

Planning Sub Committee 12 February 2018

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2017/3117

Ward: Noel Park

Address: Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London N8 & N22

Proposal: Hybrid planning permission (part Outline, part Detailed) for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development comprising the construction of buildings across the site to include the following: 163,300sqm GEA Use Class C3 Residential; 7,168sqm to 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A4; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.

Outline Permission is sought for 103,150sqm Class C3 Residential; 7,168sqm to 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1-A5; and up to 2,500sqm Class D1/D2 Leisure Use; Buildings up to 103.90m AOD; associated cycle and car parking provision; new basement level; energy centres; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. All matters (Appearance, Landscaping, Layout, Scale and Access) are Reserved. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.

Detailed Permission is sought for the construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332sqm Class B1 Business Use/Class A1-A4 Use; 417sqm Day Nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; Realignment of Mary Neuner Road.

Applicant: St William Homes LLP

Ownership: Private; London Borough of Haringey; National Grid

Case Officer Contact: James Farrar/John McRory

Date received: 06/11/2017

Drawing number of plans: 439/SK/410; 439/SK/411; 439/SK/412; 439/SK/413; 439/SK/414; 439/SK/415; 439/SK/416; 439/SK/417; 439/SK/418; 439/SW/E100; 439/SW/E200; 439/SW/E201; 439/P/SW/B01 (Rev A); 439/P/SW/100 (Rev A); 439/P/SW/101 (Rev A); 439/P/SW/102 (Rev A); 439/P/SW/103 (Rev A); 439/P/SW/104 (Rev A); 439/P/SW/105 (Rev A); 439/P/SW/106 (Rev A); 439/P/SW/107 (Rev A); 439/P/SW/108 (Rev A); 439/P/SW/109 (Rev A); 439/P/SW/110 (Rev A); 439/P/SW/111 (rev A); 439/P/SW/112 (Rev A); 439/P/SW/113 (Rev A); 439/P/SW/114 (Rev A); 439/P/SW/115 (Rev A); 439/P/SW/116 (Rev A); 439/P/SW/117 (Rev A); 439/P/SW/118 (Rev A); 439/P/SW/RF (Rev A); 439/P/SW/220 (Rev A); 439/P/SQ/B01 (Rev A); 439/P/SQ/100(Rev A); 439/P/SQ/101(Rev A); 439/P/SQ/102(Rev A); 439/P/SQ/103(Rev A); 439/P/SQ/104(Rev A); 439/P/SQ/105(Rev A); 439/P/SQ/106(Rev A); 439/P/SQ/107(Rev A); 439/P/SQ/108(Rev A); 439/P/SQ/109(Rev A); 439/P/SQ/110(Rev A); 439/P/SQ/111(Rev A); 439/P/SQ/RF(Rev A); 439/P/SQ/200; 439/P/SQ/201; 439/P/SQ/202; 439/P/SQ/203; 439/P/SQ/204; 439/P/SQ/205; 439/P/SQ/206; 439/P/SQ/207(Rev A); 439/P/SQ/208(Rev A); 439/P/SQ/209 (Rev A); 439/P/SQ/210(Rev A); 439/P/SQ/211(Rev A); 439/P/SQ/250; 439/P/SQ/251; 439/P/SQ/252; 439/P/SQ/253; 439/P/SQ/254; 439/P/SQ/300(Rev A); 439/P/SQ/301; 439/P/SQ/302; 439/P/SQ/303(Rev A); 439/C1/100; 439/P/C1/150; 10597-EPR-GF-A-02-0020; 10597-EPR-01-A-02-0021; 10597-EPR-02-A-02-0022; 10597-EPR-03-A-02-0023; 10597-EPR-04-A-02-0024; 10597-EPR-05-A-02-0025; 10597-EPR-06-A-02-0026; 10597-EPR-07-A-02-0027; 10597-EPR-08-A-02-0028; 10597-EPR-09-A-02-0029; 10597-EPR-10-A-02-0030; 10597-EPR-11-A-02-0031; 10597-EPR-12-A-02-0032; 10597-EPR-13-A-02-0033; 10597-EPR-14-A-02-0034; 10597-EPR-RF-A-02-0035; 10597-EPR-00-NO-DR-A-04-0001; 10597-EPR-00-SO-DR-A-04-0002; 10597-EPR-00-EA-DR-A-04-0003; 10597-EPR-00-WE-DR-A-04-0004; 10597-EPR-00-AA-DR-A-05-0001; 10597-EPR-00-BB-DR-A-05-0002; 5374-PL-PR-SQ-101(Rev A); 5374-PL-PR-SQ-102(Rev A); 5374-PL-PR-SQ-103(Rev A); 5374-PL-PR-SQ-104; 5374-PL-PR-SQ-105; 5374-PL-PR-SQ-201; 5374-PL-PR-SQ-202; 5374-PL-PR-SQ-401; 5374-PL-PR-SQ-402

Environmental Statement – Volumes 1-3 and Non-Technical Summary (October 2017); Design and Access Statement (January 2018); Design Code (January 2018); Development Specification (January 2018); Accommodation Schedule; Accommodation Schedule Summary; Affordable Housing Statement (October 2017); Arboricultural Impact Assessment and Method Statement (October 2017); Commercial Floorspace Assessment (October 2017); Cultural Strategy (October 2017); Daylight & Sunlight Statement (October 2017); Energy Statement (January 2018); Operational Waste & Recycling Management Strategy (October 2017); Planning Statement (October 2017); Planning Policy Statement (October 2017); Preliminary Ecological Appraisal & Phase 2 Protected Species Report (October 2017); Statement of Community Involvement (October 2017); Sustainability Statement (October 2017).

1.1 The application has been referred to the Planning Sub-Committee for a decision as it is a Major application. It includes an Environmental Impact Assessment.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan: Strategic Policies 2013-2026 (with Alterations 2017), within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22, and the Wood Green Area Action Plan. The site now also includes SA24 (NW of Clarendon Square).
- Outline Planning Permission was granted by Planning Sub-Committee on 21 March 2012 – ref. HGY/2009/0503, for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising 950 to 1,080 residential units, offices, retail/financial services, restaurant /cafe/drinking establishment uses, community/assembly leisure uses and association parking, open space and infrastructure works.
- A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved in July 2016.
- This extant planning permission comprises a lawful development baseline at the site. This baseline is a material consideration that must be considered in the determination of this Planning Application.
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within an area of Intensification identified in the London Plan and the Wood Green Area Action Plan both of which envisage significant change.
- The minimum overall affordable housing proposal of 32.5% by habitable rooms is judged to be the maximum reasonable. It will make a significant contribution to meeting housing need, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance and mix of family homes is acceptable. The overall quantum and mix of affordable housing is a significant improvement on the extant permission.
- The height of the northern taller (outline) elements is appropriate within the context of the planning policy framework and is supported in the context of the step change in the urban context envisaged in the Wood Green Area Action Plan. A limited amount of flexibility is appropriate in the evolving urban context of this part of Wood Green when combined with the design controls recommended, including the Design Code.
- Taking into account the wider approach to employment provision across the regeneration area, the overall balance of employment floorspace is considered to

be acceptable. The overall balance of retail, food & drink and commercial floorspace, subject to the controls recommended in this report, is likely to contribute to a genuinely mixed use and vibrant neighbourhood.

- The scheme will make a significant new contribution to the quality of the public realm and open space provision in an area of deficiency all of which weighs in favour of the scheme.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to neighbours and future occupiers of the units are acceptable.

2.0 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT PLANNING PERMISSION subject to referral to the Mayor of London and that the Head of Development Management or Assistant Director Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/04/2018 or within such extended time as the Head of Development Management or the Assistant Director Planning shall in her/his sole discretion allow.
- 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 be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 That delegated authority be granted to the Assistant Director 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 – Summary

- A – Conditions relating to the detailed element only
- B – Conditions relating to the outline element only
- C – Common conditions (phase-related where necessary)

A – Conditions relating to the detailed element only

1. COMPLIANCE (Detailed) – Commencement

B – Conditions relating to the outline element only

2. Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping)
3. COMPLIANCE (Outline) - Time limits for Reserved Matters
4. COMPLIANCE (Outline) - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications)

C – Site-wide conditions (phase-related)

5. COMPLIANCE - Development in Accordance with Approved Drawings and Documents
6. COMPLIANCE - Quantum of Development
7. COMPLIANCE – CIL Phasing
8. COMPLIANCE – Land Use (Business and Commercial Space)
9. COMPLIANCE – Land Use (Retail)
10. COMPLIANCE – Noise
11. COMPLIANCE – Residential Mix
12. COMPLIANCE - Environmental Statement
13. COMPLIANCE - Development in Conformity with Energy Statement
14. COMPLIANCE – Hybrid Application Area
15. COMPLIANCE – Architect Retention
16. COMPLIANCE - Land Contamination
17. COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)
18. COMPLIANCE – Accessibility
19. COMPLIANCE - Compliance with London Housing Design Standards
20. COMPLIANCE - Individual Satellite dishes or television antennas precluded
21. COMPLIANCE - Commercial Premises – Access
22. COMPLIANCE - Hours of Operation – A3 & A4 Uses
23. COMPLIANCE – Electric Vehicle Charging Points
24. COMPLIANCE - Environment Agency – Planting
25. COMPLIANCE - Network Rail – Demolition
26. COMPLIANCE - Network Rail – Construction
27. PRE COMMENCEMENT – Updated Air Quality Assessment
28. PRE COMMENCEMENT - Phasing strategy & details
29. PRE COMMENCEMENT – Meanwhile and Interim Uses
30. PRE COMMENCEMENT - Confirmation of Site Levels
31. PRE COMMENCEMENT - Drainage Strategy (Thames Water)
32. PRE-COMMENCEMENT – Water supply (Thames Water)
33. PRE- COMMENCEMENT - Construction Environmental Management Plan
34. PRE-COMMENCEMENT – Electricity Sub Station
35. PRE COMMENCEMENT - Waste Management Scheme
36. PRE COMMENCEMENT - Updated Construction Logistics Plan
37. PRE COMMENCEMENT - Piling method statement
38. PRE-COMMENCEMENT - Landscaping – Arboricultural Method Statement
39. PRE COMMENCEMENT – Details of Flues
40. PRIOR TO ABOVE GROUND WORKS - Affordable Housing Strategy

41. PRIOR TO ABOVE GROUND WORKS – Fibre Broadband strategy
42. PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan
43. PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage
44. PRIOR TO ABOVE GROUND WORKS - Sustainability Standards – Non-residential
45. PRIOR TO ABOVE GROUND WORKS - Green and Brown Roof
46. PRIOR TO ABOVE GROUND WORKS - Secured by Design
47. PRIOR TO ABOVE GROUND WORKS - External Solar Shading and Passive Ventilation Study (Residential only)
48. PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)
49. PRIOR TO OCCUPATION – Commercial and Workspace Strategy
50. PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details
51. PRIOR TO SUPERSTRUCTURE WORKS – Sample Materials
52. PRIOR TO SUPERSTRUCTURE WORKS – CCTV and Security Lighting
53. PRIOR TO SUPERSTRUCTURE WORKS - Environment Agency – Landscape Management Plan
54. PRIOR TO OCCUPATION – Soft landscaping and play space
55. PRIOR TO OCCUPATION - Estate Management & Maintenance Plan
56. PRIOR TO OCCUPATION – Lighting strategy
57. PRIOR TO OCCUPATION - Details of Central Dish/Receiving System
58. PRIOR TO OCCUPATION – Delivery and Servicing Strategy

Section 106 Heads of Terms:

1. Affordable Housing
 - No less than 32.5% affordable housing (site-wide on habitable rooms basis) on a tenure split of 48.3% affordable rent: 51.7% shared ownership by habitable rooms.
 - Affordable Housing Plan to be submitted to include a phasing plan showing how no less than 32.5% site wide would be achieved.
 - Occupation restriction per phase (market housing) until affordable units delivered would need to be agreed in line with an agreed phasing plan.
 - Housing mix as follows, unless otherwise agreed:

Mix	Manhattan	1 bed	2 bed	3 bed	4 bed	Total Homes	Habitable Rooms
Private Homes (Number or % of homes)	173 (or 13.6%)	431 (or 33.9%)	626 (or 49.3%)	39 (or 3.1%)	1 (or 0%)	1,270 (or 100%)	3,074 (or 100% of private habitable rooms and 70.0% of total habitable rooms)

SO Homes (Number or % of homes)	0 (or 0%)	87 (or 32.5%)	181 (or 67.5%)	0 (or 0%)	0 (or 0%)	268 (or 100%)	766 (or 100% of shared ownership habitable rooms or 51.7% of affordable habitable rooms)
Affordable Rent Homes (Number or % of homes)	0 (or 0%)	22 (or 12.5%)	59 (or 33.5%)	69 (or 39.2%)	26 (or 14.8%)	176 (or 100%)	715 (or 100% of affordable rent habitable rooms or 48.3% of affordable habitable rooms)
Total Number	173	540	866	108	27	1714 (or 100%)	4,555 (or 100% of total habitable rooms)

All affordable rented units in the development will be nominated units with targeted rents as follows:

- I. up to 80% of the local market rent or local housing allowance levels, for one-beds (whichever is lower);
- II. up to 65% of the local market rent or local housing allowance levels, for two-beds (whichever is lower), and
- III. social/target rent for three-beds.

- All shared ownership affordable units in the development are to be aimed at those households with average household incomes up to £55k and £75k for the one and two bed homes All shared ownership units to remain affordable until and unless affordable occupiers staircase to 100% outright ownership
- Time Limited marketing the scheme, for a period of two months, to persons who live or are employed in Haringey.

Review mechanism

- 'Pre-Implementation Review' to be attached to the detail component. This will require implementation to occur within 18 months of the date of the hybrid planning permission.
- 'Pre-Implementation Review' to be attached to the first phase only of the outline component. St William agree to a timescale of 3 years from approval of first reserved matters to implement the outline component, and will commit to submitting the first reserved matters application within 5 years of the date of the hybrid planning permission. The first reserved matters application may be for the whole, or part of, the outline component.

- Uplift funds to be used for on-site provision in the first instance capped at 40% affordable by habitable room with a tenure split of 60% affordable rent: 40% shared ownership.
- Any 'Pre-Implementation Review' would:
 - include a review of the land value
 - review the undelivered phases only

2. Energy Centre

- The development does not pay carbon offset payment but provides a land interest (100-year lease at peppercorn rent) and build the LBH Energy Centre box.
- Provisions for the construction of a 900m² LBH Energy Centre box to be leased to LBH at nil cost for a 100year term in order for LBH to install and maintain an Energy Centre that will serve the wider Wood Green Heating Network.
- St William to provide the 900m² LBH Energy Centre box to a 'shell and core' standard (specification to be agreed)
- Notices from St William to LBH on completion / handover of constructed LBH Energy Centre box. Period of notice to be agreed.
- St William will undertake a DEN Feasibility Study that will assess the DEN performance against agreed performance and management KPI's (to be agreed). Should all agreed KPI's be met then St William will connect the Site into the LBH Energy Centre.
- The LBH Energy Centre box will be served by a below ground dedicated service route to the site boundary, to an agreed specification, to enable future utility connections to be made.
- Prior to the fit out and commissioning of the LBH Energy Centre, all space heating and hot water requirements of completed phases within the Site will be served by the Temporary Energy Plant.
- Upon connection to LBH Energy Centre any existing temporary energy centres will be decommissioned.
- The connection system will be designed to comply with CIBSE Code of Best Practice.

3. Highways & Transport

- Car-free Development - ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.
- Travel Plan (Residential) - within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and

review to be agreed in writing by the Local Planning Authority, we will require the following measure to be included as part of the travel plan in order to maximise the use of public transport:

- a) The developer must appointment of a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
 - b) Provision of welcome induction packs containing public transport and cycling/walking information like available bus/rail/tube services, map and timetables, to every new resident.
 - c) Establishment or operate a car club scheme, which includes the provision of 2 car club bays and two cars with, one years' free membership for all residents.
 - d) We will also like to see Travel Information Terminals erected at strategic points within the development, which provides real time travel information
 - e) The travel plan must include specific measures to achieve the 8% cycle mode share by the 5th year.
 - f) The applicants are required to pay a sum of £10,000 (ten thousand pounds) for monitoring of the travel plan initiatives.
- A Work Place travel plan. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.
 - a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
 - b) Provision of welcome residential induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.
 - c) The applicant will be required to provide, showers lockers and changing room facility for the work place element of the development.
 - d) Establishment or operate a car club scheme, which includes the provision of 1 car club bays and one cars with, one years' free membership for all commercial units.
 - e) The developer is required to pay a sum of £10,000 (ten thousand pounds) for monitoring of the travel plan
 - Walking and cycling - financial contribution of £405,280 (four hundred and five thousand two hundred and eighty pounds) towards a package of measures to improve walking and cycling conditions including the following key routes:
 - a) Penstock Foot path
 - b) Hornsey Park Road
 - c) Mayes Road
 - d) Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road.

- Control Parking Zone consultation CPZ - contribute a sum of £42,000 (four thousand two hundred pounds) towards the design and consultation on the implementing parking management measures to the south east of the site, which are currently not covered by a control parking zone and may suffer from displaced parking as a result of residual parking generated by the development proposal.
 - Section 278 Highway Act 1980 - the owner shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works (plan to be attached), which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. Cost estimate is based on current highways rates of the permanent highways scheme.
 - Temporary or interim measures - details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate.
 - Parking Management Plan - provide a Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including the wheel chair accessible car parking spaces to the front of the building and the 5 commercial car parking spaces. The residential car parking spaces must be allocated in order of the following priorities subject to a cap of 102 spaces for the 444 affordable homes (24.4% (affordable in extant consent) of the 419 residential spaces):
 - a) Parking for the disabled residential units to total 10% of the total number of units proposed.
 - b) A minimum of 1-wheel chair accessible car parking space for the commercial element of the development.
 - c) The affordable housing viability assumes 44 car parking spaces allocated to affordable only. Should the registered provider not wish to take the car parking spaces to reduce service charge they may offer the spaces to St William at nil cost.
 - Bus Route Contribution - the applicant will be required to enhance the existing bus route contribution to £750,000 (Seven Hundred and fifty thousand pounds) to secure the level of bus service required.
 - Bus Route feasibility study - pay a sum of £30,000 (thirty thousand pounds) towards the bus diversion feasibility study into providing two new bus routes to service the development.
4. Considerate Contractors Scheme – evidence to be provided.

5. Local Labour and Training

- Prior to implementation an Employment skills plan will be required to be submitted outlining how St William aim to achieve the target local labour provisions of not less than 20% of those employed during construction being residents of LB Haringey;
- St William to use reasonable endeavors to target LB Haringey residents for uptake of 25% of full time apprenticeships;
- End User Skills Training financial contribution of £150,000 (One Hundred and Fifty Thousand pounds) towards LB Haringey's Employment and Recruitment Partnership's activities.

6. Other developer Obligations

- Reasonable endeavours for developer to organise and run Residents and Business Liaison Group on a quarterly basis
- Reasonable endeavours to implement Cultural Strategy (October 2017); prior to commencement on Outline scheme, submit for written approval an updated Cultural Strategy.

7. Council Obligations

- Future highways adoption plan / stopping up plan resulting from realignment of Mary Neuner Road

8. Public Realm

- The development proposal will provide public access 24 hours a day (to public square, public park)– requirement for the developer to enter into a public access agreement which safeguards the public access, the agreement which is for the life of the development must include, maintenance of footways, lighting, public furniture, public art, and CCTV.
- Maintain and manage the development of public realm areas in accordance with standards to be agreed with the Council.

9. Moselle River

- Reasonable endeavours to work in partnership with EA, LB Haringey and other partners to de-culvert the Moselle in the future
- Test the water quality of the River Moselle (testing specification to be agreed) prior to commencement of development abutting the River Moselle, and every 5 years until 5 years after practical completion of the development using the following sequence;
 - (1) Should the water quality meet the bathing standard then St William will submit for approval by the Council a feasibility every 5 years assessment for de-culverting the Moselle;
 - (2) Should the feasibility assessment be approved, then a vote will be given to on-site residents;
 - (3) If more than 75% vote in favour of the de-culverting proposals, and all necessary consents are obtained, and if the funding is available (at no cost to St William), then the scheme will be implemented

(4) St William will undertake the works.

10. Monitoring Fee

- Pay the monitoring fee contribution (to be agreed).

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

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

(i) In the absence of the provision of Affordable Housing, the proposal would have an unacceptable impact on affordable housing provision within the Borough. As such, the proposal would be contrary to Local Plan policy SP2 and London Plan policy 3.12.

(ii) In the absence of a financial contribution towards the amendment of the Traffic Management Order, highways works and car club funding, the proposal would have an unacceptable impact on the highway and fail to provide a sustainable mode of travel. As such, the proposal would be contrary to Local Plan policy SP7, saved UDP policy UD3 and London Plan policies 6.9, 6.11 and 6.13.

(iii) In the absence of a financial contribution towards the carbon offsetting and suitable commitment to the district heating network, the proposal would fail to deliver an acceptable level of carbon saving. As such, the proposal would be contrary to Local Plan policy SP4 and London Plan policy 5.2.

2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (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.

CONTENTS

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

- 4.0 CONSULATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 RECOMMENDATION

APPENDICES:

Appendix 1: Consultation Responses

Appendix 2: Plans and images

Appendix 3A: Quality Review Panel Report – 22 February 2017

Appendix 3B: Quality Review Panel Report – 20 July 2017

Appendix 3C: Quality Review Panel Report – 17 January 2018

Appendix 4: DM Forum Notes

Appendix 5: GLA Stage 1 Response

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 Permission is sought for a Hybrid planning permission (part Outline, part Detailed) for Site Preparation Works (Site Preparation Works: Demolition of buildings and structures, surveys, site clearance, works of archaeological, ground investigation, remediation and Gasholder pit infill, the erection of fencing or hoardings, the provision of security measures and lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, and temporary estate roads), and a phased, residential led mixed use development comprising the construction of buildings across the site to include the following 163,300sqm GEA Use Class C3 Residential; 7,168sqm to 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A4; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works.
- 3.1.2 Specifically, Outline Permission is sought for the demolition of Olympia Trading Estate and Western Road buildings and structures, and 103,150sqm Class C3 Residential; 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1-A4; and up to 2,500sqm Class D2 Leisure Use; Buildings up to 103.90m AOD; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. All matters (Appearance, Landscaping, Layout, Scale and Access) are Reserved. The vehicular access into the Basement Car Park from Mary Neuner Road and Western Road is submitted in detail.

- 3.1.3 Detailed Permission is sought for the construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332sqm Class B1 Business Use/Class A1-A5 Use; 417sqm Day Nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; Realignment of Mary Neuner Road.

Environmental Statement

- 3.1.4 The applicant submitted a scoping opinion (reference HGY/2015/1113) but not a screening opinion and the Council is satisfied that the submitted (EIA) covers all necessary matters. The physical form and impacts of the development have been assessed by way of an Environmental Impact Assessment.

3.2 Background and Planning History

- 3.2.1 In 2009, an Outline planning application (accompanied with an Environmental Impact Assessment) (ref. HGY/2009/0503), was submitted for the demolition of existing structures and redevelopment of the site to provide a residential led, mixed-use development, comprising:

- between 950 to 1,080 residential units (C3);
- 460sqm to 700sqm of office uses (B1);
- 370sqm to 700sqm of retail/financial and professional services uses (A1/A2);
- 190sqm to 550sqm of restaurant/cafe/drinking establishment uses (A3/A4);
- 325sqm to 550sqm of community/assembly/leisure uses (D1/D2);
- new landscaping, public and private open space,
- energy centre, two utility compounds,
- up to 251 car parking spaces, cycle parking, access and other associated infrastructure works.

- 3.2.2 This planning application was approved in 2012 subject to a section 106 legal agreement.

- 3.2.3 A revised planning application (S73) (ref. HGY/2013/2455) was submitted in 2013 (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2009/0503, described as:

Variation of conditions to existing planning permission HGY/2009/0503 is sought as follows "Site Preparation Works" to include "demolition of (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigations or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, temporary estate

roads and erection of the "Pressure Reduction Stations" and variation of conditions to allow for such works to be carried out prior to the submission of detailed reserved matters applications and for phased submission of these reserved matters applications.

- 3.2.4 This planning application was approved in April 2014 subject to a section 106 legal agreement. Essentially, this second planning application allowed remediation and site preparation works to take place without having to discharge all pre-commencement planning conditions.
- 3.2.5 A further revised planning application (S73) (ref. HGY/2016/0026) was submitted in 2016 (accompanied with an Environmental Impact Assessment) for a variation of conditions to existing planning permission HGY/2013/2455, described as:

Variation of Condition 1 (Reserved Matters), Condition 2 (Time Limit), (Condition 3 (plans and specifications), Condition 6 (Maximum Building Heights), Condition 10 (Landscaping Details), Condition, 11 (Landscaping) Condition 26 (CCTV and Security Lighting), Condition 27 (External Lighting Strategy), Condition 28 (Surface Water Drainage), Condition 29 (Water Supply Impact Study), Condition 30 (Waste Storage and Recycling), Condition 31 (BREEAM), Condition 34 (Parking Provision), Condition 35 (Electric Vehicles), Condition 36 (Cycle Parking), Condition 37 (Travel Plan and Car Club), Condition 40 (Shopfronts), Condition 41 (Signage), Condition 55 (Network Rail), Condition 59 (Satellite Aerials), Condition 62 (Ventilation) and Condition 66 (Energy), deletion of Condition 67 (Code for Sustainable Homes) and additional informative regarding the Site Preparation Works as a 'phase' of development attached to planning permission HGY/2013/2455 to: permit the relocation of some gas infrastructure known as a Pressure Reduction Station (PRS) to a different part of the Site; to allow the submission of certain details to follow the approval of reserved matters for a particular phase of development, rather than being submitted at the same time as the reserved matters for that phase; and to add clarity to the planning permission.

