

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2017/2005

Ward: Tottenham Hale

Address: SW Plot Hale Village Ferry Lane London N17 London

Proposal: Mixed use development ranging from 11 to 33 storeys comprising 1,588sqm commercial space (flexible A1/A3/A4/B1/D1 uses), 279 residential units including affordable housing, together with roof garden and associated landscaping, the provision of basement car parking, bicycle spaces, associated plant including building maintenance unit and internal refuse storage at Plot SW, Hale Village.

Applicant: Mr Scott Bailey, Anthology Hale Works Ltd

Ownership: Private

Case Officer Contact: Christopher Smith

Site Visit Date: 14/07/2017

Date received: 30/06/2017 **Last amended date:** 15/11/2017

Drawing number of plans:

GWT-HBA-00-XX-DR-A-PL-0000, 0001, 0002, 0005, 0101; GWT-HBA-00-ZZ-DR-A-PL-0003, 0004, 0102, 0104, 0105, 0107, 0200, 0201, 0202, 0203, 0204, 0205, 0300, 0301; GWT-HBA-00-B1-DR-A-PL-0100, GWT-HBA-00-11-DR-A-PL-0103, GWT-HBA-00-33-DR-A-PL-0106 (all drawings Rev. P1); 000(90)L0001, 000(90)L0021, 000(91)L0001, 000(94)0001, HB16013 'affordable units' plan dated 10.11.17, L16007/DS/201 Rev. P2, 612756/315 Rev. P8 (drainage layout only), 612756/300 Rev. E (drainage layout only), roof plant plan 'RIDGE 28.6.17'.

Supporting documents also approved:

Design and Access Statement June 2017, Design and Access Statement Addendum August 2017, Energy Strategy Version 6.0 September 2017, Overheating Study Version 3.0 August 2017, Car Parking Management Plan September 2017, Delivery and Servicing Management Plan June 2017, Framework Construction Logistics Plan June 2017, Framework Travel Plan June 2017, Piling Method Statement Revision 2 June 2017, Environmental Statement Volume 1 June 2017, Environmental Statement Non-Technical Summary June 2017, Archaeology and Heritage Desk Base Assessment June 2017, Planning

Statement June 2017, Noise and Vibration Report 1.0 June 2017, Statement of Community Involvement June 2017, Transport Assessment June 2017, Ground Condition Desktop Study June 2017, Waste Management Plan June 2017, Affordable Housing Viability Assessment June 2017, Engineering Services Stage 2 Design report Revision 03 July 2017, Fire Safety Strategy June 2017, Façade Construction Statement- Fire Safety dated October 2017, Written Scheme of Investigation for Archaeological Mitigation dated September 2017, SUDS flows and volumes pro forma, BMU cross-section drawings and example photos, Air Quality Report dated September 2017, addendum letter to Heritage, Townscape and Visual Impact Assessment dated 2nd August 2017, Below Ground Drainage Maintenance and Management Regime dated September 2017, letter from Hale Village Management Ltd ref 'Local Authority Drainage inquiries', Illustrative Wind Mitigation Strategy – Rev 1.

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

1.2 **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The development is acceptable in principle, as it meets the land use requirements of the Site Allocation TH8, improves the local public realm and provides a marker building adjacent to an important transport hub.
- The development would provide 15.8% on-site affordable housing units (44 shared ownership units) which is 53% of the 83 additional units proposed over and above the approved outline planning permission with an off-site contribution of £150,000 which is considered to be the maximum reasonable amount the scheme can viably provide;
- The development would be a high quality tall building that respects the visual quality of the area, including key local views, and does not impact negatively on local heritage assets;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, and privacy;
- The development would provide high quality living accommodation for residents, including 10% wheelchair accessible or adaptable units, private and communal amenity space and appropriate play space;
- The development would provide an adequate number of appropriately located car and cycle parking spaces;
- The development would not impact negatively on local ecological areas or wildlife habitats;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability;
- The development would be constructed to meet Building Regulations requirements on fire safety, including the provision of sprinkler systems, and external cladding would be of the highest fire safety standard feasible.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT the application, taking account of the information set out in the Environmental Statement, and that the Head of Development Management is given delegated authority to issue the planning permission subject to the conditions and informatives set out in the Appendices of this report, subject to the prior completion of a Legal Agreement to secure the obligations set out in the Heads of Terms below and subject to referral to the Mayor for London.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31st 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
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- 2.4 That delegated authority be granted to the Assistant Director of Planning / Head of Development Management 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.

Conditions

- 1) Development to commence within three years
- 2) In accordance with the approved plans
- 3) Use class restrictions
- 4) Use hours
- 5) Materials to be submitted for approval
- 6) Accessible units
- 7) Ventilation of commercial units
- 8) Antennas and satellite dishes
- 9) Hard/soft landscaping
- 10) Wind mitigation strategy
- 11) Lighting scheme
- 12) Ecological requirements
- 13) Winter garden strategy
- 14) Waste and recycling strategy
- 15) Internal noise levels
- 16) Sound insulation
- 17) Plant noise restriction

- 18) Ground noise mitigation
- 19) Piling method statement
- 20) Sustainable drainage scheme
- 21) Secured by design accreditation
- 22) Archaeology surveys
- 23) Piling impact and Crossrail
- 24) Network Rail operations protection
- 25) Electric vehicle parking
- 26) Cycle parking management
- 27) Construction logistics plan
- 28) Car club space
- 29) Mechanical ventilation details
- 30) Gas and contamination remediation
- 31) Air quality and dust management plan
- 32) Plant and machinery details
- 33) Overheating management
- 34) Electric vehicle charging 2

Informatives

- 1) Community co-operation
- 2) CIL liability
- 3) S106 agreement
- 4) Street numbering
- 5) WSIs
- 6) Security
- 7) Groundwater risk management permit
- 8) Water mains
- 9) Asbestos
- 10) Crossrail
- 11) Signage
- 12) Advert consent
- 13) Highway licenses
- 14) Commercial waste collections
- 15) Definitions

Section 106 Heads of Terms:

- 1) Affordable Housing
 - No less than 44 affordable housing units (all shared ownership tenure). All affordable units in the development are to be lower-cost shared ownership aimed at those households earning less than £60,000 a year;
 - Off-site affordable housing contribution of £150,000.
 - Early and late stage viability reviews to be undertaken. Uplift funds where available are to be provided towards off-site affordable housing provision;

- Marketing of the lower-cost shared ownership homes, to persons who live or are employed in Haringey.
- 2) Car Club Contributions
- Car club membership for three years for up to two residents per dwelling;
 - Provide £50 credit for each membership registration, or £150 voucher to contribute to the cost of a bicycle;
- 3) Considerate Contractors Scheme
- 4) Local Labour and Training
- Employment skills plan to ensure local labour provisions and not less than 20% of those employed are residents of LB Haringey;
 - 25% of the LB Haringey residents employed shall be full-time apprenticeships;
 - End User Skills Training financial contribution of £38,112 towards LB Haringey's Employment and Recruitment Partnership's activities;
- 5) Travel Plans; Residential and Commercial
- Submission of Travel Plans, including:
 - i. Residential travel plan, or amend the previously submitted Hale Village Masterplan residential travel plan and submit for assessment;
 - ii. Commercial travel plan for each separate use, or amend the previously submitted Hale Village Masterplan and submit for assessment;
 - iii. Provide a monitoring contribution of £3,000 per each new or revised travel plan, payable on commencement;
 - Conduct annual reviews of the Travel Plan and amend the Plan as may be reasonably required by the Council;
 - To comply with the Travel Plan during the lifetime of the development.
- 6) Parking Control Measures
- Occupiers of the development are not eligible for on-street car parking permits relating to existing or proposed future Controlled Parking Zones in the Borough.
- 7) Car Parking Management Plan
- Submission of a document that demonstrates the following:
 - i. 24 wheelchair accessible parking spaces shall be provided;
 - ii. No more than 20 of the 24 spaces shall be sold and they must be allocated to a wheelchair dwellings (part M(3));
 - iii. The remaining 4 shall be available for rent for the wheelchair accessible units if required;
 - iv. Parking spaces for non-wheelchair user dwellings shall also be allocated to individual units at a maximum rate of one per unit;

- v. Additional accessible parking spaces for the residential (4 spaces) and commercial units (1 space) shall be made available within the Hale Village Masterplan car parking area.

8) Public Realm Improvements

- Works to the pedestrian realm in the locality in accordance with the aims and objectives of the Hale Village Masterplan, including:
 - i. Allow public access free and without restriction to the footpaths and squares provided as part of this development;
 - ii. Maintain the development of public realm areas in accordance with standards to be agreed with the Council;

9) District Heating Network Connection

- The applicant shall connect to the existing Hale Village District Heating Network;
- The development shall be connected to the Network and shall be in a position to provide heat to all units prior to first occupation of the approved development;
- All space heating and hot water requirements of the development shall be supplied via the link to the Network;
- The connection system will be signed up to and comply with the Heat Trust Standard to ensure customer protection.

10) Carbon Offsetting

- To carry out the Development in accordance with the approved Energy Strategy;
- Within six months of the Completion Date to submit to the Council an Energy Strategy Review for its written approval. Should the identified targets in the Energy Strategy not be met a further offsetting contribution may be required;
- Offset contribution at the cost of £1,800 per tonne of carbon (£93,292), payable on commencement.

11) Retention of Architects

- The existing architect will be retained in an Architectural Quality Control Role to supervise the work of an executive architect whose role is to ensure a high quality overall design;
- This role shall be undertaken in a collaborative spirit to ensure the design develops in a manner consistent with the original design intent of the Planning Application.

12) Monitoring Fee

- Pay the monitoring fee contribution – 5% of the total contributions (£9,425.15).

- 2.4 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. The proposed development in the absence of a legal agreement securing the provision of affordable housing would have a detrimental impact on the provision of much required affordable housing stock within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 'Housing' of the Council's Local Plan March 2017 and Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) of the London Plan.
 2. The proposed development in the absence of a legal agreement to work with the Haringey Employment Delivery Partnership would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Local Plan 2017 Policies SP8 and SP9.
 3. The proposed development, in the absence of a legal agreement to secure planning obligations for mitigation measures to promote sustainable transport and a parking management plan by reason of its lack of car parking provision would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016.
 4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures, connection to a future district energy network and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan 2016 Policy 5.2 and Local Plan 2017 Policy SP4.
 5. The proposed development, in the absence of a legal agreement securing public realm enhancements the proposal would give rise to an illegible public realm of poor townscape character, whilst the lack of involvement of the original architects in the detailed construction design of the development would have a negative impact on the design quality of the completed building, adversely affecting the character and appearance of the area. As such, the proposal would be contrary to London Plan policies 7.1, 7.2, 7.4 and 7.5, Local Plan 2017 Policy SP11, Policies DM1, DM3 and DM19 of the Development Management Development Plan Document and TH8 of the Tottenham Area Action Plan.

6. The proposed development, in the absence of a legal agreement securing confirmation of the service delivery standards contract to the proposed residents and also confirmation that the requirements of the Section 106 legal agreement and planning conditions of planning application ref. HGY/2006/1177 have or will be met would have a detrimental impact on neighbouring amenity, character and appearance of the development and the local area, and local ecology and biodiversity. As such, the proposal would be contrary to London Plan policies 7.4, 7.5 and 7.19, Local Plan Policies SP11 and SP13 and Policies DM1, DM3 and DM19 of the Development Management Development Plan Document.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

This application is for full planning permission for the erection of a building ranging from 11 to 33 storeys in height comprising 1,588sqm of commercial space (flexible Use Class A1/A3/A4/B1/D1 uses) in the form of three units within a ground floor podium, with 279 residential units on the floors above.

The development would include 15.8% affordable housing (53% on the uplift provided by the new development in comparison to the previously approved outline permission for the site).

The residential unit mix would be as follows:

- 120 x 1 bedroom flats (including 10 studios);
- 149 x 2 bedroom flats;
- 10 x 3 bedroom flats.

The development would also provide a roof garden at the 11th floor, associated landscaping and public realm works, basement car and cycle parking, associated plant including building maintenance unit and internal refuse storage.

Vehicle access to the development would be from Jarrow Road via the undercroft access under Ferry Lane.

The development would be finished in cream aluminium metal panels, dark grey window frames and glass balconies with wood-coloured cement board soffits. The panels would be vertically narrow in some areas and wide in others. Glass balconies to flats at the first to 11th floors will incorporate a patterned interlayer inspired by Harris Lebus furniture pieces. Recessed external balconies on the south and west elevations and projecting internal balconies on the north and east sides provide further articulation to the building.

The application site is angular in nature due to a number of site constraints such as neighbouring large buildings to the north and east, public walkway to the north, and Ferry Lane to the south, as well as subterranean considerations such as tube lines.

3.2 Site and Surroundings

The site is located on the north side of Ferry Lane adjacent to Tottenham Hale Station. It is the south-west corner of the wider Hale Village Masterplan area that is currently vacant. The Masterplan area is bound by Lockwood Industrial Park to the north, Millmead Road to the east and Ferry Lane to the south. The west of the site is bound by the West Anglia Main Line. The majority of the Masterplan site has now been fully developed into a mix of flats, student accommodation, education, health, office, retail and other uses. Only the application site remains vacant.

The site measures 0.271 hectares in size and there is a gradient across the site that results in a difference in land levels of 2.3m from the east to west of the site.

Pedestrian access routes from the Masterplan area converge on the nearby Tottenham Hale Rail and Underground Station adjacent to the application site. Ferry Lane (A503) to the south of the site provides a direct connection towards the Lee Valley Park and across the river corridor to Walthamstow to the east.

The application site contains no listed, locally listed buildings or conservation areas within close proximity of the site.

The site forms part of Tottenham Hale which is subject to significant levels of investment in the form of new development at the present time and is within a Housing Zone. Tottenham Hale is a significant transport node with a large proportion of commercial uses in the vicinity.

The wider urban area of Tottenham extends from the river to the west as a mix of residential, commercial and industrial areas.

3.3 Policy Designations

The site is part of land identified as site allocation TH8 within the Council's Tottenham Area Action Plan Development Plan Document (AAP). This site allocation, which also includes the remainder of the Hale Village site to the north and east, is identified as land being suitable for a residential-led mixed-use development, with commercial/town centre uses on the ground floor. The following additional designations also apply.

- Tottenham Hale Growth Area;
- Flood Zone 2;
- Area of Archaeological Importance;
- Borough Grade II Site of Importance for Nature Conservation;
- Ecological Corridor;

The site is identified as being suitable for a tall building by the District Centre Framework (2015). Furthermore, the site also falls within the Upper Lea Valley Opportunity Area and the Tottenham Housing Zone as identified by the Mayor of London.

3.4 Relevant Planning History

The site has a long and complex planning history originating with the approval of the original Masterplan for Hale Village in 2007, and including a large number of later amendments, conditions and other applications.

The originally approved Masterplan is referenced below (planning ref. HGY/2006/1177). This outline planning permission was implemented and has almost been completed, other than for this site and a landscaping area to the north of the masterplan which

contains temporary parking, a ball court and temporary GP surgery. All subsequent permissions that are directly relevant to the site only (Plot SW) are described below:

HGY/2006/1177 - Demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems (outline application). Granted October 2007.

Key elements relevant to Plot SW:

- 18 storey development block featuring retail and hotel uses at ground floor level, and hotel and residential units on the floors above;
- The hotel included up to 100 bed spaces;
- The retail space was to include a relative proportion of the overall 5500sqm of A1-A5 uses;
- The residential space was to include a relative proportion of the overall 1210 residential units;
- 30% affordable housing for the overall development was proposed to be provided across the whole site with a tenure split of 50% social rented and 50% intermediate housing (43% of the social rented would be 3/4 bed units).

HGY/2008/0729 - Approval Of Reserved Matters pursuant to Outline Permission HGY/2006/1177 and Condition 5 (Works, Road, Walkways) Condition 11 (Design), Condition 12 (Storage / collection, refuse) and Condition 42 (Environmental Sustainability Plan) of said permission for the construction of a level basement (beneath plot SW) comprising car parking, bicycle parking, associated access ramps, building cores, plant and storage areas and other associated works. Granted June 2008.

HGY/2010/1897 - Extension of time limit for implementation of outline planning permission reference HGY/2006/1177 (see above). Granted March 2012.

HGY/2015/0795 - Approval of reserved matters application (including appearance, layout, access, scale and landscaping) in relation to outline permission no HGY/2010/1897 for Plot SW forming part of the Hale Village Masterplan and discharge of conditions 1,4,5,6,7,8,11,12,15,41 and 42 attached to the outline permission. The development that is the subject of this reserved matters application comprises a nineteen storey building including 194 residential units, 1600 sqm of retail floorspace and associated works, the completion and laying out of basement beneath plot. The original outline planning application was subject to an environmental impact assessment application and an environmental statement was submitted to the planning authority at that time. Not yet determined.

HGY/2015/0798 - Application under Section 73 of the Town and Country Planning Act 1990 for a minor material amendment to Planning Permission Reference HGY/2010/1897 granted on 29 March 2012 for: Extension of time limit for

implementation of outline planning permission HGY/2006/1177 granted 9th October 2007 for a mixed use redevelopment of the site comprising of demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), a crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprising within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an un-culverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems. The minor material amendment being sought is a variation to Condition 66 (Approved Drawing Numbers) added by non-material amendment (Ref: HGY/2015/0667) to omit the hotel use from Plot SW entirely. The amended parameter plans therefore propose retail uses (Use Class A1, A2, A3, A4, A5) at ground floor only, with residential use (Use Class C3) on the upper floors. Not yet determined.

HGY/2017/0150. Request for Scoping Opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as Amended). Opinion provided March 2017.

