

## **REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

### **1. APPLICATION DETAILS**

**Reference No:** HGY/2018/1472

**Ward:** Noel Park

**Address:** 44-46 High Road, London, N22 6BX

**Proposal:** Demolition of the existing building and erection of 3-9 storey buildings providing residential accommodation (Use Class C3) and retail use (Use Classes A1-A4) plus associated site access, car and cycle parking, landscaping works and ancillary development.

**Applicant:** c/o Mr Joe Stockton, DP9

**Ownership:** Private

**Case Officer Contact:** Christopher Smith

**Site Visit Date:** 25/05/2018

**Date received:** 15/05/2018 **Last amended date:** 19/9/2018

**Drawing number of plans:**

S100; EX120-125, 130, 140, 141, 145, 150; GA200-210, 301, 302, 401, 405 (all Rev. 01); ExA\_1801\_P\_001-003 (all Rev. B).

**Supporting documents also assessed:**

Covering Letter dated May 2018, Design and Access Statement dated May 2018, Planning Statement dated April 2018, Townscape and Visual Impact Assessment dated April 2018, Financial Viability Assessment dated May 2018, Air Quality Impact Assessment dated March 2018, Archaeological Desk Based Assessment dated March 2018, Phase 1 Geo-Environmental Assessment Version 1.1 dated April 2018, Acoustic Planning Report dated April 2018, Energy and Sustainability Assessment dated August 2018, Daylight and Sunlight Report dated April 2018, Landscape Statement dated April 2018, Transport Assessment dated April 2018, Retail Travel Plan dated March 2018, Residential Travel Plan dated April 2018, Waste Management Plan dated March 2018, Site Waste Management Plan, Outline Construction Management Plan dated April 2018, Surface Water Management Report & FRA (Rev. D) dated September 2018, SuDS Flows and Volumes pro forma, Statement of Community Involvement dated April 2018, Unit Schedule dated 11<sup>th</sup> September 2018, Office and Retail Market Analysis dated July 2018, Design Rationale Document dated September 2018, Additional Letter

re Daylight and Sunlight Report dated 17<sup>th</sup> September 2018, Additional Letter re Townscape and Visual Impact Assessment dated 17<sup>th</sup> September 2018, Additional Letter re Acoustic Planning Report dated 18<sup>th</sup> September 2018, Additional Letter re Play Space dated 18<sup>th</sup> September 2018, Additional Letter re Transport Assessment and Waste Management Plan dated 18<sup>th</sup> September 2018, Additional Letter re Energy and Sustainability Assessment dated 14<sup>th</sup> September 2018, Additional Letter re Air Quality Impact Assessment dated 17<sup>th</sup> September 2018, Revised Covering Letter dated 18<sup>th</sup> September 2018, Comparison of Changes Document dated September 2018.

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

## **1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The proposed mixed-use development is acceptable in principle, as it would re-provide retail activities at ground floor level with residential properties above, in accordance with the objectives of Site Allocation SA14 and wider development plan;
- The land use re-provision of rejuvenated retail with residential above is welcomed and is acceptable in principle;
- The development would provide 25% on-site affordable housing by habitable room in the form of 6 family-sized houses for Council rent/London Affordable Rent and 16 flats for London Living Rent;
- The development would be of a high quality contemporary design that would improve the visual quality of the local built environment, respects key local views and would not impact negatively on local heritage assets;
- The development would have a positive impact on the vitality and viability of this part of the High Road primary shopping frontage and the wider Town Centre;
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including an appropriate size and mix of units plus adequate private amenity space areas, whilst 10% of the flats would be adaptable for wheelchair users;
- The development would provide a sufficient number of appropriately located car and cycle parking spaces given the development's very good access to public transport, and its additional support by sustainable transport initiatives secured by condition and legal agreement;
- The development would be acceptable in terms of its carbon reduction and sustainability measures, which includes green roofs and solar panels, plus a carbon off-setting payment, as well as providing drainage and biodiversity improvements;

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director 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 obligations 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 30th<sup>s</sup>November 2018 or within such extended time as the Head of Development Management or the Assistant Director of Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- 2.4 That delegated authority be granted to the Assistant Director of Planning or Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chairman (or in their absence the Vice-Chairman) of the Sub-Committee.

## **Conditions**

- 1) Two years commencement
- 2) Drawing numbers
- 3) Retail use restriction
- 4) Commercial use hours
- 5) Finishing materials
- 6) Accessible/adaptable dwellings
- 7) Ventilation measures
- 8) Satellite dishes/antennas
- 9) Public realm landscaping
- 10) Private/communal landscaping
- 11) External lighting
- 12) Air quality assessment
- 13) Land contamination
- 14) Low NOx boilers
- 15) Air quality/dust management plan
- 16) Non road mobile machinery
- 17) NRMM regulations
- 18) Surface water infiltration
- 19) Penetrative methods
- 20) Borehole management

- 21)Waste storage
- 22)Secured by design
- 23)London underground asset protection
- 24)Water infrastructure capacity
- 25)Water main protection
- 26)Front garden layout
- 27)Cycle parking
- 28)Delivery and service plan
- 29)Construction management/logistics plan
- 30)Plant noise limits
- 31)Internal noise protection
- 32)Commercial sound insulation
- 33)Drainage scheme
- 34)Energy network quality
- 35)Commercial BREEAM objectives
- 36)Overheating study
- 37)Living roof details
- 38)Tree protection plan

### **Informatives**

- 1) Positive/proactive manner
- 2) CIL
- 3) Section 106
- 4) Numbering
- 5) Soil contamination
- 6) Piling
- 7) Asbestos
- 8) London Underground
- 9) Hours Restriction for Construction Works

### **Section 106 Heads of Terms:**

- 1) Affordable Housing Provision
  - 25% affordable by habitable room
  - 6 Council Rent/London Affordable Rent and 16 London Living Rent properties
  - Late stage viability review
- 2) Public Realm and Highway Improvements on Bury Road
  - Highway improvements including road crossing measures, reinstatement of a redundant access, pedestrian and cycle improvements and provision of three accessible parking spaces
  - Additional landscaping including tree planting and rain gardens

- Financial contribution of approx. £150,000 (final figure to be confirmed)
- 3) Energy Statement Update and Review
- Assessment of the development's potential to integrate CHP
  - Review of submitted Energy Statement
  - Provision of financial contribution towards carbon offsetting of (final figure to be confirmed)
- 4) Considerate Contractor Scheme Registration
- 5) Sustainable Transport Initiatives
- Travel Plans provided for the residential and commercial uses
  - Appointment of a travel plan co-ordinator
  - Financial contributions towards travel plan monitoring (£2,000 per plan)
  - Car club membership or bicycle purchase contributions for occupiers, including enhanced provision for family dwellings
  - Traffic Management Order amendment (£4,000)
  - Controlled Parking Zone contribution (£15,000) towards design and consultation for implementation of parking management measures
  - Other initiatives
- 6) Car Parking Management Plan
- Measures to include parking space unit allocations, details of vehicle circulatory movements, occupancy level monitoring and off-street permit allocation
  - Parking priority plan
  - Potential inclusion of a parking space for the commercial unit
  - 20% active and 80% passive electric vehicle charging point provision, plus details of the threshold required for conversion from passive
  - Monitoring (£3,000)
- 7) Employment Initiatives – Local Training and Employment Plan
- 20% of the on-site workforce to be Haringey residents
  - 5% of the on-site workforce to be Haringey resident trainees
  - Provide apprenticeships at one per £3m development cost (max. 10% of total staff)
  - Support fee of £1,500 per apprenticeship for recruitment
  - Provision of a named contact to facilitate the above
- 8) Monitoring Contribution

- 5% of total value of contributions (max. £50,000)
- 2.4 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.5 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. The proposed development in the absence of a legal agreement securing the provision of on-site affordable housing would have a detrimental impact on the provision of much required affordable housing stock within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 of the Council's Local Plan 2017 and Policy 3.12 of the London Plan 2016.
  2. The proposed development in the absence of a legal agreement to work with the Council's Employment and Skills team would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Local Plan 2017 Policies SP8 and SP9.
  3. The proposed development, in the absence of a legal agreement to secure planning obligations for measures to promote sustainable transport and a parking management plan, by reason of its lack of car parking provision, would significantly exacerbate pressure for on-street parking spaces in surrounding streets, prejudicing the free flow of traffic and conditions of general safety along the neighbouring highways and would be detrimental to the amenity of local residents. As such the proposal is considered contrary to the requirements of Policy 6.13 of the London Plan 2016.
  4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to London Plan 2016 Policy 5.2 and Local Plan 2017 Policy SP4.
- 2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management or Assistant Director (in consultation with the Chair of the Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and

- ii. The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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- Appendix 2: Plans and Images
- Appendix 3: Quality Review Panel Notes
- Appendix 4: DM Forum Notes



## **3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS**

### **3.1 Proposed development**

This application is for full planning permission for the demolition of the commercial building 44-46 High Road in Wood Green (formerly an M&S store) and its replacement with a mixed-use development featuring a three storey street frontage on both High Road and Bury Road with elements rising towards the centre of the site to between seven and nine storeys.

The proposal includes a double-height commercial unit (Use Classes A1-A4) totalling 1,548sqm in floor area (including mezzanine) fronting onto High Road, with 121 residential units in the remainder of the development.

A total of 115 of the residential units would be flats above the commercial space, with six townhouses fronting onto Bury Road.

25% of the units by habitable room would be affordable housing in the form of 6 family-sized houses for Council rent/London Affordable Rent and 16 flats for London Living Rent.

Flats would be accessed from entrances on High Road and Bury Road. Vehicle access to seven car parking spaces is available from Bury Road. Cycle parking spaces would also be provided.

The development would be finished in light red and grey coloured brick, rendered and concrete elements, with grey window frames.

### **3.2 Site and Surroundings**

The application site covers an area of 0.28 hectares and fronts onto the north-eastern side of High Road, Wood Green, with service areas backing onto the south-western side of Bury Road.

The site is currently occupied by the three to four storey former Marks and Spencer commercial unit (currently occupied by the 'Bright Home' retailer), which forms part of a commercial terrace that extends north-west to south-east along High Road. The site has retail operations at ground floor level with ancillary office space on the floors above to a total of 8,364sqm.

The building was erected in the 1930s and extended to the rear in the 1950s. M&S vacated the site in 2015. It is three storeys in height on High Road and four storeys on Bury Road.

The character of the surrounding area to the south-west of the building (on High Road) is predominantly commercial, being the main shopping street within Wood Green Metropolitan Centre, featuring three storey buildings of a traditional design. Facades are generally finished in red brick with white banding and other detailing at first and second floor level, with commercial frontages at ground floor. However, on the north-eastern street frontage lay several buildings of a greater width than is traditional with varying

appearances including significantly differing heights, widths, articulations and material finishes in differing shades of grey.

To the north-east of the building (on Bury Road) the character is of relatively bland and featureless yellow and red-brick facades forming service accesses to the commercial premises on High Road, on the south-western side of the road, with lower scale two storey terrace houses of yellow and red brick in a traditional style on the opposite side.

The site is in a Controlled Parking Zone (CPZ). It has a high public transport accessibility level (PTAL) of 6a due to its close proximity to both Wood Green and Turnpike Lane underground stations, as well as a number of bus routes.

### **3.3 Relevant Policy Designations**

The application site forms part of site allocation SA14 in the Site Allocations DPD 2017, and is also within site allocation WG SA13 in the emerging Wood Green Area Action Plan (AAP), which both identify the site as suitable for residential and town centre uses. WG SA13 also identifies the site as suitable for employment uses.

In addition the site is designated as being within the Wood Green Metropolitan Centre, Primary Shopping Frontage and Growth Area, as well as a Potential Location Suitable for Tall Buildings. It is also located within a groundwater Source Protection Zone.

The site is located within the London Plan strategic view from Alexandra Palace to Central London/St Paul's Cathedral (London Panorama 1), as well as the view of Alexandra Palace from Downhills Park Road, which is one of Haringey's Locally Significant Views (Linear View 21).

The site lies adjacent to the Safeguarding Limits for Crossrail 2 but is not within this zone.

### **3.4 Relevant Planning History**

Since the existing building was first erected applications have been submitted for minor works requiring planning permission and advertisement consent only.

Since 1990 there have been no applications submitted for this site.

## **4. CONSULTATION RESPONSE**

### **4.1 Quality Review Panel (QRP)**

4.2 The QRP considered two different iterations of the development proposals on 13<sup>th</sup> December 2017 and 28<sup>th</sup> March 2018. The Panel's comments from the latest meeting were summarised as follows:

- 4.3 *The panel is generally supportive of the development proposals for 44-46 High Road, which promises to provide good quality homes for this part of Haringey. The panel welcomes amendments that have been made to the ground floor layout, configuration of entrances, circulation and servicing arrangements. There remains some scope for refinement in the design of the central courtyard, the articulation of the Bury Road roofline, and the design of fenestration. In particular, the panel would encourage the design team to revisit the arrangement of windows to increase daylight and sunlight into internal corridors, whilst mitigating overheating in highly glazed external corridors. It feels that the level - and quality – of residential amenity space will be critical to the success of the scheme, and should be prioritised in negotiations concerning the mix and balance of uses accommodated on site.*
- 4.4 The Panel's responses are repeated in full in Appendix 3. An indication of how key comments have been met are provided in a table form within the design section below.
- 4.5 Development Management Forum (DMF)
- 4.6 A DMF was held on 24<sup>th</sup> January 2018. Key points raised during the meeting are referenced below:
- Affordable housing
  - Detailed design and height
- 4.7 The following were consulted regarding this planning application:
- 4.8 INTERNAL REPRESENTATION SUMMARY
- 4.9 Design Officer
- 4.10 The design of the proposed block is considered to be acceptable.
- 4.11 Conservation Officer
- 4.12 No objection subject to condition.
- 4.13 Transportation
- 4.14 No objections raised subject to conditions and section 106 requirements.
- 4.15 Housing
- 4.16 Noting the conclusions of the viability review the proposed affordable housing offer, including affordable rental tenures, and mix of units is acceptable.