In a further recent review of the Design Code, the panel made the following comments:

The outline planning application for the northern part of the Haringey Heartlands is highly ambitious in the scale and density proposed for this mixed-use quarter, and the Quality Review Panel believes that the success of the development will very much depend on the detailed design quality of the individual buildings, their relationship to each other and to the spaces that they enclose, as well as on the careful integration and management of the mix of uses proposed. In this context, the Quality Review Panel welcomes the production of a Design Code covering this part of the site, and it believes that it outlines a well-considered set of design ideas to guide the detailed development of the site. The emphasis that this document places on high quality and creative design will be essential to

successfully deliver the quantum of development proposed. As the panel noted at the review of the revised illustrative masterplan in July 2017, the proposals are a significant improvement upon the previous (consented) masterplan. Scope remains, however, to improve the clarity of: allowable floor-area ratios within individual plots; three-dimensional modelling within the 'minimum height' zone; and microclimate requirements. Subject to resolution of concerns regarding zone floor area ratios, a co-ordinated phasing strategy, and architectural design overview of subsequent phases, the panel offers support for the Design Code and related documents.

- 3.2.6 This planning application was approved on 23 May 2016 subject to a section 106 legal agreement. This permission allowed for the relocation and consolidation of the Pressure Reduction Stations on the site (resulting in the removal of 16 mews dwellings), the creation of a landscaped entrance from Hornsey Park Road (a 'Pocket Park'), and alterations to the phasing of conditions.
- 3.2.7 A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved by Committee in July 2016.
- 3.2.8 Following this, an application was submitted for revised reserved matters for Block C7 (ref. HGY/2017/0821). This reserved matters application sought to secure revised details relating to external appearance, layout, scale and landscaping to Block C7. The reason that revised reserved matters were submitted for Building C7 only, is that Building C7 has been identified as the first building to be brought forward at the site, and the applicant wished to ensure that Building C7 reflects the design quality of this masterplan and therefore submitted new reserved matters for the building to reflect this approach. This application was approved by Committee on 8 May 2017.
- 3.2.9 A separate S192 (Certificate of Lawfulness) application (ref. HGY/2016/0543) for the demolition of the gas holders on the application site was approved on 31 March 2016.
- 3.2.10 A number of other non-material amendment (S96A) applications have been submitted and approved to alter the wording of conditions to allow the submission of details to occur as part of each phase.

3.3 Site and Surroundings

- 3.3.1 The application site forms part of the wider Haringey Heartlands area and is situated on land between Hornsey Park Road, Mayes Road and the London Kings Cross/East Coast Main Line, Clarendon Road and Coburg Road. The site covers an area of 4.83 ha and includes land, buildings and structures owned by

National Grid Property and the Greater London Authority. The site is currently characterised by cleared or derelict land on the southern portion which is currently undergoing remediation, and a group of commercial buildings along Coburg and Western Roads to the north of the site.

- 3.3.4 The surrounding land uses includes a mix of residential, retail, office, industrial and operational land. To the east is Hornsey Park Road characterised by two storey terraced dwellings with gardens backing on to the site. Coburg Road to the northern boundary of the site is characterised by a number of industrial units and the further north are a number of cultural facilities including The Mountview Academy of Theatre Arts and The Chocolate Factory artist spaces. To the south is Clarendon Road which contains a number of light industrial and office uses.
- 3.3.5 To the west of the railway line is New River Village, a contemporary residential development. There is a pedestrian access between the two sites adjacent to the water treatment works and under the railway.
- 3.3.6 The site has a Public Transport Accessibility Rating (PTAL) of four and is within close proximity to Turnpike Lane and Wood Green Underground stations, Alexandra Palace and Hornsey train stations, and is within walking distance of numerous bus routes.

4.0 CONSULTATION RESPONSE

- 4.1 A number of pre-application meetings were held with planning officers prior to submission of the planning application. The architects were advised as to the principle of development, the form and scale of the building proposed for the site, car parking and access, trees and refuse storage.
- 4.2 The scheme was presented to the **Haringey Quality Review Panel** on 22 February 2017 and again on 20 July 2017. Most recently the Design Code was reviewed by the Quality Review Panel on 17 January 2018.
- 4.3 The minutes of the meeting are set out in Appendixes 3A, 3B and 3C. The issues raised and how they have been addressed by the application are set out in the Design section of this report.
- 4.4 A **Development Management Forum** was held on 29 June 2017.
- 4.5 The notes of the forum are contained in Appendix 4, and the issues raised are summarised as follows:
- Height
 - Overdevelopment
 - Housing type / tenancy / ownership
 - Design and layout

- Noise
- Parking
- Conflict between public and private space
- De-culverting the Moselle Brook
- Density

4.6 The scheme was presented to the Planning Sub-Committee as a **Pre-Application Briefing** on 31 July 2017. In response to questions and comments from the Committee, the applicant stated that:

- The new plans included more homes, employment and open spaces than the consented scheme.
- The GP surgery had been removed from the plans, due to a neighbouring site including it in their scheme, and it was anticipated that the other site would be completed first.
- It was anticipated that the ownership of the pocket parks would fall to the residents and be maintained and management by the site's estate management team, and the cost of this would be covered in the service charges.

4.7 The following were consulted regarding the application, and the following responses were received, and are summarised as follows (the full responses are contained in Appendix 1):

Internal:

1) Design

A range of design issues are addressed in the Design Officer's comments including how the current proposal has responded to the Quality Review Panel's comments. In summary, the Design Officer concludes the scheme should be a significant addition to the richness and variety of spaces, streets, squares and parks of Wood Green, contributing to stitching the area together, transforming an area that is currently alienating and hostile to pedestrians into an area beginning to be welcoming, safe, friendly and intriguing. It should help to extend and enliven the town centre, form a marker and exemplar of quality for other developments in the area, link Wood Green better to the railway line and the neighbourhoods and parks to its west, particularly Alexandra Palace and its wonderful, huge park, and contribute to bridging the gap between the east and west of The Borough.

2) Transport

On assessing this application, officers have concluded that subject to the following S.106 obligation and conditions the transportation planning and highways authority raises no objection to this application.

3) Conservation

From a conservation point of view, it is considered that the proposal by virtue of its scale would cause some harm to the significance of Alexandra Palace (II), Alexandra Palace Park (Historic Park and Conservation Area), Wood Green Common, Hillfield Avenue and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in positive townscape benefits that would outweigh the less than substantial harm caused.

4) Carbon Management

The measures set out are acceptable for energy efficiency measures. Following discussions, a range of issues relating to the Be Clean stage are raised relating to the legal agreement and adequately securing the District Energy Network as well as meeting other policy requirements, such as Carbon Offsetting. The full comments are addressed in the main body of the report. A number of planning conditions are requested to address issues relating to living roofs, overheating, electric charging and BREAM standards. These are included in the list of proposed conditions.

5) Environmental Health

Following discussions with officers a range of stringent planning conditions are recommended to address issues relating to Air Quality, Contaminated Land and other pollution matters. All the recommended conditions are included in this report.

6) Waste Management

Some detailed issues raised, but the application has been given a RAG traffic light status of AMBER for waste storage and collection. This proposed application will require adequate storage provision for refuse and recycling storage for a once weekly collection. Compacting waste may pose some operational issues which will need to be discussed further with the waste team.

The site will require the managing agents to have a cleansing schedule to remove litter from the external areas of the site and cleansing of the waste storage areas. Commercial Businesses occupying the commercial floor space must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990.

7) Housing

The proposals should accord with the LBH Housing Strategy and affordable rent as a percentage of market should comply with the target rents in the Appendix of the strategy.

8) Drainage

The drainage officer has reviewed the documents in relation to the drainage details and can confirm the LLFA approve the strategy in principle. All the proposed areas appear to be approximate measures at present, the Council requires updated measures on this proposed development including cover levels at the next stage. The officer is satisfied with the choice of SuDS proposed and believe the applicant has made the most of the area available, the proposed maintenance of the SuDS for

the lifetime of the development should ensure they function correctly throughout their lifetime.

9) Tree Officer

In summary, the officer is happy to support this scheme, but requires additional information, which can be provided as part of planning conditions.

External:

10)GLA

See Appendix.

11)TfL

See Appendix.

12)Environment Agency

The Environment Agency has held pre-application discussions with the applicant and to achieve the vision for this development; while also maximising environmental opportunities. The EA considers planning permission could be granted subject to a range of planning conditions being imposed.

13)Natural England

No comments received.

14)Thames Water

No objections subject to the provision of drainage strategy detailing any on and/or off site drainage works by grampian condition, and informatives. Thames Water recommend the imposition of a Grampian Style Planning Condition to require the submission of a drainage strategy detailing any on and/or off site drainage works for approval.

15)Designing Out Crime Officer

A number of planning conditions are recommended but the officer confirms involvement in design discussions with the applicant team.

16)National Rail

No comments received.

19)National Grid

No comments received.

20)Alexandra Park and Palace Trust

See Appendix.

21) Archaeology

Recommend no archaeological requirement.

22) UK Power Networks

The applicant has contacted UK Power Networks in relation to relocating the substation and UK Power Networks highlight the importance of this being actioned as part of this development. No objection to the Application based on a mutually agreeable relocation being confirmed.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Over 2500 Neighbouring properties
- Two Resident Associations
- 12 site notices were erected close to the site

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

No of individual responses:

Objecting: 29

Supporting: 1

Others: 0

5.3 The following local groups/societies made representations:

- Alexandra Park and Palace Charitable Trust
- Haringey Cycling Campaign
- Fountain Area Residents' Association

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

- Objection to proposed building heights
 - Proposed heights are excessive.
 - Out of keeping and prominent along the skyline
 - Intimidating backdrop for people living in two-storey houses
 - Adverse impact on Alexandra Park
- Failure to provide view of Alexandra Palace or open up views from the surrounding area
- Impact on residential amenity
 - Loss of privacy and overlooking of gardens
 - Loss of daylight and sunlight and overshadowing
 - Traffic, dust and noise during construction phase
- Increased transport and parking pressures
 - Local stations, train services and buses will no be able to cope

- Increased traffic on local streets
- Proposed car parking is excessive
- Car parking pressures on local streets
- Support for proposed N/S and E/W pedestrian cycle routes, but
 - Poorly located cycle parking
 - Concerns at findings of Cycling Level of Service Audit (CLOS)
- Ability of local public services to cope
 - GP surgeries, nurseries, schools etc.
 - Inadequate assessment
- Adverse impact on Alexandra Park
 - Increase wear and tear and pressure on wildlife
 - Increased dog walking on the sports field
 - Need improvement to Peacock Tunnel and lower section of the Park
 - Proposed heights would make the Park feel more enclosed
- Inadequate affordable housing offer
 - Proposed amount and tenure mix is not policy compliant
 - Uncertainty as to whether 'social' or 'affordable' rent is proposed
 - Proposals will inflate prices/rents nearby
- Poor quality 'micro' flats
- Excessive density
- Moselle Brook should be de-culverted
- Poor public realm/building design
 - Out of character with area
 - Uncertainty about proposed materials
 - Buildings too close to boundaries
 - Inadequate open space
 - Damage community cohesion of area
- Loss of Chocolate Factory & Unrealistic cultural strategy
- Negative effect on Wood Green Town Centre (further underutilised space)
- Proposals will increase anti-social behaviour (creation of secluded places)
- General negative environmental effects (increased noise, poorer air quality/pollution and litter)
- Failure to meet zero carbon obligation
- Loss of business from the site
- Adverse impact on business next to the site
- Negative impact on development potential of adjoining land

5.5 The following issues raised are not material planning considerations:

- Street cleaning
- Local crime
- Street lighting
- Property ownership
- Loss of Victorian properties (relates to Wood Green AAP, not this site)

6.0 MATERIAL PLANNING CONSIDERATIONS

The main planning issues raised by the proposed development are:

1. Principle of the development
2. Masterplanning, tall buildings, design & conservation
3. Land use mix
4. The impact on the amenity of adjoining occupiers
5. Affordable housing and viability
6. Residential mix and quality of accommodation
7. Density
8. Heritage and conservation
9. Designing out Crime
10. Accessibility
11. Transportation
12. Sustainability
13. Waste
14. Land contamination
15. Wind and Micro-Climate
16. Drainage
17. Blue Ribbon Network and the Moselle Brook
18. Air quality
19. Ecology and trees
20. Planning obligations

6.1 Principle of the development

- 6.1.1 The principle of this development is established by the outline planning permission granted in 2012 (and variations approved in 2014 and 2016) which approved the land use principles and parameters of this development.
- 6.1.2 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The wider proposal is for the creation of 1291 new residential units. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2. Furthermore, such a development is in accordance with the Councils' Site Allocations DPD (July 2017) and Wood Green AAP (2018) Preferred Option.

The draft London Plan

- 6.1.3 The draft London Plan was launched for consultation on 1 December and comments can be submitted up to 2 March. Setting the Mayor's new strategic directions for planning in London until 2041, the draft Plan carries limited weight

in planning decisions until at least next year's examination in public. Final publication is envisaged for autumn 2019. The overarching principle that informs all of the draft Plan's policies is the concept of 'Good Growth', which broadly translates as 'sustainable growth that works for everyone'. Good Growth is further detailed in six policy objectives, comprising: inclusive communities; making the best use of land; delivering housing; efficiency and resilience; economic growth; and reducing health inequalities. These objectives underpin all of the draft Plan's policies. London's housing target is increased significantly to 65,000 homes per annum (the identified need is 66,000), with the expectation that 55% of all homes will be delivered in Outer London boroughs. The detailed nature of many of the draft Plan's policies is intended to support boroughs in their immediate use, without having to update their own development plans first. Wood Green is included in the draft London Plan as an Opportunity Area and therefore identified for significant growth at a strategic level.

Planning policy framework

- 6.1.4 Local Plan Policy SP0 supports the broad vision of the NPPF, and states that the Council will take a positive approach to reflect the presumption in favour of sustainable development. Permission will be granted by the Council unless any benefits are significantly outweighed by demonstrable harm caused by the proposal.
- 6.1.5 The NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2 seek to maximise the supply of additional housing to meet future demand in the borough and London in general. The principle of introducing additional residential units at the site would be supported by the Council in augmenting housing stock in the area, and in meeting the intent of the NPPF, London Plan Policy 3.3 and Local Plan Policies SP1 and SP2, albeit all other material planning considerations are to be met.
- 6.1.6 The site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan Strategic Policies (SP1): Strategic Policies 2013-2026, within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22. The site now also includes SA24 (NW of Clarendon Square) fronting onto Western Road and is identified in the draft London Plan as an Opportunity Area.
- 6.1.7 The site is designated as SA22 in the Site Allocations DPD which was adopted in July 2017. The DPD then sets out the following 'Site Requirements':
- *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 co-ordinated development on the other land parcels within the Allocation. 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 in line with Policy DM55.

- *The development of town centre type uses will be supported around the new open space, but these will be expected to demonstrate how they collectively complement the retail offer in Wood Green through a Retail Impact Assessment*
- *There will be a requirement for an element of employment floorspace to be provided through the scheme.*
- *Provide an optimized north south link through the site improving the link to Alexandra Palace Station.*
- *Optimize a new east-west pedestrian and cycling route from Wood Green to Penstock tunnel.*
- *Establish Clarendon Square as a destination that complements Wood Green Metropolitan Centre.*
- *Straighten the existing kinks in Clarendon Rd/ Mary Neuner Way*
- *Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.*
- *Any new planning application promoting an increased scale and density of development, beyond that already provided for by planning permission HGY/2009/0503, will be required to demonstrate that the proposal would not compromise the deliverability of development of the adjoining sites.*

6.1.10 The DPD also sets out the following ‘Development Guidelines’:

- *A high quality new public realm will be created which creates spaces for new residents to relax, meet and interact.*
- *Development should respect the amenity of properties on the west side of Hornsey Park Rd.*
- *New entrances to the site should be provided from Hornsey Park Rd.*
- *This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council’s latest decentralised energy masterplan regarding how to connect, and the site’s potential role in delivering a network within the local area.*

6.1.11 The Wood Green Area Action Plan (AAP) is a key planning document required to help govern and shape the future regeneration of the Wood Green (including Haringey Heartlands) area. The Council undertook consultation on a preferred option draft of the AAP in February 2017. On 16 January 2018 the Council resolved to endorse the revised Preferred Option AAP for consultation and also resolved to revoke the Haringey Heartlands Development Framework (2005), which is now out of date. The Wood Green AAP Site Allocation WG SA 23 Clarendon Road incorporates Local Plan Site Allocations DPD SA22 and SA24.

6.1.12 The proposed site allocation includes provision for 1,465 net residential units, 6,105sqm employment floorspace and 6,105sqm town centre use and states:

“Creation of comprehensive mixed use development, including new employment, residential, and, a new urban square with ancillary retail centre uses, a decentralised energy hub, community uses, and establishing new north-south and east-west connections through the area.”

6.1 Masterplanning, tall buildings, design and conservation

- 6.2.1 The NPPF should be considered alongside London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and Policy DM1. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan policy SP11 states that all new development should enhance and enrich Haringey’s built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.2.2 As discussed in section 6.1, the site allocation for this site sets out a range of ‘Development Guidelines’ notably the requirement for a site wide masterplan showing how the land included does not compromise coordinated development on other land parcels together with the requirement to provide a high quality public realm. For the reasons discussed below the proposal is considered to respond to the guidelines for the design and layout of the scheme set out in the Site Allocations DPD.
- 6.2.3 A masterplan-led approach is required as part of a wider set of urban design and regeneration principles. The Quality Review Panel has reviewed the application proposals on a number of occasions and is generally supportive of the wider masterplan, subject to a number of specific issues being addressed. The design, scale and massing of this application has evolved as part of a comprehensive and planned approach, which is welcomed. The specific design issues pertinent to this application are dealt with elsewhere in this report.

The Revised Masterplan

- 6.2.4 This proposal is for a substantially revised masterplan, with proposals for the southern half of the site; up to and including the pocket park and the block north of it on the west side of the north-south street (Mary Neuner Way / Clarendon Road) to be a detailed planning application and for the remaining northern half of their site to be in outline, and to which the Design Code relates.
- 6.2.5 The general layout of the proposals remains a residential-led mixed use development of flatted blocks rising in height east to west and north to south, with non-residential uses on some ground and occasionally first floors, with employment and retail focussed towards the northern part of the site. The proposals increase the residential unit numbers and employment floorspace to

reflect anticipated increased public transport accessibility and the assessment in the Urban Characterisation Study as of “central” character. Just as importantly, the form and layout of blocks is significantly broken up compared to the existing approvals, to create a greater variety of individual buildings with spaces of different characters between.

- 6.2.6 Officers are strongly supportive of this overall approach to the wider masterplan, particularly welcoming the less monolithic blocks, and the opportunities to create greater character and interesting public and private spaces between buildings. The more fragmented block forms and increased vertical emphasis is a significant improvement, subject to detailed design.
- 6.2.7 Officers welcome the likelihood that residential quality and amenity will be improved, with significantly fewer single aspect flats, a good distribution of ground and first floor maisonettes with their own front doors and/or private gardens as well as ground floor non-residential uses creating active frontages. Other positive aspects include the compatibility with (and protection of) the existing housing adjacent and the creation of a network of interesting, pedestrian friendly spaces that will not be car-dominated. The revised masterplan responds to the significant QRP concerns raised regarding the previous reserved matters scheme.
- 6.2.8 The applicants propose an interesting system of elevational treatments, proportions and material choices that seek to give a unity to the facades around the spaces rather than to the blocks themselves, which I consider could be very successful. In addition, the distribution of community, retail and employment uses has a great deal of logic and appeal, and the proposed public and private open spaces are promising.

The Design Code

- 6.2.9 This Design Code relates to part of a substantially revised masterplan, with proposals for the southern half of the site; up to and including the pocket park and the block north of it on the west side of the north-south street (Mary Neuner Way / Clarendon Road) to be a detailed planning application and for the remaining northern half of the site to be in outline. The Design Code relates to the Outline element only. It provides clear guidance on the intended scale and character of the individual buildings and spaces between them in the masterplan area (“The Northern Quarter”), and should ensure continuity and compatibility with the southern part of the site submitted for detailed approval.
- 6.2.10 The code defines key distinct character areas within the Northern Quarter that support richer and more varied mix of uses, including more workspace and retail, and a busier, more vibrant area than the more residential southern quarter. It also contains more and higher tall buildings and less ground level amenity space, and

will therefore depend more on successful coordination and complimentary design between neighbouring blocks both within the site and to its neighbours.

6.2.11 The code enshrines the fundamental compositional principle of the development, made up of a “collage” of L-shaped blocks defining varied spaces, and the code goes on to mandate a legible, permeable public realm, composition of blocks to avoid creating a “wall of buildings”, response to the spaces they front and distinctive, contrasting tops to higher buildings. Specific code provisions ensure employment and town centre functions will sit comfortably with residential upper floors, defining a distinct base or podium and communal roof gardens. The code then describes the principles of façade articulation as detailed in the Southern Quarter; with primary, secondary and tertiary facades relating to the spaces they enclose, with special treatments of corners, recessed balconies etc. Finally, the code details how each individual block, each façade within those blocks and each space between them should be interpreted within the framework of rules and hierarchies described, with a series of colour coded drawings of each block.

6.2.12 The Code also describes the agreed site-wide (and it is intended by the Council, Heartlands-wide) streetscape and public realm design proposals, including an agreed palette of materials encompassing public spaces to be adopted by the council and those to be retained and managed by the developer, so that they flow seamlessly from one to the other and form a robust, durable and attractive public realm. Officers have had detailed discussions with the applicants to ensure this streetscape guidance would be acceptable on other streets and public spaces within the wider Heartlands area.

6.2.13 The Design Code will have greater weight than the Illustrative Masterplan, but less weight than the Parameter Plans in ensuring reserved matters applications conform to tis outline approval (if granted). Officers have worked closely with the developers, their architects and landscape architects, to develop this Design Code and are hopeful that it should ensure maintenance of high quality design in future stages of this development, where the current planning application is only for outline approval. An additional condition requiring retention of the current architects and design team in an oversight role, or approval by the Council of any changes, is included to ensure continued design quality.

Parameter Plans, Form, Height Bulk & Massing of the Outline part of the Application

6.2.15 The hybrid application is in outline for the “Northern Quarter”, defined by Parameter Plans, supported by the Design Code and Illustrative Scheme. The Parameter Plans only show the vaguest possible detail of buildable envelope applied for. The Northern Quarter is divided into abstract development plots, covering the whole site rather than describing block forms; they therefore ignore intended spaces between buildings, apart from the primary north-south circulation spine and main commercial square towards the northern end of the

site. Symbols show intended approximate locations of gaps between blocks along the eastern boundary along the Moselle Walk, but otherwise the Parameter Plans do not define block forms; this is left to the Design Code and Illustrative Masterplan.

- 6.2.16 The development plots are shown as projected up to maximum and minimum developable envelope. The maxima are for each plot; the applicants clearly state that their intention is that not all plots should be built to these maxima and controls on the plot ratios are now embedded in the revised Development Specification which is a stronger control than the Design Code and is supported. This avoids a situation in which parameters are built out entirely to their maximum and that the ambition for variety is maintained.
- 6.2.19 The principle of tall buildings has been established through the evolution of now adopted documents in the Local Plan Strategic Policies and Development Management Policies, supported by our Urban Characterisation Study that specifically identified a suitable tall building location to the western end of Coburg Road to complement the existing tall building location at Wood Green Tube and potential in the centre of Wood Green and at Turnpike Lane, to define the limits of and gateways to the metropolitan centre. The location is also more suitable as they would have little impact on existing neighbouring housing or sensitive green space; whilst it may be visible (discussed below), overlooking, overshadowing and microclimate effects would be confined to the immediate vicinity, which is only composed of non-residential sites. Whilst development including residential that would be affected is planned for some of those neighbouring sites, and indeed this site, they can be designed to accommodate the proposed taller buildings.

Detailed Scheme, Height, Bulk & Massing of the Outline part of the Application

- 6.2.22 The hybrid application is a full or detailed application for the “Southern Quarter”, that is everything south of and including the park over the culverted Moselle, as well as Block C. Although it should be noted that the similarity of Block C to the previous approved scheme has enabled it to be started as a minor amendment to that previous approval. Full details of these blocks and the spaces between them is applied for. The detailed scheme for this southern quarter broadly carries over into the illustrative scheme for the northern quarter, but with some increases in density, height and amount of non-residential uses.
- 6.2.23 The basic concept of urban form is to be a series of interlocking, generally L-shaped blocks. These interlock with each other, creating varied courtyard like spaces between the blocks, of a scale in width similar to a typical urban street, and relate across the main streets of the proposals in similar ways as they relate across these courts. A primary north-south street and crossing that a primary east-west park space defines the key public spaces, and these interlocking, usually L-shaped blocks address these streets and parks. Nevertheless, they

also begin to define secondary public courts in the spaces between the blocks adjacent to the street, as well as private courtyard gardens deeper into and generally offset from the more public secondary spaces or “pocket parks as they are referred to.