Other Relevant Applications:

HGY/2013/2610 - Works to extend the operational railway station at Tottenham Hale. Creation of a new station entrance, enlarged station concourse, improved access and a new access for all bridge. Extension of the existing footbridge to form a new station entrance from Hale Village, relocation of the station vent shaft and provision of a new station control facility, provision of retail units and associated works. Development involves the closure of the existing Ferry Lane subway. Granted March 2014

This development includes the erection of a footbridge to Hale Village from the station to the west of the site.

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application Briefing

4.2 The proposal was presented to the Planning Committee at a Pre-Application Briefing on 2nd February 2017. The relevant minutes of the meeting are described below:

- Concerns were raised over the increase in height and density sought compared to the extant permission for an 18 storey tower and the potential for the scheme to be out of context with the area in this regard. The applicant outlined that the site had been identified as an appropriate location for a tall building under the wider Hale Village masterplan and would serve as a landmark building identifying the location of the station. The revised scheme was considered to be an improvement on the extant plans including a slimmer profile design for the tower. It was also considered to be more economically viable;

- In response to a question, the applicant advised that discussions were underway with London Underground regarding the design of the foundations and proximity to the Victoria line tunnels.
- In response to a question, plans were confirmed to provide commercial units at ground floor level to all elevations;
- Concerns were raised over the number of single aspect units. The applicant advised that these would be minimised and mitigated in line with the constraints of the site such as use of a bay window design;
- The limited parking arrangements proposed for the site of only 50 spaces were identified as a significant concern. The importance was stressed of the applicant giving careful consideration as to how these spaces were allocated and arrangements for deliveries etc to service the flats as parking provision in the vicinity was very limited.

4.3 Quality Review Panel (QRP)

4.4 The Haringey QRP considered three different iterations of the development proposals on 22nd February, 17th May and 5th July 2017. The minutes of the last meeting are set out in Appendix 3

4.5 Development Management Forum (DMF)

4.6 The DMF was held on 19th June 2017. The notes of the meeting are set out in Appendix 4 and summarised below:

- Requests were made for confirmation of fire safety plans – development will be fully sprinklered and cladding higher fire-rated;
- Confirmation over number of lifts was requested – 3 to be provided, including one fire-fighting lift;
- Concerns were raised over continual increases in height over original approval – no further increases in height are proposed;
- Questioned when development will start – likely start of 2018 if planning permission given;
- Further information on progress of connecting bridge was requested – likely mid-2018 start and bridge will be completed before the proposed building is finished;
- How much social housing will be provided? – negotiations are continuing.

4.7 The following were consulted regarding this planning application:

4.8 INTERNAL

4.9 Design Officer

4.10 The design is considered to be acceptable subject to a condition securing details of the materials.

4.11 Conservation Officer

4.12 Whilst the proposed development would be visible within the setting of several heritage assets and in long distance views, it would not lead to negative impact and as such is considered to cause no harm to setting of heritage assets. As such, the scheme would be acceptable from a conservation point of view.

4.13 Transportation

4.14 Raise no objections subject to conditions and s106 requirements.

4.15 Housing

4.16 Noting the recommendations of the Viability Consultant's report, the affordable housing offer of 43 intermediate shared ownership units is acceptable.

4.17 Drainage Engineer

4.18 The adjacent site appears to have drainage infrastructure in place that has been sized to take additional unattenuated flows from the proposed new development. Engineer is satisfied with the maintenance regime for this site. Evidence should be provided to demonstrate that the existing drainage system is sized to receive the runoff from the site.

4.19 Carbon Management

4.20 To achieve policy compliance, the scheme will need to deliver the energy efficiency and generation measures set out within its energy strategy and offset the remaining carbon emissions to achieve the zero carbon target. Further information is required to address overheating risk in the future.

4.21 Pollution – Air Quality and Land Contamination

4.22 An air quality assessment (WYG, June 2017, ref: A101186) has been submitted along with the planning application to assess the air pollution impact of the proposed developments. This assessment confirms exceedances of the Government's objective for NO₂. However, this would be managed by filtration equipment and as such conditions are recommended to mitigate for the site's proximity to a main road. Dust and other air pollution during construction shall also be managed by condition.

- 4.23 There are no concerns raised in respect of land contamination.
- 4.24 Waste Management
- 4.25 No objections raised.
- 4.26 Building Control
- 4.27 No objections to the fire information provided. Further details of the proposed cladding should be sought prior to construction.
- 4.28 Tottenham Team
- 4.29 No objections raised.
- 4.30 Arboricultural Officer
- 4.31 The species selection and size of the proposed trees are acceptable and would provide immediate impact. The podium roof will create a new flora rich habitat for invertebrates and birds that will increase local biodiversity.
- 4.32 Education
- 4.33 The site is within Planning Area 4. Currently, projections state that there will be a primary school place deficit in this area of around one form of entry by 2023/4 and a borough-wide deficit of secondary places of around one form of entry by 2019/20 (at which time the development would be expected to be completed).
- 4.34 However, primary places are expected to be at a surplus borough-wide and thus space is available for these pupils elsewhere within the Borough as required. Furthermore, across London increases in secondary school capacity are ongoing and the Council specifically is engaging with local community, academy and foundation schools in order to meet expected demand.
- 4.35 Licensing
- 4.36 No comments to make.
- 4.37 Noise
- 4.38 No objections to the principle of the application, although conditions shall apply to internal noise conditions, insulation between commercial and residential properties and plant noise.
- 4.39 EXTERNAL

4.40 Greater London Authority (GLA)

4.41 Stage 1 comments are described in detail in Appendix 5. To summarise the GLA commented as follows:

4.42 Whilst the principle of the proposal is supported in strategic planning terms, further information is required regarding the following issues before it can be confirmed that the proposal complies with the London Plan:

- **Affordable housing:** 15% (by habitable room) of the total units, or 48% of the uplift, made up of 100% intermediate shared ownership. GLA officers will work with the Council and the applicant to maximise affordable housing provision, and in the context of the Mayor's SPG, will robustly scrutinise the viability assessment, including the affordability of shared ownership units and potential grant funding. Early and late viability reviews must be secured in accordance with the SPG.
- **Urban design and tall buildings:** The applicant should replace a proportion of those units that have additional internalised space, with winter gardens.
- **Transport:** The applicant should consider an increased level of Blue Badge parking; increase the cycle parking to London Plan standard; and reconsider the layout of basement cycle storage. The section 106 obligations relating to the delivery of the public realm should ensure that the applicant is required to work with TfL to enable the pedestrian footbridge to be linked to the site. Crossrail 2 safeguarding, a full delivery servicing plan, and a construction logistics plan should be secured by condition.
- **Climate change:** Further information has been requested from the applicant, including the potential for on-site renewables, which is required before it can be confirmed that the application meets London Plan requirements.

4.43 Planning Casework Unit

4.44 No objections to the contents of the submitted Environmental Statement.

4.45 Thames Water

4.46 No objections, subject to conditions.

4.47 London Fire Service

4.48 Satisfied with the proposals for firefighting access.

4.49 Metropolitan Police

4.50 No significant objections, subject to conditions.

- 4.51 Environment Agency
- 4.52 No comments to make, other than the application is recommended to follow Flood Risk Standing Advice, NPPF and NPPG.
- 4.53 Natural England
- 4.54 No objection raised in terms of the development's impact on any statutory nature conservation sites, such as the Lee Valley SPA and RAMSAR, or the Walthamstow Reservoir SSSI.
- 4.55 Greater London Archaeological Advisory Service (GLAAS)
- 4.56 Field evaluation is required to determine appropriate archaeological mitigation, if required. This can be dealt with by condition.
- 4.57 Transport for London
- 4.58 No significant objections to the proposal are raised, subject to conditions and s106 requirements.
- 4.59 Network Rail
- 4.60 The development should respect Network Rail's requirements during construction of the scheme proposed.
- 4.61 London Underground Infrastructure Provision
- 4.62 No comments to make.
- 4.63 London Overground Infrastructure Management
- 4.64 No comments to make.
- 4.65 Crossrail 2 Safeguarding
- 4.66 The site is outside of the Crossrail 2 safeguarding area, but is in close proximity to a proposed work site. No objections but a condition is recommended.
- 4.67 Arriva London
- 4.68 No comments received.
- 4.69 National Grid

- 4.70 No comments received.
- 4.71 LB Hackney
- 4.72 The development would be visually obtrusive when viewed from various sites within Hackney including Springfield Park. It is suggested that the height be reduced. Objection raised.
- 4.73 LB Waltham Forest
- 4.74 No objections raised. There would not be a negative impact on nearby heritage assets. However, a contribution is expected towards improvements to the wetlands due to the likely increase in pedestrian activity arising from this proposed development.
- 4.75 Lee Valley Regional Park Authority
- 4.76 The scheme is likely to result in additional users of the Regional Park and therefore the Council should consider contributing some of its CIL receipts from this development towards a series of improvements throughout the Parklands.
- 4.77 London Wildlife Trust
- 4.78 No comments received.
- 4.79 Inland Waterways Association
- 4.80 No comments received.
- 4.81 Canal & River Trust
- 4.82 No specific comments to make on the proposal.

LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 1,868 neighbouring properties;
- Public notices were erected in the vicinity of the site;
- Residents groups were contacted, including:
 - Ferry Lane Action Group;
 - Friends of Tottenham Marshes;
 - Friends of Paddock Green.

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

5.3 Individual responses – 80 (33 letters of objection and 47 in support).

5.4 The following local groups/societies made representations:

- None.

5.5 The following Councillors made representations:

- None.

5.6 The issues raised in representations that are material to the determination of the application are summarised as follows:

Design

- Out of keeping with local character;
- Poor design;
- Poor streetscape;
- Excessive height;
- Excessive scale, bulk and massing;
- Dominating appearance;
- Neighbouring amenity;
- Loss of day/sunlight;
- Loss of outlook;
- Loss of privacy;
- Increased wind tunnelling;
- Increased pollution;
- Increased noise disturbance;

Layout and Density

- Overdevelopment and overcrowding;
- Lack of affordable housing;
- Poor internal layout;
- Insufficient local services and community facilities;

Parking and Highways

- Increased congestion;
- Insufficient parking;
- Disturbance from building works traffic;

Open/Green Space

- Impact on nearby marshes;
- Loss of green space;

Other Matters

- Insufficient local consultation;

- Increased anti-social behaviour;
- Lack of safety;

Non-Material Considerations

- Loss of a view;
- Loss of property value;
- Previous approval is not valid.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
 - Policy Framework
 - Masterplan Background
 - Proposed Land Uses
 - Tall Building Suitability
2. Tall Buildings
 - Townscape and View Management
 - Microclimate
3. Density and Appearance
 - Density
 - Detailed Design
4. Heritage Impact
 - Built Heritage
 - Archaeology
5. Affordable Housing, Housing Mix and Residential Quality
 - Affordable Housing
 - Housing Mix
 - Layout
 - Accessibility
6. Impact on the Amenity of Adjoining Occupiers
 - Daylight Impact
 - Sunlight Impact
 - Overshadowing
 - Outlook and Privacy
 - Impact from Noise, Light and Dust
7. Transport and Parking
8. Ecology and Landscaping
9. Sustainability
10. Waste Management
11. Air Quality and Land Contamination
12. Flood Risk, Drainage and Water Management
13. Fire Safety and Security
14. Environmental Impact Assessment

15. Equalities

16. S106 Heads of Terms

6.2 Principle of the development

6.2.1 Policy Framework

6.2.2 *National Policy*

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

6.2.4 *The Development Plan*

6.2.5 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the London Plan (consolidated 2016), Haringey's Local Plan (consolidated 2017), the Tottenham Area Action Plan and Development Management Policies DPD (both 2017). The decision must be made in accordance with the plan unless material considerations indicate otherwise.

6.2.6 *The London Plan*

6.2.7 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The consolidated London Plan (2016) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.

6.2.8 Tottenham Hale is within an Opportunity Area (Upper Lea Valley) and a Regeneration Area as set out by the London Plan and is also identified for siting on the proposed Crossrail 2 rail link.

6.2.9 The Plan sets out a housing target of 20,100 units and also a target of 15,000 jobs for this Opportunity Area by 2031.

6.2.10 *Upper Lea Valley Opportunity Area Planning Framework*

6.2.11 The Upper Lea Valley Opportunity Area Planning Framework (OAPF, 2013) is supplementary guidance to the London Plan. The OAPF sets out the overarching framework for the area, which includes the application site, and the objectives for the Upper Lee Valley. The OAPF identifies the wider Hale Village

site, of which this site forms a part, as suitable for a residential-led mixed use scheme with new homes, student housing and shops, cafes and restaurants.

6.2.12 The OAPF specifically identifies Tottenham Hale as an area suitable for tall buildings.

6.2.13 *Housing Zone*

6.2.14 Key to the delivery of regeneration in the Tottenham Hale area is the Council's participation in the Mayor of London's Housing Zone program. Tottenham Hale's designation as a Housing Zone provides funding for new infrastructure and allows policy interventions such as tax incentives, rationalised planning regulations and the use of compulsory purchase powers to facilitate the construction of new housing developments.

6.2.15 The programme seeks to deliver a total of 5,500 new homes – an estimated 1,700 more than would otherwise be viable – through the unlocking of 'brownfield' sites for development. The Housing Zone approach also promotes an area-wide 'portfolio' approach to housing delivery to better align public sector resources. This approach allows the balancing of housing tenures and dwelling mixtures across Housing Zone areas.

6.2.16 *Haringey Local Plan Strategic Policies (consolidated, 2017)*

6.2.17 Haringey's Local Plan Strategic Policies document highlights the importance of growth areas within the Borough and notes that Tottenham Hale will be a key location for Haringey's future growth. The Local Plan has recently been updated to reflect a more challenging position in respect of overall housing targets and affordable housing delivery.

6.2.18 SP11 of the Local Plan identifies Tottenham Hale as a site suitable for some tall buildings by virtue of its excellent transport links and designation as an Opportunity Area by the Mayor.

6.2.19 *Tottenham Area Action Plan (AAP, 2017)*

6.2.20 The Tottenham AAP provides site specific and area based policy to underpin the delivery of the spatial vision set out in the adopted Local Plan and the attendant suite of Development Plan Documents (DPDs). The AAP aims to articulate the spatial vision for growth in the Borough.

6.2.21 *AAP Site Allocation*

6.2.22 The site allocation TH8, as identified within the AAP, envisages the completion of Hale Village, reflecting the extant planning permission and existing

masterplan, with a new mixed use tower consisting of town centre uses at ground floor with residential and potentially a hotel above.

6.2.23 The site specific requirements for the site allocation are as follows:

- Indicative development capacity of 253 residential units and 1800sqm of town centre space;
- The outline planning permission permits a tall building (18 storeys);
- Ground floor uses should contribute to the vitality of the existing urban streets within the site, and provide amenities for local residents;
- Development proposals will be required to be accompanied by a site-wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation;
- Development will engage with the Ferry Lane frontage, including creating an appropriate frontage for part of the Green Grid network connecting Tottenham Hale to the Lee Valley Regional Park;
- The connection to Tottenham Hale station will be optimised, and a high quality public realm will be created through this site;
- Development will need to provide for limited car parking to serve accessible residential units, taking account of the usage of existing spaces in Hale Village;
- Proposals for development that provide additional units beyond outline planning permission extent will need to provide details of infrastructure impacts arising from additional units/occupants.

6.2.24 The development guidelines are:

- Proposals for a tall building over 18 stories will require justification and will need to satisfy Policy DM6 on tall buildings;
- Design should respect and respond to the wider site and should engage with the approved Tottenham Hale Station scheme (HGY/2013/2610) which includes a bridge landing in the urban realm outside this site, and any design on this site should respond positively to this;
- Any development should demonstrate how it has an acceptable relationship with neighbouring land uses by virtue of microclimate and daylight/sunlight;
- Development will need to engage with the existing design code for Hale Village;
- Development should connect to the decentralised energy hub, as a customer and consider how the network can be extended;
- This site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning application.

6.2.25 *Tottenham Hale District Centre Framework (2015)*

- 6.2.26 The Tottenham Hale District Centre Framework (DCF) sets out that Tottenham Hale has been identified as having the capacity for a significant number of new homes, with numerous sites that are suitable for new residential or residential-led mixed-use development. In the next 10-15 years, it is expected that 5,000 homes will come forward on these sites. A mix of housing tenures will be delivered, with emphasis on the affordable end of the market, to provide choice.
- 6.2.27 The DCF is not a Development Plan Document (DPD) but acted as a key part of the evidence base informing the Tottenham AAP. The Tottenham AAP will allow for the implementation of proposals for the Tottenham Hale District Centre. The DCF has also been informed through engagement with the community, stakeholders and key landowners/developers in the Tottenham Hale area. The DCF provides design guidance and parameters for the wider allocated site.
- 6.2.28 The DCF does not provide specific development guidelines for the Hale Village site, other than indicating that the Plot SW site is suitable for a tall building and has permission for an 18 storey tower, and that Hale Village has been an important instigator for regeneration in the locality. This document describes why Tottenham Hale is suitable for appropriate large-scale and dense development, including detailing future transport, open space and public realm improvements.
- 6.2.29 *Tottenham Hale Streets and Spaces Strategy (2015)*
- 6.2.30 The Streets and Spaces Strategy sets out how to improve streets and public spaces around the area to make them safer, more user-friendly and inviting. The Strategy seeks to provide improved pedestrian and cycle connections along Ferry Lane, including a reduction in the width of the Ferry Lane bridge and separation of cycle lanes from the road. This document sits below the DCF and is not a development plan document.
- 6.2.31 *Tottenham Hale Green and Open Spaces Strategy (2015)*
- 6.2.32 The Green and Open Spaces Strategy suggests ways to improve and protect existing green spaces. The strategy suggests making it easier to get to the Lea Valley with new and improved connections.
- 6.2.33 The Strategy references Down Lane Park stating that it is a well-used facility for local children with recently improved play facilities including enhanced facilities for very young children, a new BMX track for older children, external gym and improved tennis courts. The document sits below the DCF and is not a development plan document.
- 6.2.34 *Tottenham Strategic Regeneration Framework (2014)*

6.2.35 The Tottenham Strategic Regeneration Framework outlines the key strategies that will be used to revitalise Tottenham. It sets seven strategic and overarching priorities for achieving the vision and the aspirations for Tottenham. While inter-related, most of the priorities are less directly related to the built form of Tottenham and instead address issues such as educational and service provision. The Framework sets out what the community thinks Tottenham will be and feel like when these strategies have been delivered and what it may mean for Tottenham's different character areas.

