportunity and site analysis in the appeal decision accepted the validity of comprehensive redevelopment and identified the existing buildings on the site as not making a positive contribution to the streetscape.</p>	

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	<p>12. As noted above, the existing buildings disrupt the prevailing pattern of development that extends in both directions along Tottenham Lane, of “mansion blocks”, with a rhythm of regular plot width, clear commercial base, one or two floors of residential in brick with vertical emphasis topped by a visible roof. Occasional disruptions in this pattern are successful as marking significant different points, particularly for more important public buildings such as the public houses, churches and more recently cinemas, but where the ground floor commercial function is within the range or normal retail and business uses rather than something more public, cultural or community oriented, and where there is residential above, the clear precedent is for that mansion block pattern.</p> <p>13. The existing buildings do however establish a precedent for a higher building height against the back garden boundaries of the site to the south, where if the application site was undeveloped, such height would be unacceptable. The existing buildings are built right up to these residential back gardens, with blank brick walls forming a pair of gables of different height of between about 5 and 10m. Some of the residential gardens have plants growing up these walls, and the blank walls create no overlooking and shelter these gardens from the north without blocking out any sun. The applicants have therefore chosen to retain these gables and build behind them, which I consider acceptable and will reduce the immediate impact of the proposals on these residential gardens to virtually nothing.</p> <p>Development Pattern, Form, Height, Bulk & Massing</p> <p>14. The proposals line the street in a pattern that picks up on and extends the “normal” terraces characteristic of Tottenham Lane as described above, of “mansion blocks”, with a rhythm of regular plot width, clear commercial base, one or two floors of residential in brick with vertical emphasis topped by a visible roof. The street fronting element of the proposal continues this established pattern and form and I therefore consider it entirely appropriate.</p> <p>15. At three storeys with a set back fourth floor, I consider the height of the street frontage of the proposals as also being entirely appropriate for the location and context. This matches the height of many of the other terraces of Edwardian mansion blocks along Tottenham Lane as noted above, as well as the recent cinema at no. 165 next door to the west, residential conversion and extension currently under construction to no. 161 next door to the east and</p>	

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	<p>the unimplemented existing approval for the large site that forms its eastern neighbour at no 159.</p> <p>16.The rear wing of the proposal continues the same height perpendicular to the street, stepping down as it gets close to the southern boundary of the site. This reduces what little impact that would have on the residential houses, and their back gardens, backing onto the site to the south, already minimal due to the retention of the existing gable walls. The rear wing is set further away from the eastern site boundary, where it faces residential development at no. 161, including mews houses parallel to this rear wing, ie also perpendicular to their street fronting building. To the west side, the rear wing of this proposal faces the rear projections of the Picturehouse cinema, a series of three and four storey rear projections with few windows and no residential use.</p> <p>17.The QRP assessment is that the proposal represents “the limit of what could be acceptable on site in terms of quantum of development”. I am less concerned whether it is at the absolute (upper) limit, but agree that in form, height, bulk and massing it is acceptable.</p> <p>Elevational Treatment & Fenestration</p> <p>18.The elevational treatment of the Tottenham Lane frontage is probably the most important detailed design consideration in this scheme, as the impact of any development on this site on the public realm will be overwhelmingly concentrated on its appearance from its one street frontage, and any viable development on the site will seek to maximise the built form along that frontage. As noted above, as this is essentially an infill scheme for “normal” high street or mansion block built form, not a “special”, and given that the development form and pattern is so strongly established, we expect that this be followed, with an elevation divided into regular width bays, of vertical emphasis, divided vertically into a non-residential base, two intermediate floors and a recessed top floor.</p> <p>19.Following extensive discussion with the applicants and their architects during the pre-application phase, the final proposal is one which I consider is an entirely acceptable deployment of these principles. The elevation is divided into six bays of equal width, a width similar to those in existing terraces along Tottenham Lane, with projecting brick pilasters</p>	

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	<p>between each bay over the middle floors, sitting over columns dividing bays in the “shopfront” zone. The brick pilasters break the “sign zone” that otherwise clearly divides the base from middle and provides an ideal contained zone for commercial and building signage. The modest parapet aligns exactly with that on neighbouring no. 165 and the top floor is well recessed, including from the sides as well as the front.</p> <p>20. Within this, fenestration is regularly spaced and sized, and in the crucial middle floors, of vertical proportions to match elsewhere in the street and compliment the overall bay proportions. The second and fifth of the six bays contrast with the other four identical bays, containing a large, projecting bay window over two floors. This houses wintergardens and is divided to suit different flat layouts and a variety of openable, ventilating, guarded and clear windows, within a metal frame.</p> <p>21. Further detailing support and enrich the proposed elevational composition. This includes perforated brickwork just below the parapet, allowing glimpses through from the 3rd floor balcony to the street and added richness to the elevation at the location of the traditional cornice, projecting (“fretted”) brickwork in the centre of bays, between windows, and balustrades / screens to full height windows, in a brick pattern, allowing glimpses and privacy.</p> <p>22. Other elevations matter much less and are more utilitarian, as they do not look onto publically accessible space. The eastern elevation will be visible from within the 161 development and from the courtyard car park to the development; a space that with landscaping, green walls and the glazed arcade to the main entrance is intended to be a more than merely utilitarian space, but these views will be constrained, oblique and unintended. Having said that, neither east nor west elevations in this application proposal are merely utilitarian, they have some sense of composition, orderly arrangements of features and detailing to match the front.</p> <p>Residential Design Standards, including Aspect & Internal Layout(s)</p> <p>23. All the flats are accessed off a single residential entrance off the street frontage, via a naturally day lit corridor looking onto the parking core, leading to lifts and stairs to all floors,</p>	

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	<p>the upper floor circulation also benefiting from natural light. I therefore consider that in terms of Approach to the front door(s), Accessibility & Legibility of the street layout, the residential proposals more than meet the requirements of the Mayor's Housing SPG and standards of good design for approach to the dwelling. The QRP suggested concern at the number of turns in the corridor from the street entrance to the core; I am not concerned at this as it is fully glazed on to the parking court on one side and I am therefore confident it will be a pleasant space and as the destination will be visible, it will not feel excessively convoluted.</p> <p>24. All flat layouts meet the Nationally Described Space Standards and Mayors Housing SPG space and layout standard.</p> <p>25. The main challenge for the proposal in this area is avoiding single aspect flats that both face north and face the busy street. The site inevitably creates flats at 1st, 2nd and 3rd floor facing Tottenham Lane, and it would be unreasonably difficult to have a layout that allowed all flats facing the street to also have a significant southern aspect facing the back of the site. The lightwells are designed to have significant amounts of planting, and only obscured glazing from the common circulation. The windows onto these lightwells will be either hall windows, secondary living room windows (on the 1st floor), where the main living room windows are onto the street, or onto a 2nd / 3rd bedroom / study, and therefore less important regarding amenity. However, the applicants' daylight study show they would be acceptable due to these windows, and the opportunity to glimpse life within the common parts, as well as a view of the sky, is intriguing.</p> <p>26. All the flats in the rear wing are single aspect east and west facing. This is not unacceptable in principle; they will all get the benefit of sunlight for at least half of the day. However, they are also designed with inset balconies and projecting oriel windows to allow angled southern views and light and air from another side.</p> <p>Sunlight, Daylight, Overshadowing, Privacy & Overlooking</p> <p>27. The applicants have provided Daylight, Sunlight and Overshadowing Reports on their proposed development and potentially affected neighbours, prepared in accordance with</p>	

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	<p>council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011)¹, known as "The BRE Guide".</p> <p>28. The applicants' report on neighbouring dwellings shows that no neighbouring windows to habitable rooms potentially affected by this proposed development would experience a loss of sunlight of a noticeable level as defined by the BRE Guide.</p> <p>29. Their report further shows that only a very small number of neighbouring habitable rooms would receive a noticeable loss of daylight as defined by the BRE Guide. Specifically, just two windows to neighbouring dwellings, facing these proposals, would have a Vertical Sky Component (VSC) less than 80% of its pre-existing value. Window W2 in 161 Tottenham Lane 2nd floor would see its VSC drop from 31.7% to 23.8%, a 25% drop. The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low density suburban model; this may not be appropriate for higher density, urban London locations, and the GLA Housing SPD notes that guidance should not be applied rigidly. It is considered that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable.</p> <p>30. That leaves the window W2 in 161 Tottenham Lane 1st floor, which would see its VSC drop from 6.3% to 4.2%, a drop of 34%. At 6.3%, this window's daylight levels are already far below the BRE definition of well day lit and also far below the GLA definition of adequate. So, it's daylight condition will drop from an already poor state to a slightly poorer state, by an amount that will be noticeable but not by a lot more than 20%. This window is in the flank wall of the neighbouring property on Tottenham Lane, right on the boundary of the applicant property. It is an existing window dating back to that property's original construction (probably in the 1920's/30's) and currently looks onto the roof slope of the existing 2 storey building on the application site. The building is currently being converted to residential and this window will light a small second bedroom in a flat that will benefit from a living room facing the main road and main bedroom facing south onto the rear gardens, both unaffected</p>	

¹ Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011)