- 6.2.24 In the northern quarter, where the site depth is greater and context brings additional streets up to the edge of the site, the parameter plans define and the illustrative scheme shows an additional east-west street. This crosses the north-south street at a new public square, as well as street fronting relationships to streets bordering the site, especially Coburg Road to the north, treated as a major frontage. A further public park, with controlled access, would follow the course of the culverted Moselle along the eastern boundary, but blocks along its edge would not front this. The illustrative scheme shows fewer additional public pocket parks, as the greater intensity of activity and non-residential ground floor use means more of the ground level is treated as a continuously built up podium interspersed with courtyards, and the interlocking L-shaped blocks pattern manifests as a podium of even higher block pattern.
- 6.2.25 Height of the proposal generally rises from low rise, 2, 3 and 4 storey where it is closest to the existing terraced houses of Hornsey Park Road to the east, particularly the south-east, gradually to 6 to 8 storeys along the southern part of the main north-south street and higher along the railway edge to the west. Height also rises from south to north across the site, from within the detailed scheme to the outline scheme. Hence within the detailed southern quarter, the buildings on the south side of the park rise to 8 to 11 storeys, and on the north side, Block C, in detail but in many aspects of character more similar to the northern quarter, rises to 16 floors. In the northern quarter the parameter plans only permit and the illustrative scheme show heights of up to 6 floors along the Moselle Park, rising to 8-10 on the south side of the square and up to 18 storeys along the northern edge, with the possibility, if lower heights elsewhere, of up to 20.
- 6.2.26 Excessive bulk is avoided in the modelling of the proposed blocks as a series of distinct vertical elements, with varying heights, so that although a block may be up to so many storeys, it will always only be to that maximum height for a small part of its footprint.
- 6.2.27 The proposals avoid having a massing that would look oppressive to existing neighbouring residents, uses of the public spaces within the proposals and residents of the development due to the broken form of the proposed blocks. The appearance of the proposals from neighbouring existing back gardens will therefore be of a series of distinct blocks with substantial gaps between, such that its impression can reasonably be expected to be of less impact than the existing approval, which would be for a series of more continuous blocks.

Streetscape Character

6.2.28 Officers have worked with the design team to avoid a “fractured” urban form of intersecting blocks with incidental spaces between. Officers are confident that the sophisticated detailed urban design of the public realm of this proposal would completely avoid that. Blocks are designed to give priority to the spaces they enclose rather than the block itself, such that elevational treatments relate to each other around a space. Furthermore, spaces are designed to make it clear what their purpose and public accessibility should be, with strong, full height hedge boundaries, with locked gates, between public and private courtyards. The public “pocket park” courtyards also reinforce the street, they always sit on one side of the street with a corresponding building façade aligned with the street edge on the opposite side of the street, so that the street experience will be of a building edge to at least one side at all times, with generally a pocket park opposite.

6.2.29 The “pocket park” courtyards are also given distinctive thresholds with the street, and act as residential entrance courts to the main communal residential entrances. Although elevational treatment of blocks is carried across the street, so that a façade on one side of the street relates to the three facades of the pocket park opposite, the street has a continuous identity and linear hard and soft landscaping, except for the banding of alternating surface colours to relate to the alternating pocket parks. Further street animation is secured in the location of front doors to ground floor flats and maisonettes off the street; these are generally up a few steps, with level access via the communal entrance. Although the QRP expressed doubts that the pocket parks would be distinctive enough (back in July), officers are confident that the architectural expression and differences between individual courts have been refined since such that they will be a stand-out distinctive and attractive feature of the proposed development.

6.2.30 The main public park is treated as an east-west public space, open continuous and a part of the public realm, with its crossing of the street treated as a special place. The park is also animated with residential front doors to ground floor flats and maisonettes, and more importantly with public ground floor uses, generally community uses, opening off the park.

6.2.31 The proposals also establish a network of more private courts, gardens and paths, behind controlled access gates that will only be accessible to residents and for maintenance. This contributes to private amenity space, especially in the northern quarter.

6.2.32 In the southern quarter, this also makes a significant contribution to cycle access and parking. The proposals include significant amounts of underground parking, taking vehicles (and also most refuse storage) away from disturbing the streets and spaces of the site. In the southern quarter this is a semi-basement, in the northern quarter this is a full basement under most of the site, and accommodates most cycle storage as well, apart from small amounts of visitor

cycling by entrances. This is an inevitable consequence of the higher density of the northern quarter. However, in the southern quarter only some cycle storage is in the basement; most can be accommodated “at grade” closer to and visible from some residents flats in cycle stores tucked between the back of blocks and the site boundaries. These will be accessed from a loop of “back alleys”, gated and also providing access for maintenance and a separation between flats, their gardens and the existing neighbours. Although the QRP expressed doubts about this arrangement, officers agree that as part of a variety of provision options (along with longer term basement and beside-entrance visitor cycle parking), this represents a good provision of cycle storage and a convenient “back alley” route that incorporates convincing security provisions.

Elevational Treatment and Fenestration

6.2.33 A brick based architectural materials palette is used throughout, but with variations based on a sophisticated composition. This is as a series of contrasting elevational treatments that relate to the corresponding facades that enclose a single space, and contrast with the other facades that form a block. As part of this, a particular colour brick will be combined with a particular fenestration pattern and detailing of window reveals, brick panels, pilasters, cornices etc. and also balcony design around a space. Particular elevational treatments are repeated across the site, but distant and not visible from each other, so reminders of other parts of the development will occasionally appear elsewhere. This will make a significant contribution to giving each individual courtyard, and therefore residents’ homes, distinctiveness and individuality, within a consistent language across the development.

6.2.34 Balconies in particular contribute to elevational composition; generally recessed balconies are used, with projecting balconies only sparingly to support elevational composition; corner recessed balconies especially, with a brick pier or column in its corner prioritising one elevation over the other in support of the elevational composition, emphasising to which space each elevation addresses. Balustrades are generally open metal, chosen to support the generally vertical fenestration, but designed to inhibit angled views and therefor provide residents with privacy and some screening, except from rarer direct, straight-on views.

6.2.35 The elevational systems are further refined. A hierarchy of most significant, intermediate and least significant elevations is established by reducing the amount of embellishment, of patterning in the brickwork, depending on the significance of the elevation. Main elevations facing the street, significant spaces, containing communal entrances are made the most significant, and flanks, least viewed courtyard elevations. Those onto private courtyards and backing onto a boundary, as the lowest hierarchy and plainest elevation, include fenestration and sufficient embellishment to make it recognisably of that family.

- 6.2.36 More refinement comes from gradation of floors in the elevational treatment, which also often recognises gradation of function and layout. Bases of buildings, either just the ground floor (generally in lower rise buildings) or both ground and first (generally taller) are given different fenestration and brickwork patterning, with larger, often double height windows, and a distinct “cornice” (of modern, minimalist interpretation; often formed from brick banding), to visually separate the base from the main bulk, the “middle”, of the elevational composition. This is an accepted and recommended elevational composition technique that gives a greater sense of human scale, with the ground level closest to the pedestrian, relatable to, and more appropriately designed. It also frequently responds to functional realities, with different, non-residential uses generally located on ground floors, and even where all residential, there are generally at least some ground and first floor maisonettes.
- 6.2.37 Tops of the taller buildings are also given distinctive, contrasting elevational treatment, also often in response to different function. Tops of blocks cut away gradually as individual elements are stopped at lower floors, to create a variety of private and private communal roof terraces, and the highest parts of the higher blocks are generally laid out with further larger two storey maisonettes, benefiting again from larger roof terraces and expressed in larger, often double height window openings. In some of the highest blocks (especially in the outline northern quarter), there is a material shift to a lighter brick. The purpose and effect of this is to lighten the tops of the taller buildings, as well as to produce more satisfying elevational composition.
- 6.2.38 The fenestration patterns that vary in response to distinctive courtyard identities are nevertheless to be characterised by generally a strongly vertical emphasis. This has been repeatedly shown to give the most elegant elevations, responding to human scale and the shape of the human body, and established by precedent such that it is one of the defining features of the “London Vernacular”. The architects have also thought deeply about how window shape and size best creates well illuminated and at the same time functional rooms, especially that whilst vertically proportioned windows can give the greatest light penetration into deep rooms, more horizontally proportioned windows provide better light distribution to wider rooms and greater flexibility in furniture layout. Therefore, the various fenestration patterns are to be supplemented with patterned brickwork in different patterns appropriate for the elevational composition used (in that courtyard) to create vertical proportions where a more horizontal window is appropriate and to further embellish elevations in accordance with the hierarchy principle described above.
- 6.2.39 The elevational treatment and materials palette of predominantly brick with contrasting feature bricks picks up also on local precedent and the local vernacular of Wood Green and its surroundings. Particular examples include the Noel Park estate with its expressed gables, chevron patterns and bands / patterning with blue and green glazed bricks, and the Campsbourne Cottages

estate with its bands of projecting and canted bricks. The palette also picks up on the predominance of red bricks in this area, with occasional contrasting buffs and browns to gables, flanks and rears. This is to be welcomed as establishing local connections, as well as welcoming the use of brick for its durability and flexibility.

Daylight, Sunlight and Privacy / Overlooking Within the Development

- 6.2.51 The applicants have provided Daylight, Sunlight and Overshadowing Reports on their proposed development, prepared in accordance with council policy following “The BRE Guide” mentioned above.
- 6.2.52 The applicants’ report assesses a sample of the habitable rooms within the proposed development, including living rooms, living-dining-kitchens, separate dining-kitchens, bedrooms and studio flats. The sample covers a range of room types and likely day and sunlight levels across the site, but with a bias towards the rooms likely to suffer from the poorest natural light levels, without assessing *all* of the plan conditions likely to be problematic. Officers are satisfied that the applicants have highlighted those most likely to be affected rather than only the most favourable.
- 6.2.53 It has assessed both the detailed proposals for the Southern Quarter and the Illustrative Scheme proposals for the outline Northern Quarter, with a similar number of rooms assessed in each. Probably a slightly larger proportion of rooms have been assessed in the southern quarter as the northern quarter contains higher rise buildings. It does not add anything to assess multiple floors when similarly laid out lower floors have been shown to achieve acceptable levels.
- 6.2.54 Officers consider that a reasonably high proportion of rooms assessed in the southern quarter (84%) achieve acceptable daylight levels, and an acceptable 77% within the outline Northern Quarter. Officers are less concerned about the daylight levels achieved in the outline scheme as there remains an opportunity to modify the design, with options as simple as enlarging windows, to achieve acceptable levels in more rooms. There may still be opportunities to improve daylighting to the southern quarter in detailed design too. The sample is a representative sample, and especially in the northern quarter where buildings are generally higher, a larger proportion of rooms will receive better daylight but have not been tested.
- 6.2.55 The difficulty of achieving good sunlight levels to more built-up urban sites to meet the recommendations of a BRE Guide primarily based on a lower density, outer suburban housing model is recognised. Both the BRE Guide itself and the GLA Housing SPG acknowledge that standards should not be applied rigidly, with the Housing SPG going on:

“2.3.47 BRE guidelines¹⁴⁷ on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan’s strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London”.

6.2.56 A further mitigation for the relative lack of sunlight to living rooms in this proposed development can come from the plentiful access to well sunlit external amenity space in close proximity to dwellings in this development. There is a generous range of different external amenity space. All flats and maisonettes have access to; a private garden or balcony, one or (usually) more than one private communal garden or roof terrace shared just with other flats within their own block, generous doorstep threshold “pocket parks”, a number of varied public outdoor amenity spaces such as the proposed park, Moselle walk and public square and close proximity to existing public parks, especially Alexandra Palace Park just west of the site.

6.2.57 The applicants have also assessed all the public, private communal and private amenity spaces within the proposed development for sunlight access. Sunlight levels have been assessed and contours of 2-hour access drawn for each space at the spring solstice and summer equinox. The BRE Guide recommends that *“at least half of the amenity areas...should receive at least 2 hours of sunlight on 21st March”* (the spring equinox). The applicants propose that residents are more likely to appreciate sunlight in the summer months, which the summer solstice plans show. An impressive 92% of all the different amenity spaces receive at least 2 hours sun at the summer solstice, and a good performance of 65% of all amenity spaces achieve the BRE Guide recommended 2 hours at the equinox.

6.2.58 In particular the sunlight study shows that in proposed new park across the centre of the site 82% would receive direct sunlight for 2 hours at the spring equinox, 97.8% at the summer solstice. It is true that the area immediately in front of blocks A4 and B4 are the points that would not receive sunlight, but these are intended as footways not sitting out space and the landscaping and planting pattern can accommodate this. Otherwise, this space has exemplary sunlight access. This answers a strong concern expressed by the QRP.

6.2.59 It is instructive to note which spaces are less sunny at the equinox, and those few that get less sun at the solstice. These appear to be mostly lower level rooftop gardens within the Northern Quarter, where presumably when they are not being overshadowed by a taller building immediately adjacent, another near neighbour’s shadow intrudes. As residents generally have access to a variety of different private communal spaces, especially roof gardens in the northern

quarter, it should be possible to provide appropriate landscaping to make these spaces different and interesting in their own right, if changes in reserved matters cannot bring more sunlight into them. Notably the levels of sunlight reaching sensitive spaces such as the public square, despite being surrounded by taller buildings, is an acceptable 55% at the equinox and 99% at the summer solstice.

Residential Accommodation Standards within the Proposal, including Aspect

- 6.2.65 One of the driving forces behind this revised masterplan and site layout is to improve the quality of residential accommodation. All flats in the approved scheme met minimum room and flat sizes set by the Nationally Described Space Standards and London Plan, and in this new proposal, that remains the case. But there has been an emphasis on further improving the functionality of the flat layouts and providing better quality, with better daylight and more flats with dual aspect.
- 6.2.66 The interlocking L-shaped block plans proposed allow the proposals to significantly increase the proportion of Dual Aspect flats from 23% in the previously permitted scheme to 60% in this proposal, which is a substantial improvement and to be welcomed. However, it is an inevitable consequence of the L-shaped block layout and additive, collaged block composition, leading to deeper plan lower floors, that there are some North Facing Single Aspect flats in the proposals. These only amount to 6.3% of the total number of flats in the whole proposal (including the Illustrative Scheme), but include 8.6% of the detailed Southern Quarter, as they are concentrated on lower floors.
- 6.2.67 Ground and first floor maisonettes are used extensively along the main street. These have a number of benefits; they add to the number of family sized units in the development, making for a better mix, they add to the definition of a distinct base aiding the architectural expression, and they aid in privacy to residents closest to the street, avoiding or reducing the need for ground floor bedrooms facing the street. The QRP suggested that they could be better located onto the private courtyard gardens; this would allow children, in what are more likely to be inhabited by families with children, to access safe outdoor playspace on their doorstep. However, they still can do this via the internal block circulation, and the additional advantages listed above outweigh, to me, this slight disadvantage.

Quality Review Panel

- 6.2.68 The scheme has been presented to the Quality Review Panel (QRP) on three occasions. Following the first presentation to the QRP and further pre-application meetings, the scheme was altered and amended. The summary of the second masterplan review are shown below:

The Quality Review Panel welcomes the quality of the ideas being applied to the Clarendon Gas Works site, and the design ambition that is apparent. It believes that the revised masterplan represents a significant improvement on the previously consented scheme. In broad terms, the panel supports the proposals for the southern part of the site, where a detailed planning application is proposed, although some concerns remain about the negative impact of blocks A4 and B4 on the open space to the north. It offers some detailed comments on both the architecture and landscape of this section of the scheme, to inform design development. However, whilst supporting the overall ambition for a high density mixed use development, the panel continues to think that the increased quantum of development proposed for the northern section of the site, where an outline application is to be submitted, presents a significant design challenge. The panel remains concerned that the scale and massing of this part of the scheme compromises the quality of the public realm, and it therefore repeats its previous recommendation that further work be carried out to test the impact of taller elements of the scheme on the local microclimate, and on the character of this part of the development. A model of the proposed development, set in its wider context, would be a helpful tool to test different massing options and to assess whether a reduction in floor space will be necessary to make the proposal acceptable.'

With regard to the most recent presentation of the Design Code to the QRP, more specific comments from the QRP are detailed below, along with the applicant's response to these points:

Summary

The outline planning application for the northern part of the Haringey Heartlands is highly ambitious in the scale and density proposed for this mixed-use quarter, and the Quality Review Panel believes that the success of the development will very much depend on the detailed design quality of the individual buildings, their relationship to each other and to the spaces that they enclose, as well as on the careful integration and management of the mix of uses proposed. In this context, the Quality Review Panel welcomes the production of a Design Code covering this part of the site, and it believes that it outlines a well-considered set of design ideas to guide the detailed development of the site. The emphasis that this document places on high quality and creative design will be essential to successfully deliver the quantum of development proposed. As the panel noted at the review of the revised illustrative masterplan in July 2017, the proposals are a significant improvement upon the previous (consented) masterplan. Scope remains, however, to improve the clarity of: allowable floor-area ratios within individual plots; three-dimensional

modelling within the ‘minimum height’ zone; and microclimate requirements.

Subject to resolution of concerns regarding zone floor area ratios, a co-ordinated phasing strategy, and architectural design overview of subsequent phases, the panel offers support for the Design Code and related documents. Further details on the panel’s views are included below. It was unable to consider the full scope of the Code in detail due to time limitations within the review; consequently, panel comments are focused at a more strategic (rather than detailed) level.

QRP Comment	Applicant’s Response
<p>Massing and development density The panel notes that Parameter Plan 5 establishes the heights and frontages within the application site; however, there is no corresponding limit or guideline / range for floor area or plot ratio on each plot, to govern how the total accommodation will be distributed across the site, although the need for this is stated in paragraph 2.3.10 of the Code.</p>	<p>The applicant responds that with regard to these specific comments, it is agreed that maximum development capacity for each development zone will be defined in the Development Specification based upon a percentage of the development volume. This is 65% for Zone D and 70% for all other zones. Phasing will be dealt with by way of condition, not the Design Code or s.106.</p>
<p>It would therefore like to see a tighter definition of the accommodation achievable or anticipated on each plot in the Development Specification to formalise the appropriate distribution of accommodation between early and later phases. This will help to avoid potential inflation of total development quantum in the future.</p>	<p>As above.</p>
<p>Landscape and public realm The panel was not able to comment in detail on the landscape and public realm elements of the code – but these seem to promise a high quality environment.</p>	<p>Further details will be required for the Outline Component of the Scheme.</p>
<p>The panel highlights that there were a number of outstanding comments from the review of the illustrative masterplan in July 2017, including: servicing arrangements, the interface between</p>	<p>These matters are addressed in the revised Design Code.</p>

residential and employment uses, and the nature of the east-west pedestrian / cycle route.	
As the streets are quite narrow, there will be a need to carefully coordinate elements such as electricity, water, storage, street furniture etc. to avoid cluttering and obstruction.	Noted. This refers to public spaces in the north (outline) element and these matters will be subject to detailed design.
For example, lamp posts in narrow streets should be avoided where possible, so the design of street lighting should be carefully considered (and integrated) at an early stage.	This has been addressed in the revised Design Code.
If a market is proposed within the main public space, then provision of services and ancillary space for storage should be addressed.	This has been addressed in the revised Design Code.
<p><i>Microclimate</i></p> <p>The panel would strongly encourage higher aspirations within the Design Code (and related documents) for the standards of daylight and sunlight expected within the key spaces. For instance, the minimum requirement for two hours of sunlight at 21st March over 50% of the main public square, set out in para 2.3.9 of the Code, seems low for such an important space. In general, reliance on achieving minimum BRE standards would be unacceptable for a development of this quality.</p>	The illustrative masterplan has been assessed against the 50% BRE overshadowing requirement, and many of the public spaces exceed the 50% requirement. The sunlight and daylight will also be assessed again at reserved matters stage.
In addition, the east-west pedestrian / cycle route appears to have a very narrow and deep street section that faces onto the prevailing wind direction, which could result in tunnel-effect wind problems.	The wind assessment and micro-climate has been independently assessed by the Council's consultant and no concerns were raised in this regard but mitigation measures will be further considered at detailed stage.
The panel notes that measures to counteract wind issues have been included in the code document (offsets and plinths within the facades), and that an indicative model has had wind tunnel tests. However, it suggests that consideration (and mitigation) of wind issues needs to be an ongoing priority as the detailed design of each block	As above.

commences.	
<p><i>Strategic delivery, management and forward planning</i></p> <p>There is an urgent need for a three-dimensional model of the AAP area to be produced, so that the overall density can be clearly established and envisioned by the Council.</p>	This forms part of the wider AAP process which has assessed the wider impacts.
<p>Strategic co-ordination of phasing within the overall Clarendon Gas Works site will be required to ensure that quality and design standards are not compromised between phases, and across plots and development parcels. The panel notes that, as there is a shared basement within the northern section of the site, this may necessitate these phases coming forward together.</p>	
<p>The panel stresses the need for co-ordinated management and servicing across the different sites. It suggests that a single managing body should have control of the management across the whole Clarendon Gas Works development, and that this should be formally established within the process.</p>	A management and maintenance strategy is required via planning condition.
<p>The panel feels that it is critically important for the design team to have continued involvement, after planning consent has been achieved, to ensure quality and consistency at the detailed design and construction stages.</p>	A planning condition to retain the existing architect is proposed.
<p>It would like to see retention of the current architects as 'executive architects' to have an overview role in the development, whilst enabling a diversity of approach in some of the individual plots through the inclusion of other architectural practices.</p>	As above.
<p><i>Next Steps</i></p> <p>The panel support approval of the Design Code (and related documents) subject to reassurance that:</p> <ul style="list-style-type: none"> • Indicative zone floor area ratios / limits for individual plots will be included 	

<p>within the Development Specification.</p> <ul style="list-style-type: none"> • A detailed phasing plan showing how / when the different Reserved Matters applications will come forward is established within a Section 106 Agreement. • Provision for architectural design overview of the overall scheme by Panter Hudspith Architects is established within a Section 106 Agreement. 	
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Tall buildings, views, townscape and heritage

- 6.2.6 London Plan Policy 7.7 (Location and Design of Tall and Large Buildings) 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’.
- 6.2.7 Strategic Policy SP11 (Design) requires all new development to ‘enhance and enrich Haringey’s built environment and create places and buildings of high quality’. The Council’s emerging Development Plan Document (DPD) Policy DM6 (Building Heights) allocates the site (as per Figure 2.2 ‘Potential Locations Appropriate for Tall Buildings’) as suitable for a tall building and set criteria that tall buildings should achieve. When the Quality Review Panel reviewed the District Centre Framework it concluded that the area was suitable for tall buildings.
- 6.2.8 The Local Plan Strategic Policy (2016) notes at paragraph 6.1.16 that there is potential for tall buildings in Wood Green because it is close to a major transport interchange, has been designated as an area for Intensification and has existing adopted masterplan frameworks. Also, the Wood Green AAP allocates the site for two potential landmark buildings along Coburg Road within the Outline component of the proposal.
- 6.2.9 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). DM6 states that tall buildings should also represent a landmark building which by its distinctiveness must:
- i. Be a way finder or marker, drawing attention to locations of civic importance, major public transport interchanges, and areas of high visitation;
 - ii. Be elegant and well proportioned, and visually interesting when viewed from any distance or direction; and

iii. Positively engage with the street environment.

- Consider the impact on ecology and microclimate; and
- Be consistent with the Council's Tall Buildings and Views Supplementary Planning Document.
- Tall buildings within close proximity to each other should:
 - a Avoid a canyon effect;
 - b Consider the cumulative climatic impact of the buildings;
 - c Avoid coalescence between individual buildings; and
 - d Demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for the area.
- All proposals for taller or tall buildings must be accompanied by an urban design analysis which assesses the proposal in relation to the surrounding context. This should include the submission of a digital 3D model to assist in the understanding of the design concept and impacts of the development.

6.2.10 Any development within Site Allocation SA22 and SA24 must also appreciate View 21 of Alexandra Palace from Downhills Park Road which forms one of the Borough's Locally Significant Views and Vistas as defined by Policy DM5. The impact of the development on this view, and others locally important views is assessed within the EIA Volume 2 Townscape, Built Heritage and Visual Impact Assessment. The assessment concludes the completed development would not create any perceivable change to the setting of listed buildings or other designated heritage assets within the vicinity of the site.

6.2.11 The applicant has submitted a detailed Design and Access Statement, Design Code, Cultural Strategy and Environmental Impact Assessment (including Townscape Visual Impact Assessment) along with other planning documents. The Conservation Officer has been involved in the pre-application discussions with the applicants.

6.2.12 An assessment has been carried out of the effect of the development on existing townscape character and on views towards the site. A total of 27 representative views were selected and agreed with LBH officers. These include those of Haringey's Local Views (as defined in the DM DPD) within which the proposals would be visible, sensitive locations such as public open space from which it could be visible and local streets approaching the site. These views were agreed in consultation with officers and are Verified Views prepared in accordance with the Landscape Institute "Guide for Landscape and Visual Impact Assessment" (GLVIA). 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.

Assessment of Significance

- 6.3.1 There are no designated above ground built heritage assets on the Site. It is not located in a conservation area and does not contain any listed structures, however, there are conservation areas and listed structures in its vicinity which contribute to the local townscape character such as Alexandra Palace (II) and Alexandra Palace Park (Registered Historic Park, II). The site is visible from various conservation areas such as Wood Green Common, New River, Alexandra Palace, Hillfield and Hornsey High Street Conservation areas. The site also appears in long distance views of the Palace from other several locations across the borough. These are identified in the Borough's locally significant views.
- 6.3.2 It is intended that all surviving buildings on the site are demolished. The former Clarendon Gas Works, Olympia Trading Estate and industrial units along Western Road, has been cleared of all gas work features, including the two large gas holders, although commercial buildings remain on Coburg and Western Roads. To the north of the site, the Chocolate Factory is also a development site. It includes a locally listed five-storey Art Deco-styled curved industrial building; an ivy-clad two-storey building, designed by Terry Farrell Partnership in 1979, and other brick buildings.
- 6.3.3 Within the site, 63 – 77 Coburg Road, is a group of purpose-designed, two-storey light industrial, brick buildings, with curved details and considered fenestration. The railway embankment runs along the entire western edge of the site and provides a continuous albeit inactive edge.
- 6.3.4 In townscape terms, the site sits within an area dominated by the railway and industrial uses. The building typology is that of large to medium scale low rise industrial buildings, offering very little permeability and no street frontage. The site is adjacent to the established early Victorian residential areas of Wood Green and Hornsey with retail cores along their respective High Roads. The immediate surrounding urban form is also strongly dominated by Alexandra Palace and the topography around it, with most streets rising away from the site, and towards the ridge of the Palace, allowing views of the site along from neighbouring streets such as Hillfield Avenue.
- 6.3.5 Overall, the site has an 'abandoned' industrial character with several industrial buildings still in use. The 44-metre-tall gasometers that used to exist on the site dominated the skyline of the surrounding area and were a reminder of the site's history. Although these have been disused, the fragmented remnants of its previous use along with the remaining current and disused industrial buildings gives a story of the area's past and of Wood Green's history and development.