4.17 Drainage Engineer

4.18 The provision of a green roof and drainage tank is a reasonable level of drainage provision given the urbanised nature of the site. This should be secured by condition.

4.19 Carbon Management

4.20 The application fails to deliver an on-site carbon reduction of 35% against 2013 Building Regulations. However, the remaining carbon against the zero carbon target is able to be offset instead via a financial contribution secured by legal agreement, which is acceptable. Conditions are recommended to secure sustainability and biodiversity objectives.

4.21 Pollution

4.22 The submitted AQIA Report indicates that the proposed development would have a negligible effect on local air quality. The proposed land contamination assessment works are acceptable. As such, there are no objections to the development in terms of impact on air quality and land contamination, subject to conditions. Dust and plant monitoring can also be secured by condition.

4.23 Waste Management

4.24 Adequate waste collection facilities are demonstrated and should be secured by condition.

4.25 Building Control

4.26 No objection.

4.27 Regeneration

4.28 No objections raised.

4.29 Arboricultural Officer

4.30 Existing street trees should be protected during the development works. Raised planter tree planting within gardens on Bury Road should be reconsidered. No objections subject to conditions.

4.31 Noise

4.32 No objections subject to conditions.

- 4.33 Licensing
- 4.34 No objections.
- 4.35 Emergency Planning
- 4.36 No objections.
- 4.37 Education
- 4.38 There is capacity within existing schools to accommodate the additional child yield.
- 4.39 EXTERNAL REPRESENTATION SUMMARY
- 4.40 Thames Water
- 4.41 No objection, subject to conditions.
- 4.42 London Fire Service
- 4.43 Satisfied with the proposals for firefighting access.
- 4.44 Metropolitan Police
- 4.45 No objections, subject to conditions.
- 4.46 Environment Agency
- 4.47 No objection, subject to conditions.
- 4.48 Transport for London
- 4.49 No objection, subject to conditions.
- 4.50 London Underground Lines
- 4.51 No objections, subject to conditions.
- 4.52 Arriva London
- 4.53 No comments received.
- 4.54 Crossrail 2
- 4.55 No objections.

4.56 National Grid

4.57 No comments received.

## **LOCAL REPRESENTATIONS**

5.1 The following were consulted:

- 824 neighbouring properties;
- Local neighbourhood groups;
- Public notices were erected in the vicinity of the site;
- Press notice

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

5.3 Individual responses (68):

- 7 in Objection:
  - Unknown address, Alexandra Road
  - 86 Boundary Road
  - 21 Barratt Avenue
  - 45 Whymark Avenue
  - 1 Park Avenue
  - Flat 2, 7 Brampton Park Road
  - 75 Bury Road (x3)
- 59 in Support:
  - 1, 5 Turnpike Lane
  - 20 Artizan Court, Noel Park Road
  - 54 Eclipse House, 35 Station Road
  - 15 Ranelagh Road
  - 21B Park Avenue
  - 698 Lordship Lane
  - 8, 11, 13B (x2), 22, 43, 48-50, 55 (x2), 70, 87 (x2), 127 High Road
  - 3 Penwortham Court, 50 Mayes Road (x3)
  - 78 Lymington Avenue
  - 7, 29, 115 Westbury Avenue
  - Unit 4, Brampton Park Road
  - 3, 5, 13, 19, 38, 49, 50, 53, 54, 56, 64, 66, 73, 74, 78, 79, 80, 81, 95, 96, 99, 118, 119, 122, 132, 133, 149 (x2) Russell Avenue
  - 16 Cheapside
  - 51-53, 61, 68A, 83, 85, 103 (x2), 104, 106 Alexandra Road
- 2 in Comment:

- 34 Coleraine Road
- 42A High Road

5.4 The following local groups/societies made representations:

- None.

5.5 The following local representatives also commented:

- Catherine West MP
  - Insufficient provision of affordable housing
- Joanne McCartney AM
  - Insufficient provision of affordable housing

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

#### *Land Use*

- Loss of commercial uses
- Residential use is inappropriate for this location

#### *Housing*

- Insufficient provision of affordable housing
- Overcrowding
- Flats are too expensive
- Lack of affordable rent units

#### *Design*

- Poor design
- Excessive height
- Excessive size and scale
- Overbearing appearance
- Out of keeping with local character

#### *Heritage*

- Lack of consideration of retail heritage

#### *Residential Amenity*

- Loss of day/sunlight
- Loss of outlook
- Loss of privacy
- Increased overlooking
- Increased air pollution
- Increased light pollution
- Increased pollution (general)

- Increased noise disturbance from vehicles and servicing;
- Disturbance from building works;

#### *Transport and Highways*

- Insufficient local parking availability
- Loss of pedestrian safety
- Insufficient local transport infrastructure
- Impact on Crossrail 2 route

#### *Social Facilities*

- Insufficient local social care infrastructure
- Lack of space in local school

#### *Non-Material Considerations*

- Damage to Bury Road from additional traffic
- Impact on television and internet reception
- Council should not sell public land
- Developer cannot be trusted

5.7 These concerns are referred to in the relevant section below or are responded to in more detail in Appendix 1.

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the Development
  - Policy Framework
  - Site Allocations
  - Land Use Principles
  - Masterplanning
2. Taller Buildings
  - Townscape
  - Key Views
3. Density and Appearance
  - Density
  - Detailed Design
  - Heritage Impact
4. Housing Provision
  - Affordable Housing
  - Housing Tenure and Mix
5. Housing Quality
  - Layout
  - Accessibility



- Security
- 6. Impact on Neighbouring Amenity
  - Daylight Impact
  - Sunlight Impact
  - Overshadowing
  - Outlook and Privacy
  - Noise, Light and Dust
- 7. Transport and Parking
  - Car Parking Highway Impact
  - Cycle Parking
  - Servicing
  - Public Transport Infrastructure Protection
- 8. Sustainability
  - Carbon Reduction and Overheating
  - Biodiversity
- 9. Tree Protection
- 10. Drainage and Water Management
  - Surface Water Management
  - Ground Water Protection
  - Water Infrastructure Impact
- 11. Pollution
  - Air Quality
  - Land Contamination
- 12. Employment
- 13. Fire Safety
- 14. Section 106 Heads of Terms

## **6.2 Principle of the development**

### **6.2.1 Policy Framework**

6.2.2 The application is for the demolition of an existing commercial premises and its replacement with a development of featuring a double-height commercial unit at ground floor level with two residential buildings projecting above a first floor residential podium.

6.2.3 Given these proposals, the following strategic policies are considered to be of relevance in assessing this application.

### **6.2.4 *National Policy***

6.2.5 The National Planning Policy Framework 2018 (NPPF) establishes overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process and support 'approving development proposals that accord with the development plan

without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'

6.2.6 The NPPF encourages the 'effective use of land by reusing land that has been previously developed'. In respect of applications that include provision of housing, the NPPF highlights that delivery of housing is best achieved through larger scale development. The NPPF is also committed to ensuring the vitality of town centres partly through promoting competition and a diverse retail offer.

#### 6.1.1 *The Development Plan*

6.1.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the London Plan (consolidated 2016), Haringey's Local Plan (consolidated 2017), the Development Management Policies DPD (2017), Site Allocation DPD (2017). The emerging Wood Green AAP and the draft new London Plan are also material considerations. The decision must be made in accordance with the plan unless material considerations indicate otherwise.

#### 6.1.3 *Regional Policy*

6.1.4 The consolidated London Plan (2016) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) that provide further guidance.

6.1.5 Wood Green is situated within an Intensification Area (Haringey Heartlands/Wood Green) as designated by the London Plan 2016. The Mayor identifies Intensification Areas (IAs) as being 'built up areas with good existing or potential public transport links' that can 'support redevelopment at higher than existing densities'.

6.1.6 Annexe 1 to the London Plan states that Wood Green town centre may be developed for 'high-density, mixed use schemes'. The IA sets a minimum target for new homes of 1,000, with an indicative employment capacity of 2,000 jobs.

6.1.7 Furthermore, the emerging draft London Plan identifies the site as being within the Wood Green/Haringey Heartlands Opportunity Area, demonstrating greater targets for home building and job creation in this area of 4,500 new homes and 2,500 jobs, further developing the potential of Wood Green as a Metropolitan town centre.

6.1.8 Wood Green and Turnpike Lane underground stations have been identified for siting on the proposed Crossrail 2 rail link, whilst increased capacity to the

Piccadilly Line is also expected in the near future as part of scheduled improvements to London Underground services.

#### 6.1.9 *Local Policy*

6.1.10 Haringey's Local Plan Strategic Policies (2017) highlight the importance of growth areas within the Borough and states that the Council will promote development in Wood Green due to its designation as a key future growth location. The Local Plan has recently been updated to reflect a more challenging position in respect of overall borough-wide housing targets and affordable housing delivery.

6.1.11 The Site Allocations Development Plan Document 2017 (SADPD) gives effect to the Local Plan spatial strategy by allocating sufficient sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.

6.1.12 For proposals in Wood Green, the SADPD is supported by the emerging Wood Green Area Action Plan (AAP), which provides further site specific and area based policies that underpin the delivery of the Local Plan vision. The AAP aims to articulate the spatial vision for growth in this particular part of the Borough and it is anticipated to be adopted in late 2018.

6.1.13 The Council's Streetscape Manual and draft Streetscape Design Guide provide further detailed guidance on the layout and appearance of the borough's public realm areas.

6.1.14 Finally, the Development Management Development Plan Document 2017 (DMDPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own specific criteria-based policies against which planning applications will be assessed.

#### 6.1.15 Site Allocations

6.1.16 The site is positioned to the north-western side of the High Road in Wood Green and lies between the prominent local transport nodes of Wood Green and Turnpike Lane underground stations.

6.1.17 This part of Wood Green has been identified for comprehensive redevelopment in both the Site Allocations DPD and the emerging Wood Green AAP and as such the application site forms part of a site allocation in both of these documents. The site allocations are referenced SA14 in the Site Allocations DPD and WG SA 13 in the Wood Green AAP and they both cover all properties from 16-54 High Road.

6.1.18 SA14 envisages the comprehensive redevelopment of the current High Road frontages for mixed use development consisting of town centre commercial uses at ground and first floor level with residential properties above and a potential Crossrail 2 station entrance onto High Road.

6.1.19 The site specific requirements of SA14 are as follows:

- Indicative development capacity of 334 residential units and 2,597sqm of town centre floor space;
- Provision of a site allocation-wide masterplan showing how individual proposals do not compromise co-ordinated development on the other land parcels within the allocation;
- No buildings need to be retained;
- Ground and first floor town centre uses are required on High Road;
- Height limited facing the High Road (except close to Whymark Avenue);
- Secondary shop frontages supported on potential east-west laneways;
- Standard of architecture and urban realm on High Road should be of the highest quality;
- Building lines on High Road should be set back to increase pavement width and circulation space;
- Location of a Crossrail station entrance on High Road will be supported.

6.1.20 In addition, the following development guidelines also apply to SA14;

- Heights of buildings at rear should be sympathetic to residential properties on the east of Bury Road;
- Private open space shall be provided in internal courtyards, balconies and roof gardens;
- Parking should be minimised due to excellent public transport access;
- Victorian shopping parade immediately north of the site should be retained and enhanced;
- Landowners must show how individual piecemeal schemes affect other future developments within the site allocation;
- Potential exists for connection to a decentralised energy network;
- Piccadilly Line runs in a shallow tunnel below this area so Transport for London should be consulted prior to development;
- Contamination studies should take place prior to development;
- Piling statement is required prior to piling taking place;
- Flood risk assessment is required;
- Site is in a groundwater Source Protection Zone;
- Thames Water must be consulted prior to submission of a planning application in respect of wastewater and water supply capacity;
- Proposed uses must contribute positively to the vitality of Wood Green Metropolitan Centre.

6.1.21 The requirements of site allocation WG SA 13 are similar in that it envisages the comprehensive redevelopment of the current buildings for mixed use development consisting of town centre uses at ground and first floor level with residential properties above.

6.1.22 The site specific requirements of WG SA 13 are also similar to SA14 but would differ to that earlier site allocation in the following respects:

- Indicative development capacity of 487 residential units, 4,432sqm of employment uses and 4,432sqm of town centre floor space;
- High Road shall form a primary shopping frontage;
- Mixed residential and commercial floor space is sought above the active (ground floor) frontages. New office floor space will be sought;
- A laneway aligning with Westbeech & Coleraine Roads should be considered;
- One or two laneways shall be created running east-west off High Road, providing secondary shopping frontages at ground floor level, with suitability for evening economy activities;
- Part of this site is safeguarded for the construction of Crossrail 2;

6.1.23 Furthermore, the development guidelines have also evolved as follows:

- Principles of High Road South Character Area should guide development;
- This area within the AAP is less suitable for family housing;
- Development should not affect a protected viewing corridor from Downhills Park to Alexandra Palace;
- A podium fronting onto High Road may be suitable to respect character of terraced properties on eastern side of High Road;
- Materials palette should complement properties to east on High Road as well as Noel Park Conservation Area;
- If net loss of employment floor space occurs then a financial contribution may be required.

6.1.24 The proposed development should meet these adopted objectives unless material considerations dictate otherwise. These matters will be assessed in the relevant sections below.

#### 6.1.25 Land Use Principles

6.1.26 The proposed development would replace the existing ground floor retail activities with new commercial space at ground floor and residential properties above.