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	<p>by this application. On balance, I consider this loss acceptable.</p> <p>31.They do not assess its effect on neighbouring non-residential properties, the only one of which could be significant being the Picturehouse Cinema at no. 165, adjoining the application site to its west. I consider this is reasonable as there is no expectation that this use would need or appreciate daylight (indeed, the cinema spaces themselves need to keep it out), and their walls are largely window-free. It is unlikely this site will be changed or redeveloped for a use needing daylight, such as residential, in the short or medium term, but if it was, the rear of their site also benefits from a street frontage (onto Fairfield Gardens on their west side), where they could get additional daylight, sunlight and outlook.</p> <p>32.The applicants' consultants' assessment of the daylight achieved in the proposed housing in the application shows that all but one habitable room achieves adequate daylight. The one that does not is the living/dining/kitchen to Flat 5; this is on the 1st floor, on the west side of the rear wing. It fails to achieve the BRE recommended VSC for new kitchens of 2%, but achieves 1.7%. exceeding the recommend VSC for Living Rooms of 1.5%. The primary use of this room will be as living and dining, which is significant mitigation, and as noted above, is not appropriate to impose the BRE Guidance rigidly on higher density, urban London locations such as this. I was initially concerned that the applicants' consultants' report did not make it clear that the recently constructed cinema adjoining the site to the west had been used in their modelling, as their report does not show the adjoining buildings modelled, but does show an aerial photo from before the cinema construction. However, I have now had it confirmed, in later correspondence from the applicants, that it was modelled in its current as built form.</p> <p>33.The application includes the creation of a number of internal lightwells, which would bring day and sunlight into deep parts of the building. Generally, this would just benefit circulation space, which is welcome. Circulation space also benefits from windows onto the parking court. Two of the lightwells are also looked onto by windows from within flats; these are second windows to the living rooms, windows onto a second or third bedroom, or windows onto their entrance hall, and provide an important second aspect onto flats that would only face north onto the street. As well as providing a second aspect for light and ventilation, the applicants have also demonstrated they would make useful contributions to daylight and</p>	

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	<p>sunlight access to these flats.</p> <p>34. Although there is no standard or planning requirement for this, it is to the notable credit of this design that much of the commercial space also benefits from a degree of natural lighting. This is not assessed, but it is not required to be. However, this will contribute to more pleasant working conditions and less energy use, in excess of planning policy and best practice.</p> <p>35. The applicants' consultants' reports find that no existing or proposed external amenity spaces would be affected by this proposal.</p> <p>Privacy & Overlooking</p> <p>36. For this development to be acceptable, the applicants have to show that the proposed flats will have an interesting and not unpleasant outlook, provide privacy for residents of the new flats from existing, under construction and approved neighbours and the street and not disturb the privacy of those existing, under construction and approved neighbouring flats.</p> <p>37. Where the proposed flats look onto the street, the wintergardens are screened at lower levels with perforated metal screens that will allow some daylight but provide privacy to residents' external amenity areas and screen any unsightly clutter.</p> <p>38. To the south there is no concern as the proposals have no windows to habitable rooms close to the southern boundary and the houses to the south on Fairfield Road are significantly screened by the retained existing brick gable walls.</p> <p>39. To the west, the site borders the recently converted Picturehouse cinema. This non-residential use has no expectation of privacy; it doesn't even have many windows to its rear, just a few to circulation and servant spaces, with the cinema auditorium spaces obviously being devoid of natural light. Provided this use can be expected to remain there is no concern at privacy both to and from the proposal to the west. As noted above we could control any changes to that site to prevent any loss of privacy to this proposal.</p>	

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	<p>40. To the east, the application site borders no. 161 Tottenham Lane. This former newspaper office has permission granted for conversion to residential, with extensions and new mews houses on the former yard behind, currently under construction. The existing building had windows to all sides, including 1st and 2nd floor windows on the boundary of the application site looking over the roof of the existing buildings on the application site, and the permission for the extension and conversion to residential includes additional windows above some of the existing ones. Some light bathrooms and circulation, but some light second bedrooms, and are this subject to potential loss of privacy. To avoid this, measures are proposed in the application scheme to avoid overlooking no. 161, with obscured glazing to windows directly facing windows in 161 and balconies partially screened; views out of these flats are permitted south from projecting oriel windows and from balconies. Windows onto these balconies can be clear.</p> <p>41. In general, areas of blank wall in the application are proposed to be improved with green walls and climbing plants to make them more pleasant and interesting to look onto and to contribute to improving air quality and environmental richness. Plant life is also proposed to enliven the internal lightwells; this will make a useful contribution to ensuring an interesting outlook and provide partial screening for those flats that look onto these.</p> <p>Materials & Details</p> <p>42. The materials palette is predominantly brick, which is appropriate as a durable, robust material that weathers well, as well as being established by precedent from local context. Only one colour of brick is proposed, and I consider this appropriate. Sufficient variety is achieved from elevational composition and embellishment in detailing, as described above, and with contrast to metal, stone and concrete. However, the precise brick to be chosen is not yet decided, with the applicants' architects stated intent being to "avoid a typical and harsh new red brick" by mixing a combination of redder, greyer and yellower bricks to achieve a subtle match to compliment the location. With the right condition, I consider this could achieve the desired complimentary brickwork.</p> <p>43. Other materials proposed include concrete to the ground level columns and shop signage zone, metal to window frames, balustrade screens and projecting oriel and wintergarden windows, stone to coping and capping to signage zone, and metal cladding to the recessed</p>	

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	<p>4th floor. Precise details and specification of these is not given and will have to be secured by condition but this design intent gets my approval and commendation. A contract between lighter, richer coloured brick and darker, duller coloured other materials would seem right to me.</p> <p>44. Conditions will be required to secure quality materials and that their detailing is robust, particularly of choice of brick, cladding, projecting features, balustrades, rainwater goods and other materials, and detailing of parapets, window reveals and around recessed balconies, including their soffits. As the applicants propose mixing bricks to achieve a complimentary appearance to the brickwork as a whole, I would suggest the most appropriate condition would be construction of a sample panel for approval.</p> <p>Conclusions</p> <p>45. This is a challenging site, but I also consider it an important site, to demonstrate that vibrant town centres can be strengthened, successful existing employment retained and a significant quantity of good quality new housing can be squeezed onto a sensitive site whilst maintaining and strengthening the best of the existing character of the area. The QRP noted that this development is having to work very hard to balance sometimes conflicting requirements of the different accommodation types. I am confident these proposals, if implemented in full, will achieve that.</p>	<p>This condition is recommended.</p>
Conservation	<p>Many thanks for consulting me on this application. I have assessed the drawings and the accompanying Heritage Statement and Design and Access Statements.</p> <p>The site is adjacent to the Crouch End Conservation area, with the rear of the site backing on to the conservation area boundary. In my opinion, whilst it will be the rear of the building that would have an impact on the immediate setting of the conservation area, the building's frontage will be an important part to the 'approach' to the conservation area.</p> <p>The overall design of the building is high quality and its scale, bulk and materiality helps to stitch the high street together with the townscape of the wider conservation area. Additionally, to the rear, the block recedes back in a stepped way to reduce the impact of the block on the</p>	Noted.

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	<p>rear of properties within the conservation area. As such I would consider the block will cause no harm to the conservation area and would enhance its setting. It therefore satisfies statutory legislation and national and local policies and is acceptable.</p>	
<p>Transportation</p>	<p>The proposed site is located on Tottenham Lane which is located in an area which suffers from high car parking pressures the proposed site is located on the edge of the Crouch End restricted conversion area; this area suffers from high parking pressures. The public transport accessibility level of the is medium (PTAL 4) with the Tottenham Lane bus corridor providing some 56 buses per, with frequent connection to Finsbury Park and Turnpike Lane tube stations. The site also falls within the Crouch End (A) controlled parking zone (CPZ), which operates Monday to Friday between 10:00am – 12:00noon and provides a good level of on-street parking control.</p> <p>The site previously had offices on the upper floors which have planning permission to be converted into flats and the ground floor has a Kwik-Fit Garage and MEB MOT motor. The applicant is seeking permission to demolish the existing building and redevelop the site to provide 1,172sqm of commercial spaces at ground floor and basement comprising (925 sqm for re-provision Kwik Fit, 92sqm of retail, and 155sqm of basement storage) and 26 residential units on the upper floors comprising (7x1 bed, 16 x2bed and 3x 3bed units) with associated cycle parking and car parking spaces for the commercial and residential units.</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 26 residential units will generate a total of 12 in/out trips during the Am peak hour and 11 in/out trips during the Pm peak periods. We have considered that the persons trip rates for the site is low, however as the residential units are proposed to be car-free, any additional trips generated by the site is likely to be by sustainable modes of transport.</p> <p>The commercial element of the development will be retained and traffic surveys were conducted for the existing commercial use, for completeness the commercial element of the development to be retained will generate 8 in/out trips during the Am peak periods and 5 in/out trips during the Pm peak periods. The proposal will create an additional 92 sqm of retail/</p>	<p>Conditions recommended and s106 obligations sought as requested.</p>

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	<p>commercial use on the ground floor we have considered that give the small floor area proposed the additional retail floor area will mostly generate linked trips or trips that are already on the network, as such the additional A1 unit will not generate any significant increase in additional trips or car parking demand.</p> <p>The applicant is proposing to provide 155 sqm of commercial basement storage, the applicant is proposing to let the storage to the commercial units on site or to other commercial uses in the local area, we have considered that give the size of the proposed B1 use of come 155sqm, the trips and parking demand generated by the use would not have any significant impact on the transportation and highways network.</p> <p>The applicant has included parking surveys which were conducted for the Picture House Cinema development which were conducted on 23 and 24 October 2015, with subsequent surveys conducted on the 17 and 18 October 2016 the results of the survey concluded that a number of roads surrounding the site is suffering from high car parking pressures in addition the current operational hours of the Crouch End A and B control CPZ is not sufficient to mitigate any potential car parking demand generated by the development proposal. Based on the 2011 Census which has the Crouch End ward having 0.7 car per household which equates to a potential shortfall of some 15 car parking spaces if the 3 disable car parking spaces are taken in to consideration. We will therefore require the applicant to contribute a sum of £25,000 (twenty-five thousand pounds) towards the design and consultation of a revised control car parking zone in the area surrounding the site.</p> <p>As above the above site is located in an area which is suffering from high car parking pressures, 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> <p>a) There are alternative and accessible means of transport available; b) Public transport is good; and</p>	