Development proposal:

- 6.3.6 The Wood Green Area Action Plan identifies this site as a key regeneration site. This aspiration follows from the earlier Haringey Heartlands Development framework that also identified the site for re-development. The area is also identified as a key opportunity site in the Mayor's London Plan. In addition, it is also an area that has been identified as a potential site for tall buildings. As such the area is likely to undergo a vast change in both intensity and variety of land uses, as well as the scale and height of buildings with clusters of tall and taller buildings. This would create a new character within the area, that of a 'town centre' and 'civic hub' typology with key 'marker' buildings located close to transport nodes.
- 6.3.7 The proposed development will be partially visible in the far distance, between the roof lines of the Downhill Park Road terraces and the treed bank of Alexandra Park. The illustrative elements show how blocks G and H might be realised. The significant aspect of this view is the profile of Alexandra Palace on the skyline and the wireframes show the lower blocks are visible in front of the main elevation but the key elements of Alexandra Palace, including the distinctive skyline, two domes and mast are maintained.
- 6.3.8 As part of the proposals are currently in outline form it is only possible to form a view on the silhouette, with detailed elevational treatment and materials reserved for future consideration. Illustrative material shows the potential for a high quality outcome through effective articulation of windows, balconies and recessed windows running the vertical length of buildings. The articulation of the detailed element of the scheme also gives considerable confidence that a high quality scheme can be achieved. A number of planning conditions and planning obligations are recommended to secure further attention to design and details and a high quality outcome.
- 6.3.9 Given this context, the proposed development is considered to be in keeping with the envisaged AAP framework. However, the tall and taller elements of the development would have an impact upon the views of Alexandra Palace from various locations within the borough. Views from the Palace and other adjacent conservation areas would also be affected. These views have been discussed in detail in the applicant's Townscape and Visual Impact Assessment (TVIA).
- 6.3.10 Part of the significance of the Alexandra Palace is derived from its 'hill top' location. The development will partly block some long distance views of the Palace, for example from Freedom Road, adjacent to Broadwater Farm Community Centre and from Watermead Way Railway Bridge. The development would also be visible from the Palace and the Park when looking towards Wood Green.
- 6.3.11 Additionally, the blocks will dominate views most significantly from Wood Green Common Conservation Area. The blocks would also be prominently visible from the top of Hillfield Avenue and the New River Conservation Areas. These areas

are primarily domestic and residential, characterised by two to three storey Victorian or later terraces with some new development up to 7 storeys along the New River. As such the proposed development, by virtue of its scale is considered to cause some harm to these heritage assets, qualified as less than substantial under the NPPF.

Assessment of harm against mitigation and benefits

- 6.3.12 Having regard to the envisaged vision of the Wood Green AAP, the scale and intensity of the envisaged AAP is such that any development at these locations would have an impact on the views as described above. It is therefore important to ensure that the urban form and architectural language of the blocks is of very high quality, one that would mitigate the adverse impact of these views, resulting in heritage and townscape benefits that would outweigh the less than substantial harm. The assessment also needs to be considered against the baseline scheme which, by virtue of its design, would also have an adverse impact on views. The proposed scheme compares favourably with the extant permission.
- 6.3.13 In most cases, the views are considered to be positive, one that signifies the changing townscape and 'role' of Wood Green in the 21st Century. The Master plan framework envisages more permeability of the site connecting the area with the wider social infrastructure through key pedestrian and vehicle routes. Buildings are designed to create and address new public routes, open squares and streets that are considered to be hugely positive to the urban form and functionality of the area. As such, it is considered that the overall impact of the proposal would be positive, that would outweigh the less than substantial harm caused due to their scale.
- 6.3.14 Additionally, the Design Code as part of the outline submission, gives detailed parameters on positioning, openings to allow more permeability, height, scale, massing and materiality of the blocks along with movement patterns. This would be key to ensure that the development remains of high quality and delivers on the townscape benefits that would be essential to outweigh the less than substantial harm.
- 6.3.15 To further mitigate the adverse impact on the industrial heritage of the site, the applicant has submitted a Cultural Strategy that highlights possible ways of documenting and interpreting the cultural and industrial history of the area. Once implemented, the proposals contained within this strategy would further help in the understanding and appreciation of the area, outweighing the harm caused. It is proposed to secure these measures as part of the specification for reserved matters to demonstrate how these have been incorporated into the detailed design.
- 6.3.16 From a conservation point of view, it is considered that the proposal by virtue of its scale would cause some harm to the significance of Alexandra Palace (II), Alexandra Palace Park (Historic Park and Conservation Area), Wood Green

Common, Hillfield Avenue and New River Conservation Areas. However, the proposed built form, urban typology, and circulation pattern along with the layout of the blocks is likely to result in positive townscape benefits that would outweigh the less than substantial harm caused. In addition, the proposals contained in the Cultural Strategy would also help to mitigate the harm caused. Planning conditions are proposed to secure the measures within the Cultural Strategy (October 2017) within reserved matters and any meanwhile uses. There is also a requirement to update the Cultural Strategy at a later date.

6.3.17 Overall, there is policy support for taller buildings in this location at the local and regional level. The AAP has also identified this site as suitable for a tall building and notes the potential to act as a way finding structure to Wood Green. Sitting in the context of a well resolved masterplan, the tall buildings proposed represent an appropriate and positive addition to Wood Green and are supported in this location.

Overall comments

6.3.18 This is a challenging proposal, but a hugely important site within Haringey and one that will be important to London as a whole. The proposals are seeking to create a high density residential neighbourhood, especially by the standards of a suburban district like Wood Green, albeit one with inner London characteristics, excellent public transport connections and a vibrant Metropolitan Centre. It is also a proposal that seeks to create a vibrant, urban environment, with a significant amount of employment, as well as shops, eating and drinking places, entertainment, community facilities, recreation spaces etc.; all the accoutrements of a holistic, sustainable community.

6.3.19 It is also a proposal with a bold and challenging architectural approach, that seeks to embrace the “New London Vernacular” brick based, block pattern architectural approach of recent years but go beyond that to create neighbourhoods with greater variety and interest than many overtly formulaic developments of complete city blocks, forming boring streets with courtyard landscaped spaces hidden away behind, enclosed and echoing.

6.3.20 Officers are confident that it responds to the difficult challenges of this development, in a distinctive, appealing and successful manner. QRP concerns raised have been responded to or shown not to be of concern and the elevational composition, quality of public spaces and detailing, secured in the detailed scheme or through the clear and unambiguous rules in the Design Code, is likely to achieve a feeling of human scale in and around even the highest buildings. The Day and Sunlight Assessments and Wind Microclimate Assessment show the tall buildings and block patterns will create comfortable and successful public spaces. The quality of accommodation is judged to be high, with a large number of dual aspect homes and particularly good quality external private amenity spaces.

6.3.21 This scheme should be a significant addition to the richness and variety of spaces, streets, squares and parks of Wood Green, contributing to stitching the area together, transforming an area that is currently alienating and hostile to pedestrians into an area beginning to be welcoming, safe, friendly and intriguing. It should help to extend and enliven the town centre, form a marker and exemplar of quality for other developments in the area, link Wood Green better to the railway line and the neighbourhoods and parks to its west, particularly Alexandra Palace and its wonderful, huge park, and contribute to bridging the gap between the east and west of the borough.

6.4 Land Use Mix

6.4.1 The National Planning Policy Framework (NPPF) states at Paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

6.4.2 Local Plan Policy SP8 indicates there is a presumption to support local employment and small sized businesses that require employment land and space as well as supporting local employment and regeneration aims. Site allocation falls within a defined Regeneration Area (RA) which is the most flexible of the policies whereas Site Allocation SA22 lies within a Local Employment area (Wood Green Regeneration Area) and therefore is subject to a different policy test to Site SA22. Policy SP8 restricts mixed-use redevelopment of employment land to Local Employment Area – Regeneration Areas. Furthermore, the London Plan and Haringey’s Strategic Policies require that more intensive land uses are directed to highly accessible locations. The full breakdown of employment floorspace and the number of jobs is shown below in the context of the extant permission.

Status	Building	Existing commercial floorspace (GEA)	FTE Employment Numbers
<i>Existing floorspace on site</i>			
Existing	Olympia Trading Estate	5,850sqm	120 FTE
	Western Road (Class B1a and Sui Generis)	2,266sqm	39 FTE
Total		8,116sqm	159 FTE
<i>The consented scheme</i>			
	Olympia Trading Estate New build commercial	5,850sqm 700sqm (B1)	58 (office)

Western Road (not part of consented scheme)	Western Road (Class B1a and Sui Generis)	2,266sqm	
Total		6,550sqm	
<i>The planning application (Class B)</i>			
Proposed	Class B1	7,500sqm to include re-provision of Western Road floorspace (2,044sqm) with scope to increase through mezzanine levels	630
Total		Minimum +2,994sqm more than the consented scheme	630 – excluding A3 and D1 jobs and 159 relocated jobs

6.4.3 The proposals demonstrate a significant improvement in the site's suitability for continued employment and business use, consistent with wider regeneration aims, having regard to:

- The quality, type and number of jobs provided, including an increase in employment densities where appropriate and the potential to introduce mezzanine levels;
- Flexibility of design to enable adaptability to different business uses over the lifetime of development - this includes flexibility to accommodate a four storey office development along Coburg Road (within Buildings G and H);
- The potential for a range of different types of commercial floorspace including maker/creative forms of employment fronting Western Road; workspace and office space fronting onto public spaces; and, the potential for traditional headquarters Class B1(a) office floorspace;
- Environmental quality of the site and the introduction of commercial courtyard spaces within which companies can co-work.

6.4.4 Following discussions with the applicant the applicant has agreed to a minimum level of employment floorspace. At least 1,500m² GEA of B1(c) floorspace is therefore secured via planning condition.

6.4.5 The proposals clearly demonstrate a significant improvement in the quality, type and flexibility of employment space provided. Whilst subject to market demand and future detailed design, the proposals offer flexibility of design to enable adaptability to a range of businesses over the lifetime of development consistent with the ambition for the area. In addition, the proposals offer a significant improvement in the environmental quality of the site, in line with the changing

function and role of this part of Wood Green, consistent with the Council's employment policies.

Balance of commercial uses

- 6.4.6 Policy SP8 and Site Allocation 23 (2018 AAP) provides flexibility for those uses appropriate in a mixed use development, such as small scale 'walk-to' retail, community and residential uses. However, regard must be had to London Plan town centre and retail policies, so not to encourage retail development outside of town centres. The proposals include provision for between 1,500m² - 3,950m² A1-A4 uses (of which no more than 2,500m² of Class A1 Retail).
- 6.4.7 Taking these factors into consideration, including the overall policy objective of creating a mixed use area, officers recommend the retail use is restricted to a maximum of 2,500sq.m. of Class A1-A4 use overall. In addition, as part of the planning conditions, the applicant will be required to review and update the commercial strategy prior to the occupation of any units, to give due consideration to the wider commercial offer. Officers consider this approach to strike the right balance between maximising employment floorspace and allowing a limited amount of flexibility to deliver a genuinely mixed use and vibrant new neighbourhood in Wood Green.
- 6.4.8 Specific provision is made for D1 community use including up to 417sqm D1 day nursery and up to 2,500sqm D2 leisure floorspace. The detailed component of the planning application includes the provision of a Class D1 Day Nursery for children of 417sqm. This will be located within the ground floor of Building B4 facing onto the Community Park. It will benefit from an outdoor, secure play area along its western flank which will enjoy sunshine. Of the total community floorspace a proportion could include a medical centre.
- 6.4.9 Considered in the light of wider emerging proposals and subject to the recommended restrictions on retail use, the land use and employment provision is supported. The proposed employment, food and drink and community components would provide a significant number of new jobs, help create safe and attractive places for meeting and socialising consistent with the wider ambition to create a vibrant new creative district.

6.5 Impact on adjoining occupiers

- 6.5.1 London Plan Policy 7.6 requires buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy. In respect of tall buildings, London Plan Policy 7.7 states that tall buildings should not affect their surroundings adversely in terms of overshadowing, noise and/or glare and should not impact on local or strategic views. This is reflected in Policy DM1 of the Development Management DPD 2017. In addition, the Site Allocations Documents also states

that 'development should respect the amenity of properties on the west side of Hornsey Park Road'.

6.5.2 Of relevance to this and the following two sections, Haringey policy in the DM DPD DM1 requires that:

"...Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that:

- a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land;*
- b. Provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and residents of the development..."*

6.5.3 The applicant has provided a Daylight Sunlight and Overshadowing Assessment (Anstey Horne dated 25 October 2017 and Quod Chapter 11 Environmental Statement, Volume 1) prepared in accordance with Council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011). The daylight, sunlight and overshadowing assessment has been carried out for maximum building height parameters for the Outline component, as well as the illustrative scheme which shows one way in which the Outline Component could be built out. The development has been designed to minimise effects, the potential effects on properties from losses of daylight would be minor adverse at worst, based on the maximum building heights.

6.5.4 The assessment examines the effect of their proposed development on the neighbouring houses on numbers 59 through to 171, odd, Hornsey Park Road, which back onto the site to the east and overlap a short way to the south and a longer distance to the north. It also assesses the impact on the nearest residential accommodation on Mayes Road and Coburg Road, a moderate distance to the north east of their proposed development.

6.5.5 The application does not assess the impact on non-residential buildings. Many employment uses have a reasonable expectation of daylight, as is mentioned in the supporting text to our Development Management DPD policy DM1. However, the location is accepted as a Growth area and Area of Intensification in adopted Local plan documents, so those existing employment uses cannot have a reasonable expectation to be insulated from change and intensification. Existing residents, on the other hand, should not be expected to lose significant proportions of their existing daylight to living rooms, kitchens and bedrooms, or sunlight to south facing living rooms or private external amenity areas.

- 6.5.6 Two neighbouring sites (Land at the Chocolate Factory and Parma House, 5 Clarendon Road; HGY/2017/3020 and Land off Brook Road and Mayes Road; HGY/2017/2886) submitted planning applications a couple of weeks before this application. However, officers do not consider those applications were sufficiently far ahead of this application, nor can either be described even yet as resolved applications, so it would have been unreasonable for those proposals to be assessed.
- 6.5.7 The part that borders the likely neighbouring sites, is in outline. Therefore, reserved matters proposals for this application, as well as whatever is proposed for neighbouring sites, can still adapt to accommodate neighbours as their proposals come forward. The outline proposals, design code and illustrative scheme for this site allow sufficient flexibility, to accommodate a variety of similarly scaled proposals for similar uses on neighbouring sites.
- 6.5.8 These proposals accommodate a widening of Coburg Road into a boulevard. Neighbouring sites on the north side are also required to similarly widen the road. This will allow for increased daylight and sunlight penetration as well as a broader, more proportionate scale to this street, who's western end is identified in the Council's tall buildings assessment (in DM DPD DM7) as a site suitable for greater height.
- 6.5.9 The applicants' assessment considers the detailed proposals for the southern quarter with both the illustrative scheme and the full maximum build out of the parameter plans. The assessment finds that the Vertical Sky Component (VSC) to a number of windows to habitable rooms in neighbouring dwellings would drop below the BRE Guide recommended level (27%) to a noticeable degree (>20%), but not a majority of neighbouring windows. Neighbouring houses are closest to the application site against the southern quarter, where the application is in detail, and backing onto this most houses have one or two noticeably affected windows, although not generally much above the BRE Guide assessment of a minimum noticeable loss. It should also be noted that the 27% VSC recommended guideline is based on a low-density suburban housing model and in an urban environment. It is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. The applicants also assess Daylight Distribution in the neighbouring dwellings, and find that some rooms lose noticeable amounts of daylight by this method, but generally different rooms (often in different houses) to those that would lose noticeable VSC. Again, the loss is not usually much above the minimum noticeable.
- 6.5.10 North of the proposed park, the neighbouring existing houses on Hornsey Park Road are further from the application site boundary and have long back gardens. Here they back on to the Northern Quarter, in outline in this application, and the applicants have assessed the effect of both their "Illustrative Scheme" and a theoretical (but impossible) maximal build-out of the Parameter Plans. If the

latter, although impossible, were built, there would be significant loss of daylight to houses in Hornsey Park Road, as well as to flats in Umoja House and above the public house at 83 Mayes Road, despite it being a considerable distance away from the site. However, very few noticeable losses of VSC would occur, at substantially lower levels of loss, with the more realistic Illustrative Scheme. The effect on Daylight Distribution north of the proposed park is *only* noticeable with a maximal build-out of the Parameter Plans.

- 6.5.11 A number of neighbouring dwellings in Hornsey Park Road, but none elsewhere, have living rooms that face within 90° of due south that would lose some sunlight due to this development. This factor seems unaffected by whether the proposal is the Illustrative Scheme or maximal build-out of the Parameter Plans. This probably illustrates that the neighbouring windows are extremely susceptible to loss of sunlight from virtually any development on the application site, due to them being very close to facing due east across what is currently a clear site. By contrast, the loss of sunlight to neighbouring private outdoor amenity spaces (generally back gardens) is not significant, except in a few instances of the unrealistic implementation of the maximal build-out of the Parameter Plans.
- 6.5.12 This site also benefits from an existing planning permission, which would also cause some loss of both daylight and sunlight to existing neighbouring dwellings. This permission could be implemented at any time and would also have an impact on daylight and especially sunlight to neighbouring dwellings. There were also until recently two huge gasholders on the site, which when full, up until the 1980s, would have obscured significant amounts of daylight and especially afternoon sunlight to neighbours.
- 6.5.13 The Mayor's SPG Housing states that in relation to daylight and sunlight provision to new development an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances and the need to optimise housing capacity.
- 6.5.14 When considering the detailed and the outline applications daylight results together this shows that 80% of the rooms tested meet or exceed the BRE guidelines. Officers agree with the consultant's conclusion that the levels of daylight and sunlight availability within the proposed units, both with and without the wider masterplan in place, are considered acceptable for an urban development project having regard to the suburban basis of the BRE guidance, the orientation and potential quality of the accommodation. The scheme is acceptable from a daylight/sunlight perspective when considered in the context of relevant planning guidance and when compared with to the existing permissions and previous industrial buildings on the site.

- 6.5.15 The nature of the site along with the design of the proposal minimises the potential for concern from loss of privacy due to overlooking into windows to neighbouring residential habitable rooms or private amenity spaces. The Design and Access Statement shows how the massing has been reduced along sensitive eastern boundary. This includes orientating the development to minimise overlooking and loss of privacy.
- 6.5.16 Noise pollution policies resist developments which would involve an unacceptable level of noise beyond the boundary of the site. This stance is in line with the NPPF and with London Plan Policy 7.15 and Policy SP14 of Haringey's Local Plan. Given the scale of the proposal and the nature of noise from residential uses, the proposal would not cause a significant degree of noise and disturbance upon nearby residents in meeting the above policy framework.
- 6.5.17 With regard to noise, a Noise and Vibration assessment was submitted with the application to assess both the effects of the development in terms of noise and vibration on off-site receptors and noise levels at the development site itself. The assessment considered the effects of noise and vibration during the demolition and construction works as well the effects following completion and operation of the development. The report concludes that subject to appropriate conditions there would be a negligible effect on the neighbouring residential properties. Conditions are recommended requiring adequate dust control to protect the amenities of neighbours during the build phase of the development and to ensure that any noise from fixed building services does not exceed noise ratings for existing and new dwellings. Hours of construction are controlled by other legislation.
- 6.5.18 The proposal would not harm the amenities of neighbours and is in general accordance with Strategic Policy DM1 and London Plan 2015 Policy 7.6. Further planning conditions are proposed as part of the Noise section in this report.

6.6 Affordable housing and viability

- 6.6.1 The NPPF states that where it is identified that affordable housing is needed, planning policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. However, such policies should be sufficiently flexible to take account of changing market conditions over time (para. 50).
- 6.6.2 Similarly, The London Plan 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", having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances including development viability".

6.6.3 Policy SP2 of the Local Plan requires developments of more than 10 units to provide a proportion of affordable housing subject to viability to meet an overall borough target of 40%. The affordable provision in the detailed phase has been increased to 32.5%. The outline phase is also 32.5%. The updated summary accommodation schedules are set out below.

Site Wide	Market	Intermediate (shared ownership)	Affordable rent	Total
Studio	173	0	0	173
One-bed	431	87	22	540
Two-bed	626	181	59	866
Three-bed	39	0	69	108
Four-bed	1	0	26	27
Total	1270	268	176	1714
Hab Room	3074	766	715	4555
32.5% (hab room)				

Site-wide affordable housing

Detailed	Market	Intermediate (shared ownership)	Affordable rent	Total
Studio	68	0	0	68
One-bed	156	16	21	193
Two-bed	221	25	34	280
Three-bed	22	0	45	67
Four-bed	1	0	7	8
Total	468	41	107	616
Hab Room	1136	116	430	1682
32.5% (hab room)				

Detailed scheme affordable housing

<u>Outline</u>	Market	Intermediate (shared ownership)	Affordable rent	Total
Studio	105	0	0	105
One-bed	275	71	1	347
Two-bed	405	156	25	586
Three-bed	17	0	24	41
Four-bed	0	0	19	19
Total	802	227	69	1,098
Hab Room	1938	650	285	2,873
		32.5% (hab room)		

Outline scheme affordable housing

6.6.4 The proposed mix of tenures in the entire scheme is 1270 units for private sale, 268 Intermediate units, and 176 for affordable rent, for a total of 444 affordable units. This equates to 32.5% on a habitable room basis. The proportion of affordable housing is significantly higher (35% of the uplift) than under the outline consent. This allowed for between 14% and 24.4% of the units as affordable (on a habitable room basis), which equated to between 118 and 208 units. Of the 440 affordable units 109 of these would be 1-bed, 240 2-bed, 69 3-bed, and 26 4-bed. As such, the proposed tenure and bedroom mix is significantly better than that approved at outline stage, and provides a 48.3% affordable rent: 51.7% shared ownership by habitable rooms. Whilst this split is not in line with Haringey's policy of 60% affordable/social rented and 40% intermediate accommodation given that the overall affordable housing provision is a significant improvement over the extant permission and that the level of affordable offered is significant above what is viable this is acceptable in this instance. The full breakdown is shown below.

Proposed Affordable Housing Mix

Mix	Manhattan	1 bed	2 bed	3 bed	4 bed	Total Homes	Habitable Rooms
Private Homes (Number or % of homes)	173 (or 13.6%)	431 (or 33.9%)	626 (or 49.3%)	39 (or 3.1%)	1 (or 0%)	1,270 (or 100%)	3,074 (or 100% of private habitable rooms and 70.0% of total habitable rooms)
SO Homes (Number or % of homes)	0 (or 0%)	87 (or 32.5%)	181 (or 67.5%)	0 (or 0%)	0 (or 0%)	268 (or 100%)	766 (or 100% of shared ownership habitable rooms or 51.7% of affordable habitable rooms)
Affordable Rent Homes (Number or % of homes)	0 (or 0%)	22 (or 12.5%)	59 (or 33.5%)	69 (or 39.2%)	26 (or 14.8%)	176 (or 100%)	715 (or 100% of affordable rent habitable rooms or 48.3% of affordable habitable rooms)
Total Number	173	540	866	108	27	1714 (or 100%)	4,555 (or 100% of total habitable rooms)

LBH Housing Strategy – housing mix requirements

	1-bed	2-bed	3-bed	4-bed
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LBH Housing Strategy (Intermediate)	30%	60%	10%	0
LBH Housing Strategy (Affordable Rented)	11%	45%	33%	11%

6.5.5 The unit size mix of the intermediate affordable offer is broadly in line with the Council's Housing Strategy, the lack of 3 bed intermediate units is acceptable in this instance. The section 106 agreement will secure that the one bed units are available to households on incomes up to £55,000 and the two beds up to £75,000.

6.5.6 The unit size mix of the affordable/social rented units is weighted towards 3 and 4 bed units which is strongly supported in this instance.

6.5.7 The affordability of the low cost rented units has been agreed with the applicant and the Council, and accords with the requirements of Haringey's Development Management DPD and Housing Strategy, Policy H7 of the draft London Plan, the Mayor's Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report:

- up to 80% of the local market rent or local housing allowance levels, for one-beds (whichever is lower);
- up to 65% of the local market rent or local housing allowance levels, for two-beds (whichever is lower), and
- social/target rent for three-beds.

Viability

6.5.8 The Mayor's Affordable Housing and Viability Supplementary Planning Guidance (SPG August 2017) provides guidance to ensure that existing affordable housing policy is as effective as possible. The SPG focuses on affordable housing and viability and includes guidance on the threshold approach to viability appraisals and on viability assessments. As published guidance it is a material planning consideration.

6.5.9 As the proposal does not meet the requirements of the threshold approach, the applicant has provided a viability assessment, which has been rigorously assessed by the Council's independent advisers and GLA officers and confirms that the scheme can viably support 8% affordable housing.

6.5.10 As part of a further assessment process and interrogation of the revised offer BNPP also undertook a high level appraisal to establish the quantum of affordable housing that the applicant is providing over and above what is viable. The offer of 32.5% put forward by the applicant therefore represents a significant

betterment of 24.5%; however, this is on the basis that no late stage viability review would be required. The principle of a late stage review, in order to capture potential future growth in sales values, is a strategic priority that underpins the Mayor's approach to viability and the delivery of an increased level of affordable housing. As such, the absence of a late stage review must be appropriately mitigated by an affordable offer significantly above that supported by viability, and is only acceptable by exception.

