



EIA FURTHER INFORMATION REPORT

RESERVED MATTERS APPLICATION – BLOCKS H

CLARENDON GAS WORKS, HARINGEY

AUGUST 2023

Quod
21 Soho Square , London, W1D 3PQ

Contents

1	Introduction	3
2	Site and Planning History	5
3	Description of Consented Scheme and Block H1 – H3 RMA	10
4	Approach to the Further Information Review	20
5	Review of Environmental Effects	22
6	Conclusion	28
	APPENDIX 1.1: DEVELOPMENT SPECIFICATION DOCUMENT (REV C)	29
	APPENDIX 1.2: BUILDINGS H1 TO H3 DRAWING SELECTION	30
	APPENDIX 1.3: TRANSPORT STATEMENT, DATED AUGUST 2023	31
	APPENDIX 1.4: AIR QUALITY ASSESSMENT, DATED AUGUST 2023	32
	APPENDIX 1.5: TECHNICAL DAYLIGHT, SUNLIGHT AND OVERSHADOWING NOTE, DATED AUGUST 2023	33
	APPENDIX 1.6: WIND MICROCLIMATE ASSESSMENT, DATED JUNE 2023	34
	APPENDIX 1.7: TOWNSCAPE, HERITAGE AND VISUAL IMPACT ASSESSMENT, DATED AUGUST 2023	35

1 Introduction

Purpose of Report

- 1.1 This Environmental Impact Assessment (EIA) Further Information Report (the 'Further Information Report') has been prepared by Quod on behalf of St William Homes LLP (the 'Applicant'). The FIR accompanies the submission of a fourth Reserved Matters Application (RMA) pursuant to hybrid planning permission Ref. HGY/2017/3117 dated 19th April 2018 for redevelopment of Clarendon Gas Works, Wood Green. The planning permission for the redevelopment of Clarendon Gas Works is hereafter referred to as the 'Consented Scheme'. Further details of the Consented Scheme are provided in Section 3.
- 1.2 The Applicant is seeking the approval of reserved matters (layout, scale, appearance, landscaping and access) for part of the outline element of the Consented Scheme, comprising Block H1, 2 and 3. A detailed description of Blocks H reserved matters application ('Blocks H RMA') is provided in Section 3. The Blocks H RMA is submitted pursuant to the following planning conditions of the Consented Scheme:

Condition 2: *This permission is granted in OUTLINE, in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, except for Site Preparation Works, the approval of the Local Planning Authority shall be obtained to the following reserved matters:*

- a) *Appearance;*
- b) *Landscaping;*
- c) *Layout;*
- d) *Scale; and*
- e) *Access.*

Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing, for each phase of development. The development of each phase shall then be carried out in complete accordance with those particulars...."

Condition 4: *Each application for the approval of Reserved Matters submitted pursuant to condition 2 shall contain such information set out below as is relevant to the application and shall be consistent with the information approved for the relevant phase pursuant to Condition 29 (Phasing Strategy).*

- *A statement (including accompanying design material) to demonstrate compliance with the parameter plans, Development Specification and mandatory requirements in the approved Design Code (January 2018). The statement will also clearly set out how the application fits with a wider strategy for the submission for all reserved matters in securing a coordinated and coherent approach to phased development.*
- *A report demonstrating how the measures identified in the approved Culture Strategy (October 2017) have been incorporated into the detailed design, including how the cultural and industrial history of the area has been interpreted in the proposals.*

- *A report must be submitted that outlines that the environmental information already submitted to the LPA is adequate to assess the environmental effects of the application and inform decision making; or,*
- *Provides further information, in accordance with regulation 22(1) of the 2011 EIA Regulations, to assess the environmental effects of the application and inform decision making.*
- *An updated commercial strategy detailing how the minimum commercial floorspace requirements are being provided.”*

- 1.3 The Consented Scheme was subject to a comprehensive EIA process undertaken under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011ⁱ (as amended)ⁱⁱ (the ‘2011 EIA Regulations’). New EIA Regulations came into force in 2017¹ (the ‘2017 EIA Regulations’), however in line with the transitional arrangements of 2017 EIA Regulations (regulation 76), the 2011 Regulations continue to apply to the Blocks H RMA since the Applicant submitted an Environmental Statement in October 2017 (the ‘October 2017 ES’) which was prepared in accordance with the 2011 EIA Regulations.
- 1.4 RMAs are ‘subsequent applications’ under the EIA Regulations which mean that they are an application for approval of a matter where the approval— (a) is required by or under a condition to which a planning permission is subject; and (b) must be obtained before all or part of the development permitted by the planning permission may be begun. In accordance with Regulation 8 of the 2011 EIA Regulations, the London Borough of Haringey (‘LB Haringey’) must decide whether the environmental information already provided (i.e., the October 2017 ES) is adequate to assess the environmental effects of the development when determining the RMA.
- 1.5 The purpose of this FIR is to assess the RMA and set out whether the October 2017 ES remains valid for decision making or whether new or materially different significant environmental effects are likely to arise as a result of the Blocks H RMA. In the event that LB Haringey considers the environmental information is not considered adequate to assess the environmental effects of the development, a notice must be served under regulation 22 of the 2011 EIA Regulations.