6.2.36 *Tottenham Physical Development Framework (2012)*

6.2.37 The Tottenham Physical Development Framework highlights the scale of the opportunities within the Borough. The document was not consulted upon or adopted by the Council as planning policy and as such has no weight in planning terms. It notes that the area is becoming known for a high-quality, well-connected public realm providing a welcoming place to do business and socialise throughout the day and evening.

6.2.38 Masterplan Background

6.2.39 The site sits within the Hale Village Masterplan site area which was approved in 2007 under planning reference HGY/2006/1177 for 'Demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an un-culverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems (outline application).' The masterplan area is defined by Ferry Lane in the south, Mill Mead Road and Pymme's Brook to the east, Tottenham Hale Station and the West Anglia Main Line to the west and the Lockwood Industrial Park to the north.

6.2.40 The application site is known as Plot SW of the Masterplan and is the only plot which has not yet been developed. The Masterplan parameters approved a triangular-shaped building of 18 storeys with hotel and residential uses on upper floors and commercial units plus the hotel lobby at ground floor level. The Masterplan shows a generous public realm area to surround the building with commercial uses promoting an emerging town centre to the west. An 18 storey tower on the application site was to act as a landmark for the site, defining the character of Tottenham Hale through the identification of the rail and underground station as a gateway to the local area. This established a building envelope capable of delivering 196 units.

- 6.2.41 The timeframe for the implementation of all parts of the Masterplan was extended in 2012 (reference HGY/2010/1897) and an application for the approval of reserved matters was submitted in 2015 (HGY/2015/0795) that provided the development details for the aspects of the Masterplan scheme relating to Plot SW that had not previously been approved, but this application has not been determined. A Section 73 application for minor material amendments was also submitted in 2015 (HGY/2015/0798) to amend the Masterplan parameters for Plot SW and replace the approved hotel use with residential units, and this application has also not been determined.
- 6.2.42 The application site was subject to an application for approval of reserved matters in 2008 (HGY/2008/0729) for the construction of a basement beneath the application site comprising car parking, bicycle parking, associated access ramps, building cores, plant and storage areas. This application was approved in June 2008 but has not been implemented.
- 6.2.43 Although this application is submitted in the context of the approved Masterplan it is not a reserved matters application but instead seeks a new planning permission and must be assessed as such. Given there is an extant outline planning permission for the application site that the applicant could implement (subject to an acceptable reserved matters application being approved) the Masterplan proposals must be given significant weight in informing the assessment of this application.
- 6.2.44 Proposed Land Uses
- 6.2.45 The NPPF states that one of its core principles is to encourage the effective use of land by reusing land that has been previously developed. Policy SP1 of the Local Plan 2017 states that the Council will promote growth in the Tottenham Hale Growth Area. London Plan Policy 3.3 provides explicit strategic support for the provision of housing within London, and sets a target for the Council to deliver a minimum of 15,019 homes in the Plan period 2015-2025.
- 6.2.46 London Plan Policy 2.13 (and supporting Table A1.1) recognises the significant potential of the Upper Lee Valley Opportunity Area to accommodate new homes, and identifies a minimum of 20,100 new homes to be provided within the area.
- 6.2.47 Haringey's Local Plan Policy SP1 seeks to focus the majority of housing growth in the designated Growth Areas, including Tottenham Hale. Any development within identified growth areas will be expected to maximise housing delivery on the site, and high densities will be expected.
- 6.2.48 Given the site's context within the Upper Lee Valley Opportunity Area and the Tottenham Housing Zone, and in light of the Council's local policy designations,

the principle of the redevelopment for 279 new homes is supported and in line with the principles of both London Plan and local planning policy.

6.2.49 The extant outline permission permits the use of the site for a mixed-use development including retail at ground floor level and residential above, and as such the principle of a mixed-use development at the site is also acceptable.

6.2.50 This application seeks permission for specific ground floor uses and an increase in the number of residential units above the outline permission. The principle of these matters is considered below.

6.2.51 *Commercial Uses*

6.2.52 Policy SP8 of the Local Plan states that the Council will support employment and regeneration aims and contribute towards a diverse London and north London economy.

6.2.53 Policy DM41B of the Development Management DPD states that proposals for retail, leisure and cultural uses at edge-of-centre locations will be permitted where there are no appropriate town centre sites available, where the site is the most preferable alternative location, and where the proposals are consistent with the town centre and supports its ongoing vitality and viability.

6.2.54 The AAP allocates the site for town centre uses at ground floor, with 'residential, and potentially a hotel above'. Although presented as a potentially acceptable option a hotel is not a site requirement of the allocation and has not been included in the proposals.

6.2.55 The site requirements state that 'ground floor uses should contribute to the vitality of the existing urban streets within the site, and provide amenities for local residents'. The proposed development capacity of the site allocation indicates the potential for 1800sqm of town centre uses within the Plot SW site.

6.2.56 The proposed ground floor includes 1588sqm of commercial floor space that would be split into three separate units; one large unit facing west, a smaller unit facing north and another facing south. These units have been designed as open-plan spaces that may be easily subdivided into smaller units to adapt to market trends. This arrangement would encourage active frontages on all sides of the building at ground floor level, facilitated by the full-height glazed frontages of the units.

6.2.57 The exact uses for each specific individual commercial unit have not yet been confirmed. To achieve the objectives of the site allocation by activating the public realm and providing for residents needs the units to the west and north would be appropriate for Use Classes A1 (retail), A3 (restaurant) or A4 (drinking establishments), whilst the unit to the south-east is proposed to have a more

flexible use within Use Classes A1, A3, B1a (office) or D1 (non-residential institutions). The north-facing unit may also be acceptable for office uses should the frontage and internal layout of the unit be designed to include a street-facing reception and/or café. The uses of these units will be restricted by condition.

6.2.58 The commercial units proposed would complement those larger units to the west and south-west of Tottenham Hale.

6.2.59 It is considered that the scale and mix of town centre uses would contribute to the vitality of the existing urban streets within the site and provide amenities for local residents, thus meeting the aims and objectives of the site allocation.

6.2.60 *Residential Uses*

6.2.61 The principle of residential use on the site has already been established by the extant outline planning permission.

6.2.62 The extant outline permission, with the hotel element removed and replaced by residential properties, would allow for an estimated 196 units at this site. The site allocation indicates that the site has capacity for 253 residential units. The proposal is for 279 units. An increase in number of residential units above the extant permission and the indicative development capacity of the site is acceptable in principle subject to the detailed elements of the overall proposal, such as design, impact on amenity and impact on the public highway, etc, also being acceptable as discussed in the sections below.

6.2.63 Tall Building Suitability

6.2.64 London Plan Policy 7.7 is the key London-wide policy for determining tall building applications. The policy requires that tall buildings 'should generally be limited to sites in opportunity areas, areas of intensification or town centres that have good access to public transport'. This site meets these requirements.

6.2.65 Local Plan Policy SP11 requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'. Policy DM6 Building Heights identifies the local area (as per Figure 2.2 'Potential Locations Appropriate for Tall Buildings) as being suitable for a tall building and indicates set criteria that tall buildings should achieve.

6.2.66 Historic England Advice Note 4 supersedes the document 'Guidance on Tall Buildings' produced by English Heritage and CABI in 2007 (as referenced in Policy DM6). While not part of the Development Plan, this note provides a list of design criteria that should be satisfied when considering the merit of tall buildings. These criteria include:

- Architectural quality;

- Sustainable design and construction;
- Credibility of the design;
- Contribution to public space and facilities;
- Consideration of the impact on the local environment;
- Provision of a well-designed inclusive environment.

6.2.67 At the local level, Policy DM5 of the Development Management DPD identifies Locally Important Views and Vistas as set out in Figure 2.1 of the DPD. These designated views have been evaluated according to their interest as panoramas, vistas, landmarks and townscapes. The site falls within the Linear View No. 26 from Queenmore Road and Stapleton Hall Road junction towards Seven Sisters and Hale Village.

6.2.68 Furthermore, Policy DM6 of the Development Management DPD demonstrates that the application site is located within an area that is suitable for tall buildings as identified by Figure 2.2.

6.2.69 *Assessment of siting*

6.2.70 The Tottenham Area Action Plan Policy AAP6 (Urban Design and Character including Tall Buildings) outlines the opportunity to 'establish a new urban character' for Growth Areas such as Tottenham Hale. One overall objective under TH1 is to create 'a new urban form – consistent with the area's status and accessibility'. The status of Tottenham Hale is rapidly increasing due to its emergence as a town centre and its excellent and improving public transport connections.

6.2.71 Site allocation TH8 states that any building over the permitted 18 storeys will require justification and will also need to satisfy Policy DM6 of the Development Management DPD, which states that taller buildings that project above the prevailing height of the locale must be justified in urban design terms, including being of a high architectural quality (including high quality public realm), protecting locally important and strategic views and conserving heritage assets.

6.2.72 DM6 also states that tall buildings will only be acceptable in identified areas which includes Tottenham Hale. Buildings should represent a landmark that is a way-finder or marker drawing attention to key locations such as public transport interchanges, and should be elegant, well-proportioned and visually interesting from any distance or direction, as well as positively engaging with the street environment.

6.2.73 Policy AAP6 of the Tottenham AAP indicates that the Tottenham Hale Growth Area is potentially suitable for the delivery of tall buildings. Part D of that policy states that the highest density development is expected to be located close to public transport nodes, whilst also noting that taller buildings are appropriate

along Ferry Lane. It also outlines the opportunity to 'establish a new urban character' for this Growth Area.

6.2.74 The outline planning permission for the Hale Village masterplan sets out within its parameters that the tallest building within the Village development would be located on the south-western plot in order to provide a gateway to the site from the west and indicate the location of both the adjacent 'village' development and Tottenham Hale station.

6.2.75 The scheme proposes a new building of 33 storeys with a podium at ground floor level, a larger footprint over the lower levels up to the 11th storey and a 'shoulder' element to create a slimmer form on the upper floors. This would be a significant step up from the height of the surrounding buildings which currently extend up to a maximum 11 storeys (Coppermill Heights to east and Unite Student Housing to north) and is also an increase of 15 storeys on the building parameters approved as part of the earlier outline planning permission.

6.2.76 Since the outline planning permission designated this site as the potential location for a 'wayfinding' tall building the principle of its suitability for a tall building has been reinforced through a consistent identification and designation of the site as such in local and regional policy, as described in the sections above. In addition, since the outline permission was granted further investment in local transport connectivity has been identified, whilst the character of this growth area has also developed into one even more suitable for taller structures, given the recent granting of permissions for buildings of more than twenty storeys in the locale.

6.2.77 Overall, it is considered that there is strong and consistent policy support for a tall building in this location at the local and regional level. The Development Management DPD and DCF have identified this site as suitable for a tall building and note, in particular, the building's potential to act as a wayfinding structure to Hale Village, Tottenham Hale station and the emerging town centre. As such, it is considered that a tall building on this site would represent an appropriate and positive addition to Tottenham Hale and is therefore supported in this location.

6.2.78 The proposed design and other impacts on matters such as local character, key views, neighbouring amenity, carbon reduction, ecology and all other relevant considerations will be assessed in the relevant sections below.

6.2.79 Tall Buildings

6.2.80 Townscape and View Management

6.2.81 The DCF states that the most appropriate location of new tall buildings in Tottenham Hale is within the central area of the proposed district centre,

immediately adjacent to Tottenham Hale station. A 'strip' arrangement is proposed that aligns tall buildings along the northern side of Ferry Lane. This arrangement is intended to minimise the impact of the cluster to local views given existing building orientations.

6.2.82 The location of the proposed building is consistent with a strip formation in terms of location, and the emerging Station Square proposal and Argent Related proposals are considered to compliment this arrangement. The development sits to the north (and outside) the designated local view from Burgoyne Road.

6.2.83 A Heritage, Townscape and Visual Impact Assessment' (HTVI) assessment, submitted with the application as part of the Environmental Statement, has been carried out of the effect of the development on existing townscape character and on views towards the site. A total of key 16 representative views within the local area were selected and agreed with Council officers. The assessments comprise two separate but interrelated assessments: an assessment of the likely significant effects on the character and quality of the townscape together with an assessment of the effect of development on views (including protected views), viewers and their visual amenity. The cumulative impact of the wider proposals for Tottenham Hale was also assessed.

6.2.84 The development is assessed on its own merits but also in the context of the emerging character of Tottenham Hale and recent planning consents for tall building development in the local area.

6.2.85 *Townscape*

6.2.86 The development of this site would deliver a considerable change in urban scale around this part of Tottenham Hale. This would be commensurate with the objectives set out in the District Centre Framework. The HTVI states that the creation of a landmark tall building development in this site would contribute towards improving local legibility.

6.2.87 *Key Views*

6.2.88 Key views have been assessed in the context of the approved outline planning permission's parameters for an 18 storey tower, as well as the emerging context of Tottenham Hale which is of a new district centre featuring a number of tall buildings, some of which have already received planning approval.

6.2.89 The building's impact was noted to be no greater than minor in terms of its potential magnitude of adverse impact on the identified important local views, as indicated within the submitted HTVI, and therefore the proposed building is considered not to dominate local views, designated heritage assets or distant skylines to a significant or negative extent. The HTVI indicates that the slender

proportions and visual effect of the façade treatments on the proposed building are likely to contribute positively to townscape and visual effects in short and longer views in many cases, including in key views such as from Alexandra Palace (View 15).

6.2.90 The GLA's Stage 1 comments raise no adverse comments to the impact of the proposed building on townscape views. The Council's Design and Conservation Officers also raise no objections to the height of the building, in terms of impact on local and distant views, including its impact on nearby conservation areas, due to the lack of negative impact that would arise from the design and height of the structure as it would appear in key views as indicated.

6.2.91 Therefore, it is considered that the proposed development would have a beneficial impact on the townscape and visual amenity of Tottenham Hale. The scale, form and character of the proposed building would complete the previously consented masterplan for Hale Village with an elegant tall building that is a direct response to the emerging policy requirement for a high quality mixed-use 'wayfinding' tall building development in this location and would not harm local or distant views.

6.2.92 Microclimate

6.2.93 Policy DM6 states that proposals for tall buildings should consider the impact on microclimate and that tall buildings within close proximity to each other should avoid a canyon effect and consider the cumulative climatic impact of the buildings.

6.2.94 The proposed development has been modelled in a wind tunnel to test for impacts on local microclimate. The surrounding area was also represented up to a radius of approximately 220m. Measurements were taken at 192 locations around the existing site and 234 locations for the proposed development scenario, focussing on sensitive receptor locations including footpaths, potential amenity areas, roof terraces and entrances. The modelling has taken into account potential cumulative impacts from the proposed and other recently approved developments. The prevailing wind direction is from the south-west.

6.2.95 Measurements were assessed against the Lawson comfort criteria which allows wind conditions to be considered unacceptable, tolerable or acceptable, for activities of high, medium or low sensitivity. Higher sensitivity locations such as long-term sitting areas or development entrances have a lower unacceptable threshold than lower sensitivity areas such as those used for 'business walking' (i.e. fast and direct walking between two specific locations such as a transport hub and residential property or place of work). To ensure a vibrant and comfortable public realm around the site the wind conditions must be suitable for pedestrian strolling and sitting.

- 6.2.96 The Wind Microclimate Assessment (WMA), undertaken by the BRE has been assessed by an independent consultant engineer from RWDI.
- 6.2.97 RWDI advised that there are changes to the existing wind conditions as the result of the development, with some places becoming windier and others calmer. There were no exceedances of 'thresholds for distress' anticipated for the proposed development scenario. However, RWDI advise that entrances and seating areas for both the existing and proposed developments in the locale would be rated 'unacceptable' for their intended use, and thus would require mitigation.
- 6.2.98 It is noted that in the worst predicted weather conditions (i.e. during winter) 74% of the locations measured had wind conditions suitable for all pedestrian activity. In the summer this level is much higher (94%). Of all of the unsuitable locations, only four had wind conditions that met the lowest acceptability threshold – suitable for 'business walking only'. These are locations: on Lebus Street to the south-eastern corner of the student block; by the south-eastern entrance of the proposed development; by the service entrance on the northern elevation of the proposed development; at the north-western corner of the proposed development block. At these locations, the unsuitable conditions are caused by the presence of wind vortices acting on the proposed development and by accelerated winds around the ground-level corners.
- 6.2.99 In response to these comments the applicant has submitted an indicative wind mitigation strategy to reduce the wind impact to acceptable levels. To mitigate against impact on pedestrians from unsuitable conditions at three of the four key locations identified above a large potted planter would be installed that would divert pedestrians away from these windier locations. RWDI have accepted this arrangement as appropriate mitigation.
- 6.2.100 The other location that has been identified as requiring mitigation is the south-east of Emily Bowes Court. It is noted that wind conditions around the site would significantly improve when other consented developments have been erected and as such the mitigation of wind in this area would only be necessary in the short term. This location is currently used as a fire exit and not a main entrance to a building. However, there is also an entrance to a retail unit (dry cleaners at present). Therefore, it is considered that direct mitigation would also be required in this location and this would be secured by condition.
- 6.2.101 Other locations around the site have been indicated as suitable for 'pedestrian strolling' only and not for sitting or lingering. The wind movements in these locations have been deemed acceptable other than where they impact on entrances to buildings or main seating areas.
- 6.2.102 To mitigate against unacceptable wind conditions at the entrances to the retail units in the southern elevation of Emily Bowes Court the applicant

proposes permeable metal wind screens. These would be located to the west side and 300mm in front of the entrances of those commercial units in order to protect pedestrians entering and leaving those premises.