6.5.11 On this basis, the growth-based affordable housing contribution of 32.5% is significantly above the 8% provision that has been independently verified as the maximum reasonable amount, and has effectively secured and front-loaded potential growth. This approach ensures that a larger proportion of on-site affordable housing would be delivered by the scheme from the outset.

6.5.12 The requirement for an early stage viability review will be triggered if an agreed level of progress on implementation is not made on the detailed application site within two years of the permission being granted, in accordance with Policy H6 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. Pre-implementation review mechanisms have been agreed between the applicant and GLA/Council officers which require the viability assessment to be revisited at an early stage should no substantial progress be made within eighteen months i.e. no submission of reserved matters within eighteen months. A further review is required if no reasonable progress is made in building out the scheme. Officers are satisfied these review mechanisms are required to incentivise development and ensure that the maximum reasonable level of affordable housing is secured over the period of implementation.

6.5.13 It should be noted that the extant scheme included an affordable housing provision of 24.4% by habitable rooms. The applicant has offered an affordable housing provision of 35% by habitable rooms on the increased quantum of development for the proposed scheme. This resulted in a total affordable housing provision of 27.1% (proposed in the application submission) by habitable rooms across the total site. During the course of further negotiations, the affordable housing offer increased to 32.5% on the basis of habitable rooms.

6.5.14 Officers agree with the conclusions of the consultant that the scheme provides the maximum viable and practical quantum of affordable housing and is consistent with local and strategic housing policies. Having considered the information submitted by the applicants, the Council's independent consultant, and the revised minimum 32.5% baseline offer by habitable rooms, officers are satisfied that the above affordable housing offer represents the maximum reasonable amount of affordable housing, taking into account the individual circumstances of the site. The rents and income levels specified within the S106 agreement will ensure that the affordable homes are genuinely affordable to local people. On this basis, the affordable housing provision complies with NPPF policy, as well as London Plan and Haringey Council's local policies, which

require the maximum reasonable amount of affordable housing to be delivered on sites, subject to viability. In conclusion, given the acceptance of significant growth assumptions at the decision making stage, in order to front-load substantial additional affordable housing delivery, the absence of a late stage review is acceptable in this case; subject to securing affordable rent levels and shared ownership affordability, and all required planning obligations.

6.5 Quality of accommodation & amenity space

6.5.1 London Plan Policy 3.5 'Quality and Design of Housing Developments' requires the design of all new housing developments to enhance the quality of local places and for the dwelling in particular to be of sufficient size and quality. The standards by which this is measured are set out in the Mayor's Housing SPG.

6.5.2 All the proposed units meet the Housing SPG standards with 10% (106) across the site being wheelchair adaptable. By employing a series of interlocking footprints these forms helped to create and enclose private communal courtyards around which the residents could congregate. When compared to the consented masterplan the use of interlocking buildings enables the new proposals to introduce a greater number of buildings while reducing footprints. This has resulted in a significant improvement in the overall quality of accommodation including an increase in the percentage of homes which benefit from dual aspect and a reduction in the amount of internal circulation space which also minimises the number of units per floor. Furthermore, the proposal would provide sufficient private amenity space, by way of a garden or a good sized terrace, to each dwelling, together with a large area of communal amenity space. Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

Amenity and play space

6.5.3 The development is supported by a range of public, private, communal amenity spaces and public realm provided at grade, roof terraces and balconies. The total amenity space provision across the site is disaggregated below:

Total amenity space provision m2 (see images in appendix)

Type	Area m²
Private (Demised) Balcony and Terrace	13,386
Private Communal Garden / Courtyard	4,524
Rooftop Play space	610
Public Residential Courtyards	2,258
Public Square	1,032
Community Park and Moselle Walk	4,948
New Public Realm (excluding the above)	7,535
Total	34,293

- 6.5.4 The residential amenity spaces are split between public communal and private communal spaces, with each given characteristics that complement the buildings forming their enclosure. The configuration and grouping of the buildings that enclose these amenity spaces has ensured that these spaces become a focal point, with the added benefit of creating a tangible sense of community amongst residents. Along the eastern boundary, privacy for both existing residents of Hornsey Park Road and new residents within the scheme will be created by a new fence and bio-diverse corridor of planting. The western boundary will enjoy an enhanced green outlook as a result of the wooded railway embankment. This additional fauna will help shelter these amenity spaces from excessive noise from the railway line. These courtyards have had a full daylight and sunlight assessment with a supporting report submitted alongside this application. This has ensured that all private amenity spaces exceed BRE guidelines.
- 6.5.5 The southern section of the site is partially covered by an area of open space deficiency so new publically accessible open space is required. The masterplan shows the addition of a Community Park which would fall within the definition of a Local Park under the terms of GLA Guidance and would be available to all new residents. Nearby Alexandra Park would fulfil the role of a Metropolitan Park (within 1.2km of dwellings). Overall, adequate provision is made for open space, consistent with local and strategic plan policies. The scheme design provides the potential for high quality green infrastructure to enhance the site amenity and contribute to the open space needs of residents in an area of identified deficiency.
- 6.5.6 In terms of private amenity space, the development generates the requirements set out below. These requirements are more than adequately met by the provision of private balconies alone which exceeds the requirement by 3,740sqm.

Private amenity space requirements

Units	No.	Requirement m ² / unit	Requirement m ²
Man	161	5m ²	805
1 bed	526	5m ²	2630
2 bed	864	6m ²	5184
3 bed	140	7m ²	980
4 bed	6	8m ²	48
Total	1,697		9647m²

- 6.5.7 Policy 3.6 of the London Plan seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards 2009, where London Plan Policy 3.6 and Local Plan Policy SP13 underline the need to make provision for children's informal or formal play space.

6.5.8 Children’s playspace will be provided within the large communal landscaped amenity areas across the wider site, and will be a mixture of formal, incidental and natural play spaces, both public and private. The total requirement and provision proposed is shown below.

Play space requirements

Type Proposed	Area m ²	Requirements m ²
Under 5	2,000	1,690
5-11	860	1,120
12+	Off-Site	740
Total	3,880	3,570

6.5.9 It is proposed that the majority of the play provision for the children aged up to eleven years old can be provided within the sites of this hybrid planning application. The under five years play provision will be provided at ‘doorstep level’ and are intended to be multi-functional. Therefore, the appropriate space provision for young children has been established for each building and accommodated in the proposals. Older children will also have access to opportunities for play and sports/recreation in Alexandra Park. Overall, the proposals are capable of delivering high quality private amenity space and range of play spaces providing children with access to good quality, well designed, secure and stimulating play and informal recreation space. GLA officers support the play space provision within the scheme.

6.5.5 The Housing SPG states that developments should avoid single aspect dwellings that are north facing, exposed to noise exposure categories C or D, or contain three or more bedrooms. Steps in the façade have been introduced to minimise the number of north-facing single aspect homes within the detailed application to 8.8%. This is reduced further site wide to 6.3% and is a considerable improvement on the extant permission resulting in an increase from 23% to over 60% dual-aspect units and is strongly supported.

6.5.6 The daylight/sunlight assessment submitted with the application show that the block will achieve a good level of adherence to the daylight and sunlight guidelines and provide a good level of amenity for future occupiers. The results show an improvement upon the performance in the extant permission and the original reserved matters consent.

6.5.7 Local Plan Policy SP2 and Policy 3.8 of the London Plan require that all housing units are built to Lifetime Homes Standards with a minimum of 10% wheelchair accessible housing or easily adaptable for wheelchair users.

6.5.8 The development will provide 10% wheelchair accessible homes of varying unit sizes which will meet the requirement in planning policy. This will be secured via planning condition. The development will also provide 1:1 accessible parking spaces which will only be available for purchase by residents within those units.

The detailed layouts of units in the outline element will be secured via reserved matters and a minimum 10% provision will be secured by planning condition.

- 6.5.9 Level access to the buildings will be provided throughout to the main residential entrance doors. Furthermore, level access will also be provided through the common areas and lobbies etc. Level access will also be provided from the street to commercial premises.
- 6.5.10 The development has been designed having regard to these requirements and provide the basis from which to define an inclusive and equitable scheme. The principles of inclusive design are also adequately captured in the Design Code, which will be secured by planning condition.
- 6.5.11 The applicant further states that level pedestrian access to the scheme will be provided to the commercial/retail unit in accordance with the Equality Act (2010) and the other requirements of Part M of the building regulations. The accessibility of the scheme is judged to be acceptable and in accordance with the Mayor's Housing SPG and the Mayor's Accessible London SPG.
- 6.5.12 Therefore, the proposal would provide an acceptable level of amenity for future occupiers.

6.6 Density

- 6.6.1 Density is relevant to whether the amount of development proposed is appropriate for a site. London Plan Policy 3.4 notes that the appropriate density for a site is dependent on local context and character, its location and accessibility to local transport services. Policy 3.4 and Local Plan Policy SP2 require new residential development to optimise housing output for different types of location within the relevant density range the density levels in the Density Matrix of the London Plan.
- 6.6.2 London Plan Policy 3.4 (Optimising Housing Potential) indicates that a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. The reasoned justification to policy states that it is not appropriate to apply the London Plan Density Matrix mechanistically - its density ranges for particular types of 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.
- 6.6.3 Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The site is considered to be within an 'central' setting where the density matrix sets a guideline of 650 -1100 habitable rooms per hectare with a PTAL of 4-6. The density of the development equates to a maximum of 1000 habitable rooms per hectare based on the illustrative masterplan. If the employment floorspace is

discounted from this equation the density rises to 1071. This is at the upper end of the indicative range but local factors, including the quality of the scheme, its high accessibility and proximity to metropolitan open spaces support the proposed density.

- 6.6.4 It should be noted that density is only one consideration of the acceptability of a proposal. Given the proposal provides good quality units with a good quality living environment. As such, at the density proposed the proposal therefore can be considered acceptable as it has an acceptable impact on neighbouring occupiers and is in keeping with the scale and character of the surrounding area.

6.8 Designing out Crime

- 6.8.1 The proposed development has been designed with regard to the requirements of Secured by Design. The Secured by Design Officer has raised some concerns with some aspects of the design and layout of the scheme with regard to Secured by Design principles. The applicant has committed to achieving this certification, and will work with the Metropolitan Police to obtain full Secure by Design certification. A condition requiring this was secured on the outline permission, however, to ensure this compliance, a further condition requiring this certification be demonstrated is recommended. In addition, all lighting will be in accordance with Haringey Guidelines and British Standards with the installation of CCTV included where deemed necessary, which is secured via condition on the outline approval and the approved Design Code.

6.10 Transportation

- 6.10.2 The site formerly referred to as Haringey Heartland is bounded by Coburg Road in the north and the railway lines to the east, Haringey Park Road to the east and Turnpike Lane to the south. The applicant has existing planning permission for the redevelopment of the site to provide up to 1080 residential units, 700sqm of office space, 700sqm of retail space, 550 sqm of restaurant 500sqm of community leisure use D1/D2, 251 car parking spaces, cycle parking and associated infrastructure works.

- 6.10.3 The application is a Hybrid application for: 1714 residential units, 750 sqm of B1 business, up to 3,950 sqm of retail, 417sqm of D1 day nursery and up to 2,500 of D2 leisure, 425 off street car parking space, 3065 cycle parking spaces and associated infrastructure. The application has been assessed in line with the Council Local Plan Strategic Policies SP1 Managing Growth, SP4 Working towards a low carbon Haringey and SP7 Transport, The Councils Development Management DMPD Policy DM32 and the London Plan Polices 6.1 to 6.15. It is also to be noted that the assessment will include cumulative impacts of two other planning application within close proximity of the site (Iceland HGY/2017/2886) and (chocolate factory HGY/2017/3020); we will be considering the cumulative impacts of all three applications on the local highways network.

6.10.4 The development is located in an area with public transport accessibility level, which varies from PTAL 4 –6 across the site; the site is within reasonable walking distances of Wood Green, Turnpike Lane, Alexandra Palace Station and Hornsey Rail Station. The site is bounded by the railway lines to the west, the area surrounding the site to the east of the railway lines is covered by the Wood Green Inner Control Parking Zone, which operates seven days a week between the hours of 8am-10pm and the Wood Green Outer Control Parking Zone which operates Monday to Saturday 8am to 06:30 pm.

Existing Conditions

6.10.6 The applicant's transport consultant "Vectos" has conducted existing condition survey of the area surrounding the site as part of the Transport Assessment (TA), which included:

1. Pedestrian Environment Review System (PERS) audit of the walking routes to the local public transport interchanges: Alexandra Palace Station, Hornsey Rail Station, Wood Green Station, Turnpike Lane Station; Wood Green High Road which offers access to a number of local bus routes and Penstock Foot path, which provides essential east/ west traffic free walking and cycling connectivity to the site. The results of the PERS audit concluded that all the above routes with the exception of Link 11 (Hornsey Park Road) was acceptable. Link 1 scored poorly in terms of reduced effective widths on both sides of the footway and pedestrians/user conflict due vehicles parked on the footways. The audit highlighted issues with Link 5 Penstock Footpath in terms of surveillance and security, which could be perceived as a deterrent to the use of the path, in addition the audit, highlighted a general lack of legibility and signage of the various walking routes.
2. Level of Cycling Service (CLOS) assessment of the key junctions surrounding the including: Turnpike Lane/ Hornsey Park Road/ Wightman Road, Station Road/ High/ Lordship Lane and Turnpike Lane/ High Road/ Green Lanes/ Westbury Avenue. In general, apart from the Wood Green Common Link the majority of the cycle links scored poorly due to a lack of dedicated cycle facility to separate cyclist from motor vehicles and legibility including wayfinding signs. The assessment of the junction also scored poorly due to the lack of dedicated advance signalling for cyclist.
3. The TA included Parking surveys of the roads within 200 metre of the site in line with the Lambeth methodology, the survey included the following roads; Western Road, Coburg Road, Clarendon Road, Mary Neuner Road, Hornsey Park Road, Brook Road, Malvern Road, Ravenstone Road, Silsoe Road and Park Ridings. The results of the car parking survey conclude that within the surveyed area there were some 338 car parking spaces

(residents bay and business bays) with a maximum of 208 car parking space occupied at 20:00 hours with 130 (38.46%) of car parking space available on street within the surveyed area. We have therefore concluded that the area surrounding the site is not suffering from high on street car parking pressure; however it is to be noted that the roads to the northeast of the site are not currently covered by a controlled parking zone.

4. The TA has reviewed the last 5 years' personal injury collision data, with in the local surveyed area, there were 73 collisions the majority of the collisions were recorded as slight with no fatalities, four of the injuries were recorded as serious injury. It is to be note that on reviewing the accident data for Mayes Road. Western Road and Station Road there is a concentration of accidents close to the crossing points on Mayes Road, which would indicate that the current crossing points are not located on the pedestrian desire line or additional crossing points are required.

Trip Generation and Modal Split

- 6.10.8 The applicant is proposing 1714 residential units, using sites from the TRICS database the applicant has forecasted that the proposed development would generate a total of 941 in/out person's trips during the am peak period and 834 in/out person's trip during the Pm peak period. The applicant has forecasted the modal split based on the 2011 census data method of travel to work for the Noel Park Ward. Based on the census data, 82% of the residential trips generated by the site will be by sustainable modes of transport with car passenger and car drive trips accounting for only 18% mode share.
- 6.10.9 The office element, based on 7,500 square metres, using similar site from the TRICS database will generate 287 in/out person trips during the am peak period and 283 in/out trips during the PM peak period. As no dedicated car parking spaces will be provided for the B1 element of the proposal the Transport Assessment has re-balanced the car drive mode share of 30% and has increased the bus and underground mode share. Whilst re-balancing of the mode splits is supported, having a "zero" car drive mode share is not realistic as there is a surplus of long stay car parking available within easy walking distance of the development. Officers expect to see a car driver mode share of between 10-15%. The zero percent car share is therefore acceptable as a travel plan target, secured by the S.106 agreement.
- 6.10.10 The applicant proposes a maximum of 1,500sqm of A1 and 1,500sqm of A2-A4 floorspace. The majority of the trips generated by these uses will be by foot and will serve mainly local needs hence, these uses are not assessed as part of the total site trip generation.
- 6.10.11 The development will include a nursery of some 417sqm and will generate a total of 14 in/out trips during the am Peak periods and 16 in/out trips during the pm peak periods. The table below shows the gross trip generation of the site.

Existing and Proposed Underground trip at each station

Station Movements	Weekday AM peak 8:00-9:00			Weekday PM peak 17:00-18:00		
	Passengers		Change	Passengers		Change
	Existing	Development		Existing	Development	
Wood Green						
Arrival	2809	263	9.4%	1382	139	10.1%
Departure	939	91	9.7%	2377	178	7.5%
Turnpike Lane						
Arrival	2669	91	3.4%	841	48	5.7%
Departure	439	31	7.1%	2190	110	2.8%

6.10.4 Impact on Local Highways Network

6.10.5 The development proposal would generate a total of 192 two way vehicular trips during the am peak period and 161 vehicular trips during the pm peak period, it is to be noted that the majority of the vehicular trips are from the consented scheme, with the new application accounting for 50 two-way vehicular trips during the am peak and a 66 two way vehicular trips during the pm peak period, the impact of the additional traffic on the local highways network was assessed using, ARCADY, PICADY and LINSIG. The following junctions were assessed:

Junction No Road names:

1. B139 Hornsey park Road/ Clarendon Road/ Turnpike Lane
2. Station Road/ Park Avenue Roundabout
3. Station Road/Mayes Road Minim-Roundabout
4. B151 Mayes Road/ Western Road Mini-roundabout

6.10.6 The assessment indicates that the signalised Junctions No 1 (B139 Hornsey park Road/ Clarendon Road/ Turnpike Lane) is currently operating at capacity on some arms in the base situation. The degree of saturation will increase in future situation with the degree of saturation in the pm peak increasing from 89.5% on Hornsey Park Road right to 91.7%. It should be noted that this arm is currently operating at 93.3% during the am peak periods. Although there is an increase in the degree of saturation in the pm, the junction will operate within normal parameters.

6.10.7 The additional development traffic will not have any adverse impact on junction 2-4 which all have a modest increase in the RFC and an increase in queuing of 1 PCU. Officers conclude the increase in the traffic generated by the development proposal will not have any adverse impact on the highways network when compared to the approved scheme.

Cycle and Pedestrian access

6.10.9 The site is within some 80 metres of the 'Penstock Footpath' pedestrian/cycle route which provides essential east/ west traffic free connectivity via Cross Lane and ultimately onto Hornsey High Street. While the western section of this footpath is newly developed, the eastern section requires upgrading including adequate lighting and CCTV this has been identified by the PERS audit. There are also two cycle routes proposed on Western Road leading to the Borough boundary with Enfield via Station Road, Alexandra Palace station and Bounds Green and the second route that runs to the east of the Borough via Wood Green High Road, Downhill Park and Tottenham High Road. There is also a lack of dedicated north/ south cycle infrastructure to facilitate cycle journey to and from central London. In order to ensure that the applicant can achieve the proposed modal split target the applicant is required to make a financial contribution towards improving the physical infrastructure of the cycle routes by way of a section 106 agreement.

6.10.10 The applicant has conducted a PERS audit of the key local walking routes to assist persons accessing the site. Officers have reviewed the PERS audit conclude that a number of the key walking routes will require improvement including resurfacing, CCTV signage and enhance lighting improvements. The applicant will be required to make a financial contribute by way of a S.106 agreement towards a package of measures to improve walking condition on the following key walking routes:

1. Penstock Foot path
2. Haringey Park Road
3. Mayes Road
4. Coburg Road, Caxton Road/ Caxton Road to Wood Green High Road.

6.10.11 The total contribution towards walking and cycling measures has been estimated at £405,280 (four hundred and five thousand two hundred and eighty pounds).

Parking

6.10.13 Based on the car parking survey conducted as part of the TA the area surrounding the site has not been identified as suffering from high car parking pressure, the site is located within the Wood Green Outer CPZ operating from Monday to Saturday between 0800hrs and 1830hrs, which provides adequate on-street car parking control. The applicant is proposing to provide a total of 425 off street car parking spaces which breaks down as follows:

- Block A1-A4 51 car parking spaces including 34 disabled car parking spaces
- Block B1-B4 72 car parking space including 28 car parking space
- Block C1 282 car parking spaces including 104 disabled car parking spaces.

This equates to 0.25 car parking spaces per unit, which will allow for approximately 10% (163) wheelchair accessible car parking spaces. Officers judge the car parking provision proposed to be acceptable as the area surrounding the site is located in the Wood Green Control Parking Zone and has not been identified as an area currently suffering from high on street car parking pressures. The site has good public transport accessibility level in line with the Council's Local Plan Policy SP7: Transport which promotes travel by sustainable modes of transport, maximum car parking standards and car free developments. Car free developments are further supported by Haringey Development Management DPD, Policy DM32 which support car-free development where:

- a) There are alternative and accessible means of transport available;
- b) Public transport is good; and
- c) A controlled parking zone exists or will be provided prior to occupation of the development.

6.10.14 This development proposal will be dedicated as a car free/ car-capped development. The Council will prohibit the issuing of car parking permits to future occupiers of the residential element of this development in any current or future control parking zone and residents will be eligible for visitors parking permits.

6.10.15 It is to be noted that although the site is located in the Wood Green Control Parking Zone, there are some roads to the north of the site which are currently not covered by a control parking zone and are within easy walking distance of the site. The applicant will be required to pay a financial contribution towards the design and consultation of parking control measure to restrict parking in these areas. The contribution has been estimated at £42,000 (Forty-Two thousand pound). This will be secured by way of the S.106 agreement.

6.10.16 The applicant is required to submit a parking management plan for approval before the development is occupied. This is also secured by way of S.106 obligation. The parking management plan must be monitored in line with the residential travel plan.

6.10.17 The applicant is not proposing to provide any off street car parking bays for the other land uses, some short stay car parking will be provided as part of the realignment of Mary Neuner Road. It is to be noted that the London Plan requires the commercial element of the development to be provided with at least one accessible car parking bay designated for blue badge holder even if the on general parking is not provided. We have considered that as the applicant is proposing to provide a total of 425 off street car parking space a small proportion of the car parking space can be reallocated for the use of the B1/ commercial aspect of the development byway of a car parking management plan. The parking management plan must allocate the off street car parking space based on the following priority:

1. Parking for the disable residential units 10% of the total number of units proposed (163-169)- wheel chair accessible car parking spaces)
2. A minimum of 1-wheel chair accessible car parking space for the commercial element of the development.
3. Family sized units 3+ bed units
4. Two bed 4 four person units
5. Two bed units
6. One bed units and studios.

6.10.18 The applicant proposes a total of 2,727 long stay and 56 short stay cycle parking space for the residential aspect of the development. A planning condition attached is recommended to ensure the cycle parking provision for the residential aspect of the development is provided in line with the 2016 London Plan, which requires: 1 secure sheltered cycle parking spaces per studio and 1 bed unit and 2 cycle parking spaces per 2 or more bed unit and 1 short stay cycle parking space per 40 units. The design, layout and implementation of the cycle parking spaces must also comply with the 2016 London Cycle Design Standard (LCDS).

6.10.19 The applicant proposes a total of 136 long stay and 146 short stay cycle parking spaces for the commercial aspect of the development; the commercial cycle parking provision is in line with the London Plan. The design and layout and implementation of the cycle parking spaces to comply with the 2016 London Cycle Design Standard (LCDS).

Access to the Development

6.10.20 The development proposal will increase the permeability across the site providing good east west walking and cycle connectivity, pedestrian and cycle access to the site can be achieved from the new public park onto Hornsey Park Road, Brook Road, Coburg Road, Western Road and Mary Neuner Road. The pedestrian access points and the interface with Mary Neuner Road has been the subject of detailed consultation with the Council's transportation planning and highways team and are considered acceptable. Given that sections of the development will be open to non- residents and will provide public access 24 hours a day, the owner will be required to enter into a public access agreement which safeguards the public access. The agreement is for the life of the development and will include: maintenance of footways, lighting, public furniture, public art, and CCTV. This is included in the proposed heads of terms.

6.10.21 The development proposal will have a number of vehicular accesses to service the car parks which are located in Blocks A1-A4, B1-B4, C1 several new vehicular bell mouth accesses will have to be constructed along Mary Neuner Road to facilitate the new access points. The proposed new access point and

the preliminary design for the realignment and landscaping of Mary Neuner Road has been subjected to independent Stage 1 Road Safety Audit. The safety auditors GM Traffic Consultants did not raise any significant issue with the Mary Neuner Road accesses and Mary Neuner re-alignment which cannot be addressed as part of the detailed design that will be completed as part of the S.278 works. The applicant is required to dedicate a 3 metre strip of land via a S.72 agreement for the widening of the footway ways and the creation of the inset car parking bays.

- 6.10.22 The owner will be required to enter into a S. 278 agreement to enable the Council to deliver the S.278 works for Mary Neuner Road, Brook Road and Coburg Road). Given the nature of the development and construction duration a temporary highways scheme may be required. The S.278 contribution will be index linked and reviewed annually.

Delivery and Servicing of the development

- 6.10.23 The applicant has submitted a draft servicing and delivery plan, the majority of the servicing of the development will take place in dedicated loading bays on Mary Neuner Road. Servicing of the Northern Quarter will take place via internal access roads which will have out of hours servicing via controlled access. The owner will be required to submit an updated servicing and delivery plan including a refuse management plan approved by the Council's waste management team to ensure that collection requirements are satisfied. The deliver and servicing plan must also include facilities for the delivery of parcels for residents such as drop boxes and concierge service. The delivery and servicing plan must be submitted for approval no less than 3 months before the development is occupied.

Construction Management Plan

- 6.10.24 The development proposal will generate a significant amount of construction traffic over a number of years; the applicant will be required to submit a revised Construction Management and Logistics Plan to be reviewed annually or with each phase of the development proposal. The Construction Management Plan is to be secured by S.106 agreement.