#### 6.1.27 *Retail and Employment Provision*

- 6.1.28 The London Plan 2016 states, in Policy 4.8, that a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that London needs should be supported.
- 6.1.29 SP10 of the Local Plan 2017 states that within Town Centres the Council will promote retail growth. Policy DM41 of the Site Development Policies DPD states that proposals for new retail uses in Town Centres will be supported where they are consistent with the size, role and function of the centre and its catchment, and where they sustain and enhance the vitality and viability of the town centre.
- 6.1.30 The existing four storey building provides 8,364sqm of internal floor space in retail use although not all of this is tradeable area, as this would include administrative, staff recess and plant areas. As part of this application the retail space would reduce to 1,544sqm.
- 6.1.31 It is relevant to note that the host building was purpose-built no later than the late 1950s for a department store-style retail business that is no longer operating from the site. The site is no longer operational above ground floor level leaving approximately 2,100sqm of active retail space.
- 6.1.32 The applicant has undertaken a market analysis that indicates retailers no longer desire a building of the scale and layout that exists at this site. Current retailers require smaller floor plates over a single floor. The age and quality of the building is also a concern for retailers.
- 6.1.33 The applicant's analysis demonstrates that a high quality modern and flexible retail space would likely be attractive to a large number of retailers.
- 6.1.34 It is noted that the proposed new commercial floor space would be of a similar internal area to other retail units in this part of Wood Green town centre. It is considered that the contemporary layout, updated facilities and improved street frontage design would provide significant benefits to the appearance of the retail frontage, and would be likely to attract high quality retail occupiers.
- 6.1.35 The replacement space could be occupied as either a single large unit or two potentially smaller units in the future should a large unit prove not to be in demand. The unit shall be used for activities within Use Classes A1-A4, which relate to retail shops (A1), professional services (A2), restaurants (A3) and drinking establishments (A4). It is considered that all of these activities would be suitable for a busy main road and primary shopping frontage location.
- 6.1.36 Therefore, it is considered that the reduction in commercial floor space in this part of High Road would not impact negatively on the viability and vitality of the town centre, as most of the existing space is unused and no longer viable, and the redevelopment would provide a more suitable and flexible space catering to modern business requirements.

6.1.37 Site allocations SA14 and WG SA 13 state that either town centre (SA14) or commercial/office (WG SA 13) activities are required above ground floor level. Only residential units are proposed on the upper floors as part of this development.

6.1.38 The applicant has submitted an *Office and Retail Market Analysis (July 2018)* with this application. The study states that there are a number of 'available' retail units on High Road between the shopping centre and Turnpike Lane underground station, and that recent retail take-up on High Road has generally been limited, particularly for small shops (a large retailer would not be expected to locate above ground floor level). As such, locating town centre uses above ground floor level is considered not to be viable in this instance.

6.1.39 In terms of demand for office space the study notes that Wood Green is not currently an established office market and the existing office stock is dominated by local authority and small business spaces. The study shows that there is some demand for small office space in the Borough. However, where modern flexible office spaces for small and medium businesses are provided in mixed-use developments they have a street presence in the form of dedicated and spacious reception and lobby spaces at ground floor.

6.1.40 The priority for this town centre location is to re-provide retail space in a high quality format and thus the provision of a large entrance space and access point for first floor office space would compromise this objective. Furthermore, a spacious and flexible office space above the new retail premises would not make the best use of the available space at first floor as it would compromise the proposed residential layout. In addition it should be noted that employment space is to be provided on the adjacent site (also part of this site allocation) in an application that is expected to be submitted shortly.

6.1.41 As such, the proposal and its resultant regeneration of retail and the High Street and it is considered that the proposal would be of an appropriate size, role and function for its location, and would promote, sustain and enhance the vitality and viability of the Wood Green Town Centre. Therefore, the re-provision of the existing retail space in this location is acceptable in principle.

#### 6.1.42 *Residential Use*

6.1.43 London Plan Policy 3.3 recognises there is a pressing need for more homes in London and Policy 3.4 states that housing output should be optimised given local context. The Haringey Heartlands/Wood Green Intensification Area sets a minimum target for new homes of 1,000, with an indicative employment capacity of 2,000 jobs, and these figures are expected to increase as a result of the draft new London Plan.

6.1.44 Policy DM10 of the DPD states that the Council will support proposals for new housing on sites allocated for residential development, including for mixed use schemes.

6.1.45 The site allocation SA14 describes 16-54 High Road as suitable for mixed use development including the provision of housing. The application site forms a part of this allocation. SA14 describes an indicative development capacity for the site allocation as being for 334 residential units and the emerging Wood Green AAP identifies an increase in residential provision of 487 units.

6.1.46 In providing 121 residential units this development would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location. As such, it is considered that the provision of residential units on this site is acceptable in principle.

6.1.47 It is considered that the proposed development is acceptable in land use terms, subject to consideration of all other elements of the scheme also being acceptable including impact on local character and appearance, impact on neighbouring residents, scheme layout, transport and highways matters, and all other relevant considerations.

#### 6.1.48 Masterplanning

6.1.49 Policy DM55 requires applicants to prepare a masterplan where development forms only part of a larger site allocation, in order to demonstrate that the proposal would not prejudice development on nearby sites, including demonstration of an appropriate degree of consultation with neighbouring land owners.

6.1.50 The applicant has provided an indicative masterplan for the entirety of site allocations SA14 and WG SA 13 (16-54 High Road)

6.1.51 The site allocations require a number of objectives to be met through the overall development of the indicated land area including, notwithstanding land use objectives referenced previously in this section above, the provision of east-west laneways from High Road to Bury Road and limited building heights directly onto High Road.

6.1.52 The submitted *Design and Access Statement* includes details of a masterplan that demonstrates accordance with these site allocation objectives, including the provision of a laneway (through the adjacent site at 26-46 High Road), protection of the Victorian retail frontage on High Road and the siting of development massing away from High Road to retain its low-rise character at ground level.

6.1.53 The masterplan also demonstrates that the proposal would not prejudice the potential future development of adjacent sites within the site allocations that are



presently in alternative land ownerships. The indicative schematic shows potential developments with similar building heights and massing to the application scheme, with adjacent courtyard amenity areas at upper floor podium level, and appropriate variations in design. This arrangement is considered to be a reasonable consideration of the future site allocation arrangements.

6.1.54 As such, the proposals would not adversely affect or prejudice the long-term strategic aims of the site allocations SA14 and WG SA 13.

## **6.2 Taller Buildings**

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

6.2.2 Local Plan Policy SP11 requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'. SP11 states that, in Haringey, tall buildings are considered to be those substantially taller than their neighbours, have a significant impact on the skyline or are greater than ten storeys in height. The context to SP11 states that the core area of Wood Green Town Centre is characterised by buildings of between four and nine storeys.

6.2.3 Policy DM6 of the Site Development Policies DPD identifies the local area (as per Figure 2.2 'Potential Locations Appropriate for Tall Buildings) as being suitable for a tall building.

6.2.4 As such, it is considered that this site would be an appropriate location for a tall building of over ten storeys. Notwithstanding this, the proposed development would be for a nine storey building and therefore is considered to be a structure that is taller than its immediate surroundings, rather than being defined as a 'tall' building.

### **6.2.5 *Assessment of Siting, Scale and Height of a Taller Building***

6.2.6 SP11 of the Local Plan defines this building as a taller, not a tall, building due to it standing below ten storeys in height. However, tall building policies can still form a useful guide for developments of greater height than their immediate surroundings.

6.2.7 DM6 states that buildings should represent a landmark that is a way-finder or marker drawing attention to key locations such as areas of high visitation, and should be elegant, well-proportioned and visually interesting from any distance or direction, as well as positively engaging with the street environment. It also states

that taller buildings must be justified in urban design terms by being of a high standard architecturally, by having a good relationship with the street including through providing quality public realm, must preserve locally and regionally important views and must also respect local heritage considerations.

6.2.8 The emerging Wood Green AAP and Site Allocations DPD both identify the whole of Wood Green as a highly accessible Metropolitan Town Centre and identified growth area suitable for tall buildings. The Site Allocations DPD in particular indicates that a network of tall buildings can potentially be formed in a zone between the four key points of Turnpike Lane and Wood Green underground stations, Wood Green Library and Penstock foot tunnel.

6.2.9 It is also noted that the Wood Green-Turnpike Lane axis has the potential to form a 'strip' of tall buildings on the eastern side of High Road between the two stations, taking in existing tall buildings such as The Mall. Many existing buildings on that side of High Road are allocated for redevelopment within both the Site Allocations DPD and emerging Wood Green AAP documents.

6.2.10 Wood Green has been consistently identified and designated in regional and local planning policy as suitable for both intensifying development and the siting of buildings that are generally taller than the existing built form, as described in the sections above.

6.2.11 The siting of a nine storey 'taller' building in this High Road location would provide a visual indicator of the existing commercial centre. Furthermore, the existing context is of buildings up to eight storeys in height (such as Page High and The Mall) as these are visible from this part of High Road. The very good and rapidly improving public transport connections provide a future basis for increased height and intensification of activities and built form in this location.

6.2.12 As such, it is considered that there is strong and consistent policy support for buildings in this location that rise above the existing three storey street frontage, subject to a respecting the appearance of the existing street frontage, a high quality detailed design, impact on local views, and all other relevant material considerations also being acceptable as discussed in the sections below.

#### 6.2.13 Townscape

6.2.14 A *Townscape and Visual Impact Assessment* (TVI), submitted with the application, has been carried out in order to assess the potential impact of the development on existing townscape character, local heritage and on views towards the site.

- 6.2.15 15 key representative views within the local area have been selected with the advice of Council officers. Heritage impact will be considered in detail later in this report in the relevant section below.
- 6.2.16 The cumulative impacts of this application in the context of the potential long-term development proposals for Wood Green have also been assessed.
- 6.2.17 The TVI identifies High Road as a primary route and Bury Road as a secondary route. The visual and townscape quality of the High Road is noted to be mixed. The application site is noted to contain an 'unexceptional post-war commercial' building that gives the surrounding part of High Road a 'run-down character and appearance'.
- 6.2.18 That document also states that redevelopment of the application site provides an opportunity to enhance the individual experience of the High Road and surrounding residential streets by establishing a positive presence on the local skyline through the development of a high quality piece of architecture, by providing enhanced public realm to High Road and by improving the appearance and experience of Bury Road. The TVI has assessed the development in accordance with these ambitions.
- 6.2.19 The TVI states that setting the taller elements of the building away from the street behind more typical three storey street-fronting elements is an 'astute response to the local townscape'. These upwardly-projecting apartment blocks would be broken up, by creating a varied silhouette on the skyline, in order to reduce their apparent bulk and massing, and to enhance visual interest. Deep window reveals and balconies would give further depth and texture.
- 6.2.20 The grey brick colouring of the upper storeys (above podium level) would give the tower elements a recessive quality in comparison to the more dominant appearance of the proposed red brick street frontage. The townscape response of the lower street-fronting levels will be discussed in more detail in the design section below.
- 6.2.21 On Bury Road the development would remove the run-down service yard appearance deriving from the rear elevations of commercial properties on High Road which characterise this area. Active frontages would be provided on to Bury Road in the form of new residential dwellings, with further improvements provided by a public realm improvement scheme on this road, to which this application would contribute financially.
- 6.2.22 As such, it is considered that the impact on local townscape is acceptable.
- 6.2.23 Key Views

- 6.2.24 Policy DM5 of the Development Management DPD identifies Locally Important Views and Vistas as set out in Figure 2.1 of the DPD. These designated views have been evaluated according to their interest as panoramas, vistas, landmarks and townscapes.
- 6.2.25 The application site falls within the Mayor's London View Management Framework Assessment Point 1A (Alexandra Palace) and local Linear View No. 21 (Downhills Park Road to Alexandra Palace).
- 6.2.26 Key views have been assessed in the context of existing local character, the context of the proposed building and also the emerging context of the future development of the site allocations. Views include those from both the north and south on High Road, from Green Lanes, from local residential areas including Noel Park Conservation Area, and from the protected Local View 21 from Downhills Park Road.
- 6.2.27 Fifteen views have been assessed by the TVI. Images of the development have been provided that show how the proposal would appear in those views. These demonstrate that the proposed development would, where visible, appear as a beneficial and appropriate element within the local townscape. From many of the designated views the impact of the proposed building is assessed by the TVI as being negligible.
- 6.2.28 The development would not feature prominently in long distance views. It is demonstrably not visible within protected Local View 21 and would also be located outside of the defined viewing field for the Mayor's London View Management Framework Assessment Point 1A (Alexandra Palace).
- 6.2.29 The development would be visible only from limited points within the Noel Park estate. View 10 shows the proposal entirely screened by an existing row of housing whilst View 13 shows the proposal as visible only above existing housing and through trees, appearing at a similar height to the existing Page High building. The layout of roads within the estate (for example Westbeech Road and The Bandlings) as broadly parallel to Bury Road means the building would be screened in views from these areas by existing houses.
- 6.2.30 The development would be visible from Ducketts Common (View 7 of the TVI) but significantly screened by existing trees and buildings, with almost total screening likely as the parts of the site allocation to the south of the application site are brought forward for development.
- 6.2.31 View 5 demonstrates the building's most prominent appearance, which is from surroundings streets to the west of the site (Burghley Road, Courcy Road). Although likely to be substantially screened from most locations on Burghley Road by existing terraced housing, the development would increase the apparent massing of built form at the eastern end of Courcy Road. However, this massing

would be partially broken-up by the stepping of the upper levels and large number of window apertures, with the light grey brick giving these visible elements an understated appearance. The building would also appear as a marker for the nearby commercial street, signifying the change in character from residential to commercial in that location.

6.2.32 Furthermore, there are public realm improvements proposed for Bury Road, including the installation of shared surfacing, tree and other planting, and drainage improvements. Financial contributions towards this would be secured as part of this development proposal, secured by legal agreement. This would improve the appearance of the local environment further.

6.2.33 As such, it is considered that the impact on local views is acceptable.

6.2.34 Therefore, it is considered that the proposed tall building would not have a detrimental impact on the townscape and visual amenity of Wood Green, and would not harm identified local or strategic protected views.

### **6.3 Density and Appearance**

#### **6.3.1 Density**

6.3.2 London Plan Policy 3.4 indicates that a rigorous application of housing density ranges is crucial to realising the optimum potential of sites, but also that density is only the start of planning housing development considerations. It is not appropriate to apply the London Plan Density Matrix mechanistically – its density ranges for particular types of locations are broad, enabling account to be taken of other factors relevant to optimising potential including local context, design and transport capacity are particularly important, as well as social infrastructure.