6.2.103 The location of the residential entrance in the north elevation of the proposed building would not be excessively windy and in any case would be significantly recessed to protect residents during access and egress.

6.2.104 Some other entrances to the proposed building are also indicated to have 'business walking' level adverse wind conditions. These are the service entrance on the north elevation and the entrance to the commercial unit on the south-eastern corner. The service entrance would not be used regularly by residents and therefore is considered not to require permanent mitigation.

6.2.105 The entrance on the south-western corner would be used regularly and thus does require further mitigation, which is proposed to be through the installation of a recessed entrance doorway. Final details of the design and location of these mitigation arrangements will be secured by condition as part of a wind mitigation strategy.

6.2.106 The large seating area to the west of the site would only be suitable for pedestrian strolling during winter, and thus would not be ideal for long-term sitting. However, it is considered that this seating area, and indeed others around the site, are much less likely to be used during winter months in any case, and thus the impact from wind in these areas would not result in a significant reduction in activity in this area during winter. Additional screening to seating areas would be provided by tree and other planting in any case, which has not been included in the wind modelling scenario, and further mitigation in the form of screens would be considered by condition as part of the proposed wind mitigation strategy.

6.2.107 The sky terrace has been identified as being partially unsuitable for sitting during spring but given that the vast majority of the terrace would be appropriate for all activities all year round, including during winter, this is not considered to have a significant impact on the overall usability of this amenity space. The affected southern part of the terrace would in any case be partially screened by a glass balustrade that did not form part of the wind tunnel modelling.

6.2.108 As such, it is considered that the wind environment around the site would be acceptable, subject to a condition securing additional wind mitigation. Therefore, the proposal would be acceptable in terms of its impact on the local microclimate.

6.3 Density and Appearance

6.3.1 Density

- 6.3.2 London Plan Policy 3.4 indicates that a rigorous application of housing density ranges is crucial to realising the optimum potential of sites, but also that density is only the start of planning housing development considerations. It is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of locations are broad, enabling account to be taken of other factors relevant to optimising potential – local context, design and transport capacity are particularly important, as well as social infrastructure. The Mayor’s SPG Housing encourages higher density mixed use development in Opportunity Areas. This approach to density is reflected in the Tottenham AAP and other adopted and emerging local policy documents.
- 6.3.3 Appropriate density ranges are related to setting in terms of location, existing townscape and built form, and the index of public transport accessibility (PTAL). The site is considered to be within an ‘central’ setting (very dense development, mix of uses, four to six storeys, large building footprints) where the density matrix sets a guideline of 214- 405 units or 650-1110 habitable rooms per hectare with a PTAL of 4-6.
- 6.3.4 The density of the development equates to a maximum of 1029 units per hectare. This is significantly higher than the recommended density ranges contained within Table 3.2 of the London Plan. Considering its location within the Upper Lee Valley Opportunity Area and the Tottenham Housing Zone and the accessibility of site with maximum possible rating for public transport accessibility (PTAL of 6A), future improvements through Crossrail 2 and the four-tracking of the nearby railway lines, and proximity to nearby open spaces, it is considered that the proposed density of the development is acceptable, subject to a high quality design.

6.3.5 Design

6.3.6 *Quality Review Panel (QRP)*

- 6.3.7 The proposal has been assessed by the QRP three times during both the pre-application and application stage. The final review took place on 5th July 2017 and the Panel’s summarising comments are provided below:
- 6.3.8 *“Given the existing permission that has been granted on this site for a tall building, the Quality Review Panel accepts the broad principles of the scheme, and the decisions that have been taken as the design has developed. Whilst understanding the rationale that has driven the reduction in podium height, they feel that further consideration is required for the design of the podium element in order to avoid it looking visually insubstantial compared to the tower above.*”

6.3.9 *They welcome the refinements to the articulation of the north façade, in addition to the castellation detail at the roofscape. Prior to planning permission being granted, they would like to see further refinement of some of the detailed design elements of the exterior of the podium and tower, in addition to aspects of the public realm and landscape design, to help ensure that the development frames and supports this important gateway into Hale Village.”*

6.3.10 Provided below is a summary of the relevant comments from the most recent review, with officer comments following:

Panel Comments	Officer Response
Massing, scale and architectural expression	
Given the previous permission on this site, the panel accepts the broad principles of the scheme, including the scale and massing of the tower and podium.	Comments noted.
Architectural expression	
The panel recommends refinement of the podium design, to ensure that this appears visually strong enough to support the tower rising above.	The podium design has been refined to increase the depth of the fascia which improves its visual presence relative to the tower above.
This could include exploring whether the roof garden on top of the podium could be made deeper and more substantial, so that its planting is more visible from street level.	The detailed design of the podium roof planting shall be secured by condition at a later date, to ensure a high quality layout.
In addition, a deeper fascia to the roof line of the podium could act as a balustrade to the roof garden whilst also giving increased visual ‘weight’ to the podium itself.	As set out above the fascia of the podium has been increased to address this comment.
The inclusion of a castellated roofline is welcomed by the panel.	Comments noted.
The articulation of the north façade is also improved since the previous review.	Comments noted.
The panel supports the inclusion of the fritted glass detail to the balconies.	Comments noted.
The full-width balconies on the south west façade of the tower are a very attractive feature that will celebrate the wonderful views across the city.	Comments noted.

<p>The panel remains to be convinced about the single soffit colour specified for the full height of the tower; they question whether a graded approach to the specification of colours would be more appropriate.</p>	<p>The soffit appearance has been graded to address this comment.</p>
<p>The quality of materials and construction, for example the metal cladding to the tower, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.</p>	<p>High quality materials have been demonstrated on a materials board and will be secured by condition.</p>
<p>Public realm and landscape design</p>	
<p>Potential exists to create a unique and vibrant public realm around the podium. Playful elements could be included within the main public space to the west of the site, and within the pedestrian routes around the podium.</p>	<p>Timber seating and other planting has been installed to provide a high quality public realm around the site.</p>
<p>There are also opportunities within the design of the public realm and landscape to express the history of the site and its links to cabinet-making. This could echo the fritted glass detail at high level in the tower referencing fine wood-working, making this theme more apparent at ground level.</p>	<p>Final design of the street furniture will be secured by condition so these comments can be addressed in the final public realm.</p>
<p>Awnings (pegged or fixed) adjacent to the café area at the west of the site could provide colour and visual interest, in addition to shade.</p>	<p>The final occupiers will determine whether awnings are installed, the limited use classes for the western commercial unit mean a shop or café is likely so an awning is likely to be installed.</p>
<p>Trees in pots could also help to create a comfortable microclimate for users of the space and the café area, whilst softening and enlivening the public realm.</p>	<p>Additional tree pots are proposed to mitigate any adverse wind movements.</p>
<p>The panel notes that the bridge link to Tottenham Hale Station will need to ramp up in order to accommodate</p>	<p>The applicant has committed to work with Transport for London on the provision of a high quality</p>

<p>the two new rail lines that will be at a lower level. The landing of the bridge link will need to be well-integrated into the design of the public realm at the western end of the site.</p>	<p>bridge link and a requirement to work with TfL in providing the bridge link will be secured within the legal agreement.</p>
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6.3.11 As set out above, the applicant has sought to engage with the QRP at various stages in the pre-application and application stages, and the final development has evolved to respond to earlier panel advice.

6.3.12 The Council's Design Officer has also commented on the proposal, noting that the profile and form of the tower is slender and highly elegant, with the podium element giving the development a human scale at close quarters. The Officer makes reference to key elements of the design including the 'castellated' top level which adds a distinctive interest to the roof of the building, and the unifying repetitiveness of the façade system, broken slightly by horizontal panelling, with coloured balcony soffits adding further visual interest when the development is viewed from street level.

6.3.13 Conditions will be included to ensure the material quality of the development.

6.3.14 As such, it is considered that the proposed development would be a landmark building of a high quality design that would have a positive impact on the character and appearance of the surrounding area.

6.3.15 *Public Realm*

6.3.16 Site allocation TH8 identifies a number of public realm improvements including optimising the connection to Tottenham Hale station, by engaging with the pedestrian bridge proposals identified as part of the approved Station redevelopment (planning ref. HGY/2013/2610), and offering a high quality public realm connecting into the existing Hale Village public realm provision.

6.3.17 The Council's Streets & Spaces Strategy indicates a public realm strategy for the wider Tottenham Hale area and recommends that green infrastructure should be located along busy highways such as Ferry Lane. The existing area of hard landscaping to the north and west of the site is presently only 50% complete and as such would be widened as the result of the proposed development.

6.3.18 The applicant proposes to integrate the public realm for this development into the existing Hale Village public space and landscaping scheme. As such, the existing public areas would be vastly expanded creating a public square adjacent to the station and wider pedestrian routes. The square would be directly accessed from the station from the approved bridge across the West Anglia Main Line to the application site, once it is erected. The applicant has

committed to working with Transport for London in providing the proposed bridge to Tottenham Hale station and this will be secured through the S106.

6.3.19 Other public realm improvements include soft landscaped buffers between the site and Ferry Lane as well as Coppermill Heights, public seating and cycle parking. Land levels would flow gently across the site to avoid any need for rails or ramps.

6.3.20 In combination with the proposed new commercial units these public realm proposals would provide significant improvements to the quality of the local pedestrian environment and thus also the character and appearance of the area. As such, it is considered that the public realm proposals are acceptable.

6.3.21 *Security*

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

6.3.23 The proposal has been designed in accordance with the appropriate secured by design principles. The proposed public realm areas are overlooked by many dwellings and active commercial units. Secure access only is available to the sky garden. The podium is not accessible by residents and is high enough (4.8m) above ground floor level so as not be reachable from the ground.

6.3.24 Main accesses to the development are controlled, with key fob access only to all lifts. CCTV is provided to the main residential entrance and basement areas.

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

6.4 **Heritage Impact**

6.4.1 *Relevant Heritage Assets*

6.4.2 The Tottenham High Road Historic Corridor (comprising North Tottenham, Scotland Green, Tottenham Green, Seven Sisters and South Tottenham Conservation Areas) is located approximately 1km to the west. Bruce Castle and Clyde Circus Conservation Areas are approximately 1.5km away from the site. Leucha Road Conservation Area is located a similar distance away within the London Borough of Waltham Forest. The building would also be visible from key points within other Conservation Areas such as Alexandra Palace Park.

6.4.3 The nearest Listed Building to the site is The Ferry Boat Inn (Grade II) located approximately 300m to the east of the site along Ferry Lane, and is also within

LB Waltham Forest. The nearest Listed Buildings within the borough are the Pumping Station Building and Engine (Grade II) at Markfield Road, and 62 High Cross Road (Grade II) which are both within 1km of the application site.

- 6.4.4 Locally Listed Buildings within 1km of the site are Berol House and former Eagle Pencil Works at 25 Ashley Road and The Green School on Somerset Road. Within LB Waltham Forest the nearest Locally Listed Buildings are the bridge over the River Lee adjacent to The Ferry Boat and the Marine House Pumping Station at Ferry Lane/Forest Road.
- 6.4.5 The site is within the Lee Valley Archaeological Priority Area.
- 6.4.6 *Legislation, National Guidance and Policies*
- 6.4.7 The legal position with respect to heritage assets is pursuant to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and as per relevant planning case law, which is set out below.
- 6.4.8 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates 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." The Forge Field Society v Sevenoaks District Council case indicates 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.
- 6.4.9 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.
- 6.4.10 The presumption is a statutory one, but it is not irrefutable. 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.

6.4.11 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.

6.4.12 Policies 7.8 and 7.9 of the London Plan requires that development affecting heritage assets and their settings are required to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Development Management DPD reflects this approach.

6.4.13 Built Heritage

6.4.14 The application site is not within a designated heritage location and there are no listed or locally listed buildings adjacent to the application site. However, the 33 storey height of the structure means it would be visually prominent within the local area including from the setting of nearby heritage assets.

6.4.15 The applicant has submitted an Environmental Statement which contains a detailed Heritage and Townscape Visual Impact (HTVI) Statement. The HTVI identifies a minor adverse effect from the development upon the locally listed Berol House with others being none or neutral effect. There will be neutral effects on the Grade II listed buildings described above that are located within 1km of the Site.

6.4.16 This opinion is supported by the Council's Principal Conservation Officer. Who notes that whilst the proposed development would be visible within the setting of several heritage assets and in long distance views, it would not lead to negative impact and as such is considered to cause no harm to setting of heritage assets."

6.4.17 No negative impacts are anticipated to locally listed buildings in the area given the context of the area which is one of an expanding commercial and residential location including a new district centre and additional tall buildings.

6.4.18 As such, it is considered that the proposal would comply with current statutory and policy requirements and would be acceptable in terms of its impact on local heritage assets.

6.4.19 Archaeology

6.4.20 Policy DM9 of the DM Policies DPD requires proposals in Archaeological Priority Areas to consider the significance of the archaeological asset and its setting, the impact of the proposal on archaeological assets, and give priority to its preservation and management. The site is located with an Area of Archaeological Importance.

6.4.21 In terms of archaeological impact, the submitted Archaeology and Heritage Desk-Based Assessment states that, on the basis of other archaeological assets recorded within the 1km study area as well as geo-archaeological modelling, the site holds a medium to high potential for previously unrecorded archaeological remains from the prehistoric to medieval periods.

6.4.22 The Greater London Archaeological Advisory Service (GLAAS) has been consulted on this application. They note that the site lies close to the Saxon settlement of Tottenham Hale, a traditional river crossing of the River Lea and may also include parts of air raid shelters. It also has potential for prehistoric and Roman remains. However, no significant objections were raised. As such, conditions are recommended requiring a written scheme of investigation and other documentation as necessary prior to the commencement of development, should the proposal be considered acceptable for all other reasons.

6.4.23 Therefore, it is considered that the proposal would be acceptable in terms of its impact on local archaeology.

6.5 Affordable Housing, Housing Mix and Residential Quality

6.5.1 Affordable Housing

6.5.2 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 Policy 3.11 sets targets for affordable housing, whilst 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.

6.5.3 Local Plan 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 Policy DM13, which also sets out the preferred affordable housing mix as set out in the Council's Housing Strategy.

- 6.5.4 Policy AAP3 and DM13A(c) provide that this split should be reversed in Tottenham to rebalance the historically high levels of social rented accommodation. Policy therefore requires 60% intermediate accommodation and 40% affordable rented accommodation in this area.
- 6.5.5 Policy DM13 also states the Council may seek to alter the tenure of affordable provision to be secured on a case-by-case basis, to avoid affordable housing of a certain tenure being over or under represented in an area. This approach is in line with London Plan Policy 3.9 which states that a more balanced mix of tenures should be sought in neighbourhoods where social renting predominates and there are concentrations of deprivation.
- 6.5.6 The Mayor has recently published an Affordable Housing and Viability (AHV) SPG. This document provides detailed guidance to ensure that existing affordable housing policy is as effective as possible. The SPG includes guidance that requires all developments not meeting a 35% affordable housing threshold must be assessed for financial viability via an appropriate financial appraisal.
- 6.5.7 *Affordable Provision*
- 6.5.8 The Hale Village development has so far (apart from the application site 'Plot SW') provided 542 affordable homes which is 56.5% of the 959 units currently completed. The outline planning permission for the Hale Village Masterplan was for 1210 homes including 30% affordable housing by habitable room. The required affordable housing provision for the masterplan has thus been comfortably exceeded and therefore any residential development on this site submitted within the parameters of the approved outline permission would not be obliged to include affordable housing.
- 6.5.9 As 959 of the permitted 1210 residential units have been provided an additional 251 units would be permitted by the remaining parameters of the outline permission. A fully residential scheme within the envelope of the 18 storey building approved by the parameter plans of the outline is anticipated to be able to provide approximately 196 units.
- 6.5.10 This proposal is for 279 units which is an uplift of 83 units from the approximately 196-unit outline permission. The proposal includes 44 affordable (intermediate shared ownership) units which is 53% of the 83-unit uplift and 15.8% of the total residential accommodation proposed by this development. Should the proposal be approved the total affordable housing provision across Hale Village, including this application and all previously implemented elements of the outline planning consent, would equate to 47.33% of the approved units, which means that the original affordable housing objectives (30% as originally approved in 2007) for the Hale Village masterplan would have been exceeded. In addition, an off-site affordable housing contribution of £150,000 has also

been agreed. The applicant's viability appraisal has been independently reviewed and the on-site provision together with the off-site affordable housing contribution has been confirmed to be the maximum reasonable amount available for this development.

Early-stage (if the scheme is not implemented within two years) and late-stage (when 75% of units are sold) reviews of the scheme viability will be included in the section 106 agreement in accordance with the Council's policies and the requirements of the Mayor's Affordable Housing and Viability SPG

6.5.11 Table Showing Built-Out Housing Provision for the Hale Village Masterplan

Development Block	No. of Units	Affordable Housing	Percentage Affordable	Status
Plot W	687 (Student accom.)	0	0%	Occupied
Plot NW2	557 (Student accom.)	0	0%	Occupied
Plot SE	154	154	100%	Occupied
Plot NW1	102	102	100%	Occupied
Plot N	176	176	100%	Occupied
Pavilion 1	70	0	0%	Occupied
Pavilion 2	70	0	0%	Occupied
Pavilion 3	71	0	0%	Occupied
Pavilion 4	71	0	0%	Occupied
Pavilion 5	71	0	0%	Occupied
Pavilion 6	64	0	0%	Occupied
Plot C	110	110	100%	Occupied
Plot SW	279	44	15.8%	Under consideration
Total	1238	586	47.33%	

6.5.12 As such, the Council accepts the proposed 44 intermediate shared ownership units as an acceptable level of affordable housing for this proposal, subject to the provision of an additional financial contribution and further reviews of the levels of affordable housing being completed at both early and late stages of its construction.