Travel Plan

- 6.10.25 The applicant has proposed the following travel plan measures which will aid in achieving the proposed modal split target that will result in fewer vehicular trips generated by the site and reduce the congestion on the Highways network.

Travel Plan Measures:

1. Appointment of a Travel Plan Coordinator.

2. Provision of Travel Pack including pre-loaded Oyster Card.
3. Provision of Travel Awareness Initiatives such as Personalised Travel Plan for new household, cycle training, community website, free or discounted cycle equipment and community travel events.
4. Provision of public transport information
5. Liaison on public transport improvements
6. Introduction of a car club (number of spaces and scheme to be agreed as part of the travel plan)
7. Provision of cycle stands that are able to take larger bicycle.

6.10.26 Officers have assessed this application in full and conclude that, subject to the S.106 obligations and planning conditions discussed in this report, the application is acceptable in transportation and highways terms.

6.11 Energy and Sustainability

6.11.1 Chapter 5 of the London Plan sets out the approach to climate change and requires developments to make the fullest contribution to minimizing carbon dioxide emissions. The energy strategy for the development has been developed using the Mayor's 'lean, clean, green' energy hierarchy.

Energy

6.11.3 The planning application was submitted with an accompanying Sustainability Statement which sets out to demonstrate how the proposed development will achieve high standards of sustainable design and environmental efficiency and how the proposed design, construction and operation will meet the relevant national, regional and local planning policies.

6.11.4 Officers have assessed the measures set out for energy efficiency measures and judge these to be acceptable.

6.11.6 Following dialogue with London Borough of Haringey, the submitted Energy Strategy has been revised so that the two Energy Centres will be provided in the Outline Component. The Development Specification Table 3.1 has been revised to reflect the requirement to provide both a 400m² and 900m² Energy Centre in the northern part of the site. The owner will construct the 900m² energy centre box for LB Haringey and the proposed heads of terms include provisions to secure this and to decommission DEN1 once DEN2 becomes operational.

6.11.7 The originally proposed 400m² Energy Centre South will no longer be required in this location and is replaced with a reduced temporary energy plant room (albeit total area of the basement will remain). The Development Specification and Drawing P/SQ/B01 Southern Quarter - Level B01 Plans have been revised to reflect this change.

6.11.8 Before commencement on site, the Council will need to approve the technical specification and pipe work routes for both energy centres in the northern element as part of reserved matters. The owner will also be required to submit, for approval, a Feasibility Study for DEN2. The Council will also need to approve the operational practices on the development and confirm that the network is designed to CIBSE best practice. The heads of terms secure requirements for the Feasibility Study for DEN2 and for the terms of the lease at peppercorn rate. The provision of land for the district energy network in lieu of carbon offset payments is only acceptable on the basis DEN2 proceeds and provides suitable space for the wider District Energy Network to be delivered. The cost of the energy hub and the benefits of the lease is estimated to be £2.9M. The applicant has agreed to a long lease to the Council at 100 years and so the total amount is likely to exceed the carbon offsetting figure such that no offsetting fee is required as part of this development.

6.11.9 Further information was requested by the GLA on overheating, worksheet calculations, the site heat network, combined heat and power, and the potential of on-site renewable technologies. Based on the energy assessment and further information submitted, compared to a 2013 Building Regulations compliant development, an on-site reduction equivalent to an overall saving of 37% of CO₂ per year in regulated emissions is expected for the domestic element; and 32% for the non-domestic element. Whilst the absence any renewable technologies is disappointing it must be considered in the overall balance of the ability to deliver a wider District Energy Network as part of the northern element. Taking into account these wider benefits and the overall reduction in carbon through energy efficiency (Be Clean stage) the application is judged to be acceptable in energy and sustainability terms.

Sustainability

6.11.10 The submitted detailed scheme has confirmed that all new non-domestic units will achieve a BREEAM Very Good outcome. This is secured via planning condition.

6.11.11 The modelling for the detailed phase (only five units, and the worst case corridor) demonstrates a level of overheating against the TM59 and CIBSE criteria. These five residential units that are likely to present a high risk of overheating have been selected based on the below design characteristics:

- Upper floor units not benefiting from external shading;
- Single aspect rooms;
- Units with glazing facing south, east and west that are particularly susceptible to summertime solar gains;
- Units located in different orientations and floor levels.

6.11.12 The applicant did not model future weather patterns that are expected in the policy. Further design responses to address the overheating risk should be incorporated into the scheme and a planning condition is recommended to address this for the outline element of the scheme.

6.11.14 A planning condition is recommended to secure the delivery of all new parking spaces are ready to be fitted with active recharging infrastructure to accord with London Plan Policy 6.13.

6.11.15 Living roofs are proposed, but these are not clearly identified nor are there any details on their design. A planning condition requiring the applicant to submit details on the location and the design of the living roofs is also recommended.

6.12 Waste

6.12.1 London Plan Policy 5.17 'Waste Capacity', Local Plan Policy SP6 'Waste and Recycling' require development proposals to make adequate provision for waste and recycling storage and collection.

6.12.2 In terms of residential waste, each apartment or house would include adequate storage space to allow for separate bins for general waste, recyclables, and organic waste. In terms of commercial waste, arrangements for the collection and disposal of commercial waste would be contracted out to a private waste management company or the Council.

6.12.3 A planning condition requiring full details of the arrangements for storage and collection of refuse, including location, design, screening, operation and the provision of facilities for the storage of recyclable materials is recommended to secure adequate facilities and meet the Councils operational requirements.

6.13 Land contamination

6.13.1 The original application contained a preliminary assessment of potential ground contamination across the whole site. Condition 45 of the outline planning permission (as varied) requires a full risk assessment, site investigation, remedial strategy and verification of the contamination on the site. No further assessment of contamination is required as part of this application.

6.13.2 The full application site (outline (Northern part) and detailed (southern part)) is for mixed use comprising of 1,714 residential units up to 19 floors high / 109m AOD in height and 425 parking spaces of which 170 are for disabled use, a nursery, cafes and retail, a gym and light commercial use. It is noted that the application proposes that Coburg road is closed completely to vehicles and is fully pedestrianised.

6.13.3 At the current time of consideration of this planning application, there are outstanding contaminated land concerns with regard to the whole gas works site.

6.13.4 The current state of the entire site is that it has been remediated to National Grid's own Commercial state, known as Open-Storage end-use, which is not suitable for the proposed residential end-use. The acid tar pits to the west of the site, adjacent the railway land, identified contaminated hotspots in the made ground and 2No. of the gas holders have had the associated contaminated material removed. The third gas holder on the site has not been fully remediated. It is this holder that remains outstanding. It is some 10m deep with asbestos containing material (ACM); which is likely to be waste from buildings previously demolished on site. Some of the ACM has been removed and a concrete cap has been put in place, however a considerable amount of ACM remains in situ. This gas holder will be below proposed residential Block B3 and surrounding proposed amenity / open space land.

6.13.5 The main concern is the proposed piling works which are required for the block and the risk to human health from these piling works. Appendix 12 of the Environmental statement concerns the Land Assessment. The last paragraph of Page 22 states:

'However, there is a requirement for additional site wide intrusive investigation works to be completed in order to quantify potential risks to residential human health receptors likely to be present during the demolition / construction phases and future users (residents) upon completion of the development works. Further intrusive site investigation would determine the presence, location and concentrations of any existing unacceptable solid and/or groundwater contamination and confirm the extent of any remedial works required.'

6.13.6 An outline remedial strategy is then proposed *'in order to address potential contamination at the Site to ensure the site is suitable for use under a residential end use. The strategy is subject to refinement in line with the requirements of CLR11 following completion of further Site Investigation and consultation with the Environment Agency and LBH.'*

6.13.7 A range of planning conditions are recommended to be applied to both the Outline Permission application and the Detailed Permission application to address these matters and make the application acceptable in planning terms. No piling will be permitted until a method statement has been submitted and approved in writing by the Local Planning Authority.

6.14 **Wind and Micro-climate**

6.14.1 London Plan Policy 7.6 and 7.7 state that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to wind and microclimate. This is

particularly important for tall buildings. Policy DM6 states that proposals for tall buildings should consider the impact on microclimate. Policy DM3 more broadly requires improvements to the public realm for pedestrians and cyclists in Haringey.

- 6.14.2 The hybrid application includes an environmental wind assessment the purpose of which is to determine the effect of the proposed development on the local pedestrian wind environment and on the surrounding areas as compared to the baseline conditions. The assessment also compares the effects of the proposed development in conjunction with the wider proposals and relevant consented developments as part of the cumulative impacts assessment. In addition, the report has been revised in response to an independent review by RWDI (on behalf of the Council).
- 6.14.3 The results of the wind assessment indicate that the local wind environment once complete would change from the baseline scenario with pedestrian level wind conditions being safe for all users and the effects on pedestrian safety from the development would be negligible. Overall, the conditions are typical for a development of the proposed scale. There may be opportunities to enhance conditions, to maximise the potential for outdoor sitting, through detailed design of parapets, dividing screens and planting (on larger terraces). However, this will need to be considered against other design constraints during the detailed design stage.
- 6.14.4 The applicants' consultants have assessed the effect of the proposals on wind, looking for places where there might be downdraft caused by wind hitting buildings (particularly tall or wide buildings) and being forced down to ground, or funnelled between buildings, creating uncomfortable outdoor environments. Wind levels have been assessed in a wind tunnel test of a model of the proposal (see environmental wind section), within its context, both with and without an estimation of future development on neighbouring sites, according to expected wind levels at different times of the year, in accordance with industry best practice. Wind levels found are categorised according to the "Lawson Criteria for Pedestrian Comfort and Safety".
- 6.14.5 The assessment found most of the public realm around and within the proposed development and all of the lower level external private amenity spaces would fall into Lawson Criteria C4 (comfortable for Long Term Sitting) or C3 (comfortable for Short Term Sitting or St) most seasons. There is just one point that would be C2 (comfortable for Standing and Strolling) in winter and spring; at the very north-east corner of the site at the junction of Coburg Road and Silsoe Place. There are two points that would be C2 (comfortable for Standing and Strolling) in winter only; at the very north western corner of the site, junction of Coburg Road and Western Road, and at the mid-point of the narrow east-west street between the Main Square and Western Road.

- 6.14.6 Two of these locations are not ones where it is expected people will want to sit or stand, but will expect to walk. Notably most of the Main Square and most other outdoor amenity spaces are mostly in C4 most or all of the year, so would be suitable for outdoor seating and therefore as use for café tables, markets etc. The space at the corner of Coburg Western Road is intended as a sitting out space for a public house, and it will be necessary to introduce some mitigation measures to reduce the wind effects here.. These can be introduced at Reserved Matters stage.
- 6.14.7 This is a much better microclimate performance than many other higher rise projects including Apex House, Tottenham, where Lawson Criteria indicated places which would be unsafe for walking by less able people, and have had to introduce extensive mitigation measures. This satisfies concerns from the point of view of the suitability of the site for tall buildings from a microclimate point of view, and also the QRP concerns.
- 6.14.8 The microclimate assessment also considered balconies and accessible external roof terraces, in each case on the highest levels of the relevant buildings. It found that all such private amenity spaces fell in C3 or C4.
- 6.14.9 A number of clarifications and corrections have been provided by the applicant. The reports conclude additional trees to those existing or proposed as part of the illustrative design are not considered necessary at this stage but that additional testing to verify the effect of these trees could be considered. This is in response to an independent review which concluded that the chosen methodology is suitable, and the expected wind conditions are in line with what would typically be expected for this type of development in this location. Further wind tunnel testing will be carried out at the detailed design phase. Further clarification was sought and provided in respect of how the worst-case areas were determined for the instrumentation of the model and whether all un-instrumented terraces are suitable for intended usage. Where seating is proposed on terraces which have standing wind conditions, further mitigation may be required and this can be dealt with via planning condition.

6.15 **Drainage & Blue Ribbon Network**

- 6.15.1 London Plan (2011) Policy 5.13 (Sustainable drainage) and Local Plan Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.
- 6.15.2 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy

5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.

- 6.15.3 The potential for impacts of the proposed development on water resources and flood risk have been identified and the application is supported by a Flood Risk Assessment ('FRA'). The FRA assesses flood risks from all potential sources and investigates the potential for the development to increase flood risk elsewhere taking into account the potential impact of climate change. The FRA includes an Outline Drainage Strategy; the Outline Drainage Strategy includes the use of Sustainable Urban Drainage Systems (SuDS).
- 6.15.4 Significant effects of the proposed development have been assessed in relation to flood risk, water supply, public sewerage systems and groundwater. All significant effects are classed to be having either a moderate or minor significance before mitigation. If the mitigation measures and in-built mitigation measures specified are incorporated, all residual effects are assessed as having a negligible significance. The assessment conducted has identified a number of beneficial significant effects as a result of the in-built mitigation measures proposed as part of the Flood Risk Assessment and Outline Drainage Strategy.
- 6.15.5 There are two watercourses within close proximity of the site, the Moselle Brook which is culverted beneath the site and the New River, to the west and south of the site, which is an entirely artificial watercourse. This was supported by a flood risk assessment. Conditions imposed on the outline planning permission (as varied) requires a full SUDS scheme for the site, together with a number of other requirements to satisfy Thames Water and Environment Agency requirements in terms of foul and surface water, and water supplies. The Environment Agency requested confirmation that the building sits outside of the required 8 metre easement of the Moselle Culvert, and the applicant has submitted a plan demonstrating this.
- 6.15.6 London Plan Policy 7.28 'Restoration of the Blue Ribbon Network' and draft London Plan SI17 'Protecting London's waterways' supports opening up culverted rivers. The Moselle Brook runs in a culvert through the middle of the site. The FRA demonstrates that the invert of the culvert structure is 3 metres below ground level, which would make opening the river challenging to design, and would involve a substantial land take. Furthermore, the water quality within the Moselle Brook is likely to be problematic and would have a negative impact on any surrounding public realm. Therefore, it is accepted that it is impractical to open the culvert at this point in time although provisions are in place through the legal agreement to reassess this regularly against agreed water standards.
- 6.14.1 The Council's Senior Drainage Engineer has assessed the scheme and requires the imposition of planning conditions to secure drainage details. Thames Water and the Environment Agency do not raise objections. Subject to the imposition of

the conditions noted above, the development is acceptable in Flood Risk and drainage terms.

6.16 Air quality

- 6.16.1 The NPPF states that planning decisions should ensure that any new development in Air Quality Management Areas (AQMA) is consistent with the local air quality action plan. London Plan Policy 7.14 sets out the Mayor's commitment to improving air quality and public health and states that development proposals should minimise increased exposure to poor air quality. At the Local level, Policy SP7 states that in order to control air pollution developers must 'carry out relevant assessments and set out mitigating measures in line with national guidance. This approach is reflected in emerging Policy DM23 which states that air quality assessments will be required for all major development and other development proposals, where appropriate. Policy indicates that where adequate mitigation is not provided, planning permission will be refused.
- 6.16.2 The site falls within the LBH Air Quality Management Area (AQMA) which is a borough-wide designation due to measured exceedances of the air quality objectives for nitrogen dioxide (NO₂) and particulate matter (as PM₁₀). The primary source of emissions of these pollutants in the Borough is road traffic and the site itself is surrounded by heavily trafficked roads.
- 6.16.3 The Council's Environmental Officer has assessed the application. The results of an Air Quality Assessment and an Air Quality Neutral Assessment (AQNA) has been submitted to assess the air pollution impact of the proposed developments and determine the change in pollutant concentrations of NO₂ and PM₁₀.
- 6.16.4 The development site is adjacent a main road of air pollution concern, Mayes Road / Hornsey Park Road; a major route in Haringey for which both monitoring and modelling indicate exceedances of the Government's air quality objectives for nitrogen dioxide (NO₂). The whole of the borough of Haringey is a designated Air Quality Management Area (AQMA) and is committed to being a 'Cleaner Air Borough', working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents. Whilst the proposed development will introduce new exposure adjacent this main road through Haringey, the proposed residential units are located away from the Mayes Road and Hornsey Park Road. The Masterplan for the site reveals the pedestrianisation of Coburg Road, realignment of Mary Neuner Road to allow vehicular access to the basement car-parks and Clarendon road / Western Road will be a main road through the development site. A Gas Pressure Reduction System (Gas PRS) and Electrical sub-station are located to the East of the development site. It is proposed to relocate the Gas PRS elsewhere on the site, although no further detail on this is provided.

6.16.5 There are two Energy centres proposed for the site, both in the Outline element of the site. It is further noted that the Temporary Energy centre '*may / could*' be decommissioned in the future, if future connection to the desired Wood Green DEN occurs. This will be secured via the S.106 planning agreement.

6.16.6 An Air Quality Assessment & Air Quality Neutral Assessment (Appendix 9 – Environmental Statement) has been submitted along with the planning application to assess the air pollution impact of the proposed development. The main air polluting operations associated with the entire site include 1,697 car parking spaces and associated traffic movements, site wide gas boilers and CHP across the proposed Energy Centres. In addition, TfL have requested that two bus routes (230 and 67) are extended into the site, along with a bus turning area and a minimum of 4 bus stands.

6.16.7 Diffusion tube monitoring has been carried out to the perimeter of the development site. The results indicate that the Government's nitrogen dioxide (NO₂) objective is exceeded at the Hornsey Park Road location and the Mayes Road location.

6.16.8 The 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) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans
- promote sustainable design and construction to reduce emissions from the demolition and construction of buildings;
- be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).
- Ensure that where provision needs to be made to reduce emissions from a development, this is usually made on-site.

6.16.9 The Air Quality Assessment submitted is for the detailed element of the proposed development only; being the southern part of the site. Other concerns with the AQ assessment for the detailed and outline application include:

- Choice of model used
- Street canyons were not included in any of the modelled scenarios as the buildings are considered not to be tall (section 9.2.18); many of the taller

blocks are located in the Northern part of the site; however, modelling was undertaken for the detailed application (the southern part of the site) only.

6.16.10 ADMS Urban is considered a more appropriate model to use to more accurately model the AQ impact of entire proposed development and will be required as part of a revised Air Quality Assessment.

6.16.11 There is no consideration of the collective AQ impacts / emissions from adjacent developments including:

- Coronation Sidings and Western Road Depot,
- Bittern Place development site and
- Iceland Site development site

The Air Quality Assessment has included 4No. stack heights of 3m above the roof height of block A4. Block A4 is the proposed location of the temporary energy centre. The larger energy centres proposed for the north of the development site will form part of the detailed reserved matters applications and will be subject to further Feasibility Studies. The Energy assessment indicates that the stack heights will be *'2m above roof height of the tallest building.'*

6.16.13 Planning conditions are proposed to ensure the air quality impacts of the entire gas works development site, including nearby junctions, developments - including site wide gas boilers and CHP are updated and re-modelled using ADMS- Urban at the detailed stage. The results should include an indication of source apportionment and detail the re-circulating flow around the proposed tower blocks and air quality pollution impacts of the street canyons. Consideration must also be given to the emerging London Plan and specific air quality policies.

6.16.14 Following discussions regarding the above, a range of planning conditions are recommended to make the scheme acceptable in air quality terms. A range of construction mitigation measures would also be set out in a comprehensive Construction Environmental Management Plan (CEMP) (including appropriate mitigation measures to minimise dust and emissions, including but not limited to routine dust monitoring, an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring and close liaison with surrounding sensitive properties). The CEMP will be secured via a condition and the development implemented in accordance with the approved details. Additionally, the site contractors will be required to be registered with the Considerate Constructors Scheme.

6.17 Noise

6.17.1 London Plan Policy 7.15 (Reducing and Managing Noise) states that development proposals should seek to manage noise by avoiding significant

adverse noise impacts on health and quality of life as a result of new development. This policy also indicates that where it is not possible to achieve separation of noise sensitive development and noise sources, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles. This approach is reflected in the NPPF, Saved UDP Policy UD3 and Policy DM1 and DM23.

- 6.17.2 A Noise Assessment has been carried out by Watermans (October 2017) which assesses the suitability of the site for residential development together with the likely significant noise and vibration effects on sensitive receptors associated with the development. The site is situated in an urban location adjoining the road and rail network with transportation noise being the dominant source, which is reflected in the comparatively high noise levels measured across the site.
- 6.17.2 Calculations indicate that the western, northern and southern façades of the buildings closest to the rail line (Buildings A1 to A4, and C1 within the Detailed Component and Development Zone F and J of the Outline Component), are predicted to be exposed to the highest noise levels and will require a glazing package providing in the region of 37 dB Rw+Ctr sound insulation at the worst affected facades to satisfactorily control the ingress of external environmental noise within residential room spaces (with reference to BS 8233:2014 and WHO, 1999).
- 6.17.3 Modelling results indicate that the ground level noise climate across the site would, in the most part, be less than 55 dB, providing external amenity spaces within the criteria outlined in ProPG, BS8233 and WHO guidelines. External spaces directly adjacent to and in closest proximity to the railway line west of the site are predicted to experience noise levels in the range of 55 – 60 dB. Only the external amenity spaces facing west towards the railway line are affected by elevated noise levels and officers are of the view that, in line with guidance, a compromise between elevated noise levels and the convenience of living adjacent to the city transport links and making efficient use of land resources to ensure development needs can be met, is warranted.
- 6.17.4 In setting the plant noise emission limits regard has been given to the results of the baseline noise survey and the noise requirements of the Council seeking to ensure the acoustic acceptability of plant that may be introduced as part of the Development.
- 6.17.5 Based on the above principles and the likely distance separation between plant and existing and future sensitive receptors, it is recommended that noise from fixed building services plant is designed to a level 10 dB below the existing background noise level at a position 1m from the façade of the nearest sensitive receptors and a planning condition is proposed to secure the recommended noise levels in the Environmental Statement.

6.17.6 Overall, the hybrid application would result in effects of a similar magnitude and significance to those identified within the Consented Scheme and through the imposition of planning conditions is acceptable in noise terms.

6.18 Ecology and trees

6.18.1 The Nature Conservation and Trees Officer has reviewed the application material and judges the scheme to be of good quality. Further information is required, which can be provided as part of planning conditions.

6.18.2 The trees specified for removal to facilitate this scheme are of low quality and value and should not be an impediment to development. The trees of moderate value (T16 and T28-T37) are to be retained. A Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS) must be provided to specify what measures are to be implemented to ensure T16 and T28-T37 are adequately protected. The AMS must also detail any works that may impact on the Root Protection Areas (RPA) of these trees and what mitigation measures will be put in place.

6.18.3 A large number of new trees are proposed to be planted and these will help to mitigate the loss of existing trees, specified for removal. The specification for 'Street Trees' in the design guide is to industry best practice. Some concerns were raised regarding the choice of species and to give consideration to planting a diverse tree population to enhance ecological resilience to pests and diseases and the effects of climate change. More native species should be considered to increase local biodiversity. Further details of the landscaping will be required as part of the reserved matters for the outline scheme. For this scheme, a range of different sized trees planted ranging from extra heavy standards (14-16cm/16-18cm/18-20cm stem girth) to semi-mature specimens (20-25cm/25-30cm stem girth), appropriate to their location. There must also be a five-year aftercare plan for all newly planted trees to ensure they become independent in the landscape and this will be secured via planning condition.

6.19 Culture

6.19.1 The applicant has developed a Culture Strategy (October 2017) which provides an overview of the history of the site and existing context with proposals for the growth of arts and culture within the development in order to help achieve the vision for the creation of a sustainable community. The strategy seeks to use culture and the arts as a means to engage both existing and new communities and strengthen sense of place. This includes proposals covering local history, greening the industrial landscape, supporting creative activities and generating social opportunities. It is recommended proposals contained within the Strategy are updated on a regular basis to take into account wider regeneration proposals and this is secured via planning condition.

6.20 Planning obligations and CIL

6.20.1 The development is a 'Phased Development' for CIL purposes. This means that the planning permission (when granted) will explicitly allow the development to be implemented in phases (consistent with the definition in Regulation 2 of the CIL regulations) and that consequently each phase of the development is a separate Chargeable Development (CIL Regulation 9). It is anticipated that such phases may comprise: demolition and site preparation works and developments of buildings/plots. In order to address this a planning condition is proposed requiring the applicant to submit for each phase the relevant accompanying information prior to commencement so that the CIL amount can be calculated.

6.20 Conclusion

6.20.1 Having considered all material planning considerations including the development plan and the environmental information submitted with the application, officers consider that:

- The application site forms part of a wider strategic regeneration area known as Haringey Heartlands. This is identified as an Intensification Area in the London Plan 2016, a Growth Area in the Haringey Local Plan: Strategic Policies 2013-2026, within the Haringey Site Allocations DPD 2017 as Clarendon Square – SA22 and now includes SA24(NW of Clarendon Square). These site allocations are also incorporated into the emerging 2018 Wood Green Area Action Plan Site Allocation WG SA 23.
- Outline Planning Permission was granted by Planning Sub-Committee on 21 March 2012 – ref. HGY/2009/0503, for the demolition of existing structures and redevelopment to provide a residential, mixed-use development, comprising 950 to 1,080 residential units, offices, retail/financial services, restaurant /cafe/drinking establishment uses, community/assembly leisure uses and association parking, open space and infrastructure works.
- A full Reserved Matters application for the site was submitted in 2016 (ref. 2016/1661). This included the details for the development of the full site in accordance with the original masterplan as approved as part of the outline application. This reserved matters application was approved in July 2016.
- This extant planning permission comprises a lawful development baseline at the site. This baseline is a material consideration that must be considered in the determination of this Planning Application.
- The development will provide a significant number of new homes that will help to meet the Borough and London's wider housing needs in the future. The scale of development is supported by its location within an area of Intensification

identified in the London Plan and the Wood Green Area Action Plan all of which envisage significant change.