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	<p>c) A controlled parking zone exists or will be provided prior to occupation of the development</p> <p>This development proposal will be dedicated as a car free/ car-capped development the Council will prohibit the issuing of car parking permits to the future occupiers of the residential element of this development in any current or future control parking zone, residents will be eligible for visitors parking permits.</p> <p>The applicant is proposing to provide a total of 12 off street car parking space for the commercial element of the development as the proposed facility operates based on appointments, we have considered that 12 car parking spaces will be acceptable providing that that applicant retains no less than 3 car parking spaces for drop in customers who have not pre-booked. The applicant is proposing to provide 3 disable car parking spaces for the residential aspect of the development, this in line with the Councils Maximum car parking standard, and Life Time Homes.</p> <p>Cycle parking the applicant is proposing to provide the 50 cycle parking for the residential aspect of the development and two cycle parking spaces for the commercial aspect of the development, the cycle parking spaces must be designed and implemented in line with the 2016 London Cycle Design standard details of which must me provide before development commences on site.</p> <p>The applicant is proposing to change the highways layout and amend the vehicular access to the site, this will include removal of 4 vehicular crossovers and the construction of 2 new vehicular crossovers. The new highways layout has been subjected to an independent Stage 1 Road safety audit and has been amended to reflect the auditor's response. There are still some concerns in relation to the inter visibility and the potential conflict with pedestrians on the footways however we have considered on balance that as the revised layout is a marginal improvement to the existing situation that with the erection of signage and a mirror on the exit to the car park entrances, t based on the traffic flows forecasted for the development which is a reduction when compared to the existing commercial uses, the development proposal is unlikely to increase accidents at this location. The applicant will be required to enter into a S.278 agreement to secure the implementation of the highways works, the cost of the highways</p>	

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	<p>works have been estimated at £12,000 (twelve thousand pounds).</p> <p>On reviewing this application, we have concluded that the demolition of the existing building and the construction of 26 residential units and some 1172 sqm of commercial space would not adversely impact on the transport and highways network subject to the following S.106/S.278 obligations and conditions:</p> <p>Obligations:</p> <p>1. Car-free Development</p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car capped” and no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development.</p> <p>Reason: To minimise the traffic impact generated by this development on the adjoining roads, and to promote travel by sustainable modes of transport.</p> <p>2. Travel Plan</p> <p>A residential and commercial travel plan must be secured by the S.106 agreement. As part of the detailed travel plan the following measures must be included in order to maximise the use of public transport:</p> <ul style="list-style-type: none"> a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Facility Management Team to monitor the travel plan initiatives annually. b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and time-tables to all new residents. c) The developer must offer two years’ free car club membership and £50 credit per year for two years per unit. d) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per travel 	

Stakeholder	Question/comment	Response
	<p>plan for monitoring of the travel plan initiatives.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>3. Control Parking Zone consultation CPZ</p> <p>The applicant developer will have required to contribute byway of a Section 106 agreement a sum of £25,000 (Twenty-five Thousand Pounds) towards the consultation on implementing parking management measures to the east of the site which are currently not covered by a control parking zone and may suffer from displaced parking as a result of residual parking generated by the development proposal.</p> <p>Reason: To mitigate the impact of the residual parking demand generated by the proposed development on existing residents on the roads to the south east of the site.</p> <p>4. Section 278 Highway Act 1980</p> <p>The owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works which have been estimated at £12,000 (twelve thousand pounds) which includes but not limited to, footway improvement works on Tottenham Lane, including removal of the existing crossover and reconstruction of the footway and new vehicular access to the site in line with Drawing No:313-02-208 REV-B3 and subsequent Highways Drawing (163 Tottenham Lane, Footways Reconstruction Extents). Works required to be undertaken by Statutory Services are not included in the Highway Works Estimate or Payment.</p> <p>Reason: To facilitate access to the develop and maintain the integrity of the footway at this location.</p> <p>Conditions:</p> <p>1. Delivery and Servicing Plan and Waste Management Plan.</p>	

Stakeholder	Question/comment	Response
	<p>The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service and must ensure that bins are provide within the required carrying distances on a waste collection day.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p> <p>2. Cycle Parking</p> <p>The applicant will be required to provide details on the type of cycle parking including dimensions and method of security, 5% of the proposed residential cycle parking must be able to accommodate large cycle such as tandems and bikes with trailer, the design and layout of the cycle parking must be provided in line with the London Cycle Design Standard. We will require a condition to securing the type layout and method of access/ security for the proposed cycle parking. Details must be submitted for approved, before the first occupation of the development.</p> <p>Reason: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general and to comply with the London Cycle Design Standard.</p> <p>3. Parking Management Plan (PMP)</p> <p>Before the use hereby approved first commences, the owner shall submit a Parking Management Plan detailing the provision of car parking spaces for the residential aspect of the development PMP shall also contain details of how the proposed car parking spaces will be monitored and managed to ensure that spaces are only used by the allocated users, car parking spaces should be prioritised for disable residents and family sized units in line with the Council's Development Management DMPD.</p>	

Stakeholder	Question/comment	Response
	<p>Reason: In order to ensure that a reasonable minimum of car parking spaces is provided for people with disabilities.</p> <p>4. Construction Management Plan</p> <p>The owner is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the local authority's approval prior to construction work commencing on site. The Plans should provide details on how construction work (including any demolition) would be undertaken in a manner that disruption to traffic and pedestrians on Tottenham Lane and the surrounding residential roads is minimised. It is also requested that construction vehicle movements should be carefully planned and co-ordinated to avoid the AM and PM peak periods.</p> <p>5. Electric Charging Points</p> <p>The proposed car parking spaces must include provision for electric charging facility in line with the London Plan, 20% of the residential car parking spaces must have active provision and 20% passive provision for future conversion for the residential aspect of the development and 10% commercial car parking spaces must have active provision and 10% passive provision for future conversion for the commercial aspect of the development.</p> <p>Reason: To promote travel by sustainable modes of transport to and from the site and comply with the London Plan.</p>	
Noise	<p>I have examined the noise impact assessment approved by Stephen Gosling of 24 Acoustics Ref R6375-1 Rev 0 dated 22nd June 2017 in response to the proposed development.</p> <p>Internal Noise Levels within Residential Units</p> <p>The report states that with the specified recommended 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>	Noted - conditions recommended.

Stakeholder	Question/comment	Response											
	<table border="1" data-bbox="338 266 1675 418"> <thead> <tr> <th data-bbox="338 266 779 303">Time</th> <th data-bbox="779 266 1226 303">Area</th> <th data-bbox="1226 266 1675 303">Maximum Noise Level</th> </tr> </thead> <tbody> <tr> <td data-bbox="338 303 779 341" rowspan="2">Daytime Noise 7am-11am</td> <td data-bbox="779 303 1226 341">Living rooms and bedrooms</td> <td data-bbox="1226 303 1675 341">35dB(A)</td> </tr> <tr> <td data-bbox="779 341 1226 378">Outdoor amenity</td> <td data-bbox="1226 341 1675 378">55dB(A)</td> </tr> <tr> <td data-bbox="338 378 779 418">Night Time Noise 11pm–7am</td> <td data-bbox="779 378 1226 418">Bedrooms</td> <td data-bbox="1226 378 1675 418">30dB(A)</td> </tr> </tbody> </table> <p data-bbox="331 459 1682 565">A test shall be undertaken prior to the discharge of this condition to show that the required noise levels have been met and the results submitted to the Local Planning Authority for approval.</p> <p data-bbox="331 605 663 638">Plant Noise Condition</p> <p data-bbox="331 678 1682 784">Noise arising from the use of any plant or associated shall not increase the existing background noise level (LA90,15mins) when measured (LAeq, 15mins) 1 metre external from the nearest residential or noise sensitive premises.</p> <p data-bbox="331 824 762 857">Scheme of Sound Insulation</p> <p data-bbox="331 898 1682 1003">The applicant will be required to submit and install a scheme of sound insulation between the ground floor commercial and proposed residential units on the first floor. The details of this scheme shall be approved by the Local Authority before the commencement of any works.</p> <p data-bbox="331 1044 621 1076">External Balconies</p> <p data-bbox="331 1117 1556 1149">Noise from the use of the proposed balconies on the existing amenities will be minimal.</p>	Time	Area	Maximum Noise Level	Daytime Noise 7am-11am	Living rooms and bedrooms	35dB(A)	Outdoor amenity	55dB(A)	Night Time Noise 11pm–7am	Bedrooms	30dB(A)	
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Pollution	<p data-bbox="331 1190 506 1222">Air Quality:</p> <p data-bbox="331 1263 1276 1295">The London Plan, Policy 7.14 states that new development should:</p> <ul data-bbox="380 1336 1682 1442" style="list-style-type: none"> • Minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable 	Noted.											