6.5.13 Portfolio Approach and Affordable Tenure

- 6.5.14 The Haringey Housing Strategy (2017-2022) seeks to encourage mixed tenures to improve access to home ownership for those able to consider alternatives to social housing, or who do not qualify for it. The Strategy also provides that homes for lower cost shared ownership offer the most realistic chance for people unable to purchase on the open market to get on the housing ladder.
- 6.5.15 This site is located within the boundaries of a Housing Zone, as designated by the Mayor of London. The Housing Zone programme is explicitly designed to encourage developers, boroughs and other key partners to consider innovative and flexible approaches to accelerate sustainable development and increase housing delivery.
- 6.5.16 The Housing Zone seeks a portfolio approach to housing delivery across the Zone area to better align public sector resources. This approach sets out to balance housing tenures and dwelling mixtures across overall Housing Zone areas.
- 6.5.17 The Tottenham Area Action Plan paragraph 4.14 sets out the following: ‘a portfolio approach where a group of sites can be seen to work together to meet the overall objectives of the Plan will be encouraged. This could for example mean that two or more sites working in parallel deliver different mixes or tenures of units which together make a policy compliant outcome in the area.’ Paragraph 2.34 of the London Plan Affordable Housing and Viability SPG 2017 also raises the potential for a portfolio approach to affordable housing across sites.
- 6.5.18 This means that each site will be considered in terms of its specific characteristics and suitability for different housing types and tenures and other non-residential uses, and balanced against proposals for other sites in Tottenham Hale, with the council playing a key role in managing the distribution across the area.
- 6.5.19 For example, some sites may be more appropriate for family or smaller units, whereas as others may lend themselves to particular tenure types. The same principle is true for non-residential uses where some areas are suited to different balances of social/community uses, retail and leisure and commercial.
- 6.5.20 In addition, the council has been coordinating the delivery of the wider package of infrastructure required to deliver the District Centre, bringing together developer, council and critically Housing Zone resources to support the significant infrastructure requirements set out in the Tottenham Hale District Centre Framework and its companion Delivery Strategies.
- 6.5.21 The council has also secured the land receipts from the Tottenham Hale Strategic Development Partnership (SDP) for investment in affordable housing in the Tottenham Housing Zone and the delivery of infrastructure within the

Tottenham Hale District Centre Framework area. These receipts are subject to both overage and profit-share arrangements. It was agreed at Cabinet that these land receipts would be used to fund the provision of additional affordable housing through this innovative mechanism.

6.5.22 As part of this managed approach, the council reports on its delivery progress to demonstrate the performance of the approach. The table below sets out performance of the portfolio approach against key site allocations in Tottenham Hale (those with active planning activity).

6.5.23 ***Table Showing the Housing Secured and Anticipated Through the Portfolio Approach for Tottenham Hale***

Tottenham Hale Portfolio Approach											Overall
				Tenure mix							
SITES				Market			Affordable				
Site Allocations DPD Reference	Site allocation	Site Title	Total Units		For Sale	For Rent	Shared Ownership	Pocket	DMR / LLR	Affordable Rent	
A. Sites with Recommendation to Grant Planning Permission											
Ashley Road South	TH6	NHHG	265	no.	118	0	112	0	0	35	
				%	45%	0%	42%	0%	0%	13%	
Station Square West	TH4	One Station Square (BSD)	128	no.	11	0	117	0	0	0	
				%	9%	0%	91%	0%	0%	0%	
Hale Wharf	TH9	Hale Wharf (Muse)	505	no.	328	0	143	0	0	34	
				%	65%	0%	28%	0%	0%	7%	
Monument Way	TH10	Monument Way (Newlon)	54	no.	0	0	0	0	0	54	
				%	65%	0%	0%	0%	0%	100%	
Sub-total (A.)			952	no.	457	0	372	0	0	123	
				%	48%	0%	39%	0%	0%	13%	
B. Sites before Planning Committee in November 2017											
Ashley Road South	TH6	BSD	561	no.	261	158	101	0	8	33	
				%	47%	28%	18%	0%	1%	6%	
Sub-total (B.)			561	no.	261	158	101	0	8	33	
				%	27%	17%	11%	0%	1%	3%	
Running Total (A+B)			1513	no.	718	158	473	0	8	156	
				%	47%	10%	31%	0%	1%	10%	
C. Sites in Pre-application Discussions with the Planning Authority											
Hale Village Tower	TH8	HVT (Anthology)	279	no.	236	0	43	0	0	0	
				%	85%	0%	15%	0%	0%	0%	
Station Square West	TH4	Station Square West (AR)	541	no.	406	0	135	0	0	0	
				%	75%	0%	25%	0%	0%	0%	
Station Square North	TH5	Ashley Road East (AR) Ashley Road West (AR)	247	no.	235	0	12	0	0	0	
				%	95%	0%	5%	0%	0%	0%	
Monument Way & Welbourne Centre	TH10	Welbourne Centre (AR)	166	no.	66	0	0	100	0	0	
				%	40%	0%	0%	60%	0%	0%	
Sub-total (C.)			1233	no.	943	0	190	100	0	0	
				%	76%	0%	15%	8%	0%	0%	
Running Total (A+B+C)			2746	no.	1661	158	663	100	8	156	
				%	60%	6%	24%	4%	0%	6%	
D. Top-up affordable from Argent Related Strategic Development Partnership Development Agreement (Cabinet Authorities in Place)											
Running Total (A+B+C+D)			2746	no.	1543	158	781	100	8	156	
118 Additional Grant Funded Units on Ashley Road South (NHHG); Contract Under Negotiation				%	56%	6%	28%	4%	0%	6%	
E. Top-up affordable from Argent Related Strategic Development Partnership											
Running Total (A+B+C+D+E)			2879	no.	1543	158	914	100	8	156	
133 Additional Grant Funded Units on site TBD based on modelled returns from the SDP				%	54%	5%	32%	3%	0%	5%	

6.5.24 Current performance suggests that for the Tottenham Hale area, the level of affordable likely to be achieved is approximately 38%. If proposed levels are achieved within the SDP area, the overall total will increase to approximately 41%. This latter figure is subject to SDP planning applications which are yet to be submitted or determined.

6.5.25 The affordable housing tenure split proposed by the applicant is consistent with the Housing Zone approach in which various sites may each contribute a higher or lower proportion of a particular affordable housing type or tenure, in line with an overall Zone-wide target. Individual contributions depend on specific site characteristics and viability.

6.5.26 Table Showing Unit Mix for the Proposed Development

No. of Beds	Overall	Overall Proportion of Total	Affordable	Affordable Proportion of Total
Studio	10	3.6%	0	0%
One-bed	110	39.4%	24	8.6%
Two-bed	149	53.4%	20	7.17%
Three-bed	10	3.6%	0	0%
Total	279	100%	44	15.8%

6.5.27 As such, it is considered that the affordable housing mix and tenure split, by virtue of its location within a Housing Zone, reflects local strategic priorities.

6.5.28 Unit Affordability

6.5.29 London Plan Policy 3.12 states that criteria for intermediate housing may be set locally to recognise the individual characteristics of local housing markets, whilst Policy 3.10 notes that affordable housing should include provisions to remain at an affordable price for future eligible households.

6.5.30 The Mayor's Affordable Housing and Viability SPG notes the income cap for all intermediate products is £90,000 per household per annum. The units therefore can only be marketed to households with incomes below this threshold. The 44 proposed shared ownership units would first be advertised to households of between £30,000 and £60,000 per annum who live or are employed in Haringey. Providing new housing for this income group is a Council priority and as such this provision is acceptable.

6.5.31 The affordability and eligibility for the shared ownership units, are considered to respond to the characteristics of the local housing market and will provide a

significant number of affordable homes, including towards the lower end of the income scale. In the specific circumstances of this site the affordable housing contribution is acceptable in the context of the wider portfolio approach.

6.5.32 Housing Mix

6.5.33 London Plan Policy 3.8 requires new residential developments to offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors. Amended Strategic Policy SP2 and Policy DM11 of the Council's Development Management DPD continue this approach.

6.5.34 DM11 also states that Council will not support proposals which result in an over-concentration of one or two bedroom units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better overall mix of unit sizes.

6.5.35 The overall mix of the residential units proposed is as described in the table above. The development proposes a high level of one and two-bedroom flats, which is acceptable given the excellent public transport accessibility of the site, the tall nature of the building and the limited area of the building's floor plate. The Council's Housing team supports the proposed mix of residential units.

6.5.36 Layout

6.5.37 *Proposed Residential Accommodation – Internal Layout and Amenity*

6.5.38 The Mayor of London's Housing SPG sets out detailed design requirements for new dwellings. Policy 3.6 of the London Plan states that development proposals should make provision for play and informal recreation.

6.5.39 All properties within the development have been designed to meet the internal space requirements of the Mayor's Housing SPG.

6.5.40 The units facing north and east are provided with internal amenity space in place of balconies, to avoid overshadowing from external balconies and maximise the sunlight reaching these units. The potential for high wind speeds at high levels and noise disturbance at lower levels also make balconies unsuitable for these units. The area of external balcony space required by the Housing SPG is provided internally to provide a larger living area in excess of the SPG requirements for living space. The Mayor's Housing SPG permits such layouts in exceptional circumstances. The GLA Stage 1 comments have raised concern that the layout of this block is not exceptional for a tall building, and the large proportion of units with this layout significantly limits the choice of potential future residents. They suggest that a proportion of these internalised balconies could be replaced with winter gardens which would provide varied options whilst

also providing adequate residential amenity. A condition is recommended which requires an investigation into the provision of winter gardens at the site to ascertain the feasibility of winter gardens and require some provision where possible.

6.5.41 All units facing south and west are provided with appropriately-sized private outdoor amenity space. An area of communal amenity space (198sqm) is available at the 11th floor and accessible to all residents.

6.5.42 The proposal has been designed to maximise dual aspect units, there are however a number of single aspect units in each elevation of the building. These units have projecting bays to the living spaces to provide a degree of cross ventilation and improved aspect. The height of the building means that most properties would benefit from a good outlook, with properties on the southern and western elevations being provided with pleasant views. This is considered to be acceptable.

6.5.43 The Mayor's Housing SPG states that each core should accommodate no more than 8 units on each floor; however, levels 1-10 have 11 units per floor with 8 units per floor above level 11. Alternative layouts were explored at pre-application stage but none found to be feasible for this site. The layout is considered to be acceptable in this case as flats are accessed off a large central lobby area rather than a long corridor which the SPG seeks to avoid.

6.5.44 *Sun and Daylight*

6.5.45 The Daylight, Sunlight and Overshadowing Assessment submitted with the application has assessed each of the proposed first floor residential rooms, as these will have the lowest light levels to identify the typical average daylight factor (ADF) within them. The Report notes that ADF for each of these flats during an overcast day would meet the ADF criteria for each habitable room as set by the Building Research Establishment (BRE) and thus no additional electric lighting is recommended. Therefore, all other rooms are expected to have good access to daylight.

6.5.46 In terms of access to sunlight the majority of units to the south and west would have good quality unobscured access to sunlight. Properties to the north would benefit from sunlight from the west during evening periods due to the angled nature of their balconies and additional side-facing windows. Properties to the lower part of the eastern elevation may not receive large amounts of direct sunlight due to the existing siting of Coppermill Heights. However, it is noted that this set of circumstances has already been considered acceptable for the development approved under the outline permission. The hotel was to be located on the western side of this approved block and thus properties to the eastern side were always intended to be residential properties with reduced access to day and sunlight compared to other flats in the proposed block. It is

also noted that the Mayor's Housing SPG states that BRE guidelines should be applied sensitively to new buildings in locations suitable for higher density development, with particular reference to opportunity areas, town centres, large sites and accessible locations. Above the 8th storey the proposed units would be unaffected by the height of the adjacent Coppermill Heights block. The eastern flats would also have angled projecting windows to capture day/sunlight from the south. As such, it is considered that in comparison with the parameters of the outline permission the proposed development is acceptable.

6.5.47 *Noise*

6.5.48 The NPPF states that new development should not be put at unacceptable risk from noise pollution. Standard 29 of the Mayor's Housing SPG states that new developments should not be exposed to excessive noise levels.

6.5.49 The proposed development would be located in an environment close to a number of noise emitting areas, such as railway and tube lines and a main road. The scheme would also include new plant and areas for public congregation and movement. The applicant has submitted a Noise Vibration Report with the application which includes an environmental noise survey undertaken to establish the noise climate at the site.

6.5.50 The cladding, windows and ventilation openings for the proposed building would achieve internal ambient noise levels in line with the relevant British Standard guidance (BS 8233:2014). This would control noise emanating from surface-level transport from the nearby roads and railway lines, as well as from pedestrian movements and sitting out in front of the western commercial unit.

6.5.51 The Council's Specialist Noise Officer states that internal noise levels are not expected to reach uncomfortable levels and also recommends a condition to ensure the final construction achieves good internal ambient noise levels.

6.5.52 Network Rail have indicated that levels of usage of the nearby railway network may increase at any time, and indeed an increased frequency of trains is proposed for these lines. The development has taken the adjacent railway noise into account and in any case internal mechanical ventilation is available should windows be closed in order to minimise external noise impact.

6.5.53 Mechanical ventilation is provided for cooling the residential units and these would achieve appropriately low internal noise levels. Plant noise levels would be controlled by condition so as not to exceed existing background values. Residential units at 1st and 2nd floors may notice some noise from underground trains at times. However, this would affect only a very small proportion (12 units - 4%) of the proposed properties.

6.5.54 The Council's Noise Specialist has stated that additional noise mitigation must be provided to these units and the Noise and Vibration Report, sets out options that can be provided during the internal fit-out of the proposed development. A condition has been imposed to provide further details to achieve the required 5-10dB mitigation. The Council's Noise Specialist also recommends that sound insulation would need to be provided between the floors of commercial units and first floor flats and this would also be secured by condition.

6.5.55 The site is adjacent to a potential Crossrail 2 work site. Works for Crossrail 2 would be significant, but would ultimately be temporary in nature. Windows could be closed to mitigate noise disturbances during these works with ventilation and cooling still provided through the mechanical ventilation equipment.

6.5.56 *Play Space*

6.5.57 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Further detail is provided in the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG, which sets a benchmark of 10sqm of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum.

6.5.58 The child yield for this development is anticipated to be 20, including 12 under-fives. A total of 198sqm of play space is required and 231sqm of combined formal and informal play space would be provided at the 11th floor communal 'sky garden', which will be accessible to all residents, and is adjacent to an internal residents' lounge which overlooks that space.

6.5.59 Furthermore, the existing Hale Village development already includes a minimum of 2,000sqm of amenity space with further amenity areas to be provided once the Masterplan is completed. The open spaces of Down Lane Park, the Paddock Community Nature Park, Tottenham Marshes and Walthamstow Wetlands are also within a short walk of the site.

6.5.60 Accessibility

6.5.61 Policy 3.8 of the London Plan states that 90% of units should be 'accessible and adaptable', with 10% 'wheelchair user dwellings' according to the building regulations (Parts M4 (2) and (3)). Policy DM12 states that family housing should have access to private gardens.

6.5.62 All flats have been designed to be adaptable for people with disabilities and a total of 10% (28 units) would be wheelchair accessible or adaptable, within both the private and affordable tenures and spread across all floors of the building.

6.5.63 The development aims to promote inclusive access by eliminating physical, attitudinal and procedural barriers to access for disabled people. The surrounding public realm would be widened and public areas would be level, substantially improving the existing pedestrian experience. The level residential entrance to the north of the building would be deep and wide to provide adequate resident shelter. Lift access would be available between car parking areas and residential/public areas.

6.5.64 The sky terrace at 11th floor would be reached by a level access threshold from the communal area. All external balconies would also have a level threshold from living spaces.

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

6.6 Impact on the amenity of adjoining occupiers

6.6.1 The London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Policy DM1 continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.

6.6.2 The impact on the proposal of neighbouring properties should be assessed against the baseline set by Hale Village Masterplan which include parameters for an 18 storey building on the site. It is noted that adjacent properties within the Masterplan site, including Coppermill Heights, Emily Bowes Court and 'Block C' have been built out as per the parameters set by the approved outline permission.

6.6.3 There are no recently approved developments in the Tottenham Hale which are in sufficient close proximity to the site that they must also be considered in terms of their potential cumulative impact on neighbouring properties.

6.6.4 The closest residential units to the proposed site are located within the blocks at Coppermill Heights to the east, Emily Bowes Court to the north and 'Block C' (a building located to the north of Coppermill Heights) to the north-east. 1-12 Jarrow Road are sited approximately 50 metres to the south of the site and are separated from the proposed building by Ferry Lane and an area of open space.

6.6.5 The Mayor's SPG Housing indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on

daylight and sunlight should not be applied rigidly within built up urban areas, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London.

6.6.6 Daylight Impact

6.6.7 The Daylight, Sunlight and Overshadowing Assessment submitted with the application considered 783 windows at the nearest residential properties. Lighting is considered not to be adversely affected if the decrease in vertical sky component (VSC) measured is not below 80% of its former value. The assessment clarifies that the daylight and sunlight impacts at neighbouring properties must be considered in the context of the consented 18 storey development at this site, given that a building of that size and bulk could be built out (subject to reserved matters).

6.6.8 The windows assessed include 24 windows at 1-12 Jarrow Road, 394 windows at Emily Bowes Court, 247 windows at Coppermill Heights and 118 windows at Block C. A minor decrease in daylight levels would occur to the windows, as described below:

- 1-12 Jarrow Road – 24 windows affected (out of 24);
- Emily Bowes Court – 179 windows affected (out of 394);
- Coppermill Heights – 67 windows affected (out of 247);
- Block C – 96 windows affected (out of 118).