- The minimum overall affordable housing proposal of 32.5% by habitable rooms is judged to be the maximum reasonable. It will make a significant contribution to meeting housing need particularly with 3 and 4 bed affordable rented units being at target/social rent, and contributing to a mixed and balanced new residential neighbourhood. The overall tenure balance and mix of family homes is acceptable. The overall quantum and mix of affordable housing is a significant improvement on the extant permission.
- The height of the northern taller (outline) elements is appropriate within the context of the planning policy framework and in the context of the step change in the urban context envisaged in the Area Action Plan. A limited amount of flexibility is appropriate in the evolving urban context of this part of Wood Green when combined with the design controls recommended, including the Design Code.
- Taking into account the wider approach to employment provision across the regeneration area, the overall balance of employment floorspace is considered to be acceptable. The overall balance of retail, food & drink and commercial floorspace, subject to the controls recommended in this report, is likely to contribute to a genuinely mixed use and vibrant neighbourhood.
- The transport and highways impacts are judged to be acceptable in the context of the planning conditions and proposed legal agreement.
- The scheme will make a significant new contribution to the quality of the public realm and open space provision in an area of deficiency all of which weighs in favour of the scheme.
- The proposal will deliver a compliant quantum of wheelchair housing and all of the units will receive an acceptable amount of daylight and sunlight when assessed against relevant BRE criteria. Subject to mitigation at the condition stage, the noise, vibration and air quality impacts to future occupiers of the units are acceptable.

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

7.0 RECOMMENDATIONS

GRANT PERMISSION subject to referral to the Mayor of London, conditions and subject to sec. 106 Legal Agreement.

Applicant's drawing No.(s): Drawing number of plans: 439/SK/410; 439/SK/411; 439/SK/412; 439/SK/413; 439/SK/414; 439/SK/415; 439/SK/416; 439/SK/417; 439/SK/418; 439/SW/E100; 439/SW/E200; 439/SW/E201; 439/P/SW/B01 (Rev A); 439/P/SW/100 (Rev A); 439/P/SW/101 (Rev A); 439/P/SW/102 (Rev A); 439/P/SW/103 (Rev A); 439/P/SW/104 (Rev A); 439/P/SW/105 (Rev A); 439/P/SW/106 (Rev A); 439/P/SW/107 (Rev A); 439/P/SW/108 (Rev A); 439/P/SW/109 (Rev A); 439/P/SW/110 (Rev A); 439/P/SW/111 (rev A); 439/P/SW/112 (Rev A); 439/P/SW/113 (Rev A); 439/P/SW/114 (Rev A); 439/P/SW/115 (Rev A); 439/P/SW/116 (Rev A); 439/P/SW/117 (Rev A); 439/P/SW/118 (Rev A); 439/P/SW/RF (Rev A); 439/P/SW/220 (Rev A); 439/P/SQ/B01 (Rev A); 439/P/SQ/100(Rev A); 439/P/SQ/101(Rev A); 439/P/SQ/102(Rev A); 439/P/SQ/103(Rev A); 439/P/SQ/104(Rev A); 439/P/SQ/105(Rev A); 439/P/SQ/106(Rev A); 439/P/SQ/107(Rev A); 439/P/SQ/108(Rev A); 439/P/SQ/109(Rev A); 439/P/SQ/110(Rev A); 439/P/SQ/111(Rev A); 439/P/SQ/RF(Rev A); 439/P/SQ/200; 439/P/SQ/201; 439/P/SQ/202; 439/P/SQ/203; 439/P/SQ/204; 439/P/SQ/205; 439/P/SQ/206; 439/P/SQ/207(Rev A); 439/P/SQ/208(Rev A); 439/P/SQ/209 (Rev A); 439/P/SQ/210(Rev A); 439/P/SQ/211(Rev A); 439/P/SQ/250; 439/P/SQ/251; 439/P/SQ/252; 439/P/SQ/253; 439/P/SQ/254; 439/P/SQ/300(Rev A); 439/P/SQ/301; 439/P/SQ/302; 439/P/SQ/303(Rev A); 439/C1/100; 439/P/C1/150; 10597-EPR-GF-A-02-0020; 10597-EPR-01-A-02-0021; 10597-EPR-02-A-02-0022; 10597-EPR-03-A-02-0023; 10597-EPR-04-A-02-0024; 10597-EPR-05-A-02-0025; 10597-EPR-06-A-02-0026; 10597-EPR-07-A-02-0027; 10597-EPR-08-A-02-0028; 10597-EPR-09-A-02-0029; 10597-EPR-10-A-02-0030; 10597-EPR-11-A-02-0031; 10597-EPR-12-A-02-0032; 10597-EPR-13-A-02-0033; 10597-EPR-14-A-02-0034; 10597-EPR-RF-A-02-0035; 10597-EPR-00-NO-DR-A-04-0001; 10597-EPR-00-SO-DR-A-04-0002; 10597-EPR-00-EA-DR-A-04-0003; 10597-EPR-00-WE-DR-A-04-0004; 10597-EPR-00-AA-DR-A-05-0001; 10597-EPR-00-BB-DR-A-05-0002; 5374-PL-PR-SQ-101(Rev A); 5374-PL-PR-SQ-102(Rev A); 5374-PL-PR-SQ-103(Rev A); 5374-PL-PR-SQ-104; 5374-PL-PR-SQ-105; 5374-PL-PR-SQ-201; 5374-PL-PR-SQ-202; 5374-PL-PR-SQ-401; 5374-PL-PR-SQ-402

Environmental Statement – Volumes 1-3 and Non-Technical Summary (October 2017); Design and Access Statement (January 2018); Design Code (January 2018); Development Specification (January 2018); Accommodation Schedule; Accommodation Schedule Summary; Affordable Housing Statement (October 2017); Arboricultural Impact Assessment and Method Statement (October 2017); Commercial Floorspace Assessment (October 2017); Cultural Strategy (October 2017); Daylight & Sunlight Statement (October 2017); Energy Statement (January 2018); Operational Waste & Recycling Management Strategy (October 2017); Planning Statement (October 2017); Planning Policy Statement (October 2017); Preliminary Ecological Appraisal & Phase 2 Protected Species Report (October 2017); Statement of Community Involvement (October 2017); Sustainability Statement (October 2017).

Subject to the following condition(s)

The following conditions have been applied to this consent and these conditions must be complied with:

A – Conditions relating to the detailed element only

1.	<p>COMPLIANCE – Commencement (detailed)</p> <p>The detailed element of the development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.</p> <p>Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.</p>
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B – Conditions relating to the outline element only

2.	<p>Reserved Matter Approval (Scale, Appearance, Layout, Access, Landscaping)</p> <p>This permission is granted in OUTLINE, in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, the approval of the Local Planning Authority shall be obtained to the following reserved matters:</p> <ul style="list-style-type: none">(a) appearance;(b) landscaping;(c) layout; and(d) scale(e) access <p>Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents shall be submitted to the Local Planning Authority as a single application for the purpose of obtaining their approval, in writing. The development shall then be carried out in complete accordance with those particulars.</p> <p>For the avoidance of doubt, the illustrative drawings submitted in support of the application including those set out within the approved Design and Access Statements are not approved.</p> <p>Reason: In order to comply with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) which requires the submission to and approval by, the Local Planning Authority of reserved matters.</p>
3.	<p>COMPLIANCE - Time limits for Reserved Matters (Outline)</p> <p>All applications for the approval of Reserved Matters within the OUTLINE permission hereby approved, as depicted on the approved plans shall be made to the Local Planning Authority no later than the expiration of five years from the date of this permission, and the development hereby</p>

	<p>authorised must be begun not later than whichever is the later of the following dates, failing which the permission shall be of no effect:</p> <ul style="list-style-type: none"> a) The expiration of five years from the date of this permission OR b) The expiration of two years from the final date of approval of any of the reserved matters. <p>Reason: This condition is imposed by virtue of Section 92 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.</p>
4.	<p>COMPLIANCE - Reserved Matters Specification (List of documentation to accompany Reserved Matters Applications)</p> <p>Each application for the approval of Reserved Matters submitted pursuant to condition shall contain such information set out below as is relevant to the application and shall be consistent with the information approved for the relevant phase pursuant to Condition (Phasing Strategy).</p> <ul style="list-style-type: none"> • A statement (including accompanying design material) to demonstrate compliance with the parameter plans, Development Specification and mandatory requirements in the approved Design Code (January 2018). The statement will also clearly set out how the application fits with a wider strategy for the submission for all reserved matters in securing a coordinated and coherent approach to phased development. • A report demonstrating how the measures identified in the approved Culture Strategy (October 2017) have been incorporated into the detailed design, including how the cultural and industrial history of the area has been interpreted in the proposals; • A report must be submitted that outlines that the environmental information already submitted to the LPA is adequate to assess the environmental effects of the application and inform decision making; or, • Provides further information, in accordance with regulation 22(1) of the 2011 EIA Regs, to assess the environmental effects of the application and inform decision making. <p>Access</p> <ol style="list-style-type: none"> 1) Detailed plans and drawings including such drawings to show method of construction, traffic calming measures, drainage, street lighting, kerb alignment, levels, areas of highway visibility and surface treatment. 2) A report and plans detailing layout including parking areas, servicing areas and plant areas; and 3) A report and plans detailing any necessary temporary layout and landscaping associated with boundary treatment and condition;

	<p>Layout</p> <ol style="list-style-type: none"> 1) An updated commercial layout plan detailing commercial uses across the development, taking into account the wider commercial provision across the regeneration area and showing how a minimum of 1,500sqm of Class B1(c) will be provided. <p>Landscaping</p> <ol style="list-style-type: none"> 1) Details of any play equipment proposed for the child play spaces; 2) How a coordinated approach to elements such as electricity, water, storage, street furniture will be achieved to avoid cluttering 3) If a public market is proposed within the main public square, how it will provide services and ancillary space for storage 4) Any landscaping mitigation measures required to mitigate potential wind tunnel effects 5) Notwithstanding the Design Code details of soft landscape works shall include: <ul style="list-style-type: none"> • planting plans (for amenity areas); • a full schedule of species of new trees and shrubs proposed to be planted; • written specifications (including cultivation and other operations) associated with plant and grass establishment; • schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and • an implementation programme detailing the timing of delivery. <p>Appearance</p> <ol style="list-style-type: none"> 1) Details of rooftop and roofscape in accordance with Design Code (January 2018); 2) Details of the wind mitigation measures, including any screening or other measures around balconies or communal amenity areas and how the design of blocks responds to micro-climate issues. <p>Reason: To ensure the development is consistent with London Plan Policies 3.5, 7.4 and 7.6, Local Plan Policy SP11, and emerging Policy DM1. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
5.	<p>COMPLIANCE - Development in Accordance with Approved Drawings and Documents</p> <p>The development shall be completed in accordance with the approved plans and documents except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material</p>

amendment.

a) The following plans:

439/SK/410; 439/SK/411; 439/SK/412; 439/SK/413; 439/SK/414;
439/SK/415; 439/SK/416; 439/SK/417; 439/SK/418; 439/SW/E100;
439/SW/E200; 439/SW/E201; 439/P/SW/B01 (Rev A); 439/P/SW/100 (Rev
A); 439/P/SW/101 (Rev A); 439/P/SW/102 (Rev A); 439/P/SW/103 (Rev A);
439/P/SW/104 (Rev A); 439/P/SW/105 (Rev A); 439/P/SW/106 (Rev A);
439/P/SW/107 (Rev A); 439/P/SW/108 (Rev A); 439/P/SW/109 (Rev A);
439/P/SW/110 (Rev A); 439/P/SW/111 (rev A); 439/P/SW/112 (Rev A);
439/P/SW/113 (Rev A); 439/P/SW/114 (Rev A); 439/P/SW/115 (Rev A);
439/P/SW/116 (Rev A); 439/P/SW/117 (Rev A); 439/P/SW/118 (Rev A);
439/P/SW/RF (Rev A); 439/P/SW/220 (Rev A); 439/P/SQ/B01 (Rev A);
439/P/SQ/100(Rev A); 439/P/SQ/101(Rev A); 439/P/SQ/102(Rev A);
439/P/SQ/103(Rev A); 439/P/SQ/104(Rev A); 439/P/SQ/105(Rev A);
439/P/SQ/106(Rev A); 439/P/SQ/107(Rev A); 439/P/SQ/108(Rev A);
439/P/SQ/109(Rev A); 439/P/SQ/110(Rev A); 439/P/SQ/111(Rev A);
439/P/SQ/RF(Rev A); 439/P/SQ/200; 439/P/SQ/201; 439/P/SQ/202;
439/P/SQ/203; 439/P/SQ/204; 439/P/SQ/205; 439/P/SQ/206;
439/P/SQ/207(Rev A); 439/P/SQ/208(Rev A); 439/P/SQ/209 (Rev A);
439/P/SQ/210(Rev A); 439/P/SQ/211(Rev A); 439/P/SQ/250; 439/P/SQ/251;
439/P/SQ/252; 439/P/SQ/253; 439/P/SQ/254; 439/P/SQ/300(Rev A);
439/P/SQ/301; 439/P/SQ/302; 439/P/SQ/303(Rev A); 439/C1/100;
439/P/C1/150; 10597-EPR-GF-A-02-0020; 10597-EPR-01-A-02-0021;
10597-EPR-02-A-02-0022; 10597-EPR-03-A-02-0023; 10597-EPR-04-A-02-
0024; 10597-EPR-05-A-02-0025; 10597-EPR-06-A-02-0026; 10597-EPR-
07-A-02-0027; 10597-EPR-08-A-02-0028; 10597-EPR-09-A-02-0029;
10597-EPR-10-A-02-0030; 10597-EPR-11-A-02-0031; 10597-EPR-12-A-02-
0032; 10597-EPR-13-A-02-0033; 10597-EPR-14-A-02-0034; 10597-EPR-
RF-A-02-0035; 10597-EPR-00-NO-DR-A-04-0001; 10597-EPR-00-SO-DR-
A-04-0002; 10597-EPR-00-EA-DR-A-04-0003; 10597-EPR-00-WE-DR-A-04-
0004; 10597-EPR-00-AA-DR-A-05-0001; 10597-EPR-00-BB-DR-A-05-0002;
5374-PL-PR-SQ-101(Rev A); 5374-PL-PR-SQ-102(Rev A); 5374-PL-PR-
SQ-103(Rev A); 5374-PL-PR-SQ-104; 5374-PL-PR-SQ-105; 5374-PL-PR-
SQ-201; 5374-PL-PR-SQ-202; 5374-PL-PR-SQ-401; 5374-PL-PR-SQ-402

b) The following documents:

Environmental Statement – Volumes 1-3 and Non-Technical Summary
(October 2017); Design and Access Statement (January 2018); Design Code
(January 2018); Development Specification (January 2018); Cultural
Strategy (October 2017).

Reason: In order to ensure the development is carried out in accordance
with the approved details and for the avoidance of doubt.

6.	<p>COMPLIANCE - Quantum of Development</p> <p>The development hereby permitted shall comply with the following amounts:</p> <table border="1" data-bbox="358 302 1338 974"> <thead> <tr> <th data-bbox="358 302 673 338">Building</th> <th data-bbox="673 302 1338 338"></th> </tr> </thead> <tbody> <tr> <td data-bbox="358 338 673 417">Class C3 residential</td> <td data-bbox="673 338 1338 417">Maximum 163,300m² GEA (and no less than 1714 homes)</td> </tr> <tr> <td data-bbox="358 417 673 495">Class B1 Employment</td> <td data-bbox="673 417 1338 495">7,500m² (of which no less than 1,500m² of Class B1(c))</td> </tr> <tr> <td data-bbox="358 495 673 594">Total A1-A5 Use</td> <td data-bbox="673 495 1338 594">1,500m² - 3,950m² (of which no more than 2,500m² of Class A1 Retail)</td> </tr> <tr> <td data-bbox="358 594 673 672">Class D1 Day Nursery</td> <td data-bbox="673 594 1338 672">Up to 417sqm (GEA)</td> </tr> <tr> <td data-bbox="358 672 673 783">Class D2 Leisure</td> <td data-bbox="673 672 1338 783">Up to 2,500m² (includes 251m² Class D2 Performance Space) which could include a medical centre.</td> </tr> <tr> <td data-bbox="358 783 673 821">Basement</td> <td data-bbox="673 783 1338 821">22,750sqm (GIA)</td> </tr> <tr> <td data-bbox="358 821 673 898">Energy Centre North (Outline)</td> <td data-bbox="673 821 1338 898">Two Energy Centre's sized at 400m² and 900m² (GIA) to be provided in the north.</td> </tr> <tr> <td data-bbox="358 898 673 974">Temporary energy centre (detailed)</td> <td data-bbox="673 898 1338 974">200m² (GIA)</td> </tr> </tbody> </table> <p>Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity.</p>	Building		Class C3 residential	Maximum 163,300m ² GEA (and no less than 1714 homes)	Class B1 Employment	7,500m ² (of which no less than 1,500m ² of Class B1(c))	Total A1-A5 Use	1,500m ² - 3,950m ² (of which no more than 2,500m ² of Class A1 Retail)	Class D1 Day Nursery	Up to 417sqm (GEA)	Class D2 Leisure	Up to 2,500m ² (includes 251m ² Class D2 Performance Space) which could include a medical centre.	Basement	22,750sqm (GIA)	Energy Centre North (Outline)	Two Energy Centre's sized at 400m ² and 900m ² (GIA) to be provided in the north.	Temporary energy centre (detailed)	200m ² (GIA)
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7.	<p>COMPLIANCE – CIL PHASING</p> <p>Prior to the commencement of works on the relevant part of the development hereby approved, details of an indicative phasing plan, including projections for the commencement and completion, as they relate to that part of the development shall be submitted to the Local Planning Authority, either within the Reserved Matters applications (if specifically referenced within that submission) or under separate cover.</p> <p>Reason: to allow the local planning authority to understand the projected phasing of the development and to define the extent of a CIL phase for the purposes of the CIL Regulations 2010 as amended.</p>																		
8.	<p>COMPLIANCE – LAND USE (Business and Commercial Space)</p> <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) a minimum of 1,500sq.m(c) floor space hereby permitted shall be provided. and for no other purpose or any use permitted by the above order unless otherwise agreed by the Local Planning Authority.</p> <p>Reason: In order to secure the Council's economic and place making</p>																		

	objectives in pursuance of Local Plan policies SP11.																									
9.	<p>COMPLIANCE – LAND USE (Retail - Outline) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) the non-residential space shall not exceed 2,500sqm in the case of Class A1 use. No floorspace is permitted in respect of Class A5 use hereby permitted or any use permitted by the above order.</p> <p>Reason: To ensure retail uses remain ancillary in accordance with Policy SA18 (AAP).</p>																									
10.	<p>COMPLIANCE – Development in accordance with Noise and Vibration Report</p> <p>The development shall be completed in accordance with the approved Noise and Vibration Report (Chapter 10 ES, Watermans dated October 2017), and the noise and vibration limits contained therein, unless otherwise approved by the local planning authority. Noise from fixed building services plant shall comply with the levels shown below and be designed to a level no less than 10 dB below the existing background noise level at a position 1m from the façade of the nearest sensitive receptors (i.e. Plant LAeq,T = LA90,T -10dB).</p> <table border="1" data-bbox="345 1045 1070 1276"> <thead> <tr> <th>Location</th> <th>Period</th> <th>Representative LA90,5min</th> <th>Plant Noise Emission Limit (LAeq,T)¹⁺²</th> </tr> </thead> <tbody> <tr> <td rowspan="2">SR – A & B</td> <td>Daytime (07:00 and 23:00)</td> <td>52</td> <td>42</td> </tr> <tr> <td>Night-time (23:00 and 07:00)</td> <td>38</td> <td>35</td> </tr> <tr> <td rowspan="2">SR – C</td> <td>Daytime (07:00 and 23:00)</td> <td>46</td> <td>36</td> </tr> <tr> <td>Night-time (23:00 and 07:00)</td> <td>38</td> <td>35</td> </tr> <tr> <td rowspan="2">SR – D & E</td> <td>Daytime (07:00 and 23:00)</td> <td>52</td> <td>42</td> </tr> <tr> <td>Night-time (23:00 and 07:00)</td> <td>38</td> <td>35</td> </tr> </tbody> </table> <p>Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.</p> <p>Reason: In order to protect the amenities of residential occupiers consistent with Policy 7.15 of the London Plan (2016).</p>	Location	Period	Representative LA90,5min	Plant Noise Emission Limit (LAeq,T) ¹⁺²	SR – A & B	Daytime (07:00 and 23:00)	52	42	Night-time (23:00 and 07:00)	38	35	SR – C	Daytime (07:00 and 23:00)	46	36	Night-time (23:00 and 07:00)	38	35	SR – D & E	Daytime (07:00 and 23:00)	52	42	Night-time (23:00 and 07:00)	38	35
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11.	<p>COMPLIANCE – RESIDENTIAL MIX The development hereby permitted shall comply with the following residential mix:</p>																									

Mix	Manhattan	1 bed	2 bed	3 bed	4 bed	Total Homes	Habitable
Private Homes (Number or % of homes)	173 (or 13.6%)	431 (or 33.9%)	626 (or 49.3%)	39 (or 3.1%)	1 (or 0%)	1,270 (or 100%)	3,074 (or 100% of total habitable rooms)
SO Homes (Number or % of homes)	0 (or 0%)	87 (or 32.5%)	181 (or 67.5%)	0 (or 0%)	0 (or 0%)	268 (or 100%)	766 (or 100% of total habitable rooms)
Affordable Rent Homes (Number or % of homes)	0 (or 0%)	22 (or 12.5%)	59 (or 33.5%)	69 (or 39.2%)	26 (or 14.8%)	176 (or 100%)	715 (or 100% of total habitable rooms)
Total Number	173	540	866	108	27	1714 (or 100%)	4,555 (or 100% of total habitable rooms)

Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity.

12. COMPLIANCE - Environmental Statement

All submissions of details pursuant to the planning permission hereby approved shall be in substantial accordance with the Environmental Statement dated October 2017.

Reason: In order to ensure that the details of the development are within the parameters assessed in the Environmental Statement and that the development is carried out in accordance with the mitigation measures set out in the Environmental Statement in order to minimise the environmental effects of the development.

13. COMPLIANCE - Development in Conformity with Energy Statement

Unless otherwise agreed by the Local Planning Authority, the development hereby approved shall be constructed and delivered to the U-values set out in the document Energy Statement prepared by Hodkinson dated October 2017 and any energy strategy document thereafter approved.

Reason: to mitigate the impacts of climate change in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2015 (with FALP 2011/REMA 2013).

14. COMPLIANCE – Hybrid Application Area

The development shall be implemented in accordance with the hybrid planning application boundary drawing SK411 Parameter Plan 1 Outline and Detail Planning Application Area which defines the area to which detailed planning permission and outline permission applies pursuant to this planning permission.

15.	<p>COMPLIANCE – Architect Retention</p> <p>The existing architects should be retained as Masterplan Architects to oversee the detailed design unless otherwise agreed in writing by the Local Planning Authority. The existing architect should be also be retained to for the implementation of the detailed element of the application unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: in order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Haringey Local Plan.</p>
16.	<p>COMPLIANCE - Land Contamination – Part C</p> <p>CON1: Before development commences for each phase other than for investigative work:</p> <p>a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-</p> <ul style="list-style-type: none"> ▪ a risk assessment to be undertaken, ▪ refinement of the Conceptual Model, and ▪ the development of a Method Statement detailing the remediation requirements. <p>The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.</p> <p>c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall</p>

	<p>be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p><u>And CON2:</u></p> <ul style="list-style-type: none"> Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p>
17.	<p>COMPLIANCE - Landscaping – Replacement of Trees and Plants (LBH Development Management)</p> <p>Any tree or plant in the public or private communal amenity areas or public realm delivered as part of the landscape masterplan (including roof top amenity areas) which, within a period of five years of occupation of the approved development 1) dies 2) is removed 3) becomes damaged or 4) becomes diseased, shall be replaced in the next planting season with a similar size and species of tree or plant.</p> <p>Reason: to protect the amenity of the locality.</p>
18.	<p>COMPLIANCE – Accessibility</p> <p>The development shall only be carried out in accordance with the inclusivity and accessibility measures identified in the Design and Access Statement dated October 2017 with regard to the fit out in accordance with Building Regulations Part M4 category 2. At least 10% of all dwellings hereby approved shall be wheelchair accessible or easily adaptable for wheelchair use (Part M4 (3) 'wheelchair user dwellings' of the Building Regulations 2015).</p> <p>Reason: To provide suitable access for disabled persons in accordance with London Plan (2015) policy 3.8 'Housing Choice'.</p>
19.	<p>COMPLIANCE - Compliance with London Housing Design Standards</p> <p>The development shall comply with the London Plan Policy 3.5 and draft London Housing Supplementary Planning Guidance (2016) space standards and as far as practical shall meet all other requirements within the draft London Housing Supplementary Planning Guidance 2016, particularly the requirements regarding dual aspect units, unless otherwise agreed in writing</p> <p>Reason: In order to ensure a satisfactory standard of accommodation for future occupiers of the development.</p>
20.	<p>COMPLIANCE - Individual Satellite dishes or television antennas</p>

	<p>precluded</p> <p>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 noted in the application.</p> <p>Reason: to protect the amenity of the locality.</p>
21.	<p>COMPLIANCE - Commercial Premises – Access</p> <p>The commercial premises shall be minimum door widths of 900mm and a maximum threshold of 25mm to allow access to people with disabilities and people pushing double buggies.</p>
22.	<p>COMPLIANCE - Hours of Operation – A3 & A4 Uses</p> <p>Any restaurant (A3), public house and wine bar (A4) use shall not be operated before 0800 or after 2400 hours on any day of the week.</p>
23.	<p>PRIOR TO ABOVE GROUND WORKS – Electric Vehicle Charging Points</p> <p>Prior to above ground works for each phase confirmation on the details and location of the parking spaces, of which all will be equipped with Active electric Vehicle Charging Points (ECVPS) shall be submitted to and approved by the Local Planning Authority.</p> <p>The applicant will be required to provide a total of 20% of the total number of car parking spaces with active electric charging points, with a further 20% passive provision for future conversion.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>Reason: To comply with London Plan Policy 6.13 and emerging Wood Green AAP Policy WG11 section 6.</p>
24.	<p>Environment Agency – Planting</p> <p>Planting all landscaped areas (except privately owned domestic gardens but including green roofs) shall be of locally native plant species only, of UK genetic origin.</p>
25.	<p>Network Rail – Demolition</p> <p>Any demolition of refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, the stability of the adjoining Network Rail structures.</p>
26.	<p>Network Rail – Construction</p> <p>Any scaffold, cranes or other mechanical plant must be constructed and operated in a “fail safe” manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling</p>

	<p>onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail's Outside Parties Engineer on opsoutheast@networkrail.co.uk before any works begin.</p> <p>Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.</p> <p>Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.</p>
27.	<p>PRE COMMENCEMENT – Updated Air Quality Assessment</p> <p>Part A: Notwithstanding the Air Quality Assessment (dated October 2017) no development, excluding Block C1, will commence until a detailed air quality assessment for the whole site (north and south) in line with guidance provided by the Council and other best practice guidance, has been produced to the satisfaction of and approved in writing by the Planning Authority. The air quality assessment will:</p> <ul style="list-style-type: none"> • Identify how the building works and related activities and the future operation and use of the development site may impact upon local air quality. • Model the impact of the development on local air quality using ADMS Urban, agreed traffic data, include surrounding developments, all site-wide emission sources (CHP, gas boilers, energy centres) and include scenarios of pre-agreed years and worst case, • Identify mitigation measures that are already part of any planned development and should any risk of exposure to poor air quality be determined, mitigation measures shall be included, where applicable, in the buildings design • Identify possible additional mitigation measures that may be implemented to maintain and where possible improve air quality in the vicinity of the development. • Provide full details of measures that will be implemented to maintain and where possible improve air quality in the vicinity of the development. • Provide full details of measures that will be implemented to protect the internal air quality of buildings. • Identify measures that will be implemented or continue to be implemented after the completion of the development with clear timescales of when information will be provided.