6.3.3 The Mayor's Housing SPG encourages higher density mixed-use development in identified Areas of Intensification such as Wood Green. The same document also states that where forthcoming transport infrastructure will significantly improve connectivity then residential densities should be optimised in light of these future improvements.

6.3.4 Policy DM11 of the Site Development Policies DPD states that the optimum housing potential of a site should be determined through a rigorous design-led approach.

6.3.5 The application site is considered to be within an 'Central' setting (Metropolitan Town Centre, wide mix of uses, four to six storeys, large building footprints) and has an excellent and improving access to public transport including underground stations and a range of bus routes. The Mayor's density matrix (Table 3.2 of the London Plan 2016) sets an indicative maximum threshold of 1100 habitable rooms per hectare for residential developments in this type of location. Policy 3.5

of the London Plan states that developments that fail to comply with the density standards may still be acceptable where they are of high quality design.

6.3.6 The draft new London Plan removes the density matrix and instead indicates that a design-led approach to finding a site's optimum density.

6.3.7 The proposal demonstrates a density of 1391 hr/ha which is above the indicative threshold. This additional density is considered not to be harmful in this case given that public transport accessibility is good and improvements are expected in the form of greater Piccadilly Line capacity and provision of Crossrail 2. Furthermore, the development is of a high quality contemporary design as discussed further in the sections below.

6.3.8 Therefore, it is considered that the proposed density of the development is acceptable, subject to a high quality design.

#### 6.3.9 Detailed Design

6.3.10 The NPPF 2018 states that good design is a key aspect of sustainable development and that developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.

6.3.11 DM Policy DM1 states that all new developments must achieve a high standard of design and contribute to the distinctive character of the local area.

#### 6.3.12 *Quality Review Panel (QRP)*

6.3.13 The proposal has twice been assessed by the QRP prior to the application being submitted. The final review took place on 28<sup>th</sup> March 2018 and the Panel's summarising comments are provided below:

6.3.14 *"The panel is generally supportive of the development proposals for 44-46 High Road, which promises to provide good quality homes for this part of Haringey. The panel welcomes amendments that have been made to the ground floor layout, configuration of entrances, circulation and servicing arrangements."*

6.3.15 *"There remains some scope for refinement in the design of the central courtyard, the articulation of the Bury Road roofline, and the design of fenestration. In particular, the panel would encourage the design team to revisit the arrangement of windows to increase daylight and sunlight into internal corridors, whilst mitigating overheating in highly glazed external corridors. It feels that the level - and quality - of residential amenity space will be critical to the success of the scheme, and should be prioritised in negotiations concerning the mix and balance of uses accommodated on site."*

6.3.16 Below is a summary of key points from the most recent review, with officer comments following:

<b>Panel Comments</b>	<b>Officer Response</b>
<b>Summary</b>	
Panel is generally supportive of proposals, which would provide good quality homes	Comments noted.
<b>Massing / Development Density</b>	
Massing is at the limit of acceptability	Noted – proposal no greater than presented at pre-application stage
<b>Place-making / Character / Quality</b>	
Courtyard could feel canyon-like and uncomfortable – further design refinement is required	The separation of between 18.5-19.5 metres is deeper than many residential gardens nearby and the size of the internal space provided meets the standards of the Mayor’s Housing SPG
<b>General Layout</b>	
Relatively high proportion of single-aspect flats is acceptable given challenging site configuration	This remains at a high standard
Scope to improve circulation spaces, particularly in terms of access to light	Layout and narrowness of plot does not allow for natural light to High Road block – however, corridors are not long and flats mostly dual aspect, and light is provided to all other circulation spaces
Central courtyard design could be refined	Courtyard dimensions are restricted by siting of projecting buildings – detailed design of courtyard including play space would be secured by condition
<b>Architectural Expression / Roofline</b>	
Lengthy, flat roofline on Bury Road – requires further articulation	Increased articulation provided now on Bury Road frontage
Fenestration arrangement could be improved	Recessed elements have been included into the building elevations above podium level

Glazed High Road frontage could lead to excessive overheating	Overheating to be assessed by condition
<b>Commercial Accommodation</b>	
Additional commercial space could negatively compromise residential quantum, quality and/or amenity	Commercial space is provided only on ground floor
Protection of quantum and quality of residential amenity space is a priority	Residential amenity has been maintained throughout the design process
Additional commercial could be provided via studios/workshops fronting Bury Road – but would require loss of family-sized housing	Studios/workshops fronting Bury Road could disturb existing residential amenity and houses are thus preferred in this location

6.3.17 As set out above, the applicant has sought to engage with the QRP during the pre-application stage, and the development proposal submitted as part of this application has evolved over time to respond to earlier panel advice.

6.3.18 – *Scale, Bulk and Massing*

6.3.19 The proposal would incorporate a double-height ground floor supporting taller blocks from its first floor podium level. This is a well-established building form that helps taller buildings to fit in with a lower-rise context. The podium encloses and contains the street frontage maintaining the existing street pattern. The podium also prevents downdraft and wind funnelling from reaching ground level.

6.3.20 The height of the structure falls below the normal threshold for tall buildings. Its varying heights, from six to nine storeys above the podium, are therefore considered to be ‘taller’ given the generally lower heights surrounding the site.

6.3.21 The step backs in the elevations of the two principal rising blocks break up the higher elements into what would appear to be three or four separate adjacent blocks, giving a more sculptural form and reducing the appearance mass and height. The tallest elements are also located furthest away from the street frontages, minimising public impact.

6.3.22 The TVIA accurately demonstrates that the only viewpoints from which the development would appear significant in scale are those from the High Road itself or from other adjacent or parallel roads in very close proximity to the application site.



### 6.3.23 *Street Scene Impacts*

6.3.24 This proposal responds to two streets, High Road and Bury Road, with very different characters. Both sides of the development would be treated with an appropriate articulation and material finish that respects the street scene and local character. The High Road elevation continues and reinforces the strong retail parade frontage established by Cheapside to the north. The balustrade of the podium level follows the horizontal datum set by this historic parade. Other elements of the proposal, including its red brick finish and vertical rhythm defined by brick piers, reflects the appearance of this historic frontage.

6.3.25 On Bury Road, the street frontage would be repaired by this development, replacing the existing four storey bland frontage with an active residential elevation featuring stepped façade elements on the upper floors, front gardens and front door access, bringing activity and passive surveillance to this part of the street.

### 6.3.26 *Materiality*

6.3.27 The applicants' architects have chosen a brick based palette which is welcome as a durable appealing and contextual material. This contrasts with the above-podium higher-rise elements are proposed in a lighter, greyer palette and the floor to ceiling windows. These three contrasting elevational composition and material strategies contain common elements to provide a unity across the proposal and tie into successful precedents from the surrounding areas, including from the Noel Park Estate.

6.3.28 Fenestration and balconies are integrated into a tight coordinated system. At the lower levels, facing the High Road and Bury Road, balconies are wholly recessed to separate them as much as possible from the street. First floor flats have continuous, deeply recessed balconies, set behind a broad parapet interspersed with regularly spaced broad brick piers to give a significant amount of privacy and screening from the street. At second floor level a raised planting bed setting with roof terraces even further back combined with additional screening in the form of narrower brick piers is provided. The Design Officer states that: "this is an impressive, coherent and sophisticated response to the issue of how residential accommodation can coexist close to a busy road and vibrant high street".

6.3.29 The houses on Bury Road would feature recessed balconies and courtyards which future articulate these properties and bring light into their private spaces. Balconies to either street side on the upper floors are detailed as fully recessed, with openings in lieu of windows within the tartan gridded elevational pattern. Balconies are frequently placed at the corners, bringing in extra light and helping to avoid single aspect flats.

### 6.3.30 *Summary*

6.3.31 The Council's Design Officer has summarised their assessment of the development overall, as follows:

6.3.32 *“This proposal is a well-designed redevelopment of an important part of an allocated site within the Wood Green Town Centre. The proposals would provide better quality, modern retail units in this important primary frontage and to an architectural design that would repair an important part of the High Road frontage comparable to the high quality Victorian and Edwardian retail parades nearby. Above this it would provide a significant amount of good quality new housing, designed to compliant space and amenity standards, notably including no north or south facing single aspect flats, very high daylight and sunlight levels for a higher density scheme, designed to appear as a sculptural cluster, well set back from street frontages, and despite being a taller building, having no detrimental impact on local views and microclimate. The proposals also include new townhouses fronting Bury Road, providing well designed new family sized affordable housing with private amenity space and reinstating a calm, convivial residential character to this section of this street. Finally, these proposals have been masterplanned and engaged in collaborative design with immediate neighbours to ensure it would complement and be coordinated with future developments, as part of improvements to Wood Green as a vibrant town centre that people can live, work and shop in safely, comfortably and amidst architectural delight.”*

6.3.33 Conditions will be included to ensure the finishing materials of the development are of a high quality.

6.3.34 As such, it is considered that the proposed development would be a distinctive building of a high quality design that would have a positive impact on the character and appearance of the surrounding area and therefore it is acceptable in design terms.

#### 6.3.35 *Public Realm*

6.3.36 The site allocations identify a number of public realm improvements that should be provided as part of either this development or through other relevant schemes within the allocation boundaries. These improvements include the provision of laneways running east-west through the allocated site and increased circulation space on High Road.

6.3.37 The proposal includes two shop fronts, separated by a central pillar, with recessed ground floor setbacks from High Road of 1.25 metres. No laneway would be included as part of this development due to the relative narrowness of the application site and the lack of connecting streets on both the eastern and western sides of the application site. Laneways are anticipated to be included within more comprehensive developments on adjacent sites and through parts of

those site allocations that connect better with the existing street fabric. In addition, the High Road frontage includes a recess from street level.

6.3.38 The development would also bring positive impacts to surrounding streets through increased residential activity, natural surveillance and street planting onto this part of Bury Road. A public realm improvement scheme for Bury Road is being developed by the Council and the applicant would provide a financial contribution to this scheme secured through legal agreement.

#### 6.3.39 Heritage Impact

#### 6.3.40 *Case Law and Relevant Policy*

6.3.41 The legal position with respect to heritage assets is pursuant to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and as per relevant planning case law, which is set out below.

6.3.42 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case indicates that "Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise." The Forge Field Society v Sevenoaks District Council case indicates that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit.

6.3.43 When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted.

6.3.44 The presumption is a statutory one, but it is not irrefutable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption

in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

6.3.45 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit to each element needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given 'considerable importance and weight' in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

6.3.46 The NPPF states that the impact of a development on the significance of a designated heritage asset should be considered in the context of great weight being given to that asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Furthermore, any harm to, or loss of, significance of a designated heritage asset should require clear and convincing justification.

6.3.47 Policies 7.8 and 7.9 of the London Plan 2016 requires that development affecting heritage assets and their settings are required to conserve their significance by being sympathetic to their form, scale and architectural detail. Policy SP12 of the Local Plan 2017 requires the conservation of the historic significance of Haringey's heritage assets. Policy DM9 of the Development Management DPD reflects this approach.

#### 6.3.48 *Heritage Assessment*

6.3.49 The site lies within the vicinity of a number of heritage assets. These include Noel Park Conservation Area which is situated to the north east of the site – a late Victorian planned housing estate comprising residential streets of terraced houses, a school, community hall and St Mark's Church. The Church and adjacent hall are listed at Grade II.

6.3.50 The development would not be visible from most of the conservation area, aside from some views to the south-west and also from locations closest to the site, but would be visible at points close to the Church.

6.3.51 Turnpike Lane underground station and bus station are Grade II and Locally Listed respectively and located to the south of the site. The Grade II\* Listed Gaumont Cinema is located to the north on High Road. The development would be visible in views of and from some of these buildings.

6.3.52 The buildings also have the potential to impact on the strategic view from Alexandra Palace towards Central London and St Paul's Cathedral, and therefore could potentially impact on the setting of the Grade II Listed Palace and

Grade I Listed Cathedral. The view of the Palace from Downhills Park Road (Haringey's Locally Significant View 21) could also be affected.

6.3.53 The development would have a significant visual impact on both the High Road and Bury Road, would could affect the Victorian houses on Bury Road. The proposed building would be considerably higher than much of the surrounding context and would not be in keeping with the scale of the historic buildings.

6.3.54 The Council's Conservation Officer comments on the potential impact as follows: *"The higher parts of the building are set back so that both street frontages are in keeping with the existing street context. The design of the proposed building at street level responds to the character, materials and proportions of the Noel Park Estate. The proposed design would be an improvement over the existing frontages. This is particularly true of Bury Road, as the existing building frontage is out of scale and detracts from the street scene. I also note that there are a number of existing buildings in the area that are out of scale – most notably Shopping City. Any adverse impact on the street scene would be largely outweighed by the benefits of the proposed design"*.

6.3.55 As such, it is considered that there would be no significant impact on the houses on Bury Road that would affect their historical connection with the Noel Park estate.

6.3.56 View 13 of the submitted TVIA shows the development from adjacent to St Mark's Church. The Council's Conservation Officer states that View 13 is the viewpoint within Noel Park Conservation Officer that has the greatest potential to be negatively affected by the proposed development. However, the development would appear similar in scale and not particularly prominent in comparison to the existing High Road/Bury Road building, when viewed from this location. As such, there is considered to be a negligible impact on the setting of the Church.

6.3.57 Furthermore, as the houses on Bury Road and the key views from within the Conservation Area would not be impacted significantly from a heritage perspective, it is considered that the setting of the Noel Park Conservation Area would not be harmed by this proposal.

6.3.58 The building would be outside of the specific view corridor from Alexandra Palace to St Paul's Cathedral and would not appear as particularly prominent or out of scale from the wide panoramic view on offer from the Palace. As such, the setting of those heritage assets would not be adversely affected.