Stakeholder	Question/comment	Response
	<p>to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans.</p> <ul style="list-style-type: none"> • Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. • Be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)). • Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site. <p>An air quality assessment has not been submitted with this application. Photo voltaic panels and CHP (Indop 13.6kWth/6kWe gas fired) is proposed with this planning application; a condition with respect to emissions from CHP is therefore required. There are chimneys / flues associated with this proposed development, thus a chimney height calculation or emissions dispersal assessment is required.</p> <p>It is noted that the residential side is car-free, with the exception 3 No. disabled parking spaces. The commercial side however has 12 designated parking spaces / bays.</p> <p>I recommend the following conditions:</p> <ul style="list-style-type: none"> • Prior to construction of the development details of all the chimney height calculations, diameters and locations must be submitted for approval by the LPA. <p>Reason: To protect local air quality and ensure effective dispersal of emissions.</p> <ul style="list-style-type: none"> • 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 	<p>This condition is recommended.</p> <p>This condition is recommended.</p>

Stakeholder	Question/comment	Response
	<p>must be submitted to and approved by the LPA.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>Combustion and Energy Plant:</p> <ul style="list-style-type: none"> • Prior to installation details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 20mg/kWh. <p>Reason: As required by The London Plan Policy 7.14.</p> <p>Contaminated land (CON1 and CON2):</p> <p>CON1:</p> <ul style="list-style-type: none"> • Before development commences other than for investigative work: <ul style="list-style-type: none"> a) Using the information contained within the Phase I desktop study (Hydrock, June 2017, ref: R/05971/002/Iss 003) and Conceptual Model, a site investigation shall be carried out for the site. The investigation must be comprehensive enough to enable: <ul style="list-style-type: none"> • risk assessment to be undertaken, • a refinement of the Conceptual Model; and • the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a 	<p>This condition is recommended.</p> <p>Both these conditions are recommended.</p>

Stakeholder	Question/comment	Response
	<p>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>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>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Management and Control of Dust:</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>Reason: To Comply with Policy 7.14 of the London Plan</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>Reason: To Comply with Policy 7.14 of the London Plan</p> <ul style="list-style-type: none"> No works shall commence on the site until all plant and machinery to be used at the 	<p>This condition is recommended.</p> <p>This is dealt with via the s106 legal agreement.</p> <p>This condition is</p>

Stakeholder	Question/comment	Response
	<p>demolition and construction phases meets Stage IIIA of EU Directive 97/68/ EC for both NOx and PM and all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</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>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.</p> <p>As an informative:</p> <ul style="list-style-type: none"> Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out. 	<p>considered to be overly onerous and is therefore not recommended.</p> <p>This condition is considered to be overly onerous and is therefore not recommended.</p> <p>Informative included.</p>
Sustainability	<p>Energy – Overall</p> <p>The scheme delivers a 63.44% improvement beyond Building Regulations 2013. The policy requirement is zero carbon for the residential element and 35% improvement beyond building regulations for the commercial. 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 £77,643 (<i>Author's note: Based on the proper revised calculation and amount per ton,</i></p>	<p>S106 obligations sought as requested.</p>

Stakeholder	Question/comment	Response														
	<p><i>the correct amount is £21,393) where zero carbon has not been achieved (Author's note: for the residential element and the shortfall to 35% for the commercial element). This should be included within a S106 condition.</i></p> <p>Energy – Lean</p> <p>The applicant has proposed an improvement of beyond Building Regulations of 1.56% for the residential portion of the development and 6.91% for the commercial 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>This should be conditioned to be delivered on site:</p> <p>You must deliver the energy efficiency standards (the Lean) as set out in the Energy Strategy, by Whitecode Design Associates, Revision 2, dated 21 June 2017</p> <table border="1" data-bbox="331 816 1675 1149"> <thead> <tr> <th data-bbox="331 816 1003 889">Building element</th> <th data-bbox="1003 816 1675 889">Proposed specification for the development (u-values)</th> </tr> </thead> <tbody> <tr> <td data-bbox="331 889 1003 927">External walls</td> <td data-bbox="1003 889 1675 927">0.18 (domestic) 0.18 (non-domestic)</td> </tr> <tr> <td data-bbox="331 927 1003 964">Roof</td> <td data-bbox="1003 927 1675 964">0.13 (domestic) 0.13 (non-domestic)</td> </tr> <tr> <td data-bbox="331 964 1003 1002">Ground floor</td> <td data-bbox="1003 964 1675 1002">0.13 (domestic) 0.13 (non-domestic)</td> </tr> <tr> <td data-bbox="331 1002 1003 1073">Windows</td> <td data-bbox="1003 1002 1675 1073">1.40 (g-value 0.50) (domestic) 1.40 (g-value 0.40) (non-domestic)</td> </tr> <tr> <td data-bbox="331 1073 1003 1110">Front doors</td> <td data-bbox="1003 1073 1675 1110">1.0 (domestic) 2.2 (non-domestic)</td> </tr> <tr> <td data-bbox="331 1110 1003 1149">Air tightness</td> <td data-bbox="1003 1110 1675 1149">5 m³/hr/m² for domestic and for nondomestic</td> </tr> </tbody> </table> <p>The development shall then be constructed and deliver the U-values set out in this document. Achieving the agreed carbon reduction of 0.3% 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>	Building element	Proposed specification for the development (u-values)	External walls	0.18 (domestic) 0.18 (non-domestic)	Roof	0.13 (domestic) 0.13 (non-domestic)	Ground floor	0.13 (domestic) 0.13 (non-domestic)	Windows	1.40 (g-value 0.50) (domestic) 1.40 (g-value 0.40) (non-domestic)	Front doors	1.0 (domestic) 2.2 (non-domestic)	Air tightness	5 m ³ /hr/m ² for domestic and for nondomestic	<p>This condition is recommended.</p>
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Air tightness	5 m ³ /hr/m ² for domestic and for nondomestic															

Stakeholder	Question/comment	Response
	<p>It 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>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Energy – Clean</p> <p>The scheme proposes a single energy centre serving heating and hot water loads for all residential units and commercial units, with back up gas fired boilers.</p> <p>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>Therefore, based on these issues, at this stage the clean energy proposals are not policy compliant. We recommend that these are addressed through the following condition:</p> <p>Suggested Condition for CHP and boiler facility:</p> <p>You shall submit details of the site CHP and 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; 	<p>This condition is recommended.</p>

Stakeholder	Question/comment	Response
	<p>e) the route and connections from the energy centre into all the dwellings and the commercial space; and</p> <p>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> <p>The CHP and 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:</p> <p>That all combination gas boilers that are to be installed across the development have a minimum SEDBUK rating of 91%. The applicant will demonstrate compliance by supplying installation specification at least 3 months' post construction. Once installed they shall be operated and maintained as such thereafter.</p> <p>Reason: To comply with London Plan Policy 5.2. and local plan policy SP:04</p> <p>Energy – Green</p> <p>The application has reviewed the installation of various renewable technologies. They are proposing installing 262m² of solar PV panels, generating 32.75 kWp.</p> <p>We recommend that these are addressed through the following condition:</p> <p>You will install the renewable energy technology (PV Solar Panels) as set out in the Energy Strategy, by Whitecode Design Associates, Revision 2, dated 21 June 2017.</p>	<p>This condition is recommended.</p> <p>This condition is recommended.</p>

Stakeholder	Question/comment	Response
	<p>You will deliver no less than 262m2 of solar PV panels, generating 32.75 kWp. A total number of 131 panels will be installed.</p> <p>Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned 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, 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>Reason: To comply with London Plan Policy 5.7. and local plan policy SP:04</p> <p>Sustainability Assessment</p> <p>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 3 outcome.</p> <p>The applicant has submitted a pre-assessment Sustainability Assessment within their Energy Strategy for the commercial units – demonstrating the commercial units will achieve BREEAM Excellent.</p> <p>This approach is policy compliant, supported, and it should be conditioned, as follows:</p> <p>You must deliver the sustainability assessment as set out in the Energy Strategy, by Whitecode Design Associates, Revision 2, dated 21 June 2017.</p> <p>The development shall then be constructed in strict accordance of the details so approved, and</p>	<p>This condition is recommended.</p>

Stakeholder	Question/comment	Response
	<p>shall achieve BREEAM Excellent for all commercial units. It 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>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>Suggested condition in absence of sustainability assessment for residential units:</p> <p>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>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>Reason: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan polices 5.1, 5.2,5.3 and 5.9 and policy SP:04 of the Local Plan.</p> <p>Overheating Risk</p>	<p>This condition is recommended.</p>

Stakeholder	Question/comment	Response
	<p>The sample SAP calculations indicate that a majority of the residential units will have a slight to medium overheating risk during the summer months. To overcome this, the applicant has advised the windows can be opened for night time cooling.</p> <p>We expect a dynamic thermal model be undertaken for all London's future weather patterns. While the risk to the dwellings may be acceptable, the overheating risk for the commercial space and its future use is not. This is therefore not policy compliant. We would advise that this risk is minimized at design stage, through designing in passive ventilation and appropriate mitigation strategies. As the applicant is applying for flexible use there is a risk that with an overheated space the final occupant will add air conditioning units, which will increase on site energy use and emissions. This would not be acceptable.</p> <p>We recommend that these are addressed through the following condition:</p> <p>To demonstrate that there is minimal risk of overheating, the results of dynamic thermal modelling (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 overheating pipe work space is designed in to the building allow the retrofitting of cooling and ventilation equipment • 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</p>	<p>This condition is recommended.</p>

Stakeholder	Question/comment	Response
	<p>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>	
Drainage	We are satisfied the drainage proposal is acceptable for this site.	Noted – standard condition recommended.
Waste management	<p>This proposed application for a 7 x 1 bed flat & 16 x 2 bed flat & 3 x 3 bed flat 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 requirements:</p> <p>4 x 1100L Euro bin for refuse 3 x 1100L Euro bin for recycling 26 x food waste kitchen caddy 2 x 140L food waste exterior box</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 waste collection point will need to be at the front of the property from Tottenham Lane N8. It does not look as though there is sufficient room for Waste vehicle to enter and exit moving forwards only.</p> <p>It is not clear how far the pulling distance is from the collection point to storage point (needs to be within 10 meters).</p> <p>The above planning application has been given a RAG traffic light status of RED for waste</p>	Noted. As per the recommendation of the Transport Planner noted above, provision of a suitable waste management plan will be required by recommended condition.