6.6.9 The vast majority of impact to affected properties would be less than a 10% VSC reduction.

6.6.10 Given this context, the assessment notes that all of the assessed windows pass the required VSC criteria for this proposed development. When compared to the parameters approved in outline, a substantial number of windows at neighbouring properties would receive increased levels of daylight (215 windows at Emily Bowes Court, 180 at Coppermill Heights and 22 at Block C) as a result of the more slender nature of the current proposal.

6.6.11 As such, all windows assessed on Block C, Emily Bowes Court and Coppermill Heights within the submitted Daylight, Sunlight and Overshadowing Assessment meet the BRE daylight criteria when compared with the 18 storey consented development. The magnitude of impact in terms of a loss of daylight is therefore considered to be negligible.

6.6.12 Sunlight Impact

6.6.13 In terms of sunlight impact, the qualitative assessment requires that all facades within 90 degrees of due south that could be impacted by the proposal should be identified and where windows within these facades are intersected by the

proposed building then potential for impact occurs. Windows that already face north, or within 90 degrees of north are not considered to be impacted by new structures. As such, windows at Emily Bowes Court, Coppermill Heights and Block C have been assessed.

6.6.14 It is noted that the approved 18 storey development would impact on some windows at these blocks, which are lower in height than that approved building at a maximum of 11 storeys. This 7 floor difference in height between the approved and neighbouring existing blocks means that the windows to those neighbouring developments which would be most affected by the approved outline scheme are not going to be affected to a significantly greater degree by the proposed 33 storey block, due to the substantial distance in height between the additional floors proposed and the windows on adjacent buildings that have already been built-out. In practice this means that, in a similar manner to the consideration of daylight impacts, no window would receive less than 80% of the sunlight it was expected to receive as a result of the outline development, due to design and siting of the result of the taller proposed development.

6.6.15 As such, all windows assessed on Block C, Emily Bowes Court and Coppermill Heights within the submitted Daylight, Sunlight and Overshadowing Assessment meet the BRE sunlight criteria when compared with the 18 storey consented development. The magnitude of impact in terms of a loss of sunlight is therefore considered negligible.

6.6.16 Overshadowing

6.6.17 In respect of overshadowing of amenity spaces and balconies. The effects of the development on the 21st March between the hours of 07:00 and 18:00 have been considered within the assessment. The results of the overshadowing analysis identified that as a result of the proposed development, existing gardens/amenity areas would receive the same or more hours of sunlight on the 21st March when compared to the approved 18 storey parameters. This is again due to the increased slenderness of the proposed development in comparison to the parameters of the approved outline permission. As such, the BRE standards are considered to have been satisfied, as amenity spaces and balconies would be adequately sunlit throughout the year.

6.6.18 It is noted that, out of 24 balconies assessed for overshadowing at Coppermill Heights, 21 actually show an increase in sunlight hours with the development in place when compared with the consented 18 storey building.

6.6.19 Outlook and Privacy

6.6.20 In terms of outlook and privacy, this is assessed in a similar manner to daylight, sunlight and overshadowing. The approved 18 storey development would be significant greater in height than the neighbouring blocks at Coppermill Heights,

Emily Bowes Court and Block C, whilst above the 11th floor of the proposed building the bulk of the structure would be relatively slender compared to the approved scheme's parameters. In addition, the lower ground elements below that 11th floor 'shoulder' are also narrower than the approved outline scheme's dimensions.

6.6.21 The outlook from within those neighbouring three buildings would not change significantly whilst proposed overlooking would also not increase significantly, compared with the approved outline development. Any outlook for the new units above 18th floor would be over the top floor of the existing neighbouring buildings. Any incidence of overlooking that would occur would not constitute a significant increase from that which would be expected from flats within the parameters of the previous outline approval.

6.6.22 Direct overlooking to the neighbouring blocks from the 11th floor sky garden would be prevented by a 1.6 metre high screen surrounding that communal amenity space, as well as through careful arrangement of planters (to the edge of the garden area) and seating (facing west towards the main building or located away from the garden edges).

6.6.23 Impact from Noise, Light and Dust

6.6.24 There is already a significant amount of human activity in Hale Village, Ferry Lane and Tottenham Hale. As such, it is considered that the increase in noise or light from occupants of the proposed development would not cause additional impacts to local residents from significantly increased noise, light or dust. Plant noise from commercial activities would be limited by condition.

6.6.25 Disturbances from dust and noise relating to demolition and construction on site are temporary impacts that are largely controlled by other legislation. To minimise the impact from construction a demolition and construction management plan would be required by condition.

6.6.26 As such, the development is considered to be acceptable in terms of its impact on the amenity of neighbouring properties.

6.7 Transport and Parking

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

- 6.7.2 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided at appropriate levels. In addition, Policy 3.8 of the London Plan recommends are that 10% of new housing should be, either designed to be wheelchair accessible from the start, or easily adaptable for residents who are wheelchair users.
- 6.7.3 *Parking and the Highway Network*
- 6.7.4 36 car parking spaces are proposed within the proposed basement. 12 are proposed to be standard parking spaces with 24 designated wheelchair accessible spaces. 50 per cent of all spaces would be set up for use by electric vehicles (though electric vehicle charging points – EVCPs) with an additional 50 per cent passive provision installed to enable use by electric vehicles in the future.
- 6.7.5 The proposed residential car park would be privately managed by the site management company. 24-hour access to the basement would be available. Access for vehicles would be from Jarrow Road. Another vehicle entrance is available on Waterside Way to the north of the site, with vehicle access to the parking area through the Hale Village car park. The parking area would be separated from the public highway by a security gate, which would include a separate security door for pedestrians.
- 6.7.6 Pedestrian access to the car park is provided off Ferry Lane and Daneland Walk through the main foyer of the development. Residents that have a parking space are able to gain access to the basement area via a fob key. All parking provision is for the residential element of the scheme.
- 6.7.7 Parking for service vehicles is facilitated by a designated 3.5m by 10m loading/deliveries bay within the car parking area. Access to and from this bay is possible by a large delivery vehicle in forward gear. A dedicated bay is also provided for 'moving days' and other residential drop-off requirements. This space can also be used for secondary delivery/service parking.
- 6.7.8 No changes to the existing public highway are proposed as part of this proposal.
- 6.7.9 *Accessible Car Parking Spaces*
- 6.7.10 The London Plan recommends that ten per cent of all new housing should be designed to be wheelchair accessible from the start, or should be easily adaptable for residents who are wheelchair users. This equates to a requirement to provide a total of 28 residential wheelchair user dwellings. The

Mayor's Housing SPG reflects these standards, indicating that each designated wheelchair accessible unit should have a car parking space.

- 6.7.11 The applicant proposes 24 accessible parking spaces. These would be linked to 24 of the 28 wheelchair user dwellings and sold with those units. This provision is below the requirement of the London Plan. However, it is considered that not all of the adaptable wheelchair user dwellings would be purchased and occupied by people with wheelchairs and given the close proximity of accessible public transport at this site it is anticipated that not all wheelchair users would own a car.
- 6.7.12 In the circumstance that all owners of the wheelchair units require an accessible parking spaces the applicant has indicated that additional accessible parking is available within the adjacent underground car park. The additional spaces would be directly accessible from the proposed basement car park, and the furthest space approximately 92 metres from the lift core. Their layout would not impact on the layout of the adjacent car parking area which is provided for the remainder of Hale Village.
- 6.7.13 The Transportation Officer has considered this arrangement acceptable, given that full take up of all 28 wheelchair accessible parking spaces at any one time is unlikely. Subject to the 24 accessible spaces being allocated to specific wheelchair user flats and confirmation of the layout of the potential additional car parking spaces within a revised Car Parking Management Plan to be secured by legal agreement, the provision of accessible parking spaces is considered acceptable.
- 6.7.14 The remaining 12 car parking spaces would also be allocated to specific individual flats and confirmation of this allocation can be secured through a legal agreement. Parking provision would be capped at 36 spaces, which is acceptable given the excellent public transport links in the area.
- 6.7.15 In order to support the restrained level of car parking provision a suite of sustainable transport initiatives would also be required. Full travel plans for both the residential and commercial aspects of the scheme should be submitted, secured by legal agreement, in addition to appropriate financial contributions towards monitoring.
- 6.7.16 As part of previously approved developments a car club space has been secured within the Hale Village site but has not yet been installed. This would need to be provided in the form of a dedicated car club parking space on local streets before the occupation of the development hereby approved and this is secured by condition.

6.7.17 *Commercial Parking*

6.7.18 In terms of car parking for the commercial units none is proposed. The London Plan notes that for locations with PTAL 6 and 'central' area characteristics no parking other than for operational purposes, or for disabled people, should be provided (see Parking Addendum to Chapter 6).

6.7.19 This is a highly accessible location for public transport (PTAL 6a) with characteristics of a central London area due to the high density of the local built form and the proposed commercial units would largely serve local residents and users of the adjacent station. As such, it is considered that no commercial parking is required.

6.7.20 To provide an accessible space for any staff of the commercial facilities with disabilities an additional space is considered necessary and this would be provided within the adjacent car park, in a similar location to the overspill residential parking, and secured by legal agreement.

6.7.21 28 short stay and 10 long stay cycle parking spaces are proposed for the commercial units, including 18 'Sheffield' stands, which is also in accordance with London Plan policy.

6.7.22 *Cycle Parking*

6.7.23 Long stay cycle parking (438 spaces) would be provided in the basement for both the residential and commercial uses. Additional short stay cycle parking (36 spaces) would be provided at ground level. 5% of all spaces would be for larger cycles.

6.7.24 The Transportation Officer has stated that cycle parking provision is considered acceptable. However, both the Council's and Transport for London's Officers indicate that the layout of cycle parking within the basement would benefit from some minor layout changes to improve ease of movement and maximise the uptake of cycling. As such, revisions to cycle parking layout would be secured by condition in the event of an approval.

6.7.25 No objections are raised to the layout of the proposed pedestrian environment.

6.7.26 A draft construction logistics plan (CLP) has been submitted with this application and no objections to this document have been raised. Managing of the deliveries is proposed via booking system with pre-arranged slots. A full CLP will be submitted and agreed to by the Council prior to the commencement of works, and this would be secured by condition. Construction traffic to/from the site must avoid highway network peak times. The construction traffic must be co-ordinated with other approved proposals in the area.

6.7.27 *Rail Transport Impacts*

- 6.7.28 The application site lies in close proximity to London Underground and national rail lines, whilst the site is also in close proximity to a likely Crossrail 2 construction work site.
- 6.7.29 Both Transport for London and Network Rail have commented in respect of their respective infrastructure referencing build methodology and potential disturbance from construction works. The location of the proposed building is more than 10m from the nearby railway line. Due to this significant separation no part of the completed building is anticipated to overhang or otherwise impact upon that adjacent railway infrastructure. Furthermore, the various requirements and limitations required by Network Rail, as raised in their consultation response, would need to be dealt with by the applicant as a private matter between the two parties. For the Council to ensure that Network Rail's concerns are dealt with to their satisfaction details of agreements between them shall be submitted to the Council and secured by condition.
- 6.7.30 Transport for London have also requested that specific documentation is submitted to them that demonstrates how the proposed build methodology of the development would impact on potential Crossrail 2-related structures, including temporary works sites. This matter would be secured by condition.
- 6.7.31 Transport for London also recommend that the applicant works with them in delivering a bridge connection to Tottenham Hale Station and this matter would be secured through an informative. London Underground have raised no objections to the proposal.
- 6.7.32 As such, the application is considered to be acceptable in terms of its parking and highway impact, and its impact on nearby rail networks.

6.8 Ecology and Landscaping

6.8.1 Ecology

- 6.8.2 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation, including SINC's (Sites of Importance for Nature Conservation). Policy DM19 requires that where possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity and should protect and enhance SINC's.
- 6.8.3 London Plan Policy 7.19 makes clear that wherever possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity. It gives the highest priority to protecting sites of international (including SPAs and Ramsar sites) and national importance (including SSSIs – Sites of Special Scientific Interest).

- 6.8.4 The application site lies partially (on the western side) within an ecological corridor associated with the adjacent railway line, which is designated as a Borough Grade II SINC. To the east lies the Lee Valley Regional Park and a SINC of Metropolitan Importance. There are two nationally designated sites for wildlife (Walthamstow Marshes Site of Specific Scientific Interest and Springfield Park Local Nature Reserve) and one internationally designated site (Lee Valley (Walthamstow Reservoirs) Ramsar site, Site of Special Scientific Interest and Special Protection Area) within 2km of the application site. Epping Forest is also located within a 5km radius of the application site.
- 6.8.5 A Preliminary Ecological Assessment (PEA) has been submitted with the application, in addition to an Interim Wintering and Migratory Bird Survey Results document. Desk and field surveys were undertaken in December 2016 and March 2017. A full bird survey is due towards the end of 2017.
- 6.8.6 The PEA states that the site consists mainly of grassland and other herbs of negligible ecological value, and that the immediate surrounding habitats are manmade and isolated from the surrounding sites of high wildlife importance.
- 6.8.7 The site was assessed for great crested newts, reptiles, breeding birds, wintering birds and bats. None of the species were found on site and existing habitats were not deemed suitable for them, other than for wintering birds. The PEA notes that the erection of a 33 storey building at this site has the potential to impact migratory or over-wintering birds and thus reduce the integrity of the nearby Lee Valley SPA/SSSI/Ramsar wetland.
- 6.8.8 Natural England commented to state that: *"The proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which Lee Valley SPA and RAMSAR has been classified."*
- 6.8.9 Furthermore, Natural England also confirm that: *"The application, as submitted, will not damage or destroy the interest features for which the Walthamstow Reservoir SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application."* As such, Natural England recommend that biodiversity enhancements including bird boxes and bat boxes roosting opportunities are integrated into the plans. This can be secured by condition. Other than this requirement Natural England are satisfied with the proposals.
- 6.8.10 However, in order to ensure no species are affected the submitted Preliminary Ecological Assessment recommends that further surveys are also undertaken including a wintering and migratory bird survey and a nesting bird check. These should be completed during the appropriate season and will be secured by condition.

6.8.11 A Habitats Regulations Assessment Screening report should also be completed, with the bird surveys feeding into this assessment. Mitigation, in addition to the bird/bat requirements referenced above, is anticipated to include the installation of invertebrate habitats into the proposed building or landscape design, for example within green roof locations.

6.8.12 The Council's Arboriculturalist has also commented to state that the proposed podium roof would create a new flora rich habitat for invertebrates and birds that would increase local biodiversity.

6.8.13 As such, the proposal is considered to be acceptable in terms of impact on local ecology.

6.8.14 *Landscaping*

6.8.15 Local Plan Policy SP13 seeks the protection, management and maintenance of existing trees and the planting of additional trees where appropriate. London Plan Policy 7.21 requires existing trees of value to be retained and also the planting of additional trees where appropriate. Policy DM1 states that tree planting and landscaping should be integrated into development proposals where appropriate.

6.8.16 The proposed landscaping scheme demonstrates a simple and coherent plan that reflects the existing high quality materials of the surrounding public realm as well as the contemporary design of the proposed tower. It would improve legibility and access through the Hale Village site to the station by widening the pavement along Daneland Walk as well as providing spaces for seating in amongst the planters and street trees.

6.8.17 The communal sky garden would provide additional space for lingering in the form of planters edged with timber seating, and sculptural elements for informal play. Further green space is also included above the proposed ground floor podium which provides visual amenity benefits, whilst additional large planters are also to be installed as part of a comprehensive wind mitigation strategy. No trees would be removed as the result of the proposal.

6.8.18 The Council's Arboriculturalist supports the proposed species selection for new tree planting, including the installation of large-scale trees, as they would provide an immediate and high quality impact.

6.8.19 As such, the proposal is considered to be acceptable in terms of its landscape provision.

6.9 Sustainability

6.9.1 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and

requires developments to meet the highest standards of sustainable design, including the conservation of energy and water, and ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new residential units to achieve a zero carbon target beyond Part L 2013 of the Building Regulations. A lesser 35% reduction is required for commercial properties.

6.9.2 Policies DM1, DM21 and DM22 of the Development Management DPD expect proposals to incorporate sustainable design and construction principles and implement appropriate techniques, whilst also contributing to and making use of decentralised energy infrastructure where possible.

6.9.3 The London Plan Policy 5.5 sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists in close proximity to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered.

6.9.4 The applicant has submitted a revised Energy Strategy with the application. The revised documentation indicates that the proposed development will exceed the carbon reduction requirements of the 2013 Building Regulations by 48% for the residential element of the scheme and 30% for the non-residential element.

6.9.5 *Energy – Be Lean*

6.9.6 Energy efficiency measures have been provided. These include highly efficient lighting, heat-retaining building materials and use of smart meters, whilst high G-value glazing would be provided to prevent overheating risk and reduce demand for mechanical cooling.

6.9.7 This has resulted in a 48% improvement against Part L of 2013 Building Regulations for the residential element of the proposal and an approximate 30% reduction in regulated emissions for the commercial element.

6.9.8 *Energy – Be Clean*

6.9.9 The development would connect to an existing low-carbon site-wide District Energy Network (DEN) in Hale Village. An approximate 45% carbon emission reduction for the residential element of the proposal can be achieved by connecting dwellings to this DEN. The improvements achieved by the commercial element are limited although a small saving is made.

6.9.10 Heat delivery through the DEN is proposed to change shortly and will be provided through 10% biomass, 75% gas-fired CHP and 15% gas-fired boilers. The development would connect to the existing Hale Village DEN for all space heating and hot water requirements.

6.9.11 This is considered acceptable and would be secured through a legal agreement, with the following appropriate clauses:

- connect and be able to provide heat for first occupation via a link to the existing DEN;
- all space heating and hot water needs of this development will be supplied through this DEN link; and
- compliance with the Heat Trust Standard to ensure customer protection.