6.3.59 The development would be prominent in views on High Road and Bury Road and would be greater in height than the immediate surrounding context and the historic buildings within it. However, at street level there are significant benefits to the development which would improve on the existing building frontages, particularly on Bury Road, where the general street context would be improved

by the character, proportions and materials of the proposed new houses which would respond to the appearance and detailing of the Noel Park estate.

6.3.60 The other historic buildings in the area are located far enough away from the development, and within a mixed streetscape context, so that the proposed building would have a negligible impact on their appearance or setting.

6.3.61 The Council's Conservation Officer has assessed this proposal and stated that: *"it would preserve the identified Listed Buildings and their settings, and the character and appearance of the Noel Park Conservation Area"*.

6.3.62 As such, there is no objection to the development in terms of its impact on local heritage assets.

## **6.1 Housing Provision**

### **6.1.1 Affordable Housing**

6.1.2 The NPPF states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site.

6.1.3 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.

6.1.4 Local Plan Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable (and social) rent and intermediate housing respectively. This approach is reflected in Policy DM13, which also sets out the preferred affordable housing mix as set out in the Council's Housing Strategy.

6.1.5 The Mayor of London's Affordable Housing and Viability (AHV) SPG provides detailed guidance to ensure that existing affordable housing policy is as effective as possible. The SPG includes guidance for all developments not meeting a 35% affordable housing threshold to be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late stage viability reviews required where appropriate.

6.1.6 The application is supported by a *Viability Assessment Report*. This has been independently assessed by BNP Paribas and it was concluded that the development would not be viable with the originally proposed 9% (by habitable room) affordable housing offer. However, in this case the applicant has provided a higher proportion than originally proposed through taking a reduced profit level.

6.1.7 This proposal is for 121 residential units including 22 on-site affordable properties. The affordable units include 6 properties at Council Rent/London Affordable Rent levels with the Council have the first option to buy these units – the six family-sized houses fronting onto Bury Road – and 16 flats at London Living Rent levels, including six three-bedroom properties.

6.1.8 London Affordable rent is one of the three types of ‘genuinely affordable’ homes funded by the Mayor. The product was conceived to be broadly equivalent to Council rents. However although they are at a significant discount to market rents they are higher than Haringey Council rents:

Type of units	London Affordable	Target Rent Haringey Average
<i>One Bed</i>	£150.00	£91.00
<i>Two Beds</i>	£158.84	£102.39
<i>Three Beds</i>	£167.67	£121.00
<i>Four Beds</i>	£176.49	£179.28

6.1.9 London Living Rent is another one of three types of ‘genuinely affordable’ homes funded by the Mayor. This is a part-buy part-rent product for those taking their first step onto the property ladder. London Living Rent homes are for middle-income households who now rent and want to build up savings to buy a home. This can be either through shared ownership or outright purchase. Landlords are expected to encourage their tenants into home ownership within 10 years. The homes will be offered on tenancies of a minimum of three years. Tenants will be supported to save and given the option to buy their home on a shared ownership basis during their tenancy. They will also be given extra priority for other shared ownership homes across London.

6.1.10 Across London as a whole the average monthly rent for a 2-bedroom London Living Rent home is around £1,000 a month. That is two-thirds of the median market rent. The Mayor has published benchmark London Living Rent levels for every neighbourhood in the capital. These are based on a third of average local household incomes and adjusted for the number of bedrooms in each home. In most boroughs this will be a significant discount to the market level rent. To ensure family-sized London Living Rent homes are affordable, the rent for a 3-bedroom home will be set at just 10% above the 2-bedroom rent.

6.1.11 In Noel Park the rent levels in 2018/19 are set as follows:

<i>Double Room</i>	N/A
<i>One Bed</i>	£189.13

<i>Two Beds</i>	£210.15
<i>Three Beds</i>	£231.16
<i>Four Beds</i>	£252.18

6.1.12 The proposed mix of affordable units provides a high proportion of family-sized housing – a total of 12 of the 22 affordable dwellings would have three or more bedrooms. As such, whilst the percentage of affordable housing by unit is at 18%, when calculated by habitable room the overall percentage of affordable housing is at 25% (78 out of 318 habitable rooms) of the total due to the large size of the properties being made available.

6.1.13 The affordable housing proposed is in line with the amended Housing Strategy and Intermediate Housing policy (January 2018) which prioritises social and affordable rents and London Living rents. The Council’s Housing team supports the proposed level, tenure and mix of affordable housing at this site.

6.1.14 As such, given that a level of affordable housing would be provided that is significantly beyond a commercially viable threshold, with a high proportion of family-sized units and with all units available in genuinely affordable rental tenures, it is considered that the amount of affordable housing provided for this development is acceptable, subject to viability reviews being secured in the section 106 agreement. Additionally the time limit for the application has been reduced from the usual three years to two years in order to incentivise delivery.

6.1.15 Housing Tenure and Mix

6.1.16 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes that they can afford. To this end the policy recommends that: new developments offer a range of housing choices.

6.1.17 Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.

6.1.18 The emerging Wood Green AAP indicates that high density development in Wood Green is likely to be provided with a high proportion of one and two bedroom units.

6.1.19 The overall mix of housing within the proposed development is as follows:

<b>Unit Type</b>	<b>Units</b>	<b>%</b>
Studio flat	2	2
1 bedroom flat	60	49
2 bedroom flat	46	38
3 bedroom flats	4	3
3 bedroom houses	1	1



4 bedroom houses	5	4
<b>TOTAL</b>	<b>121</b>	<b>100%</b>

6.1.20 There is a significant proportion of one-bedroom units and this is considered reasonable for a proposal in a town centre location where high density development is expected. An acceptable number of family housing units (10 units – 8% of the total) are provided within the scheme. The Council’s Housing team have stated that the split of units as proposed is acceptable in this location.

6.1.21 As such, it is considered that the proposed tenure and mix of housing provided within this development is acceptable.

## **6.2 Residential Quality**

### **6.2.1 Layout**

6.2.2 The Mayor of London’s Housing SPG sets out a range of detailed design requirements for new dwellings in London. Policy 3.6 of the London Plan states that development proposals should make provision for play and informal recreation. Policy 3.8 of the same document states that 90% of units should be ‘accessible and adaptable’, with 10% ‘wheelchair user dwellings’ being provided according to Building Regulations Parts M4(2) and (3).

6.2.3 Policy DM1 requires developments to provide a high standard of privacy and amenity for its occupiers.

6.2.4 All properties within the development have been designed with reference to the requirements of the Mayor’s Housing SPG. The majority of the SPG policy targets have been met.

6.2.5 Single aspect units have been minimised and where they exist are generally to one-bedroom flats that are not north-facing and thus would receive good quality daylight.

6.2.6 In terms of amenity space provision all properties have balconies at least 5sqm in size, with larger amenity areas provided for the properties with three bedrooms or more, which meets Housing SPG requirements. In addition, a communal courtyard would be sited between the two main residential blocks with two further shared garden spaces provided at roof level. The indicative landscaping of these spaces is acceptable and further details of the designs would be secured by condition.

6.2.7 The communal and private amenity spaces would all be considered well sunlit as half of each amenity space would receive at least two hours of direct sunlight on 21<sup>st</sup> March, which meets BRE guidelines for such spaces.

- 6.2.8 In terms of outlook and privacy all new units would be separated from existing residential properties to the east and west by at least 20 metres, which is a substantial separation distance for a highly-urbanised location. Existing residences at Page High are approximately 50 metres away. The spacing across the residential courtyard is a minimum of 18 metres which is considered to be a reasonable separation across a private communal space.
- 6.2.9 This separation and the greater height of the proposed building compared to nearby residential properties means that the new units on the outer faces of it would benefit from acceptable levels of daylight and sunlight.
- 6.2.10 For the properties with windows facing towards the proposed internal courtyard the *Daylight and Sunlight Report* submitted with the application states that 317 of the 319 rooms (99%) would meet Building Research Establishment (BRE) guidance criteria for daylighting. In terms of sunlight provision, 29 of the 39 living rooms (75%) facing towards the courtyard would comply with the BRE objectives.
- 6.2.11 Nine of the remaining ten units would fall only marginally below the target annual probable sunlight hours (APSH), whilst meeting the target during winter months. The living room of one unit would not meet either annual or winter sunlight guidance targets. However, the lower levels of sunlight access in these cases are caused by the location of these rooms below balconies, and occupants can seek additional sunlight by utilising their respective amenity spaces. Furthermore, a limited under-provision of BRE guidance compliance can be permitted in this case due to the highly-urbanised character of the site and the expectation of dense development in this location.
- 6.2.12 There are a number of measures included within the proposed building that are designed to minimise potential exposure of future occupants to air pollution including providing the majority of balconies away from High Road where air quality is lowest quality and by limiting window openings. Properties with balconies onto High Road would have alternative access to the private courtyard should they not wish to use the private balcony any time.
- 6.2.13 In addition, excessive noise disturbance to occupiers of the proposed flats would not occur, as confirmed by the Council's Noise Specialist, subject to conditions controlling the quality of glazing and insulation between floors.
- 6.2.14 Lighting from the internal courtyard and new public realm areas would be controlled by condition so it would not impact negatively on future occupiers.
- 6.2.15 Both residential blocks are accessed from a single core. There are no more than eight units to each floor within the High Road residential block (Block A) which meets the Housing SPG guidelines. The Bury Road block (Block B) is wider with a maximum of eleven units per floor over second to fifth floors (four floors), with nine units on floor six.

6.2.16 However, the units furthest away from the lift core benefit from close proximity to natural lighting due to the siting of windows at the end of those corridors, which improves amenity for those residents located furthest away from the core area. Furthermore, across the whole development the average number of units accessing each core is lower than eight. As such, it is considered that the core arrangement is acceptable.

6.2.17 Daylighting is available to the entrance access through the communal staircase void and glazed access doors, bringing further amenity benefits to the overall residential circulation.

6.2.18 The anticipated child yield from this development demonstrates that the communal courtyard space is of an adequate size to provide good quality formal play space for children, in accordance with the requirements of the Mayor's Housing SPG.

6.2.19 Refuse stores of an appropriate size are accessible from Bury Road, from where collections would be made. The private houses have their own individual refuse storage spaces at the front of their houses. The Council's Cleansing team have raised no objections to the proposal.

#### 6.2.20 Accessibility

6.2.21 Thirteen flats would be wheelchair accessible or adaptable in accordance with part M4(3) of the Building Regulations, which is more than the 10% required. Three of these are family-sized units at first floor with direct access onto the internal courtyard. The remainder are one and two bedroom flats which are split evenly over second to sixth floors.

6.2.22 Each core has two lifts so a back-up is available if one breaks down. Mobility scooter parking is available within the cycle store. Entrances and their lobbies would be wide enough for wheelchair access,

#### 6.2.23 Security

6.2.24 The development would increase natural surveillance onto local streets, particularly Bury Road, and would provide active frontages on both sides.

6.2.25 Access to the building, private and communal area would be through the appropriate provision of key fobs. Building entrances would be well-lit at night and video entry systems would be provided. Letter boxes are located internally.

6.2.26 The Metropolitan Police is satisfied that the development would be able to gain Secured by Design accreditation, subject to conditions.

6.2.27 As such, the residential quality of the proposed development is considered to be acceptable.

### **6.3 Impact on Neighbouring Amenity**

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

6.3.2 The Mayor's Housing SPG indicates that BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development particularly in central and urban settings, recognising the London Plan's strategic approach to optimise housing output and the need to accommodate additional housing supply in locations with good accessibility, as outlined in Policies 3.3 and 3.4 of that document.

6.3.3 The SPG also states that quantitative standards on daylight and sunlight should not be applied rigidly within built up urban areas, without carefully considering the location, context and standards experienced in broadly comparable housing typologies in London, particularly as the BRE guidelines were developed with low density suburban patterns of development in mind.

6.3.4 The applicant has submitted a *Daylight and Sunlight Report* in support of the application, which is analysed and referred to in the paragraphs below. The Report analysed 42A and 45-67 High Road, plus 8-22, 52 and 49-51 Bury Road. All other properties are considered to be located a sufficiently large distance away from the site so that no negative impact from loss of day or sunlight would be possible as the result of this proposed development. This Report is assessed against the following criteria.

6.3.5 There are three detailed methods for calculating daylight, the Vertical Sky Component (VSC), the No-Sky Line Contour (NSC) and the Average Daylight Factor (ADF). For sunlight the Annual Probable Sunlight Hours (APSH) method is detailed. The VSC method calculates the amount of visible sky available to each window or to points on the façade of a building where windows have not yet been designed.

6.3.6 This is the primary assessment of daylight impacts and does not consider the size or nature of rooms behind the façade. The guidelines suggest that, post-development, properties should enjoy at least 27% VSC or that VSC is reduced to no less than 0.8 times its former value.

6.3.7 The NSC method describes the distribution of daylight within rooms by calculating the area of the 'working plane' which can receive a direct view of the

sky and hence 'sky light'. The working plane height is set at 850mm above floor level within a residential property. The BRE does not state a required amount of no-sky line but merely suggests a recommended reduction within which changes are not considered noticeable.

6.3.8 For sunlight the APSH test calculates the percentage of statistically probable hours of sunlight received by each window in both the summer and winter months. March 21<sup>st</sup> through to September 21<sup>st</sup> is considered to be the summer period while September 21<sup>st</sup> to March 21<sup>st</sup> is considered the winter period. For properties neighbouring a development only those windows orientated within 90° of due south and which overlook the site of the proposal are relevant for assessment.

6.3.9 The guidelines suggest that windows should receive at least 25% total APSH with 5% of this total being enjoyed in the winter months. The guidelines also allow for a 20% reduction in sunlighting when compared to the former value with total reductions of less than 4% APSH not being considered noticeable.

6.3.10 In respect of overshadowing impacts to amenity space, such as neighbouring gardens, the BRE guidelines set out a sunlight amenity assessment to ensure the space remains adequately sunlit throughout the year. This is achieved by plotting a contour of the area which receives at least 2 hours of direct sunlight on the 21<sup>st</sup> March. An amenity space with at least 2 hours of sunlight across at least 50% of its area, or if the area retains 0.8 times or greater its former value, can be said to see acceptable levels of sunlight.