Stakeholder	Question/comment	Response
	<p>storage and collection.</p> <p>Commercial waste is to be treated separately must be stored separately and not on the public highway.</p> <p>The business owner will need to ensure that they have a cleansing schedule in place and that all waste is contained at all times.</p> <p>Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.</p>	
EXTERNAL		
Transport for London	<p>Thank you for consulting Transport for London with regard to the above planning application. TfL has the following comments:</p> <ol style="list-style-type: none"> 1. TfL welcomes the car-free nature of the residential development with 3 disabled vehicle parking spaces. TfL also welcomes that residents will not be eligible for parking permits. 2. TfL is satisfied with the 8 standard spaces, 4 customer drop off spaces and 6 servicing bays for the Kwik Fit unit. However, in line with the London Plan one of the standard spaces should be designated as an accessible space designed for Blue Badge holders. 3. Electric vehicle charging points are not mentioned as part of the parking provisions for the Kwik Fit unit. In order to be London Plan compliant, 20% of spaces must be for electric vehicles with an additional 10% passive provision for electric vehicles in the future. 4. TfL welcomes that the quantum of long stay cycle parking exceeds the minimum standards set out in the London Plan. The applicant should ensure that cycle parking 	Noted – conditions recommended.

Stakeholder	Question/comment	Response
	<p>infrastructure and facilities meet the London Cycle Design Standards (LCDS) in terms of location, access and design in order to fully promote cycling as a transport option. At least 5% of cycle spaces should be large enough to be able to accommodate either larger or adapted cycles.</p> <p>5. The applicant should ensure that 2 short stay cycle spaces are provided in line with the London Plan. The applicant has already identified an area on Tottenham Lane where short stay cycle spaces could be located.</p> <p>6. The trip generation/mode share presented within the Transport Assessment is reasonable and TfL can confirm that the development is unlikely to give rise to any capacity concerns on local public transport services.</p> <p>7. Information regarding deliveries and servicing, including where they can safely and legally park for activities such as delivering is requested. This should take the form of a Delivery and Servicing Plan (DSP), which should be secured by condition.</p> <p>Subject to the above conditions being met, the proposal as it stands would be acceptable to TfL. If you have any further questions do not hesitate to contact me.</p>	
Thames Water	<p>Waste comments: Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.</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</p>	Noted - condition recommended and informatives included.

Stakeholder	Question/comment	Response
	<p>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 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.</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.</p> <p>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:</p>	

Stakeholder	Question/comment	Response
	<p>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: 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> <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>	
Metropolitan Police Service Designing Out Crime	<p>I can confirm that, subject to approval of specific details (such as cage) this concludes all outstanding initial concerns.</p> <p>I hope this is of assistance. I look forward to hearing from you post tender process stage.</p>	Noted.
London Fire Brigade	<p>The Brigade has been consulted with regard to the above-mentioned premises and makes the following observation:</p> <p>The Brigade is not satisfied with the proposal for fire fighting access as compliance with Part B5 of the building regulations is not shown.</p> <p>This Authority strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and</p>	Noted – however, as this is a building regulations matter, only an informative can be placed on any planning permission granted.

Stakeholder	Question/comment	Response
	<p>care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers and reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners in install sprinkler systems in order to save money, save property and to protect the lives of occupiers. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p>	

Appendix 2 Neighbour consultation responses

Location	Question/comment	Response
14A Fairfield Road	<p>I object to this planning action because:</p> <ol style="list-style-type: none"> 1. The height of the proposed building. 2. The number of dwelling is indicated as 26 - this is too much. 3. The plan entails the re-zoning of land from commercial to residential. 4. Over development of the block - another large building is currently under construction only a few doors away. 5. Loss of privacy due to construction of flats overlooking our garden. 	<p>The height of the building is commensurate with those fronting Tottenham Lane (see section 6.3 above)</p> <p>The development density is in accordance with London Plan guidelines (see section 6.9 above)</p> <p>The proposed use will be mixed-used, not wholly residential (see section 6.2 above)</p> <p>There are no openings or terraces on the southern elevation to prevent direct loss of privacy for the residents on Fairfield Road (see section 6.5 above)</p>
MEB Motor Centre 163 Tottenham Lane	I am the current occupier of MEB The Motor Centre at 163 Tottenham Lane. My objections to the proposed development are as follows:	The proposal provides the same if not more employment in

Location	Question/comment	Response
	<p>Crouch End will lose a very unique garage in terms of the repairs we are able to carry out in the local area. Kwik Fit are unable to complete work of the same complexity, with the same level of experience. We have a large customer base in the local area, who if MEB was no longer in business would need to travel to dealers who are no longer local, in order to access an equivalent service.</p> <p>In addition, we are a training garage and have been offering apprenticeships since 1996 working closely with the training college to ensure that apprentices receive the best possible training and support. This successful partnership would cease if MEB was forced to close down.</p> <p>The size of MEB garage is such that we are unable to find alternative local workshops to accommodate our business. This would therefore result in MEB having to cease trading and as we currently employ 7 members of staff, would result in 7 people losing their jobs.</p> <p>I am concerned regarding how Kwik Fit will be able to operate in the proposed new workshop without major disruption to traffic in the area. The size of the proposed workshop would result in significant difficulties within parking cars, turning cars and access in and out of the garage from the main road.</p> <p>With regard to the development of more shops, there are already a variety of unoccupied shops in Crouch End, so I would query any decision to close down a thriving, well established business like MEB in favour of unknown additional shops.</p>	<p>accordance with relevant planning policy for the site. Furthermore, there is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration (see section 6.2 above)</p> <p>In accordance with planning policy, the development will pay a contribution towards construction training. There is no planning policy requirement for a specific contribution towards specific motor vehicle servicing type apprentices.</p> <p>Subject to conditions and financial contribution, the development will not unduly harm the surrounding highway network or parking (see section 6.11</p>

Location	Question/comment	Response
		<p>above)</p> <p>The proposal includes a mix of ground floor uses, not just A1 (see section 6.2 above)</p>
29a Curzon Road	I object to the planning application and think the Council should support a local small business i.e. MEB Motors - who employ local young men and provide an excellent good value service to the Crouch End community	<p>The proposal provides the same if not more employment in accordance with relevant planning policy for the site. Furthermore, there is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration (see section 6.2 above)</p>
272 Ferme Park Road	I object to this development, mainly for the loss of MEB. I'd rather keep MEB and Kwik Fit in the old building. MEB is a great local business that provides a valuable service and employs a number of people. More shops? There's already too many vacant shops in the area.	<p>Furthermore, there is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration (see section 6.2 above)</p>

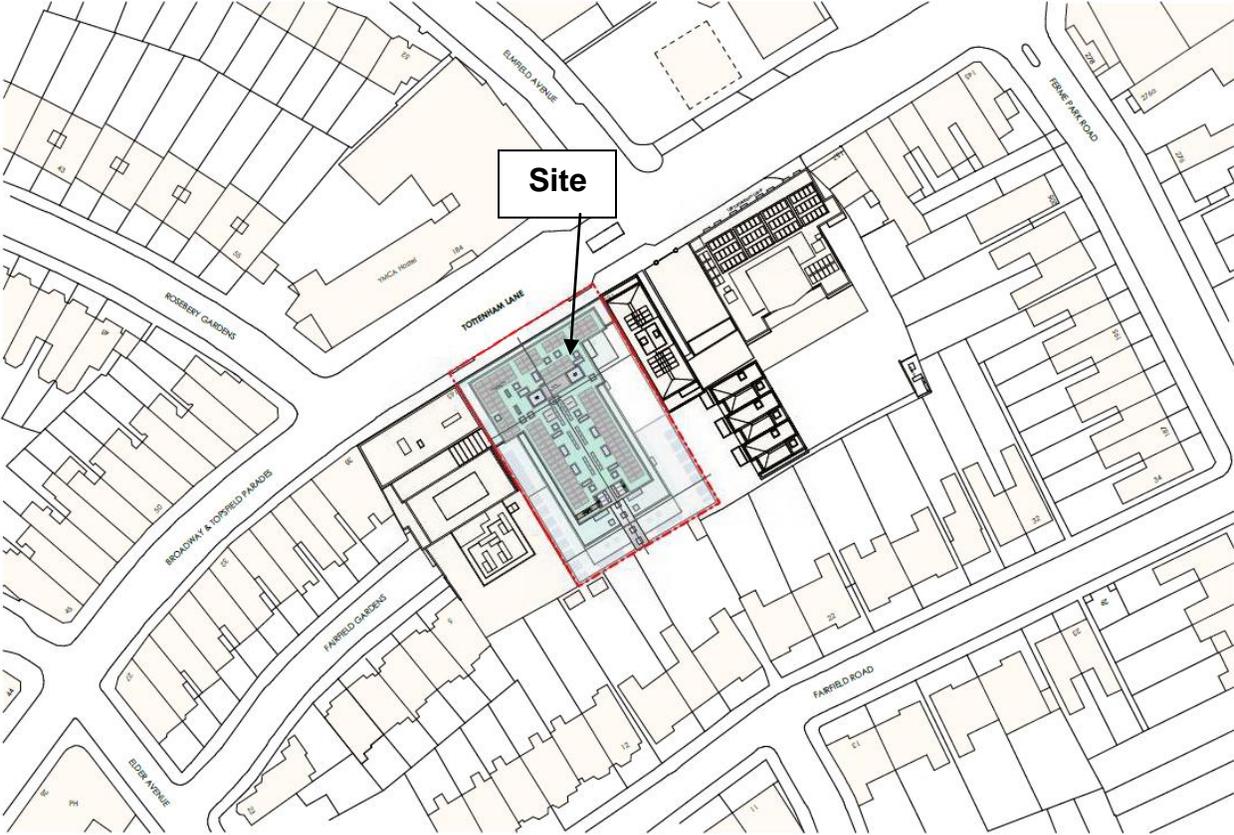
Location	Question/comment	Response
		The proposal includes a mix of ground floor uses, not just A1 (see section 6.2 above)
39 Mount View Road	I am extremely concerned that this will lead to the loss of MEB repairs, which performs an extremely valuable service for the people of Crouch End.	There is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration see section 6.2 above)
155 Ferme Park Road	I strongly object to this planning application. I believe that Crouch End has reached saturation point for new buildings and further development will put an immense strain on the already overburdened schools, add to the parking problems and add more strain to the transport network. I also would not like to see the loss of a thriving local business with an excellent reputation that serves our community really well.	<p>National, regional and local planning support the provision of additional housing to meet demand.</p> <p>Subject to conditions and financial contribution, the development will not unduly harm the surrounding highway network or parking (see section 6.11 above)</p> <p>There is no policy requirement to protect specific businesses</p>