6.9.12 *Energy – Be Green*

6.9.13 The applicant's revised Energy Strategy states that the feasibility of renewable technologies at this site, other than connection to the DEN, is limited. Site constraints including the relatively narrow plot mean that very limited space is available to install a PV array on the roof of the development due to requirements of service equipment for lifts, plant and window cleaning.

6.9.14 Opportunities for installations on other open spaces within the site area, such as the sky garden, podium roof or public realm, would all have significant negative impacts on visual amenity or pedestrian movements.

6.9.15 *Overheating*

6.9.16 Policy 5.9 of the London Plan 2016 states that development shall minimise overheating risk and active cooling demand.

6.9.17 The applicant has reduced the window size and installed high G-rated glazing to reduce thermal gains from the sun. Passive shading is provided to south-facing flats from projecting balconies. Glazing covers no more than 35% of the façade proportions of flats.

6.9.18 However, the submitted Overheating Study demonstrates that several of the modelled units do overheat in current summer weather scenarios. To address this the applicant proposes to install manually-operated internal blinds.

6.9.19 The dynamic thermal modelling in the Overheating Study has demonstrated that the vast majority of units pass the relevant CIBSE Technical Memorandum 52 standards. The limited exceedances of the criteria that do occur are not considered to be significant. The standards are set by three technical criteria including an assessment of the building's thermal characteristics, the length and degree of potential future temperature spikes and likely future temperature limits.

6.9.20 Eight flats have been modelled – three on the top floor and five mid-level flats at the 8th floor. These are considered to be the most likely to overheat with most of them having an element of south-facing façade that would be exposed to sunlight for most of the day. The results have also been provided in accordance with a model where windows are closed at all times to demonstrate circumstances where impacts on residents from air pollution and/or noise disturbance would also be minimal.

6.9.21 Although some exceedances occur it is considered that residents are able to mitigate these as necessary through the use of internal blinds and mechanical ventilation.

6.9.22 *Summary*

6.9.23 The Council's Carbon Reduction Officer has commented on the submitted documentation and raised no objections subject to conditions for the development to meet the objectives of the Energy Statement, provide further consideration of overheating mitigation to ensure this is maximised, and the provision of electric vehicle charging points.

6.9.24 A carbon offsetting contribution is required as the residential element of the development does not meet zero carbon requirements and the commercial element does not provide a 35% reduction in carbon emissions against current Building Regulations.

6.9.25 168.91 tonnes would need to be offset from the residential development, whilst 5.31 tonnes would need to be offset from the non-domestic element. As such, 174.22 tonnes would need to be offset if the development was to be considered on its own merits as a standalone application.

6.9.26 However, this application must be assessed in the context of the previous outline planning permission. The applicant has provided a separate 'Background Briefing' statement to the Energy Strategy that demonstrates how the proposed scheme relates to the approved outline scheme in terms of carbon reduction. The Council is in agreement with the applicant that approximately 196 residential units could reasonably be delivered within the outline development, with the hotel element removed and replaced with housing. The difference between the approved and proposed schemes is therefore 83 residential units only, and only these new units shall be assessed against the current policy requirements.

6.9.27 The applicant has provided calculations to demonstrate the carbon offsetting contribution by calculating the overall contribution required by an entirely policy compliant scheme and estimating a figure pro-rata for the 'new' 83 units (29.75% of the overall unit provision) as well as a similar proportionate uplift in commercial space. This methodology is accepted by the Council and has

resulted in a final offsetting contribution of £93,292 (an overall reduction of 51.83 tonnes of carbon).

6.9.28 This would be secured by legal agreement and would also be payable upon commencement of the development.

6.10 Waste Management

6.10.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 requires development proposals to make adequate provision for waste and recycling storage and collection. The approach is reflected in Policy DM4 of the Development Management DPD.

6.10.2 Submitted with the application is a Waste Management Plan. Commercial and residential waste stores are shown to be separated on the submitted plans. Household waste storage locations have been identified within the basement, from where they would be collected by Council waste vehicles. Segregated areas for refuse and recycling must be defined but this can be adequately dealt with by condition in the event of an approval.

6.10.3 The Council's Waste Management team raise no objections to the proposed but state that 47 large 'Euro' bins would be required for refuse and another 28 for recycling. 20 food waste bins and 279 food waste kitchen caddies would also be required. This can be secured by condition.

6.10.4 As such, it is considered that the application is acceptable in terms of its waste storage provision and collection methodologies.

6.11 Air Quality and Land Contamination

6.11.1 Air Quality

6.11.2 London Plan, Policy 7.14 states that new development should 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), promote sustainable design and construction to reduce emissions, be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality and ensure that provision to reduce emissions is made on site where possible. Policy DM23 of the DM DPD states that all development proposals should consider air quality and be designed to improve or mitigate impact upon local air quality in the Borough and also impact on residents of the proposed development.

6.11.3 The whole of the borough of Haringey is a designated Air Quality Management Area (AQMQ). The Council is committed to being a 'Cleaner Air Borough',

working towards improving air quality and minimising the risk of poor air quality to human health and quality of life for residents. The proposed development would introduce new exposures located adjacent the major arterial route of Ferry Lane. The development would include 36 car parking spaces, the vehicles for which would be the main polluting operations. The connection to a district energy network reduces the potential emissions from boilers.

6.11.4 An Air Quality Assessment has been submitted with the application. The AQA demonstrates two future scenarios for the development which indicate that NO₂ and PM₁₀ increases from the proposal would range from negligible to insignificant in terms of their impact on existing properties. Within one scenario, the prediction indicates that the dwellings at the first to ninth floors of the proposal would exceed the Government's nitrogen dioxide exposure limits. However, those dwellings on the first to ninth floors would be provided with an air filtration unit which, combined with the proposed mechanical ventilation system, would improve the internal air quality of those units by reducing pollutants to acceptable levels. Details of this filtration arrangement would be secured by condition, including the requirement that filtration is installed for all relevant flats up to 11th floor.

6.11.5 Although the development would not be air quality neutral it has made all reasonable attempts to minimise impacts on air quality including minimising vehicle parking and movements and connection to a district energy network, in addition to mitigating impact on residents by providing air filters. Impact on the occupiers of upper floor flats in terms in terms of air quality is expected to be mitigated by wind movements at higher levels.

6.11.6 As such, the Council's Pollution Officer raised no objections to the proposed and has recommended that the proposal is acceptable in terms of air quality, subject to conditions in respect of dust control and management and details of on-site plant and machinery.

6.11.7 *Land Contamination*

6.11.8 Policy DM32 of the Development Management DPD requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.11.9 The applicant has submitted a Ground Condition Desktop Study with the application. The Study notes that due to the absence of significant or widespread contamination source on site or nearby, that few significant risks exist. The Council's Pollution Officer recommends that these matters can be effectively mitigated by conditions in respect of further ground gas monitoring and on-site remediation.

6.11.10 As such, the Council's Pollution Officer has recommended that the proposal is acceptable in terms of its impact on air quality and land contamination.

6.12 Flood Risk, Drainage and Water Management

6.12.1 Flood Risk and Drainage

6.12.2 Local Plan Policy SP5 states that development shall reduce forms of flooding and implement Sustainable Urban Drainage Systems (SUDS) to improve water attenuation, quality and amenity. Policies DM24 and DM25 of the DM DPD call for measures to reduce and manage flood risk, and incorporate SUDS. London Plan Policies 5.12 and 5.13 also call for measures to reduce and manage flood risk.

6.12.3 The application site is located within an area designated as being a 'Flood Zone 2', which is considered to have a low risk of flooding. The site is also not located within a Critical Drainage Area. Data from the Environment Agency provided in the applicant's Flood Risk Assessment indicates that the site would be adequately defended from fluvial flooding with the chance of flooding being at between 1% and 0.1% in any year. No residential properties are proposed at ground floor level and therefore impact on occupier safety from flooding is minimised.

6.12.4 The development is proposed to be constructed in accordance with the ground floor levels around the site, which raises the land level of the existing application site and significantly reduces the potential for surface water flow into the site from surrounding areas.

6.12.5 Surface water run-off is to be collected and attenuated through a connection to the sustainable drainage system that is already installed within the Hale Village Masterplan site, before discharging off site to the east. The adjacent drainage system was designed for the entire Hale Village masterplan including any development on the application site and therefore the Council's Drainage Officer has confirmed that this arrangement is acceptable, subject to the provision of a condition to check that the drainage framework has been provided as previously approved via a CCTV survey. The Environment Agency has also raised no objections to the proposal on flood risk grounds.

6.12.6 Water Management

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

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

6.13 Fire Safety and Security

6.13.1 Fire safety is not a planning matter and it is usually dealt with at Building Regulations stage. However, bearing in mind the nature of the development officers asked the applicant to provide detailed information at planning stage. High rise residential blocks are constructed in many different ways and the varying possible combinations of design and materials mean that all proposals have to be considered on their own merits.

6.13.2 Building Regulations are minimum standards for design and construction for the erection of new buildings and the alterations of existing buildings. The regulations cover many areas including requirements surrounding structure, fire, sound resistance, ventilation, drainage, conservation of fuel, electrical installations, security and access for disabled people.

6.13.3 The development would be required to meet the Building Regulations in force at the time of its construction. The Building Control Body (the Local Authority or an Approved Inspector) would carry out an examination of drawings for the proposed works and carry out site inspections during the course of the work to ensure the works are carried out correctly as far as can be ascertained. As part of the plan checking process a consultation with the Fire Service would also be carried out. On completion of work the Building Control Body will issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

6.13.4 Fire Safety Strategy

6.13.5 The applicant has submitted a Fire Safety Strategy with this application. The Strategy states that all flats have access to a common 'protected corridor' that is provided with a mechanical smoke ventilation system. This then leads to a residential stair case that provides a direct exit of the building, and would be designed as part of a protected fire-fighting shaft through the building. The fire-fighting shaft accesses all levels of the building. The whole building would be either horizontally or vertically compartmentalised to prevent fire spread from floor to floor or flat to flat.

6.13.6 All residential areas would be provided with an automatic sprinkler system, including corridors, residential flats and communal spaces. The basement car park would be protected from the main building by two hours of fire resisting construction so that it forms its own fire compartment.

6.13.7 External walls and roofs are required to have sufficient resistance against the spread of fire between buildings. The building would have a great enough separation from adjacent buildings so as not to pose a fire risk to them and to prevent fire spread externally.

6.13.8 *Fire detection and alarms*

6.13.9 One or more mains-powered alarms with an integral standby power supply would be required for all habitable rooms within flats including circulation spaces that form part of escape routes from flats. Alarms must be audible on balconies. Interlinked heat detectors and alarms would be required in kitchens.

6.13.10 Fire detection systems would also be provided in common areas such as corridors to activate corridor smoke ventilation systems. Commercial units would be provided with manual alarm systems.

6.13.11 *Provision of sprinklers*

6.13.12 The provision of a sprinkler system throughout the building is a requirement and all residential properties plus the communal lounge would have a sprinkler system.

6.13.13 The basement car park would not be covered by sprinklers but a jet fan system would be available to vent smoke and reduce temperature build up.

6.13.14 Ground floor units would not be sprinkler-protected due to the ease of access out of these units. Fire access to these units would similarly be very good. The upper floors would be protected by two-hour fire-resistant construction methodologies. The residential stair core is similarly protected from commercial units and as such there would be no immediate risk of fire blocking the means of escape from the residential floors above.

6.13.15 *Materials*

6.13.16 When the materials are submitted for the discharge of the materials condition the materials will need to meet the Building Regulations in force at the time and also take account of the current Government Guidance. The highest possible quality of fire resistance will be required.

6.13.17 It has not yet been decided which exact materials would be used on the elevations of the building. However, the applicant has confirmed in a 'Façade Construction Statement – Fire Safety' that the façade system would comprise powder-coated aluminium framed windows and aluminium cladding with stone wool insulation. Both the insulation and aluminium cladding are proposed to be 'A1-rated' non-combustible materials.

6.13.18 Potential routes for fire spread within buildings with this type of façade system can be the ventilation cavity behind the cladding system, which can act as a chimney in the event of a fire. Building Regulations requires cavity barriers to be provided and for this proposal both horizontal and vertical cavity fire barriers would be installed between each flat's construction with additional barriers also provided around openings in the façade, such as around windows. This arrangement would prevent fire spread into the façade cavity and, even if fire entered into the cavity, would then also prevent spread beyond a single flat's built 'compartment'.

6.13.19 As such, it is considered that the suite of measures proposed for the tower development, including a sprinkler system, non-combustible materials, and the prevention of cavity fire spread, is sufficient for the application to be acceptable in terms of its fire safety measures.

6.14 Environmental Impact Assessment

6.14.1 As the proposed development is of a size and scale with the potential to have significant effects on the environment, it is required to be subject to an Environmental Impact Assessment (EIA). The proposed development is considered to be 'EIA development' as it falls within the category of developments specified at Section 10(b), Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, due to including the erection of more than 150 dwellings.

6.14.2 Regulation 3 of the EIA Regulations 2017 prohibits the grant of planning permission for EIA development unless prior to doing so an EIA has been carried out in respect of that development.

6.14.3 The environmental information submitted comprises the Environmental Statement and representations made by consultation bodies and others about the environmental effects of the proposed development. The Planning Casework Unit responded on behalf of the Department for Communities and Local Government to state they had received a copy of the Environmental Statement and have no comments to make in respect of its contents.

6.14.4 The applicant has confirmed that it believes that the assessment of likely significant environmental effects set out in the Environmental Statement are not affected by the additional wind mitigation provisions that have been added to the proposal during the course of its assessment.

6.14.5 It is considered that the environmental information submitted demonstrates that subject to mitigations and controls, the development does not give rise to environmental impacts that cannot be satisfactorily addressed so that the principle of the development is not acceptable. The findings of the ES are referred to throughout this report, where appropriate.

6.15 Equalities

- 6.15.1 In determining this planning application the Council is required to have regard to its obligations under equalities legislation including the obligations under the Equality Act 2010.
- 6.15.2 In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and people who do not share it. Members must have regard to these duties in taking a decision on this application.
- 6.15.3 The proposed development would engage primarily with people with protected characteristics in respect of physical access and has been designed to be in accordance with existing Building Regulations. The proposed development would offer step free access throughout including all entrances to private and affordable housing, as well as access to the commercial spaces and the basement parking area. All floors of the residential accommodation would be served by two lifts.
- 6.15.4 All residential units would be built to Part M4 (2) 'accessible and adaptable dwellings' and 10% will be built to Part M4 (3) 'wheelchair user dwellings' of Building Regulations.
- 6.15.5 The proposed development would be likely to provide a range of socio-economic and regeneration outcomes for the Tottenham Hale area including the provision of new housing (including affordable housing) to increase affordability and reduce overcrowding of existing housing. It would also result in local employment impacts including an increased and varied employment offer plus the generation of construction employment and other new employment opportunities.
- 6.15.6 The Council seeks to involve local priority groups that experience difficulties in accessing employment through its local labour and training initiatives.
- 6.15.7 As such, it is considered that the Council has had appropriate regard to its equalities obligations in respect of the Act as indicated above.

6.16 S106 Agreement Heads of terms

- 6.16.1 Policy DM48 permits the Council to seek relevant financial and other contributions in the form of planning obligations to meet the infrastructure requirements of developments, where this is necessary to make the development acceptable in planning terms.

6.16.2 Planning obligations as described in Section 2 above are to be secured from the development should planning permission be granted, by way of a legal agreement.

6.17 Conclusion

6.17.1 This application is a major development. Having assessed all relevant material planning considerations, officers consider that:

- The development is acceptable in principle, as it meets the land use requirements of the Site Allocation TH8, improves the local public realm and provides a marker building adjacent to an important transport hub;
- The development would provide 15.8% on-site affordable housing units (44 shared ownership units) which is 53% of the 83 additional units proposed over and above the approved outline planning permission with an off-site contribution of £150,000 which is considered to be the maximum reasonable amount the scheme can viably provide;
- The development would be a high quality tall building that respects the visual quality of the area, including key local views, and does not impact negatively on local heritage assets;
- The development would not have a detrimental impact on the amenity of adjoining occupiers in terms of a loss of sunlight or daylight, outlook, and privacy;
- The development would provide high quality living accommodation for residents, including 10% wheelchair accessible or adaptable units, private and communal amenity space and appropriate play space;
- The development would provide an adequate number of appropriately located car and cycle parking spaces;
- The development would not impact negatively on local ecological areas or wildlife habitats;
- The development would be acceptable in terms of its impact on carbon reduction and sustainability;
- The development would be constructed to meet Building Regulations requirements on fire safety, including the provision of sprinkler systems, and external cladding would be of the highest fire safety standard feasible.

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

6.18 Community Infrastructure Levy

6.18.1 Based on the information given on the plans, the Mayoral CIL charge will be £1,260,231.21 (28,374sqm x £35 x 1.269) and the Haringey CIL charge will be £435,433.92 (26,681sqm x £15 x 1.088).

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

7 RECOMMENDATIONS

7.1.1 GRANT PERMISSION subject to conditions and subject to a s.106 Legal Agreement.

7.1.2 Applicant's drawing No.(s):

GWT-HBA-00-XX-DR-A-PL-0000, 0001, 0002, 0005, 0101; GWT-HBA-00-ZZ-DR-A-PL-0003, 0004, 0102, 0104, 0105, 0107, 0200, 0201, 0202, 0203, 0204, 0205, 0300, 0301; GWT-HBA-00-B1-DR-A-PL-0100, GWT-HBA-00-11-DR-A-PL-0103, GWT-HBA-00-33-DR-A-PL-0106 (all drawings Rev. P1); 000(90)L0001, 000(90)L0021, 000(91)L0001, 000(94)0001, HB16013 'affordable units' plan dated 10.11.17, L16007/DS/201 Rev. P2, 612756/315 Rev. P8 (drainage layout only), 612756/300 Rev. E (drainage layout only), roof plant plan 'RIDGE 28.6.17'.