#### 6.3.11 Daylight Impact

6.3.12 In terms of vertical sky component (VSC), all windows to the flats above 42A High Road and 45-67 High Road are shown by the Report to retain at least 0.8 times of the former value. In terms of no sky-line contour (NSC), the analysis undertaken demonstrates that for all flats at 42A and 45-67 High Road, with the exception of 55 High Road, 0.8 times of the former value is also retained. BRE guidelines are therefore met for these properties.

6.3.13 The reduction of NSC for 55 High Road falls below the 0.8 threshold, but remains above 0.6 times the former value and as such it is considered that a single instance of increased reduction compared to BRE guidelines can be permitted in the context of the overall development impact.

6.3.14 The assessed properties on Bury Road are not considered to be adversely affected by the proposed development in terms of loss of daylight, given the threshold of 0.8 times of the former value for VSC is not exceeded in respect of any property and noting that the NSC analysis also demonstrates no noticeable reduction.

6.3.15 As such, it is considered that neighbouring properties would not be adversely affected in terms of a loss of daylight.

#### 6.3.16 Sunlight Impact

6.3.17 All of the windows within the identified properties on High Road are located outside of a ninety degree angle of due south from the development proposal and therefore do not require assessment against the BRE guidelines.

6.3.18 The windows that are within ninety degrees of due south on Bury Road were assessed against the BRE criteria for annual probable sunlight hours (APSH) and found to be accordance with these guidelines.

6.3.19 Therefore, it is considered that the proposed impact on the access to sunlight for neighbouring properties would be acceptable.

#### 6.3.20 Overshadowing

6.3.21 Few private amenity spaces are located close to this site due to the commercial nature of High Road. Properties on Bury Road may experience some loss of direct sunlight to their amenity spaces during late periods of the day but this impact would not be significant.

6.3.22 Therefore, it is considered that the degree of overshadowing of neighbouring amenity spaces would be acceptable.

#### 6.3.23 Outlook and Privacy

6.3.24 The nearest residential window at Page High to the north is approximately 50 metres away and as such the amenity of the dwellings within that property would not be adversely affected in terms of a loss of privacy or outlook.

6.3.25 The proposed development would be located at least 20 metres from the properties across Bury Road (and those on Westbeech Road backing onto Bury Road) and slightly further from the flats on the upper floors of properties on the opposite site of High Road.

6.3.26 This separation distance mitigates the potential for overlooking across High Road and means that loss of outlook would not occur. Loss of outlook from and privacy to properties on Bury and Westbeech Roads would also be prevented by the separation distance.

6.3.27 Whilst there is some potential for overlooking from the proposed flats towards residential gardens on Bury and Westbeech Roads, it is noted that some overlooking of these areas is already possible from properties on Page High, or from the upper service areas of commercial properties on High Road.

Furthermore, some mutual overlooking of gardens areas is typical in highly urbanised areas such as this.

6.3.28 42A High Road has flats above the ground floor commercial unit and windows are included within its upper floor elevations. The only side windows are to the south which would not be affected by this proposal. The rear windows already have low levels of outlook that would not be significantly reduced by this proposal.

6.3.29 In terms of privacy those rear windows would be located on a similar position to the rear elevation of Block A, relative to Block B, and therefore would retain a similar level of privacy to the ground floor units of Block A with an appropriate separation distance of 18 metres. Furthermore, a separation distance of this size across a private courtyard is considered to be generous within a highly urbanised area.

6.3.30 Therefore, it is considered that nearby residential properties would not be significantly affected by the proposal in terms of loss of outlook or privacy.

#### 6.3.31 Noise, Light and Dust

6.3.32 London Plan Policy 7.14 states that developments should address local problems of air quality. Policy 7.15 of the same document requires proposals to avoid significant adverse noise impacts.

6.3.33 Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

*An Air Quality Impact Assessment* has been submitted with this application that concludes the number of vehicle movements in the area would reduce as the result of this development, due to the adoption of a range of sustainable transport initiatives and restrained car parking provision.

6.3.34 The Assessment indicated that negligible air quality impacts are anticipated. In order to help minimise emissions from vehicles both active and passive electric vehicle charging points must be installed to the off-street parking spaces. This would be secured through the legal agreement to any grant of planning permission.

6.3.35 Any new plant units for the commercial unit would be installed within the mezzanine floor of the scheme, whilst residential plant would be at first floor level, both of which are internal locations.

6.3.36 It is considered that the increase in noise from occupants and light from internal rooms that would occur from this proposed development would not be significant in the context of this densely populated urban area with a busy commercial centre.

6.3.37 Any disturbances that may arise from dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition on any grant of planning permission.

6.3.38 Therefore, it is considered that the proposed impact on neighbouring properties from noise, light and dust pollution would be acceptable.

## **6.4 Transport and Parking**

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

6.4.2 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. It also states that electric vehicle charging points, disabled parking spaces, cycle parking should be provided at appropriate levels.

6.4.3 The site has a very high public transport accessibility level (PTAL) of 6a. There are thirteen bus routes and two underground stations within a short walk of the application site.

6.4.4 The site is located within the Wood Green Inner Zone controlled parking zone (CPZ), which restricts parking from Monday to Sunday, between 8am and 10pm.

6.4.5 The Council's Transportation team have considered the potential parking and highway impact of this proposal in detail. Their comments are referenced in the assessment below.

### **6.4.6 Car Parking and Highway Impact**

6.4.7 Seven wheelchair-accessible private car parking spaces would be provided at ground floor level within a secure parking area. These would be accessed from Bury Road. All parking spaces are allocated to the residential part of the development.

6.4.8 Policy 3.8 of the London Plan requires that 13 wheelchair user dwellings are provided within a development of 121 residential units. 10% wheelchair adaptable dwellings would be provided which meets the requirements of this



policy. Policy T6 of the emerging new London Plan indicates that car-free is the starting point for all developments which are (or will be) well-connected.

- 6.4.9 The Mayor of London's Housing SPG standards states that all designated wheelchair accessible units should have a car parking space. If all wheelchair adaptable dwellings are occupied by disabled occupants the policy requirement for accessible car parking spaces would be thirteen.
- 6.4.10 However, it is accepted that not all wheelchair adaptable units would usually be occupied by disabled occupants any one time and therefore the demand for accessible parking spaces is likely to vary over time.
- 6.4.11 In addition, it is understood that demand for accessible parking spaces is likely to be significantly lower than usual for a development of new flats within a highly urbanised location with very good public transport access. Therefore, it is accepted that not all wheelchair adaptable dwellings would require a car parking spaces at all times. As such, a provision of seven car parking spaces is acceptable.
- 6.4.12 Three additional wheelchair-accessible car parking spaces would be provided on-street as part of the public realm improvements proposed to Bury Road. These would be secured through legal agreement. They would not be privately allocated to the future occupiers of this proposed development, but would be accessible by any eligible 'blue badge' holders, including potentially residents
- 6.4.13 Other than for occupants with disabilities, the proposed development would be 'car-free', where no parking spaces are provided off-street and access to on-street parking is restricted by limiting access to parking permits for future occupiers (but not for occupants of the wheelchair accessible units). This approach is considered acceptable in this highly accessible location. The arrangement would be supported via a range of sustainable transport methodologies secured through legal agreement including a residential travel plan and car club membership provision, amongst other measures.
- 6.4.14 As the scheme is car free the applicant must contribute £4,000 towards amending the traffic management order to prevent applicant's applying for car parking permits. This would be secured by condition.

There are some roads to the south and east of the site which are subjected to lesser parking controls hours than the Wood Green Inner Controlled Parking Zone and may suffer from some residual car parking pressures, to that end we will be request that the developer contributes a sum of £15,000 (fifteen thousand pounds) towards the design and consultation on parking control measure in these locations.

- 6.4.15 Due to the car-free nature of this development it is anticipated that overall vehicle movements from the development would be reduced in comparison to the existing situation.
- 6.4.16 Electric vehicle parking would be provided with all spaces having at least passive provision. Effective management of the parking arrangements is required through a detailed car parking management plan that is to be secured by legal agreement in advance of the first occupation of the proposed development.
- 6.4.17 The development is close to three local cycle routes (nos. 54, 79 and 56). The Council's aspiration is to improve the cycle environment in Wood Green, in support of the anticipated intensification of Wood Green, as set out in the Wood Green Area Action Plan. Improve cycle and pedestrian routes and linkages within the Wood Green area is a key transport priority.
- 6.4.18 The Council is seeking to develop a shared surface scheme for Bury Road, in line with its objectives to enhance the public realm and provide improve pedestrian routes and cycle route linkages through Wood Green.
- 6.4.19 Improvements to the management of traffic on Bury Road is required as this street is anticipated to become a fully residential street over time rather than its current character as a partial service road. In addition to the provision of disabled parking bays as referenced above these amendments would be secured by legal agreement.
- 6.4.20 The provision of a new vehicle access from Bury Road would be acceptable.
- 6.4.21 Cycle Parking
- 6.4.22 The proposal includes a total of 223 cycle parking spaces. Out of the overall total, 9 are allocated for the proposed commercial uses with the remainder assigned for residential use, split as follows: 192 for residential use – 180 spaces for the proposed flats, located within a store at first floor level, and 12 spaces for the house – and 22 short stay spaces located on High Road. 5% of the total spaces are proposed to accommodate larger cycles.
- 6.4.23 The proposed cycle parking provision is above the minimum requirements as described in the London Plan.
- 6.4.24 The locations of the proposed cycle parking spaces are shown but further information is required relating to the design and exact location of the cycle parking spaces, in addition to information on how some of the spaces would be accessed. This information can be provided by condition in the event of an approval.
- 6.4.25 Servicing and Construction

6.4.26 For the commercial element of the scheme servicing and waste collection would be from High Road. Further details are required in respect of proposed timings, number and length of service visits. All deliveries and other servicing should avoid the morning peak times. These matters will be secured by condition.

6.4.27 For the residential parts of this proposal collections for refuse and recycling would be from Bury Road. The Council's Cleansing team has assessed the proposed waste collection arrangements in detail and raised no objections since the refuse store is of an appropriate size and located close to the street.

6.4.28 Exact details of the construction methodology for this development are yet to be agreed. High Road must not be blocked during works and works vehicles should follow existing on-street parking restrictions. This will be secured by condition as part of a construction management plan in the event of an approval. The financial contribution towards the monitoring of the plan will also be required.

6.4.29 Transport for London concur with the opinions of the Council's Transportation team and also request similar conditions relating to cycle parking, a delivery and servicing plan and construction management.

#### 6.4.30 Public Transport Infrastructure

6.4.31 London Underground do not object to this development in principle, but have commented on this application requesting further information is provided in respect of potential impacts on their tunnels and other infrastructure. This would be secured by condition.

6.4.32 Transport for London recognise that this development is located outside of the Crossrail 2 Safeguarding Direction land. As such, the proposal would not impact on potential future Crossrail 2 works.

6.4.33 As such, the development is considered to be acceptable in terms of parking provision, its impact on the local highway and its impact on other transport infrastructure.

## **6.5 Sustainability**

### 6.5.1 Carbon Reduction and Overheating

6.5.2 The NPPF, Policies 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 5.8 and 5.9 of the London Plan, and Local Plan Policy SP4 set out the approach to climate change and require developments to meet the highest standards of sustainable design.

6.5.3 The applicant has submitted an *Energy and Sustainability Assessment* in support of this application.

- 6.5.4 The development would provide on-site carbon reduction through energy efficiency measures such as triple glazing and high quality building insulation (2%) and the installation of solar photovoltaic panels (8%). As such, the building does not meet the required 35% carbon saving target against 2013 Building Regulations.
- 6.5.5 The remaining carbon for this development must therefore be offset by way of a financial contribution, which for this proposal is estimated to be around £323,100. This would be secured by legal agreement.
- 6.5.6 The applicant has stated that they are actively investigating potential alternative on-site carbon reduction measures. As such, this off-setting figure would be re-considered at a later stage subject to the submission of an amended Energy and Sustainability Assessment.
- 6.5.7 The commercial elements of the development would achieve a 'very good' rating against BREEAM Non-Domestic New Construction (2018). This would also be secured by condition.
- 6.5.8 The proposed heating system must meet the Heat Trust scheme requirements or those of an equivalent industry approved customer protection scheme. This shall also be secured by condition.
- 6.5.9 Electric vehicle charging would be provided to support this 'car-free' development, as described in the Transport section above.
- 6.5.10 There is a risk of overheating on this development due to its location close to a busy main road, which may limit its potential for passive cooling through window ventilation. The applicant must submit an overheating study to assess this issue and this can be assessed by condition, with mitigation measures installed at a later date if required.
- 6.5.11 The Council's Carbon Reduction Officer is content with the measures secured as part of this development, subject to conditions and legal agreement requirements as described above.
- 6.5.12 Biodiversity
- 6.5.13 Policies 5.3, 5.9 and 5.11 of the London Plan require developments to meet sustainable construction, passive cooling and green roof requirements and Local Plan Policy SP13 is also concerned with biodiversity.
- 6.5.14 Green roof elements would be provided across the development which is appropriate for this site and provides biodiversity improvements on the existing building. Further information is required in respect of access restrictions,

substrate depth, planting and invertebrate habitats, but this can be secured by condition.

6.5.15 As such, the application is acceptable in terms of its sustainability impact.

## **6.6 Tree Protection**

6.6.1 London Plan Policy 7.21 requires existing trees of value to be retained and the planting of additional trees where appropriate. Local Plan Policy SP13 seeks the protection, management and maintenance of existing trees and the planting of additional trees where appropriate.

6.6.2 There are no existing trees within this new development site. Furthermore, there is an existing street tree located on High Road in close proximity to the existing shop frontage. This tree must be adequately protected with hoarding to prevent any damage during the demolition and construction phases. Protection measures can be adequately provided by condition.