Location	Question/comment	Response
		such as the MEB MOT Centre as this is a market consideration not a planning consideration see section 6.2 above)
10 Fairfield Road	<p>I strongly object to the planning application for the following reasons:</p> <ol style="list-style-type: none"> <li data-bbox="426 565 1677 667">1. The proposed development creates a much larger building that is far taller than the existing structure. The top floor makes it significantly taller than the buildings either side and it will dominate the area. <li data-bbox="426 711 1677 813">2. The design of the building is not at all in keeping with the surrounding buildings or with the general style of Crouch End. It is unattractive and will significantly detract from the area. <li data-bbox="426 857 1677 927">3. The development will result in the closure of a highly regarded local business, MEB, and will mean people employed by the business will lose their jobs. <li data-bbox="426 971 1677 1040">4. The windows and balconies of several apartments will overlook my garden, which will significantly affect my privacy and the enjoyment of my garden. <li data-bbox="426 1084 1677 1219">5. This is a significant development of 26 apartments with accommodation for up to 84 people. Despite the comments noted in the proposal, I believe this will have a negative impact on an already stretched public transport system and other services and will exacerbate the parking problems in the area. 	<p>The height of the building is commensurate with those fronting Tottenham Lane and the front elevation has a bay arrangement replicated in the surrounding area (see section 6.3 above)</p> <p>There is no policy requirement to protect specific businesses such as the MEB MOT Centre as this is a market consideration not a planning consideration see section 6.2 above)</p> <p>There are no openings or terraces on the southern elevation to prevent direct loss of privacy for the</p>

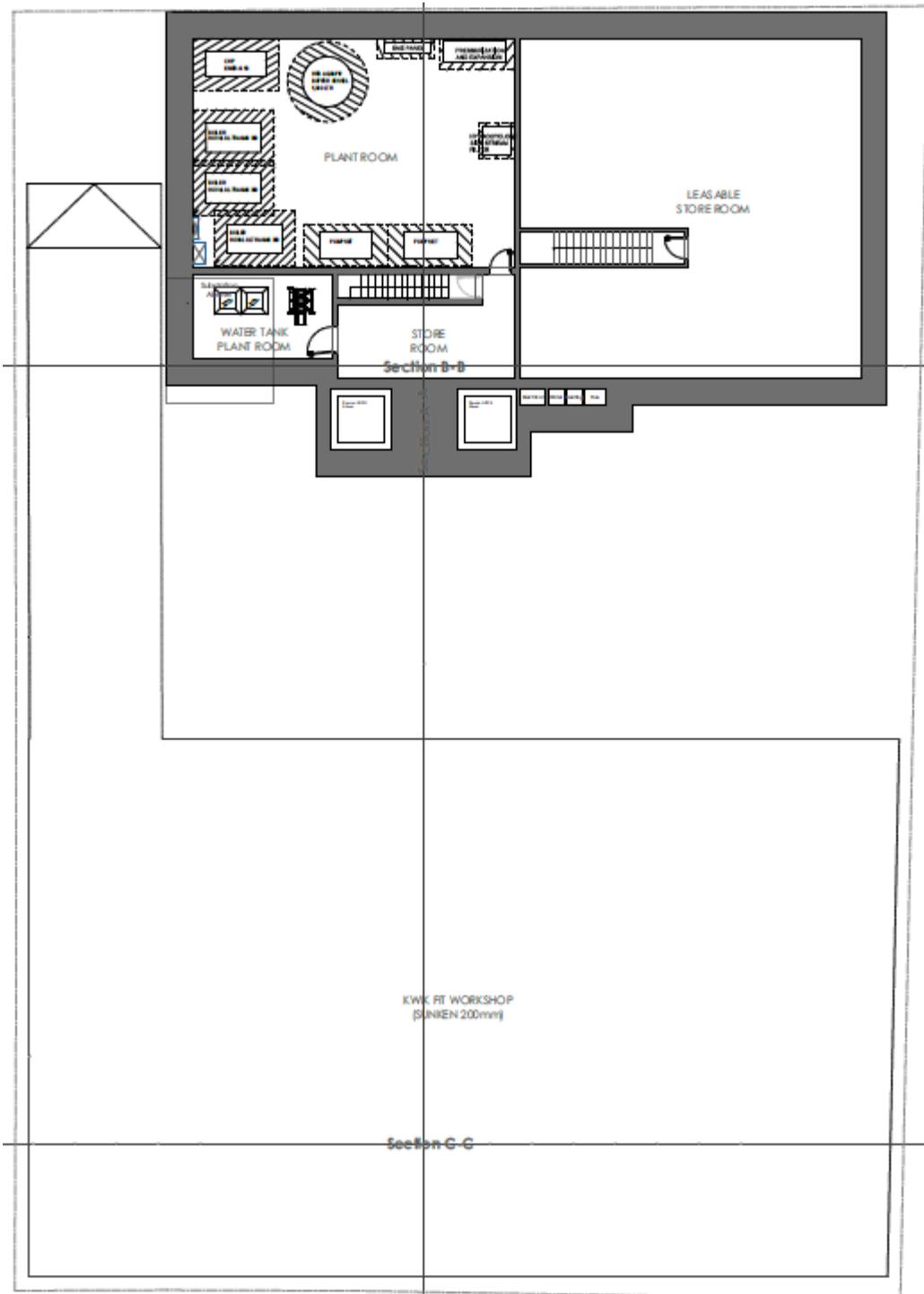
Location	Question/comment	Response
		residents on Fairfield Road (see section 6.5 above)