Supporting documents also approved:

Design and Access Statement June 2017, Design and Access Statement Addendum August 2017, Energy Strategy Version 6.0 September 2017, Overheating Study Version 3.0 August 2017, Car Parking Management Plan September 2017, Delivery and Servicing Management Plan June 2017, Framework Construction Logistics Plan June 2017, Framework Travel Plan June 2017, Piling Method Statement Revision 2 June 2017, Environmental Statement Volume 1 June 2017, Environmental Statement Non-Technical Summary June 2017, Archaeology and Heritage Desk Base Assessment June 2017, Planning Statement June 2017, Noise and Vibration Report 1.0 June 2017, Statement of Community Involvement June 2017, Transport Assessment June 2017, Ground Condition Desktop Study June 2017, Waste Management Plan June 2017, Affordable Housing Viability Assessment June 2017, Engineering Services Stage 2 Design report Revision 03 July 2017, Fire Safety Strategy June 2017, Façade Construction Statement- Fire Safety dated October 2017, Written Scheme of Investigation for Archaeological Mitigation dated September 2017, SUDS flows and volumes pro forma, BMU cross-section drawings and example photos, Air Quality Report dated September 2017, addendum letter to Heritage, Townscape and Visual Impact Assessment dated 2nd August 2017, Below Ground Drainage Maintenance and Management Regime dated September 2017, letter from Hale Village Management Ltd ref 'Local Authority Drainage inquiries', Illustrative Wind Mitigation Strategy – Rev 1.

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

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby permitted shall be carried out in material compliance with the following approved plans and specifications:

GWT-HBA-00-XX-DR-A-PL-0000, 0001, 0002, 0005, 0101; GWT-HBA-00-ZZ-DR-A-PL-0003, 0004, 0102, 0104, 0105, 0107, 0200, 0201, 0202, 0203, 0204, 0205, 0300, 0301; GWT-HBA-00-B1-DR-A-PL-0100, GWT-HBA-00-11-DR-A-PL-0103, GWT-HBA-00-33-DR-A-PL-0106 (all drawings Rev. P1); 000(90)L0001, 000(90)L0021, 000(91)L0001, 000(94)0001.

Supporting documents also approved:

Design and Access Statement June 2017, Design and Access Statement Addendum August 2017, Energy Strategy Version 6.0 September 2017, Overheating Study Version 3.0 August 2017, Car Parking Management Plan September 2017, Delivery and Servicing Management Plan June 2017, Framework Construction Logistics Plan June 2017, Framework Travel Plan June 2017, Piling Method Statement Revision 2 June 2017, Environmental Statement Volume 1 June 2017, Environmental Statement Non-Technical Summary June 2017, Archaeology and Heritage Desk Base Assessment June 2017, Planning Statement June 2017, Noise and Vibration Report 1.0 June 2017, Statement of Community Involvement June 2017, Transport Assessment June 2017, Ground Condition Desktop Study June 2017, Waste Management Plan June 2017, Affordable Housing Viability Assessment June 2017, Engineering Services Stage 2 Design report Revision 03 July 2017, Fire Safety Strategy June 2017.

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

3. The commercial units within the ground floor of the proposed development shall be used only for the following purposes falling within the use classes of the Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing in advance by the Local Planning Authority. Changes to the proposed uses shall only be permissible if supported by appropriate marketing evidence to demonstrate the uses indicated below are not viable.

- Western unit – activities within Use Classes A1, A3 or A4 only;
- North eastern unit – activities within Use Classes A1, A3, A4 or B1(a) only;

- South eastern unit – activities within Use Classes A1, A3, A4, B1(a) or D1 only.

Any B1(a) use within the north eastern unit must provide an active frontage by way of a street-fronting reception and/or café element.

Reason: In order to protect the character and appearance of the area and to protect the amenity of local residents in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

4. The commercial units at ground floor level of the development hereby approved shall be open only between 0800h and 2400h on any day of the week, other than for uses within Use Class B1(a) of the Town and Country Planning (Use Classes) Order 1987 (as amended) which may operate over 24 hours.

Reason: In order to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

5. Prior to the commencement of works to the superstructure of the development hereby approved details of appropriately high quality and durable finishing materials to be used for the external surfaces of the development, including samples as appropriate and a full-scale example bay construction, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall include example external panelling at a minimum, combined with a schedule of the exact product references for other materials. The proposed cladding shall have a minimum Euroclass rating of Class A2 (non-combustible). Fire resistance/safety documentation shall be submitted with the cladding material sample.

Reason: In order to protect the character and appearance of the area and to protect the amenity of local residents in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

6. All the residential units will be built to Part M(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended) and at least 10% (28 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, 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 Local Plan 2017 Policy SP2 and London Plan Policy 3.8.

7. No activities within Use Classes A3 or A4 of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall commence until details of ventilation measures associated with the specific use concerned have been

submitted to and approved in writing by the Local Planning Authority. The approved ventilation measures shall be installed and made operational before any A3 or A4 use commences and shall be so maintained in accordance with the approved details and to the satisfaction of the Council.

Reason: To safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

8. The placement of any satellite dish or television antenna on any external surface of the development is precluded, excepting the approved central dish/receiving system indicated on approved drawing ref. 'RIDGE 28.6.17'.

Reason: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

9. Save for the implementation of the approved public realm landscaping scheme (HGY/2009/1105), prior to the commencement of works to the relevant part of the development, full details of both hard and soft landscape works for the public realm areas and sky garden shall be submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. These details shall include:

- a) proposed finished levels or contours;
- b) means of enclosure;
- c) car parking layouts;
- d) other vehicle and pedestrian access and circulation areas;
- e) hard surfacing materials;
- f) minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.);
- g) proposed and existing functional services above and below ground (eg. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); and
- h) measures to mitigate the impacts of wind within the development.

Soft landscape works shall include:

- i) planting plans;
- j) written specifications (including written specifications (including cultivation and other operations associated with plant and grass establishment);
- k) schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- l) implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- m) those existing trees to be retained;
- n) those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and

- o) those new trees and shrubs to be planted together with a schedule of species;
- p) green/podium roof details including details on substrate depth;
- q) communal 'sky garden' planting.

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.

10. Prior to the first occupation of the development hereby approved the applicant shall submit to the Local Planning Authority for its written approval a detailed Wind Mitigation Strategy that demonstrates long-term or permanent installations, as appropriate, within the site and surroundings to minimise wind disturbance to areas of public realm. In particular, the strategy shall ensure that all proposed entrances and public seating areas will not be affected by 'unacceptable' wind speeds (in accordance with the Lawson Comfort Criteria), unless otherwise agreed by the Local Planning Authority. The Strategy shall be implemented in accordance with the approved plans and retained as such thereafter.

Reason: To ensure that all new development can be used safely, easily and with dignity by all in accordance with Policy DM2 of the Development Management Development Plan Document 2017.

11. Prior to first occupation of the development hereby approved details of all permanent external lighting to building facades, street furniture and public realm features, including the relevant elements of the wind mitigation strategy, shall be submitted to and approved in writing by the Local Planning Authority. The agreed lighting scheme shall be retained as such thereafter.

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

12.A - Prior to commencement of development a Wintering and Migratory Bird Survey shall be carried out in accordance with the approved Preliminary Ecological Appraisal and details shall be submitted to and approved by the Local Planning Authority;

B - If works commence in the nesting bird season (March-September inclusive) a check for nesting birds shall be carried out by a nominated person no more than 24 hours before commencement, and the works shall proceed in line with the recommendations of the approved Preliminary Ecological Appraisal;

C - Prior to the commencement of works to the superstructure of the development hereby approved, enhancements for biodiversity shall be submitted to and agreed in writing by the Local Planning Authority, and any such enhancements are to be retained thereafter (enhancements shall include, at a minimum, integration of bird and bat boxes into the overall development structure, and a flora rich habitat for invertebrates and birds at podium roof level).

Reason: In accordance with Paragraph 118 of the National Planning Policy Framework, London Plan Policy 7.19 and Policy DM19 of the Development Management Development Plan Document.

13. Prior to the commencement of works to the superstructure of the development hereby approved, a feasibility study into the provision of winter gardens within the proposed tower shall be submitted to and approved in writing by the Local Planning Authority. The agreed strategy shall be implemented and permanently retained thereafter.

Reason: To provide sufficient private amenity for occupiers of the proposed flats in accordance with the Mayor's Housing SPG.

14. Prior to the commencement of works to the superstructure of the development hereby approved, a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following details:

- The identification within the site of separated general waste and recycling areas;
- The provision of 47 x 1100L Euro bins for refuse, 28 x 1100L Euro bins for recycling, 20 x 140L Food waste bins and 279 x Food waste kitchen caddies to units as appropriate.

Once approved the facilities shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy 5.17 of the London Plan 2016.

15. Internal Noise Levels within Residential Units shall not exceed the following maximum noise levels (in accordance with BS8233:2014):

Time	Area	Maximum Noise Level
Daytime Noise (7am – 11pm)	Living rooms and Bedrooms	35dB(A)
	Dining Room/ Area	40dB(A)
Night Time Noise (11pm - 7am)	Bedrooms	30dB(A)

No individual noise events shall exceed 45dB LAmax (measured with F time weighting) in bedrooms with windows closed between 2300hrs and 0700hrs.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

16. Sound insulation between the commercial premises on the ground floor and residential units first floor shall be provided and installed in the premises in accordance with a scheme submitted to and approved by the Local Planning Authority prior to commencement of the building works for the fit-out of the commercial units.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

17. Noise arising from the use of any plant and associated equipment shall not exceed the existing background noise level (LA90 15mins) when appropriate measurements are taken 1 metre external (LAeq 15mins) from the nearest residential or noise sensitive premises.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

18. Prior to the commencement of works to the superstructure of the development hereby approved, a strategy of further noise and vibration mitigation measures that demonstrate none of the residential units will exceed the 'low' ground-borne noise criterion (35-39 LAmax(s)), as identified by the Noise and Vibration Assessment, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved report and the mitigation retained as such thereafter.

Reason: In order to protect the amenity of neighbouring properties in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure.

20. Prior to any works commencing to the superstructure of the development hereby approved, the results of a CCTV survey of the existing drainage system within the Hale Village site shall be submitted to the Local Planning Authority for its written approval. The survey shall demonstrate that the drainage system has been erected in accordance with drawing no. 612756/30217 Rev. P1 and the Below Ground Drainage Maintenance & Management Regime ref. L16007 Rev. 0 dated September 2017, and if any variations are noted then works shall take place to complete the system in accordance with those previously approved plans, and to the satisfaction of the Local Planning Authority, within three months of details being approved.

Reason: In order to ensure that suitable site drainage is available in order to comply with Policy DM29 of the Development Management DPD 2017.

21. Prior to the commencement of works to the superstructure of the development hereby approved details shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the building hereby approved shall achieve full 'Secured by Design' Accreditation. Once approved the development shall only be carried out in accordance with the approved details.

Reason: To ensure that the proposed development meets the Police standards for the physical protection of buildings and their occupants, and to comply with London Plan 2016 Policy 7.3 and Local Plan 2017 Policy SP11.

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

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include: A) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; B) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: In accordance with Section 12 of the National Planning Policy Framework and the London Plan 2016 Policy 7.8 emphasise that the conservation of archaeological interest is a material consideration in the planning process.

23. The development hereby permitted shall not be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling and any other temporary or permanent installations and for ground investigations, have been submitted to and approved in writing by the Local Planning Authority which accommodate the proposed location of the Crossrail 2 structures including temporary works.

Reason: To enable the safe operation of future railway infrastructure and in accordance with Policy 6.2 of the London Plan 2016.

24. Prior to the commencement of works to the superstructure of the development hereby approved written confirmation from Network Rail that Asset Protection Agreements for each relevant stage of the construction process are in place shall be submitted to and agreed in writing by the Local Planning Authority. Where Network Rail deem that railway operations and/or their or adjoining land would be adversely affected appropriate mitigation arrangements must be made with Network Rail and agreed in writing with the Local Planning Authority's approval prior to their installation, and retained as approved thereafter.

Reason: To enable the safe operation of the railway and the protection of Network Rail's land and interests.

25. Prior to occupation of the development hereby approved, 50% of car parking shall be provided with electric vehicle charging infrastructure, with a further 50% allocated for passive provision.

Reason: To encourage the uptake of electric vehicles consistent with Policy 6.13 of the London Plan 2016, Policies SP0 and SP4 of the Haringey Local Plan 2017, and the recommendations of the Mayor's Sustainable Design and Construction SPG.

26. Prior to the first occupation of the development hereby approved a Revised Cycle Parking Layout shall be submitted to and approved in writing by the Local Planning Authority, supported by a detailed Cycle Parking Strategy to include the following information:

- How the design of the cycle parking has been improved in line with TfL's comments dated 4th August 2017;
- How minimum standards for non-residential cycle parking are being met in accordance with London Plan Policy 6.9; and
- Clarify cycle routes through the site in accordance with London Plan Policy 6.9.

The recommendations and requirements of the London Cycle Design Standards document should be followed. The approved plans shall be retained as agreed thereafter.

Reason: In accordance with Policy 6.3 and 6.9 of the London Plan.

27. Prior to the commencement of the development hereby approved a detailed Construction Logistics Plan (CLP) shall be submitted for the Local Planning Authority's written approval. The CLP should provide details on how construction work (including demolition) would be undertaken in a manner so that disruption to traffic and pedestrians on Ferry Lane and other surrounding roads around the site is minimised. Construction vehicle movements shall be planned and coordinated to avoid the AM and PM peak periods.

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

28. The development hereby approved shall not be occupied until plans have been submitted to the Local Planning Authority for its written approval demonstrating the location of at least one car club parking space within the Hale Village site. The car club parking space(s) shall be installed as agreed and retained as such thereafter, in perpetuity.

Reason: To provide appropriate sustainable transport initiatives in accordance with Policy DM32 of the Development Management Development Plan Document 2017.

29. Details of the NOx filter units to be installed to all flats between first and 11th floor inclusive, together with details of the mechanical ventilation and the annual

maintenance programme for both, shall be submitted to the Local Planning Authority for its written approval prior to installation.

Reason: To protect the amenity of future occupiers of the development in accordance with Policy DM23 of the Development Management Development Plan Document 2017.

30. Before development commences other than for investigative work further ground gas monitoring shall be undertaken. Using the results of the additional ground gas monitoring and the information provided within the contaminated land report summary (WYG, June 2017), the site conceptual model and risk assessment shall be updated, if required, and submitted to the Local Planning Authority together with a remediation Method Statement detailing the remediation requirements. Using the information obtained from the site investigation and also detailing any post-remedial monitoring the remediation method statement shall be approved in writing by the Local Planning Authority prior to that remediation being carried out on site.

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

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

31. 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 Local Planning Authority. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment.

Reason: To comply with Policy 7.14 of the London Plan 2016.

32. A - No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

B - 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.

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

33. A Suite of Measures to Address Overheating Risk in the future shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works to the superstructure of the approved development. The following measures shall be considered in detail and referred to the Suite of Measures:

- reduction in the size of windows;
- installation of design integrated solutions (such as Brise soleil, cross ventilation, or sunken windows);
- provision of documentation to residents that describes effective cooling techniques for individual residential units.

Measures agreed shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: To comply with Policy 5.9 of the London Plan 2016.

34. Details and location of the parking spaces equipped with Active Electric Vehicle Charging Points (EVCP's) shall be submitted within a Strategy for the written approval of the Local Planning Authority prior to first occupation of the development hereby approved. The details shall include:

- Location of active charge points covering all new parking spaces and provision;
- Detailed specification of charging equipment;
- Operation/management strategy.

Once these details are approved the Council shall be notified if the applicant alters any of the measures and standards set out in the approved Strategy. Any alterations should be presented with justification and new standards for approval by the Council.

Reason: To comply with London Plan Policy 6.13.

35. Prior to occupation of the development hereby approved a public realm management plan describing how the public areas approved as part of this application will be maintained and controlled shall be submitted to the Local

Planning Authority for its written approval. The approved management plan shall thereafter be followed in perpetuity.

Reason: In accordance with Policy DM3(B) of the Development Management Policies Development Plan Document 2017/

INFORMATIVES

1. Informative: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2016, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Informative: Based on the information given on the plans, the Mayoral CIL charge will be £1,260,231.21 (28,374sqm x £35 x 1.269) and the Haringey CIL charge will be £435,433.92 (26,681sqm x £15 x 1.088).
3. Informative: The development hereby approved shall be completed in accordance with the associated Section 106 agreement.
4. Informative: The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.
5. Informative: Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
6. Informative: In aiming to satisfy the condition the applicant should seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via *docomailbox.ne@met.police.uk* or 0208 217 3813.
7. 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 wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

8. Informative: There are large water mains adjacent to the proposed development. Thames Water will not allow any building within 5 metres of them and will require 24 hours access for maintenance purposes. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
9. 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.
10. Informative: The applicants are encouraged to engage with Crossrail 2 in respect of the foundation design for the proposals in the course of preparing detailed design and method statements and can be contacted at crossrail2@tfl.gov.uk
11. Informative: The applicants must engage and work with Transport for London in respect of providing an adequate connection to Tottenham Hale station through the erection of a pedestrian foot bridge from the proposed public square.
12. Informative: A separate application will be required for either the installation of a new shopfront or the display of any illuminated signs.
13. Informative: Planning permission has been granted without prejudice to the need to obtain advertisement consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
14. Informative: The following highways licences may be required: crane licence, hoarding licence, on-street parking suspensions. The applicant must check and follow the processes and apply to the Highway Authority.
15. 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.

16. Informative: For the avoidance of doubt any reference to 'superstructure' in the above planning conditions refers to 'the part of a building or structure above its foundations'.