6.6.3 It is proposed to plant five new trees in raised planters adjacent to Bury Road. The plans also demonstrate another 14 trees within the communal spaces within the development.

6.6.4 The Council's Tree and Nature Conservation Manager states that trees located within raised planters need careful maintenance in order to survive, whilst the container must have adequate space to accommodate both the growing tree and its roots. A preferable situation is for trees to be planted at ground floor level. Therefore, a redesign of this planting arrangement shall be secured by condition in the event of an approval.

6.6.5 As such, the application is acceptable in terms of its impact on and adequate provision of trees, subject to conditions.

## **6.7 Drainage and Water Management**

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

6.7.2 The applicant has provided a *Surface and Foul Water Management Report & FRA* document with the application, in addition to completing the Council's *SuDS Flows and Volumes* pro forma.

6.7.3 Surface Water Management

6.7.4 The application site is located in Flood Zone 1 and therefore is considered to have a low risk of flooding. As such, no specific flood risk mitigation is required.

6.7.5 Green roofs are provided to the various roof areas of the proposed structure and these would adequately attenuate surface water run-off in combination with an underground tank. Given the lack of available surface space for further drainage measures this arrangement is considered acceptable by the Council's SUDS Officer. Exact details of the proposed measures in addition to details of their maintenance and management would be secured by condition.

6.7.6 Additional SUDS such as rain gardens would be provided as part of a wider highway and public realm improvement scheme for Bury Road to which the application would contribute to financially. This contribution would be secured by legal agreement.

6.7.7 As such, the proposed surface water and flood risk mitigation arrangement provided is acceptable.

#### 6.7.8 Ground Water Protection

6.7.9 The site is in a Source Protection Zone 1 relating to public water supply. However, the proposal is not expected to impact negatively on groundwater sources.

6.7.10 The Environment Agency has been consulted on this application and raised no objections to the proposals subject to conditions in respect of land contamination works monitoring and remediation, prevention of surface water infiltration, restrictions on piling and other groundworks such as borehole creation, in order to ensure groundwater is adequately protected.

#### 6.7.11 Water Infrastructure

6.7.12 The site is close to Thames Water strategic water mains.

6.7.13 Thames Water has stated that the impact of the proposed development on the existing water network infrastructure capacity must be assessed further. However, Thames Water raise no objections to the development subject to conditions to protect their infrastructure during the development process.

6.7.14 As such, it is considered that the proposal is acceptable in terms of its provision for water management.

### **6.8 Pollution**

#### 6.8.1 Air Quality

- 6.8.2 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote sustainable design and construction.
- 6.8.3 An *Air Quality Impact Assessment Report* has been submitted with the application. The report states that the development would incorporate gas-fired boilers for domestic heating and hot water.
- 6.8.4 The report also demonstrates that the development would have a negligible effect on local air quality from vehicle movements.
- 6.8.5 As such, the Pollution Officer considers the proposal to be air quality neutral. An updated Air Quality Assessment, plus dust and boiler emission controls, can be secured by condition.
- 6.8.6 Land Contamination
- 6.8.7 Policy DM23 requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors. London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back in to beneficial use.
- 6.8.8 A *Phase I Geo-Environmental Assessment Report* was submitted with the application. The report indicated potential on-site links to low-to-medium risk contaminants. As such, a further site intrusive investigation should be conducted. The Council's Pollution Officer considers these next steps to be appropriate and they can adequately be secured by condition.
- 6.8.9 Therefore, the application is considered to be acceptable in terms of its impact on pollution and land contamination.

## **6.9 Employment**

- 6.9.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs.
- 6.9.2 This application would re-provide existing retail premises. There would be opportunities for borough residents to be trained and employed as part of the development's construction process.
- 6.9.3 The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies,

to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council).

6.9.4 The applicant has agreed to provide employment and training opportunities during the construction of the development and this would be secured by legal agreement.

6.9.5 As such, the development is acceptable in terms of employment provision.

## **6.10 Fire Safety**

6.10.1 Fire safety is not a planning matter and it is usually assessed at Building Regulations stage along with other technical building requirements relating to structure, ventilation and electrics, for example.

6.10.2 There are a sufficient number fire-fighting shafts and dry riser outlets in each residential block to meet Building Regulations 2013 requirements. Dry riser main inlets are clearly indicated at the front of each block.

6.10.3 The London Fire Service has therefore raised no objections to the proposal.

## **6.11 Section 106 Heads of Terms**

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

6.11.2 Planning obligations are to be secured from the development by way of a legal agreement, in the event that planning permission is granted, as described below:

### **1) Affordable Housing Provision**

- 25% affordable by habitable room
- 6 Council rent/ London Affordable Rent and 16 London Living Rent properties
- Late stage viability review

### **2) Public Realm and Highway Improvements on Bury Road**

- Highway improvements including road crossing measures, reinstatement of a redundant access, pedestrian and cycle improvements and provision of three accessible parking spaces
- Additional landscaping including tree planting and rain gardens
- Financial contribution of £150,000 (final figure to be confirmed)



### 3) Energy Statement Update and Review

- Assessment of the development's potential to integrate CHP
- Review of submitted Energy Statement
- Provision of financial contribution towards carbon offsetting of £323,100 (final figure to be confirmed)

### 4) Considerate Contractor Scheme Registration

### 5) Sustainable Transport Initiatives

- Travel Plans provided for the residential and commercial uses
- Appointment of a travel plan co-ordinator
- Financial contributions towards travel plan monitoring (£2,000 per plan)
- Car club membership or bicycle purchase contributions for occupiers including enhanced provision for family dwellings
- Traffic Management Order amendment (£4,000)
- Controlled Parking Zone contribution (£15,000) towards design and consultation for implementation of parking management measures
- Other initiatives

### 6) Car Parking Management Plan

- Measures to include parking space unit allocations, details of vehicle circulatory movements, occupancy level monitoring and off-street permit allocation
- Parking priority plan
- Potential inclusion of a parking space for the commercial unit
- 20% active and 80% passive electric vehicle charging point provision, plus details of the threshold required for conversion from passive
- Monitoring (£3,000)

### 7) Employment Initiatives – Local Training and Employment Plan

- 20% of the on-site workforce to be Haringey residents
- 5% of the on-site workforce to be Haringey resident trainees
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff)
- Support fee of £1,500 per apprenticeship for recruitment
- Provision of a named contact to facilitate the above

### 8) Monitoring Contribution

- 5% of total value of contributions (max. £50,000)

## 6.12 Conclusion

- The proposed mixed-use development is acceptable in principle, as it would re-provide retail activities at ground floor level with residential properties above, in accordance with the objectives of Site Allocation SA14;
- The land use re-provision of rejuvenated retail with residential above is welcomed and is acceptable in principle
- The development would provide 25% on-site affordable housing by habitable room in the form of 6 family-sized houses for Council rent/London Affordable Rent and 16 flats for London Living Rent;
- The development would be of a high quality contemporary design that would improve the visual quality of the local built environment, respects key local views and would not impact negatively on local heritage assets;
- The development would have a positive impact on the vitality and viability of this part of the High Road primary shopping frontage and the wider Town Centre;
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution;
- The development would provide high quality living accommodation for residents, including an appropriate size and mix of units plus adequate private amenity space areas, whilst 10% of the flats would be adaptable for wheelchair users;
- The development would provide a sufficient number of appropriately located car and cycle parking spaces given the development's very good access to public transport, and its additional support by sustainable transport initiatives secured by condition and legal agreement;
- The development would be acceptable in terms of its carbon reduction and sustainability measures, which includes green roofs and solar panels, plus a carbon off-setting payment, as well as providing drainage and biodiversity improvements;
- The application is acceptable for all other reasons as described above.

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

## 6.13 Community Infrastructure Levy

6.13.1 Based on the information submitted with the application, the Mayoral CIL charge would be £162,014.58 (3,297sqm x £35 x 1.404) and the Haringey CIL charge would be £568,032.51 (2,859.32sqm x £165 x 1.204).

6.13.2 This is based on the following figures derived from the applicant's CIL form:

- Existing floor space demolished – 8,364sqm;
- New residential floor space – 10,113sqm;
- New commercial floor space – 1,548sqm;
- Net additional floor space – 3,297sqm;

6.13.3 Which provides the net chargeable areas for CIL as follows:

- Residential CIL Liability – 2,859.32sqm;
- Commercial CIL Liability – 437.68sqm.

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

6.13.5 No social housing relief or other relevant exemptions have been applied to the figures at this stage.

6.13.6 An informative will be attached advising the applicant of this charge.

## **7 RECOMMENDATIONS**

7.1.1 GRANT PERMISSION subject to conditions and subject to s.106 and s.278 Legal Agreements.

7.1.2 Applicant's drawing No.(s): S100; EX120-125, 130, 140, 141, 145, 150; GA200-210, 301, 302, 401 (all Rev. 01); GA300, 400, 402, 403; ExA\_1801\_P\_001-003 (all Rev. B).

7.1.3 Supporting documents also approved:

Covering Letter dated May 2018, Design and Access Statement dated May 2018, Planning Statement dated April 2018, Townscape and Visual Impact Assessment dated April 2018, Financial Viability Assessment dated May 2018, Air Quality Impact Assessment dated March 2018, Archaeological Desk Based Assessment dated March 2018, Phase 1 Geo-Environmental Assessment Version 1.1 dated April 2018, Acoustic Planning Report dated April 2018, Energy and Sustainability Assessment dated August 2018, Daylight and Sunlight Report dated April 2018, Landscape Statement dated April 2018, Transport Assessment dated April 2018, Retail Travel Plan dated March 2018, Residential Travel Plan dated April 2018, Waste Management Plan dated March 2018, Site Waste Management Plan, Outline Construction Management Plan dated April 2018, Surface Water Management Report & FRA (Rev. D) dated September 2018, SuDS Flows and Volumes pro forma, Statement of Community Involvement dated April 2018, Unit

Schedule dated 11<sup>th</sup> September 2018, Office and Retail Market Analysis dated July 2018, Design Rationale Document dated September 2018, Additional Letter re Daylight and Sunlight Report dated 17<sup>th</sup> September 2018, Additional Letter re Townscape and Visual Impact Assessment dated 17<sup>th</sup> September 2018, Additional Letter re Acoustic Planning Report dated 18<sup>th</sup> September 2018, Additional Letter re Play Space dated 18<sup>th</sup> September 2018, Additional Letter re Transport Assessment and Waste Management Plan dated 18<sup>th</sup> September 2018, Additional Letter re Energy and Sustainability Assessment dated 14<sup>th</sup> September 2018, Additional Letter re Air Quality Impact Assessment dated 17<sup>th</sup> September 2018, Revised Covering Letter dated 18<sup>th</sup> September 2018.

**List of conditions:**

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

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

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

S100; EX120-125, 130, 140, 141, 145, 150; GA200-210, 301, 302, 401 (all Rev. 01); GA300, 400, 402, 403; ExA\_1801\_P\_001-003 (all Rev. B).

Supporting documents also approved:

Covering Letter dated May 2018, Design and Access Statement dated May 2018, Planning Statement dated April 2018, Townscape and Visual Impact Assessment dated April 2018, Financial Viability Assessment dated May 2018, Air Quality Impact Assessment dated March 2018, Archaeological Desk Based Assessment dated March 2018, Phase 1 Geo-Environmental Assessment Version 1.1 dated April 2018, Acoustic Planning Report dated April 2018, Energy and Sustainability Assessment dated August 2018, Daylight and Sunlight Report dated April 2018, Landscape Statement dated April 2018, Transport Assessment dated April 2018, Retail Travel Plan dated March 2018, Residential Travel Plan dated April 2018, Waste Management Plan dated March 2018, Site Waste Management Plan, Outline Construction Management Plan dated April 2018, Surface Water Management Report & FRA (Rev. D) dated September 2018, SuDS Flows and Volumes pro forma, Statement of Community Involvement dated April 2018, Unit Schedule dated 11<sup>th</sup> September 2018, Office and Retail Market Analysis dated July 2018, Design Rationale Document dated September 2018, Additional Letter re Daylight and Sunlight Report dated 17<sup>th</sup> September 2018, Additional Letter re Townscape and Visual Impact Assessment dated 17<sup>th</sup> September 2018,

Additional Letter re Acoustic Planning Report dated 18<sup>th</sup> September 2018, Additional Letter re Play Space dated 18<sup>th</sup> September 2018, Additional Letter re Transport Assessment and Waste Management Plan dated 18<sup>th</sup> September 2018, Additional Letter re Energy and Sustainability Assessment dated 14<sup>th</sup> September 2018, Additional Letter re Air Quality Impact Assessment dated 17<sup>th</sup> September 2018, Revised Covering Letter dated 18<sup>th</sup> September 2018.

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

3. The commercial units within the ground floor of the proposed development shall be used only for purposes falling within Use Classes A1-A4 of the Town and Country Planning (Use Classes) Order 1987 (as amended), unless otherwise agreed in writing in advance by the Local Planning Authority. Changes to the proposed uses shall only be permissible if supported by appropriate marketing or other appropriate evidence to demonstrate the uses indicated above are not viable.

Reason: In order to protect the character and appearance of the area and to protect the amenity of local residents in accordance with Policies DM1 and DM41 of the Development Management Development Plan Document 2017.

4. The commercial units at ground floor level of the development hereby approved shall be open only between 0800h and 2300h on any day of the week.

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

5. Prior to the commencement of works (other than investigative and demolition works) details of appropriately high quality and durable finishing materials to be used for the external surfaces of the development, including samples as appropriate, shall be submitted to and approved in writing by the Local Planning Authority. Samples shall include example bricks at a minimum, combined with a schedule of the exact product references for other materials, including details of any shutters to the commercial units. The development shall thereafter be completed in accordance with the approved details.

Reason: In order to protect the character and appearance of the area and to protect the amenity of local residents in accordance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

6. All the residential units will be built to Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended) and at least 10% (12 units) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan 2016 Policy 3.8.