Appendix 3: Plans and images

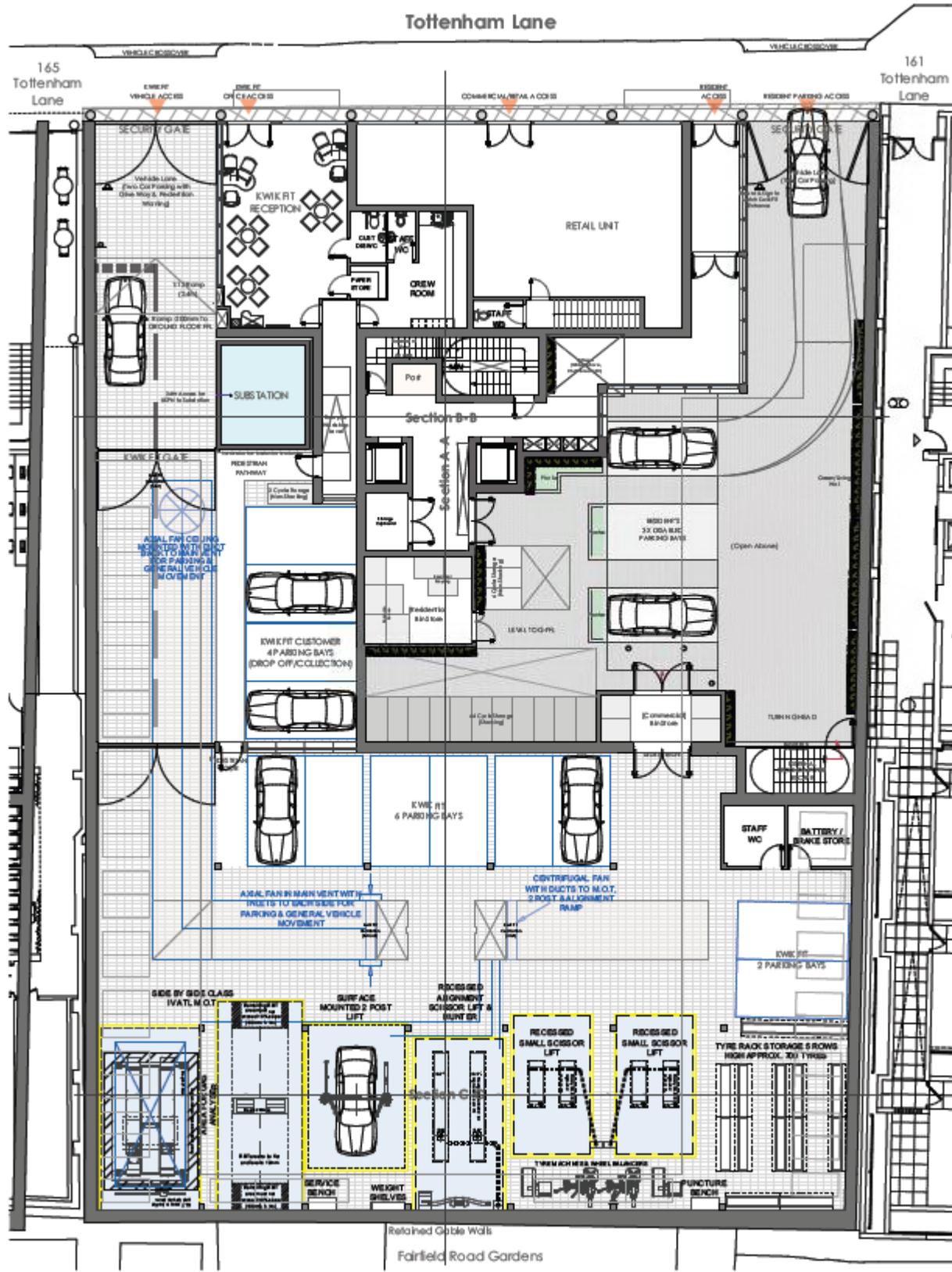
Location plan



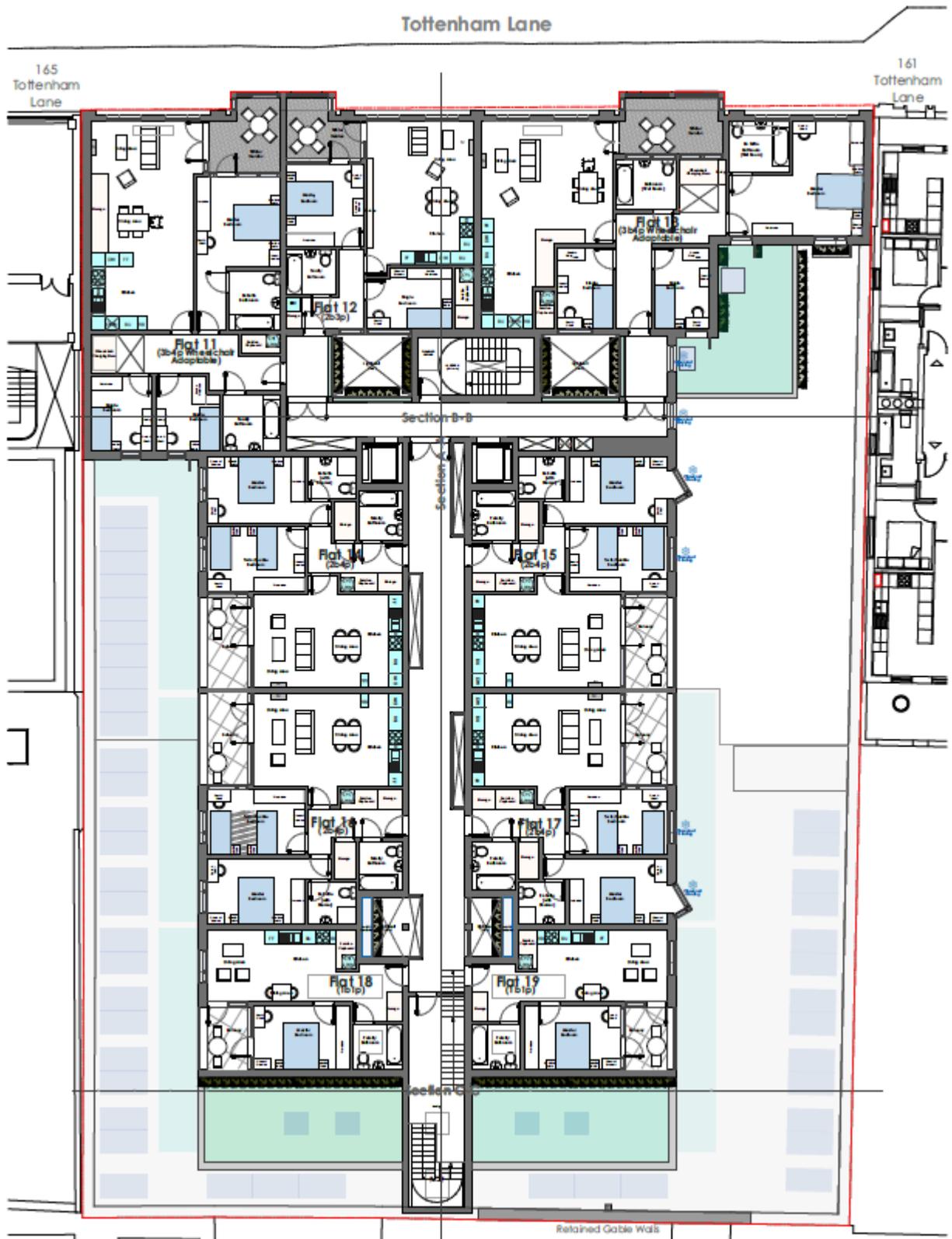
Proposed basement (part) plan



Proposed ground floor plan



Proposed first floor plan

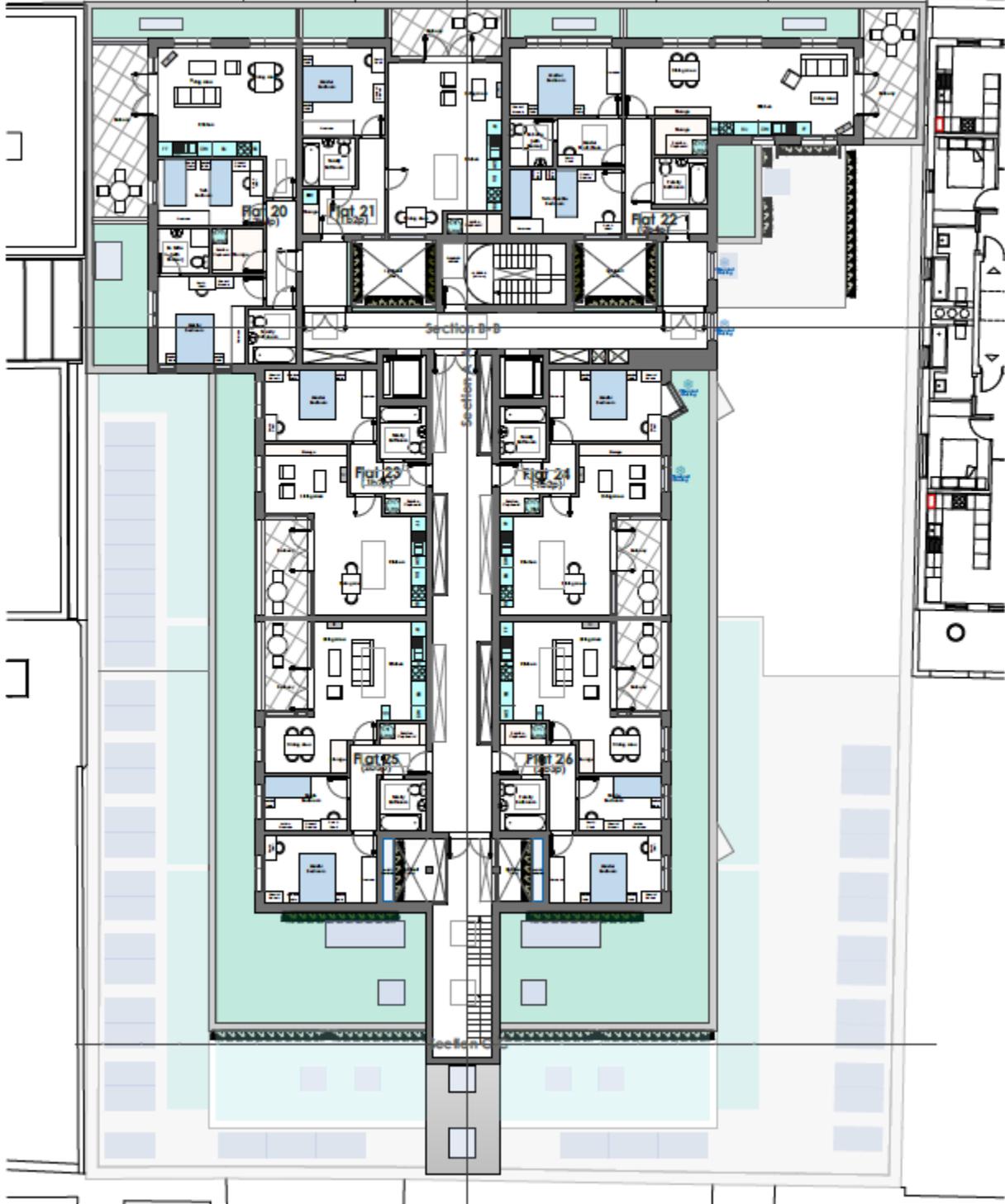


Proposed second floor plan

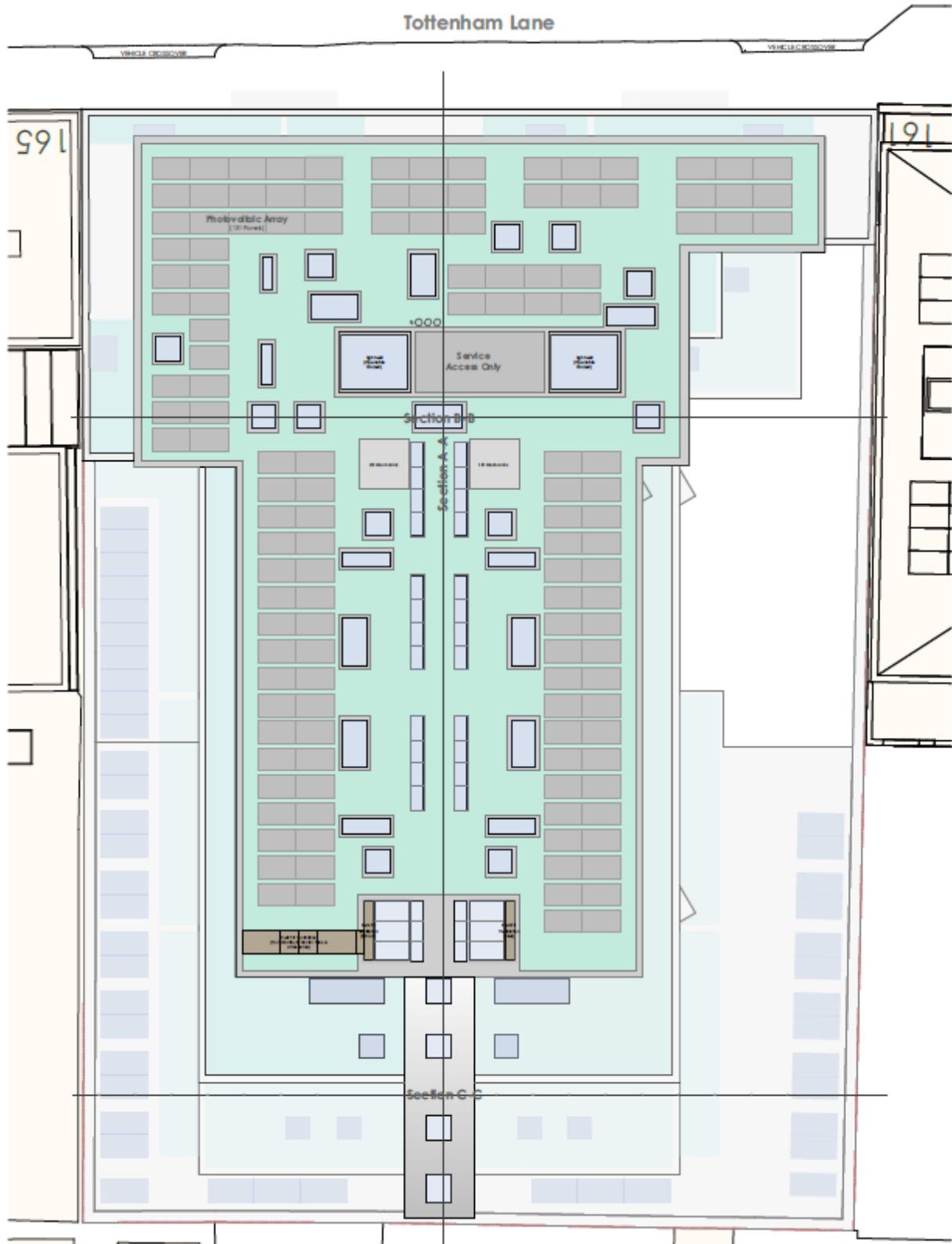
Tottenham Lane

165
Tottenham
Lane

161
Tottenham
Lane



Proposed roof plan



Proposed front (northern) elevation



Proposed rear (southern) elevation



Proposed flank facing 161 Tottenham Lane (eastern) elevation



Proposed flank facing 165 Tottenham Lane (western) elevation



Proposed CGI representation



Appendix 4: Quality Review Panel notes

London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting of 163 Tottenham Lane, N8 9BT

Wednesday 26 April 2017

River Park House, 225 High Road, London, N22 8HQ

Panel

Peter Studdert (chair)

Tim Pitman

Attendees

Richard Truscott London Borough of Haringey

Tobias Finlayson London Borough of Haringey

Sarah Carmona Frame Projects

Rebecca Ferguson Frame Projects

Apologies / report copied to

Emma Williamson London Borough of Haringey

Dean Hermitage London Borough of Haringey

John McRory London Borough of Haringey

Nairita Chakraborty London Borough of Haringey

Deborah Denner Frame Projects

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

1. Project name and site address

163 Tottenham Lane, N8 9BT

2. Presenting team

Mahesh Patel Jenga Plc

Peter Biggs Countrywide Planning

Alan Crawford Crawford Partnership

Tim Spiller Crawford Partnership

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of highly experienced practitioners. This report draws together the panel's advice, and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority's views

The site is located on the western side of Tottenham Lane and is currently occupied by a part two and three storey building used as a motor vehicle repair/servicing centre known commercially as Kwik Fit and The Motor Centre (MEB). The site fronts Tottenham Lane which is within the Crouch End Town Centre and adjoins to the south the rear of residential properties on Fairfield Road. The boundary with these properties also forms the boundary of the Crouch End Conservation Area.

This site has been included in the Council's Site Allocation DPD pre-submission version and forms part of the expanded Crouch End Town Centre secondary frontage. As such, under policy DM42 of the Development Management DPD presubmission version 2016 no more than the 50% of the ground floor of the whole street frontage should be in non-retail use.

5. Quality Review Panel's views

Summary

The Quality Review Panel acknowledges that the brief for the development is very challenging, and notes that the revised proposals represent a significant improvement in quality. Whilst a strategic-level concern remains regarding the inclusion of the Kwik Fit premises (and the challenges this presents within the brief), they feel that as long as all of the technical requirements and standards can be met, then the proposition could be acceptable. They support the scale and expression of the frontage, and highlight a few small aspects that would benefit from further refinement. Whilst there remains potential scope for further improvement in the quality of some of the residential accommodation in terms of layout, outlook and amenity, they understand that technical studies undertaken have shown that the accommodation meets the required standards. Within this context, they offer cautious support to the proposals, subject to continuing design development to address the points below.

Massing and development density

- The panel feels that the revised proposals presented are at the limit of what could be acceptable on site in terms of quantum of development.
- They acknowledge that the proposals have significantly reduced in size in terms of the number of residential units proposed, which is a welcome move.

- However, the brief remains a very challenging one to achieve on the site, which means that the development is having to work very hard to balance the (sometimes conflicting) requirements of the different accommodation types.
- The panel welcomes the level of thought by the design team in resolving the challenges of the brief. They understand that the proposals now represent a technically workable development (subject to full technical reports), but feel there is scope for further refinement of the layout to improve the quality of residential accommodation.