	<p>Part B: All measures identified within the approved air quality assessment that are to be installed during the course of the development will be fully implemented. No occupation will take place until a report demonstrating that each measure is fully implemented has been provided to the satisfaction of and approved in writing by the Planning Authority.</p> <p>Part C: All measures identified within the approved air quality assessment that will be implemented or continue to be implemented after the completion of the development will be completed within agreed timescales. A report demonstrating that all such measures set out within the approved air quality assessment have been installed will be provided to the satisfaction of and approved in writing by the Planning Authority.</p> <p>Part D: No development works will take place, excluding Block C1, until a detailed site –wide Air Quality Assessment in line with guidance from the GLA has been submitted and approved in writing by the Local Planning Authority.</p> <p>Reason: To protect air quality and people’s health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development. To contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.</p>
28.	<p>PRE COMMENCEMENT - Phasing strategy & details</p> <p>No part of the development hereby permitted excluding demolition and site preparation works shall be carried out unless and until a phasing strategy showing the location of each building, its relationship to the wider masterplan and including details of the order in which the buildings will be commenced, has been submitted to and approved by the Local Planning Authority unless otherwise agreed in writing in the event that the component buildings are delivered concurrently.</p> <p>The Development shall only be carried out in accordance with the approved phasing strategy, subject to such amendments to such phasing strategy as may be approved by the Local Planning Authority from time to time.</p> <p>Reason: To ensure that the development is consistent with the principles of good masterplanning. It is necessary for condition to prevent commencement of the development until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.</p>
29.	<p>PRE COMMENCEMENT – MEANWHILE AND INTERIM USES</p> <p>No development of a phase excluding demolition works shall be commenced</p>

	<p>until such times as a Meanwhile Treatment Strategy for that phase has been submitted to and approved in writing by the Local Planning Authority. The Meanwhile Treatment Strategy for the relevant phase shall include as a minimum:</p> <p>(a) Details of any proposed interim boundary treatment between the relevant phase and adjoining public realm/building(s); and</p> <p>(b) Details of any proposed interim treatment of and use of public realm in adjoining Blocks/phases; and</p> <p>(c) A programme for carrying out the interim boundary and any proposed public realm treatments.</p> <p>(d) How meanwhile proposals and measures identified in the Culture Strategy (October 2017) have been incorporated into interim uses and proposals and help interpret the industrial and cultural heritage of the site.</p> <p>The Interim boundary and public realm treatments for the relevant Block shall be carried out in accordance with the approved Meanwhile Treatment Strategy for that Block.</p>
30.	<p>PRE COMMENCEMENT - Confirmation of Site Levels</p> <p>Prior to the commencement of each relevant phase (except demolition works) details of all existing and proposed levels on the site in relation to the adjoining properties be submitted to and approved by the Local Planning Authority.</p> <p>Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site.</p> <p>The local planning authority is satisfied that the pre-commencement requirement of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
31.	<p>PRE COMMENCEMENT Drainage Strategy (Thames Water)</p> <p>Development for any phase, excluding demolition and site preparation works, shall not commence until a drainage strategy for each phase detailing any on and/or off site drainage works, has been submitted in writing to and approved by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.</p> <p>Reason: The development may lead to sewage flooding; to ensure that</p>

	<p>sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.</p> <p>The local planning authority is satisfied that the pre-commencement requirement of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
32.	<p>PRE-COMMENCEMENT – Water supply (Thames Water)</p> <p>Prior to the commencement of development in each relevant phase, excluding demolition and site clearance, impact studies of the existing water supply infrastructure shall be submitted to and approved in writing by the local planning authority in consultation with Thames Water. The studies shall determine the magnitude of any new additional capacity required in the system and a suitable connection point. The development shall not be commenced until the studies have been approved in writing by the local planning authority. The development for that particular phase shall not be brought into use until any necessary mitigation measures identified by the impact studies have been approved in writing by the local planning authority and carried out in full in accordance with the approved details.</p> <p>Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand in accordance with London Plan (2015) policies 5.14 ‘Water Quality and Wastewater Infrastructure’ and 5.15 ‘Water Use and Supplies’. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
33.	<p>PRE- COMMENCEMENT - Construction Environmental Management Plan</p> <p>No phase of the development hereby approved shall commence until a phase specific Construction Environmental Management Plan (CEMP), which includes Waste Management Plan (WMP), Construction Dust Management Plan (CDMP) and Construction Traffic Management Plan (CTMP), has been submitted to and approved in writing by the Local Planning Authority for the relevant phase. The WMP will demonstrate compliance with an appropriate Demolition Protocol. The CDMP will incorporate appropriate mitigation measures to minimise dust emissions and will be based on the Mayor’s Best Practice Guidance (The control of dust and emissions from construction and demolition). This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring).</p>

	<p>The CEMP shall provide details of how demolition and construction works are to be undertaken and include (a):</p> <ul style="list-style-type: none"> i) The identification of stages of works; ii) Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays); iii) Details of all plant and machinery to be used during demolition and construction stage, including an inventory of all Non-road Mobile Machinery (NRMM); iv) Details of an Unexploded Ordnance Survey; v) Details of community engagement arrangements; vi) Details of any acoustic hoarding; ix) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); x) Details of external lighting xi) Dust mitigation strategy <p>b) The inventory of NRMM shall be kept on site during the course of the demolitions, site preparation and construction phases. All machinery shall be regularly serviced and service logs kept on site for inspection. Records shall be kept on site which details proof of emission limits for all equipment. This documentation shall be made available to local authority officers as required until development completion.</p> <p>The development shall be carried out in accordance with the approved details. Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.No phase of the development hereby approved shall commence</p> <p>Reason: To safeguard residential amenity, protect areas of nature conservation interest and prevent adverse impact on air quality within an Air Quality Management Area (AQMA) as required by Policies 7.14, 7.18 and 7.19 of the London Plan (2016), Policy SP13 of the Haringey Local Plan (2013) and Saved Policy ENV7 of the Haringey Unitary Development Plan (2006).</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
34.	<p>PRE- COMMENCEMENT - Electricity Sub-station:</p> <p>Prior to the commencement of the development a survey report on the</p>

	<p>electricity sub-station and associated electro-magnetic field. The report shall include any mitigation measures that may be required, as well as predicted electro-magnetic levels in the adjoining residential, by reference to relevant standards and studies. The report and any mitigation required will be subject to the approval of the Local Planning Authority.</p> <p>Reason: In the interests of public safety</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
35.	<p>PRIOR TO SUPERSTRUCTURE WORKS - Waste Management Scheme</p> <p>Prior to the commencement of any superstructure works on the approved buildings, and notwithstanding the approved Delivery and Servicing Plan (dated November 2017) details of an updated scheme setting out the collection and storage of waste and recycled materials shall be submitted in writing to and for approval by the Local Planning Authority.</p> <p>The updated scheme shall address:</p> <ol style="list-style-type: none"> 1) Waste and recycling collection frequency, following liaison with Haringey's Waste Management Team and Veolia (Haringey's waste service provider) 2) The cost implications of collection frequency to future occupiers 3) The management of waste on site, including bin rotation and storage layout 4) The collection storage areas <p>The details shall be implemented as approved prior to the occupation of the development for residential purposes, and maintained thereafter. Reason: to protect the amenity of the locality.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
36.	<p>PRE COMMENCEMENT - Updated Construction Logistics Plan</p> <p>No development shall take place until such times as an updated Construction Logistics Plan (CLP) for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The CLP shall include the following details:</p> <ol style="list-style-type: none"> i) Update to the Construction Logistics Plan prepared by dated October 2017 to include phased development;

	<ul style="list-style-type: none"> ii) Monitoring and joint working arrangements, where appropriate; iii) Site access and car parking arrangements; iv) Delivery booking systems; v) Construction phasing and agreed routes to/from the development replace lorry routeing; vi) Timing of deliveries to and removals from the site (to avoid peak times as agreed with HA) L07.00 to 9.00 and 16.00 to 18.00 where possible); vii) Construction works shall only proceed in accordance with the approved relevant CLP; viii) Travel plans for staff/ personnel involved in construction. <p>Reason: To update the existing CLP to account for phased development in the area, reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
37.	<p>PRE COMMENCEMENT - Piling method statement</p> <p>No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Piling or any other foundation designs using penetrative methods shall not be permitted except for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
38.	<p>PRE-COMMENCEMENT - Landscaping – Arboricultural Method Statement</p>

	<p>Within each phase of the outline and detailed development hereby approved no development shall commence until an Arboricultural method statement relating to works in that phase, including a tree protection plan, has been prepared in accordance with BS5837:2005 Trees in Relation to Construction”, and approved by the Local Planning Authority for each phase. A pre-commencement site meeting must be specified and attended by all interested parties, (Site manager, Consultant Arboriculturalist, Council Arboriculturalist and Contractors) to confirm all the protection measures to be installed for trees. Robust protective fencing / ground protection must be installed prior to commencement of construction activities for that phase on site and retained until completion of that phase. It must be designed and installed as recommended in the method statement within each phase. Within each phase the protective fencing must be inspected by the Council Arboriculturalist, prior to any works commencing on site and remain in place until works are complete.</p>
39.	<p>PRE COMMENCEMENT – Details of Flues Within each phase where a flue is required, full details of the location and appearance of any flues, including height, design, location and sitting shall be submitted and approved in writing by the Council before work commences on that phase prior to commencement of the superstructure works (excluding Site Preparation Works).</p>
40.	<p>PRIOR TO ABOVE GROUND WORKS- Affordable Housing Strategy Prior to commencement of above ground works an affordable housing strategy shall be submitted to and approved in writing by the local planning authority relating to the provision of a minimum of 32.5% Affordable Housing (by habitable rooms) as per the table shown in Condition 16.</p> <p>The details set out in the strategy shall thereafter be implemented in accordance with the approved strategy, unless otherwise agreed by the Local Planning Authority. Such a strategy for each phase must include:</p> <ul style="list-style-type: none"> i. The overall %, numbers, tenure, affordability and location of the affordable housing provision to be made within the related phase; ii. The timing of the construction of the affordable housing; iii. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing subject to staircasing. <p>Reason: To secure details relating to the provision of affordable housing and accord with London Plan Policy 3.11 Affordable housing targets.</p>
41.	<p>PRIOR TO ABOVE GROUND WORKS – Fibre Broadband Strategy Prior to the commencement of any above ground works, except enabling and demolition works and a strategy to facilitate ultra-fast broadband for</p>

	<p>future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling or commercial unit, ducting to facilitate the provision of an ultra-fast broadband service to that dwelling or unit from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground or other infrastructure. The development of the site shall be carried out in accordance with the approved strategy.</p> <p>Reason: to accord with Site Allocation policies that support the provision of high speed broadband infrastructure and economic development objectives.</p>
42.	<p>PRIOR TO ABOVE GROUND WORKS - Biodiversity Enhancement Plan</p> <p>a) Prior to commencement of above ground works, a Biodiversity Enhancement Plan (BEP) shall be submitted to and approved in writing by the Local Planning Authority. The BEP shall be in accordance with the Environmental Statement (dated October 2017) and include:</p> <ul style="list-style-type: none"> i) Integration of bird and bat boxes; ii) Details of native and ‘nectar rich’ landscaping; and iii) Soft landscaping management & maintenance. <p>b) The Biodiversity enhancement measures set out in the approved BEP shall be implemented.</p> <p>Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policies 7.18 and 7.19 of the London Plan (2015), Policy SP13 of the Haringey Local Plan.</p>
43.	<p>PRIOR TO ABOVE GROUND WORKS - Sustainable Urban Drainage</p> <p>Prior to the commencement of above ground works details of the design, implementation, maintenance and management of the sustainable drainage scheme shall be submitted to, and approved in writing by, the local planning authority. Those details shall include:</p> <ul style="list-style-type: none"> 1. Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control the surface water discharged from the site and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters; 2. Any works required off-site to ensure adequate discharge of

	<p>surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);</p> <ol style="list-style-type: none"> 3. Flood water exceedance routes, both on and off site; 4. A timetable for its implementation, and 5. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. <p>Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.</p> <p>Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with Policy 5.13 of the London Plan.</p> <p>The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
44.	<p>PRIOR TO ABOVE GROUND WORKS Sustainability Standards – Non-residential</p> <p>Evidence that each commercial unit of the development is registered with a BREEAM certification body and that a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated BREEAM level “Very good” shall be submitted to and approved in writing by the local planning authority prior to the commencement of the relevant works and a final certificate shall be submitted for approval to the local planning authority within 6 months of the occupation of each phase of the development.</p> <p>Reason: To ensure that the development achieves a high level of sustainability in accordance with Policies 5.1, 5.2, 5.3 and 5.15 of the London Plan (2016) and Policies SP0 and SP4 the Haringey Local Plan (2013).</p>
45.	<p>PRIOR TO ABOVE GROUND WORKS - Green and Brown Roofs</p> <p>Prior to the commencement of above ground development for each phase, details of green/brown roofs, including planting and maintenance schedules, and ecological enhancement measures shall be submitted to and approved in writing by the Council. Development shall accord with the details as</p>

	<p>approved.</p> <p>This will include the following:</p> <ul style="list-style-type: none"> • A roof(s) plan identifying where the living roofs will be located; • Confirmation that the substrates depth range of between 100mm and 150mm across all the roof(s); • Details on the diversity of substrate depths across the roof to provide contours of substrate. This could include substrate mounds in areas with the greatest structural support to provide a variation in habitat; • Details on the diversity of substrate types and sizes; • Details on bare areas of substrate to allow for self colonisation of local windblown seeds and invertebrates; • Details on the range of native species of wildflowers and herbs planted to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native); • Details of the location of log piles / flat stones for invertebrates; <p>The living roof will not be used for amenity or sitting out space of any kind. Access will only be permitted for maintenance, repair or escape in an emergency.</p> <p>The living roof (s) shall then be carried out strictly in accordance with the details approved by the Council. And shall be maintained as such thereafter.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with regional policies 5.3, 5.9 and 5.11 of the London Plan (2011) and local policy SP:05 and SP:13.</p>
46.	<p>PRIOR TO ABOVE GROUND WORKS - Secured by Design</p> <p>Part A</p> <p>Prior to carrying out above ground works of the relevant phase details shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate that such phase (and buildings contained therein) has incorporated principles of Secured by Design. The development shall be implemented in accordance with the approved details.</p> <p>Part B</p> <p>Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use.</p> <p>Reason: To ensure that the proposed development meets the Police standards for the physical protection of the buildings and their occupants, and to comply with London Plan (2016) Policy 7.3 and Haringey Local Plan</p>

	2013 Policy SP11.
47.	<p>PRIOR TO ABOVE GROUND WORKS – External Solar Shading and Passive Ventilation Study (Residential only)</p> <p>Prior to the commencement of any superstructure work on each phase, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk using future weather temperature projections (2050) and London weather files, and the report will demonstrate how the risks have been mitigated and removed through design solutions.</p> <p>This report will include details of the design measures incorporated within the scheme (including details of the feasibility of using external solar shading and passive cooling and ventilation) to ensure adaptation to higher temperatures are addressed, and the units do not overheat. The report will include the following:</p> <ul style="list-style-type: none"> - the standard and the impact of the solar control glazing; - that there is space for pipe work and that this is designed in to the building to allow the retrofitting of cooling and ventilation equipment - that all heating pipework is appropriately insulated - that passive cooling and ventilation features have been included - highlight the mitigation strategies to overcome any overheating risk <p>Air Conditioning will not be supported unless justification is given.</p> <p>Once approved the development shall be constructed in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: London Plan Policy 5.9 and local policy SP:04 and in the interest of adapting to climate change and to secure sustainable development.</p>
48.	<p>PRIOR TO INSTALLATION - Ultra Low NOx Boilers - Product Specification and Dry NOx Emissions Details (LBH Environmental Services and Community Safety)</p> <p>Prior to installation, details of the Ultra Low NOx boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority for approval. The details shall be implemented as approved and shall be maintained thereafter.</p> <p>Reason: To protect local air quality.</p>
49.	PRIOR TO OCCUPATION – Commercial and Workspace Strategy

	<p>Prior to the occupation of any commercial floorspace a strategy for commercial and workspace shall be submitted to and approved in writing by the Local Planning Authority (LPA).</p> <p>The strategy shall include:</p> <ul style="list-style-type: none"> a) identifying the intended location of a minimum of one thousand (1,500SQM) square metres of B1(c) floorspace within the Site and the unit sites; b) a strategy that complements the existing and emerging cultural and economic offer in and around the site c) setting out a timetable for the marketing and occupation of such workspace; d) explaining how such workspace is designed to meet the needs of commercial undertakings; e) indicating the proposed lease terms and the proposed levels of rent for businesses together with an explanation of how those terms and rent compare with the lease terms and rent for equivalent commercial space elsewhere within the Borough; <p>Reason: to ensure the placemaking and economic objectives of the Wood Green AAP are secured.</p>
50.	<p>PRIOR TO SUPERSTRUCTURE WORKS - Cycle Parking Details</p> <p>Prior to any superstructure works on each approved phase, details of arrangements for cycle storage (including provision for a total of cycle parking spaces, means of enclosure for the storage area and the bicycle stairway and trough system) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Transport for London (Borough Planning), and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter to the Authority's satisfaction.</p> <p>Reason: To ensure that adequate cycle storage facilities are provided and promote sustainable travel.</p>
51.	<p>PRIOR TO SUPERSTRUCTURE WORKS – Sample Materials</p> <p>Samples of all materials to be used for all external facing surfaces and roofing materials for each phase of the development, shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced on that phase. Samples shall include sample panels in addition to a schedule of the exact product references. All approved materials shall be erected in the form of a samples board and shall be retained on site throughout the works period for the phase concerned. Thereafter only such approved materials and finishes shall be used in</p>

	carrying out the development.
52.	<p>PRIOR TO SUPERSTRUCTURE WORKS – CCTV and Security Lighting</p> <p>Prior to commencement of the superstructure works for each phase (excluding Site Preparation Works), a scheme showing full details of the following for that phase shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>a) CCTV; b) Security lighting</p>
53.	<p>PRIOR TO SUPERSTRUCTURE WORKS – Shopfronts</p> <p>Prior to commencement of the superstructure works for each phase (excluding Site Preparation Works) the design and external appearance of the shopfronts for that phase, including detailed design of the fascias, shall be submitted to and approved in writing by the Local Planning Authority.</p>
54.	<p>PRIOR TO SUPERSTRUCTURE WORKS - Environment Agency – Landscape Management Plan</p> <p>Prior to commencement of the superstructure works for each phase (excluding Site Preparation Works) a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.</p>
55.	<p>PRIOR TO OCCUPATION – Soft landscaping and play space</p> <p>Prior to occupation of each phase, details of the children’s playspace and soft landscaping provision contained within the private and communal amenity areas in accordance with the Design and Access Statement (October 2017) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The details shall include the:</p> <ol style="list-style-type: none"> a. location, layout, design of the playspace; and b. equipment/ features c. hard surfacing materials d. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting). <p>Soft landscape details shall include:</p> <ol style="list-style-type: none"> a. Planting plans b. Written specifications (including cultivation and other operations associated with plant and grass establishment)

	<p>c. Schedules of plants, noting species, planting sizes and proposed numbers / densities where appropriate</p> <p>d. Implementation timetables.</p> <p>The landscaping, playspace and equipment/features shall be laid out and installed prior to the first occupation of the development. The children's playspace shall be provided strictly in accordance with the details so approved, installed/erected prior to the first occupation of the residential dwellings and shall be maintained as such thereafter.</p> <p>REASON: To secure the appropriate provision and design of children's playspace.</p>
56.	<p>PRIOR TO OCCUPATION - Estate Management & Maintenance Plan Prior to the occupation of each phase an Estate Management and Maintenance Plan for that Phase in which development would be located, setting out maintenance and management responsibilities for all communal play spaces, communal amenity spaces and all publicly accessible open spaces, shall be submitted to and approved in writing by the Local Planning Authority and the open spaces shall thereafter be maintained and managed in accordance with the approved details.</p> <p>Reason: In order to ensure that the Local Planning Authority is satisfied with the details of the authorised development and to ensure the design of the new housing development enhances the quality of local places in accordance with London Plan Policy 3.5.</p>
57.	<p>PRIOR TO OCCUPATION- Lighting strategy Prior to the occupation of each phase a lighting strategy to address all external lighting across the development shall be submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details.</p> <p>Reason: In the interests of the character and appearance of the area in accordance with London Plan (2015) policy 7.4 'Local Character'.</p>
58.	<p>PRIOR TO OCCUPATION - Details of Central Dish/Receiving System Prior to the occupation of the development, details of a Central Satellite Dish/Receiving System for the residential units hereby approved shall be submitted in writing to and for approval by the Local Planning Authority. The System shall be implemented in accordance with approved details and maintained thereafter.</p> <p>Reason: to protect the amenity of the locality.</p>
59.	<p>PRIOR TO OCCUPATION – Delivery and Servicing Plan Prior to occupation of the development, an updated Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority and the development thereafter managed in accordance with the approved details.</p>

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

Working with the Applicant (LBH Development Management)

INFORMATIVE: In dealing with this application, the London Borough of Haringey has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 to foster the delivery of sustainable development in a positive and proactive manner.

Community Infrastructure Levy (LBH Development Management)

INFORMATIVE: The Community Infrastructure Levy will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

Hours of Construction Work (LBH Development Management)

INFORMATIVE: The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

Party Wall Act (LBH Development Management)

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

Requirement for Groundwater Risk Management Permit (Thames Water)

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

Attenuation of Storm Flows. Combined Sewer drain to nearest manhole.

Connection for removal of ground water precluded. Approval required for discharge to

public sewer (Thames Water).

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

Public Sewer Crossing – Approval required for building, extension or underpinning within 3 metres (Thames Water).

INFORMATIVE: There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover. Water Main Crossing Diversion (Thames Water)

INFORMATIVE: There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

Minimum Pressure and Flow Rate from Pipes (Thames Water)

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

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

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.

Asbestos Survey (LBH Environmental Services and Community Safety)

INFORMATIVE: The applicant is advised that 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.

New Development Naming (LBH Transportation)

INFORMATIVE: The new development will require naming. The applicant should contact LBH Local Land Charges at least six weeks before the development is occupied on 020 8489 5573 to arrange for the allocation of a suitable address.

Environment Agency – Additional Advice (Environment Agency)

INFORMATIVE: The Environment Agency has provided advice to the applicant in respect of Ground Water Protection and Land Affected by Contamination. This advice is available on the Council's website using the application reference number. Archeaology.

INFORMATIVE: 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 WSI The written scheme 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.

Asbestos.

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. Highways Licenses.

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 HA.

Informative

This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, sub-structures, and/or buildings, plots or groups of plots. The extent of the CIL phase will be defined on the relevant phasing plan.

For the Outline Permission Application:

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.

Piling Works:

In one of the gas holders there remains at depth asbestos materials and other contaminants, such as lead and hydrocarbons. At the time of writing a concrete capping in place to prevent risk to human health. Any piling works on/in the environs of proposed residential Block B3 and surrounding proposed amenity / open space land has the potential to cause exposure of the contaminants in the gas holder and so a risk to human health.

This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, sub-structures, and/or buildings, plots or groups of plots. The extent of the CIL phase will be defined on the relevant phasing plan.

Site Preparation Works comprise the following “Demolition of buildings and structures, surveys, site clearance, works of archaeological, ground investigation, remediation and Gasholder pit infill, the erection of fencing or hoardings, the provision of security measures and lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, and temporary estate roads”

Substructure works are defined as building foundations or underlying supporting substructure

Superstructure works are defined as part of the building above its foundations

A phase of development relates to a phase defined by planning condition (CIL condition), or any subsequent construction sub-phase agreed with the Local Planning Authority, or the outline component or detailed component and/or Site Preparation Works

Interim works comprise, inter alia, meanwhile uses.