7. No activities within Use Classes A3 or A4 of the Town and Country Planning (Use Classes) Order 1987 (as amended) shall commence until details of ventilation measures associated with the specific use concerned have been submitted to and approved in writing by the Local Planning Authority. The approved ventilation measures shall be installed and made operational before any A3 or A4 use commences and shall be so maintained in accordance with the approved details and to the satisfaction of the Council.

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

8. The placement of a satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal solution for the residential units details of which are to be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

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

9. Prior to the commencement of any works to the relevant part of the development hereby approved full details of both hard and soft landscape works for the public realm areas on High Road and Bury Road shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Vehicle and cycle parking layouts;
- d) Vehicle and pedestrian access and circulation areas;
- e) Hard surfacing materials;
- f) Minor artefacts and structures (eg. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
- g) Proposed and existing functional services above and below ground (eg. Drainage power, communications cables, pipelines etc. Indicating lines, manholes, supports etc.).

Soft landscape works shall include:

- h) Planting plans;
- i) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);

- j) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- k) Implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

- l) Existing trees to be retained;
- m) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- n) Any new trees and shrubs to be planted together with a schedule of species.

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 7.21 of the London Plan 2016, Policy SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017

10. Prior to the commencement of any works to the relevant part of the development hereby approved full details of both hard and soft landscape works for the communal private areas within the development confines shall be submitted to and approved in writing by the Local Planning Authority and these works shall thereafter be carried out as approved. Details shall include:

- a) Hard surfacing and means of enclosure;
- b) Play space equipment details and layout;
- c) Planting plans (including details for trees and shrubs);
- d) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- e) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- f) Implementation and management programmes.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy 3.6 of the London Plan 2016, Policy

SP11 of the Local Plan 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

11. Prior to first occupation of the development hereby approved details of all external lighting to building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority. The agreed lighting scheme shall be installed as approved and retained as such thereafter.

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

12. An updated Air Quality Assessment, taking into account emissions from boilers and combustion plant, road transport sources and the 2016 data for monitoring sites within the London Borough of Haringey must be undertaken and submitted for approval.

Reason: To comply with Policy 7.14 of the London Plan 2016 and the Greater London Authority's Sustainable Design and Construction Supplementary Planning Guidance.

13. Before development commences, other than for investigative work and demolition:
  - a) Using information obtained from the Geo-Environmental Assessment Report plus maps an intrusive site investigation, sampling and analysis shall be undertaken. The investigation must be comprehensive enough to enable: - a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for its written approval;
  - b) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency prior to that remediation being carried out on site;
  - c) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.



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

14. Prior to installation, details of the Ultra-Low NO<sub>x</sub> boilers for space heating and domestic hot water should be forwarded to the Local Planning Authority for its written approval. The boilers to be provided for space heating and domestic hot water shall have dry NO<sub>x</sub> emissions not exceeding 40 mg/kWh.

Reason: To comply with Policy 7.14 of the London Plan 2016 and the Greater London Authority's Sustainable Design and Construction Supplementary Planning Guidance document.

15. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust and including a Dust Risk Assessment, has been submitted and approved in writing by the Local Planning Authority. The plan shall be in accordance with the Greater London Authority's Dust and Emissions Control Supplementary Planning Guidance document (July 2014).

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

16. Prior to the commencement of the development, evidence of site registration at [nrmm.london](http://nrmm.london) to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority in writing.

Reason: To protect local air quality.

17. All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NO<sub>x</sub> and PM emissions.

Reason: To protect local air quality.

18. No infiltration of surface water drainage into the ground is permitted other than with the prior written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.

19. Piling, deep foundations and other groundworks (investigation boreholes, tunnel shafts, ground source heating and cooling systems) requiring penetrative methods shall not be carried out other than with the advance written consent of the Local Planning Authority. 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 water infrastructure, and the programme for works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water and the Environment Agency. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed piling, deep foundations or other groundworks using penetrative methods does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment and appropriate mitigation measures should be submitted with consideration of the Environment Agency guidance. The proposed works also have the potential to impact on local underground water utility infrastructure.

20. A scheme for managing any boreholes installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works, other than for investigative work and demolition. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework.

21. The waste storage and recycling facilities shall be installed in accordance with the following details:

- Separated and appropriately-sized general waste and recycling areas;
- Provision of 14 x 1100L bins for refuse, 5 x 1100L bins for recycling and 7 x 140L food waste bins for the proposed flats;
- Provision of 1 x 240L and 5 x 360L bins for refuse, 1 x 240L and 5 x 360L bins for recycling and 6 x 25L food waste bins for the proposed houses;
- Gradient between the refuse store and the public footway shall be less than 1:20;

- Positioning of dropped kerbs to facilitate waste store access for servicing staff.

No alterations to this provision shall occur without the prior written consent of the Local Planning Authority.

Reason: In order to protect the amenities of the locality and to comply with Policy 5.17 of the London Plan 2016 and DM4 of the Development Management Development Plan Document 2017.

22. 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 and thereafter all features are to be permanently retained. The applicant shall seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) for each building or phase of the development and accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.

Reason: In accordance with the requirements of Policy DM2 of the Development Management Development Plan Document 2017.

23. The development hereby permitted shall not be commenced until detailed design and method statements for demolition, all of the foundations, ground floor structures, or for any structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority, in consultation with London Underground. The submitted information shall:

- Provide details on all structures;
- Provide load calculations;
- Accommodate the location of the existing London Underground structures and tunnels;
- Accommodate ground movement arising from the construction thereof; and
- Mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2016 Table 6.1, draft London Plan Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance document (2012).

24. No properties shall be occupied until written confirmation has been provided to the Local Planning Authority to demonstrate that either:
- (a) All water network upgrades required to accommodate the additional flows from the development have been completed; or
  - (b) A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with that plan.

Reason: The development may lead to no or low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

25. No construction shall take place within 5 metres of the water main. Information detailing how the developer intends to divert the asset / align the development (if required), so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works have the potential to impact on local underground water utility infrastructure.

26. Prior to the commencement of the development hereby approved details of the front garden layout for the houses fronting onto Bury Road shall be provided to the Local Planning Authority for its written approval. Details shall include demonstrating at least three trees (planted in tree pits) within the six front gardens, other planting and landscaping, dedicated waste storage space, plus boundary and access gate treatments, as appropriate, and in accordance with Secured by Design objectives, in consultation with the Metropolitan Police Designing Out Crime Officer.

Reason: To comply with the requirements of Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

27. Prior to the commencement of the development hereby approved the exact type and arrangement of cycle parking to be provided shall be submitted to and

agreed in writing by the Local Planning Authority, in consultation with Transport for London. A minimum 5% of cycle spaces shall be suitable for enlarged cycles and the type of stand proposed must be clarified. The recommendations and requirements of the London Cycle Design Standards guidance document shall be followed. The approved plans shall be retained as agreed thereafter.

Reason: In accordance with Policy 6.3 of the London Plan 2016.

28. Prior to the first occupation of the development hereby approved a Delivery and Service Plan shall be submitted to the Local Planning Authority for its written approval, in consultation with Transport for London, details of which must include servicing arrangements for both the residential and commercial units including details of parcel management arrangements. Commercial servicing shall be from High Road only.

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

29. The applicant is required to submit a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) for the Local Planning Authority's written approval, in consultation with Transport for London, at least eight weeks prior to any work commencing on site. The Plans should provide details on how construction work (including demolition) would be undertaken in a manner so that disruption to traffic and pedestrians on roads around the site is minimised. In addition, construction vehicle movements should be planned and coordinated to avoid the AM and PM peak periods.

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

30. Noise arising from the use of any plant or any associated equipment shall be set at 5dB below the existing background noise level (LA90 15mins) when measured (LAeq 15 mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/ structure borne noise derived from the use of any plant equipment does not cause noise nuisance within any residential or noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 and any mitigation measures necessary to achieve the required noise level shall be submitted to the Local Authority Planning Authority in writing, for approval. The plant and relevant mitigation measures, if required, shall be installed and maintained in accordance with the approved details.

Reason: To ensure high quality residential development and protect the amenity of the locality

31. The Acoustic Planning Report (Section 4) predicts that with the installation of the specified glazing and inclusive of a fully or partially mechanically ventilated system the following internal noise levels in accordance with BS8233:2014 below will be achieved within the proposed residential units (with the windows closed):

<b>Time</b>	<b>Area</b>	<b>Maximum Noise level</b>
Daytime Noise 7am – 11pm	Living Rooms and Bedrooms	<b>35dB(A)</b>
	Dining Room/Areas	<b>40dB(A)</b>
Night Time Noise 11pm – 7am	Bedrooms	<b>30dB(A)</b>

A test shall be carried out prior to the discharge of this condition to show that the required noise levels have been met and the results submitted to the Local Planning Authority for its written approval.

Reason: To ensure high quality residential development

32. Prior to the commencement of the development, details of a sound insulation scheme to be installed between the commercial premises on the ground floor and residential premises on the first floor shall be submitted in writing to and for approval by the Local Planning Authority. The scheme shall be installed as approved prior to any commercial occupation of the site and shall be maintained thereafter.

Reason: To protect the amenity of the locality.

33. Prior to commencement of the development hereby approved a management and maintenance plan for the proposed drainage system(s) (detailing future responsibilities for the lifetime of the development) and final detailed drawings of the proposed system(s), shall be submitted to the Local Planning Authority for its written approval. The system(s) shall be installed and managed as approved and retained as such thereafter.

Reason: To ensure adequate site drainage and minimise risk of flooding.

34. Details of the construction standard for the proposed energy network and its ongoing operation shall be submitted to the Local Planning Authority prior to any works commencing on site. These details shall include:-

- a) Confirmation that the heat network serves all domestic and non-domestic units on the site and provides all hot water and space heating loads.
- b) Confirmation that the site wide heating and hot water network has been designed and shall be constructed following the CIBSE / ADE Heat Networks Code of Practise; and

- c) Confirmation that the operator of the heating and hot water network shall achieve the standards set out in the Heat Trust Scheme (an equivalent industry approved, auditable and accountable customer protection scheme can be suggested), and that the developer will sign up to this standard to ensure that users have transparency of costs for customer protection. These standards shall then be continued for the life of the heating and hot water network on the site, unless a regulatory scheme takes its place.

Reason: To ensure the facility and associated infrastructure are provided in line with London Plan 2016 Policy 5.7, Local Plan 2017 SP4 and Development Management Development Plan Document 2017 Policy DM22.

35. You must deliver the sustainability measures as set out in Energy and Sustainability Statement, by Silcock Dawson and Partners Energy & Sustainability Design Group, (version 2) dated 21/08/2018.

The retail part of the development shall then be constructed in strict accordance of the details so approved, and shall achieve the agreed rating of “Very Good” under BREEAM New Construction (2018) and shall be maintained as such thereafter. A post construction certificate or evidence issued by an independent certification body confirming this standard has been achieved must be submitted to the Local Planning Authority at least 6 months prior to first occupation for its written approval.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for the Local Planning Authority’s written approval within two months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Planning Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development in accordance with London Plan 2016 Policies 5.1, 5.2, 5.3 and 5.9 and Policy SP4 of the Local Plan 2017.

36. The applicant will undertake an Overheating Study with a London weather pattern dynamic thermal model for the residential units (TM59) using London future weather patterns (TM49). Future weather scenarios - 2020 and 2050 (high emissions scenario) shall be modelled. 5% of units must be modelled and these shall be the units most likely to overheat (i.e. those in the south-west corner). If the units do overheat in the current scenarios (2020), passive design measures and technologies shall be installed to remove this risk. If the units only overheat in the future weather patterns (2050), a strategy shall be designed as to how measures can easily be retrofitted when the weather patterns lead increase to

temperatures. This is of particular importance on this site, due to local noise and air quality pollution sources which may limit openable windows.

Reason: To ensure the design of places and spaces avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change, in line with London Plan 2016 Policy 5.9.

37. Prior to commencement of any works to the relevant part of the development hereby approved details of the living roof shall submitted to the Local Planning Authority for its written approval. Details shall include the following:

- 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;

The living roof(s) 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. The living roof shall then be carried out strictly in accordance with the details approved by the Local Planning Authority and shall be maintained as such thereafter.

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 Policies 5.3, 5.9 and 5.11 of the London Plan 2016 and Local Plan 2017 Policies SP5 and SP13.

38. No development shall commence until a Tree Protection Plan has been submitted to the Local Planning Authority for its written approval demonstrating a protection methodology for street tree(s) during construction that shall incorporate the installation of appropriately sized and located wooden hoardings secured to the ground to protect the trees from impact damage. Once approved the development shall be constructed in accordance with the approved details.

Reason: In order to ensure the safety and well-being of the trees on the site during construction works that are to remain after building works are completed



in accordance with Policy 7.21 of the London Plan 2016 and Policy SP11 of the Local Plan 2017.

## INFORMATIVES

1. Informative: In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2016, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Informative: Based on the information given on the plans, the Mayoral CIL charge will be £162,014.58 and the Haringey CIL charge will be £568,032.51.
3. Informative: The development hereby approved shall be completed in accordance with the associated Section 106 agreement.
4. Informative: The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.
5. Infiltration of surface water has the potential to mobilise contamination present within the soil. Where the proposal involves the discharge of anything other than clean roof water via sealed drainage, within sensitive groundwater locations, a risk assessment and suitable level of treatment may be required. In certain circumstances the discharge may be classified as a groundwater activity and require an environmental permit.
6. During piling works (especially if the piles extend to the Chalk within Source Protection Zone 1 - saturated zone) due to the proximity of nearby potable abstractions the weekly groundwater monitoring for in-situ parameters and turbidity should be considered.
7. 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.
8. The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods.

9. Contractors & developers undertaking noisy construction works within the London Borough of Haringey are restricted to the following dates and times: Monday – Friday 08.00 – 18.00hrs, Saturday 08.00 - 13.00hrs, Sundays & Bank Holidays No Noisy Works Permitted. Major developments are encouraged to apply for prior consent under section 61 of the Control of Pollution Act 1974.