Scheme layout

- The panel understands from the design team that all proposed residential accommodation has been assessed for daylight and sunlight levels and has been deemed acceptable.
- They note that the primary outlook of a number of units / habitable rooms is not ideal; facing into small light wells, or utilising obscured glass due to the proximity of windows on the adjacent site.
- The residential entrance from Tottenham Lane to the residential core is quite indirect, with a number of changes in direction within the corridor. The panel would encourage further exploration of how this could be improved to create a generous, welcoming entrance.

Architectural expression

- The front elevation onto Tottenham Lane has significantly improved through the recent design iterations, and generally now seems to work well.
- The panel welcomes the rhythm, formality and symmetry of the six-bay configuration.
- The panel notes that the angled bays only offer benefit to two of the four units per floor that share them; a more straightforward (rectangular) bay arrangement would provide additional space and views to all four units.
- They would encourage a lighter approach to the framing of the winter gardens.
- They would also encourage a simpler approach to the brickwork of the front elevation, to avoid overly complicated combination of different types of brick detail.
- The panel would support the adoption of the red and grey palette of materials presented rather than the inclusion of COR-TEN elements within the facade, which could lead to staining on other elements beneath.
- The panel feels that a commitment to embedding high quality design at the detailed design phase will be critical to ensure that a visually prominent development of this scale is convincing and elegant.

- With high quality design details, the development would be a well-mannered addition to the context of Tottenham Lane.

Inclusive design

- The panel question what level of affordable housing will be provided within the scheme; they recommend that the affordable housing units to be provided are tenure-blind (i.e. visually indistinguishable from the market units) and accessed from the same primary entrance.

Next steps

- The panel offers cautious support to the proposals, subject to the satisfactory resolution of all technical requirements and standards, and design development to address the points above, in consultation with Haringey officers.

Appendix 5: DM Forum notes

A Development Management Forum was held on 6 March 2017

Attendees:

Council officers:

- Acting Head of Development Management: Stuart Minty
- Case Officer: Tobias Finlayson
- Community Engagement Officer: Taylamay Makoon

Councillors: Bevan, Mann, Jogee

3 members of the public

Introduction:

Acting Head of Development Management: Stuart Minty (SM) introduced scheme and ran through housekeeping matters

Agent: Alan Crawford (AC):

- Described proposal and rationale

Questions:

Member of public:

- Asked for explanation of exact ground floor uses
- AC response clarified flexible use proposal

Member of public:

- Asked what was Quality Review Panel (QRP)

AC response:

- Façade needed more work
- Work in progress
- Looking at bay spacing of surrounding traditional properties

Member of public:

- Is there depth to the façade?

AC response:

- In short, yes – layering of façade

Member of public:

- Appear to be looking elsewhere for design ideas and need to look closer to the site i.e. Crouch End

Member of public:

- Is there opportunity for planting at top/roof level?

AC response:

- Yes, but not a roof garden
- AC:
- More sensitive style than Kwik Fit's usual branding style

Councillor Bevan:

- Public is vocal in the area
- Still has design issues – does not enhance area and has too many styles
- Winter gardens an issue – end up as extra rooms
- Does it meet London Plan standards?

AC response:

- Yes
- How many single aspect units?

AC response:

- Mainly dual aspect with light wells serving the few single aspect units

Member of public:

- What is the submission timetable?

Agent: Peter Biggs (PB) response:

- Going to QRP next month
- Aiming for April/May submission

Member of public:

- Welcomes level of consultation to date