Structure of the Report

- 1.6 The structure of this report is as follows:

- Section 2: Site and Planning History
- Section 3: Description of Consented Scheme and Blocks H RMA
- Section 4: Approach to Further Information Review
- Section 5: Review of Environmental Effects
- Section 6: Conclusion

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

2 Site and Planning History

Site Location and Setting

- 2.1 The site ('Site') of the Blocks H RMA and Consented Scheme comprises the former Clarendon Gas Works, Olympia Trading Estate and adjacent industrial properties along Western/Coburg Road. The Site is located approximately 600m south west of Wood Green Town Centre, north east London. The Consented Scheme Site covers an area of 4.75ha.
- 2.2 The Site is bound by Coburg Road to the north which connects to the B151 (Mayes Road) to the north east. The B138 (Hornsey Park Road) is situated to the east of the Site beyond residential properties that front onto Hornsey Park Road. The A504 (Turnpike Lane) is situated 200m to the south of the Site in between a mixed used area of commercial, leisure, education and residential uses, and the East Coast Mainline Railway which bounds the west of the Site. Western Road and Coburg Road form the north western corner of the Site and Silsoe Road and Brook Road form the north eastern corners.
- 2.3 The Site is bisected by Mary Neuner Road (constructed and opened in early 2008) which connects with Western Road in the north west and Clarendon Road in the south east.
- 2.4 Figure 2.1 provides the Consented Scheme Parameter Plan 5: Maximum and Minimum Building Extents (HGY/2021/1392). This shows the Site boundary, the detailed and outline development zones, and approved maximum and minimum building height parameters for the outline application zones, and the location of Blocks H.
- 2.5 The outline development zones of the Consented Scheme comprise the Northern, Western and Eastern Quarters. The Blocks H RMA is located within the Northern Quarter, to the south of Brook Road, East of the Blocks G, to the north east of Blocks F. Figure 2.2 shows the location and extent of the Blocks H RMA.

Planning and EIA History

- 2.6 Hybrid planning permission was granted in April 2018 for redevelopment of the Site and the planning application was accompanied by the October 2017 ES. The detailed element of the permission comprises 2.30 ha in the southern part of the Site ('Detailed Component'). The outline element of the permission comprises the remainder (2.45ha) in the northern part of the Site. A description of the Consented Scheme is provided in Section 3.

Discharge of Conditions

- 2.7 Since planning permission was granted, numerous planning conditions have been discharged. These are predominantly in relation to Blocks A1-A4, B1-B4, C1, D1-D4 and E1-3 of the planning permission.

Non-Material Amendments

- 2.8 A number of Non-Material Amendments (NMAs) have also been approved pursuant to the Consented Scheme. The following NMAs are of relevance to this FIR:
 - NMA Ref. No. HGY/2019/1460, submitted to LB Haringey on the 14th May 2019, sought approval for amendments to the description of development of the Consented Scheme to increase the Use Class C3 Residential floorspace by 15,000 square metres (sqm) Gross External Area (GEA). As a result, the NMA changed the 163,300sqm cap within Condition 6 (and indirectly through Condition 5 – the Development Specification) to 178,300sqm GEA. The NMA (Ref. No. HGY/2019/1460) was approved on 14th June 2019 by LB Haringey. As part of the approval, the

planning description of development for the Consented Scheme was updated (see Section 3 for further details), the figures within Condition 6 were amended, see Table 3.1, and a revised Development Specification document (Rev B) was approved (included within Appendix 1.1).

- NMA Ref. No. HGY/2021/1392, submitted to LB Haringey on 19th May 2021, sought for the approval of amendments to the description of the development to remove reference to Building Heights within the Description of Development, specifically within the Outline element of the permission. Amendment to Condition 5 (Approved Drawings & Documents) to make reference to “SK416 Rev A” as an approved drawing, and to make reference to “Development Specification Rev C (May 2021)” as an approved document. As a result, the NMA changed the building heights within the outline parameter plan (Figure 2.1) and condition 5. The NMA (Ref. No. HGY/2021/1392) was approved on the 04/06/2021 by LB Haringey. As part of the approval, the description of development for the Consented Scheme was updated (see Section 3 for further details, the figures within Condition 5 were amended, see Table 3.2 and a revised Development Specification document (Rev C) was approved (included within Appendix 1.1).
- NMA Ref. No. HGY/2021/1516, submitted to LB Haringey on 28th May 2021, sought approval to remove the requirement to provide a 4 storey B1 office building within any building that exceeds ground plus 18 storeys in height. The NMA (Ref. No. HGY/2021/1516) was approved on the 07/10/2021 by LB Haringey.

2.9 It should be noted that none of the NMAs listed above or approved by LB Haringey have had a material effect on the findings of the October 2017 ES.

Reserved Matters Applications

- 2.10 The Blocks H RMA is the fourth RMA for the Consented Scheme to be submitted to LB Haringey for approval.
- 2.11 The first RMA (Ref. No. HGY/2019/0362) was validated on 6th February 2019, which brought forward the detailed proposals for two buildings, Blocks D1 and D2, (the ‘Block D1-D2 RMA’) forming Phase 1 of the Easter Quarter. The Block D1-D2 RMA was supported by a Further Information Report, dated February 2019, and included details for 99 residential units, 439 sqm of Gross Internal Area (GIA) commercial floorspace and new landscaped public space. The Block D1-D2 RMA was approved on 10th May 2019.
- 2.12 The second RMA (Ref. No. HGY/2019/1775) was validated on 25th June 2019, which brought forward the detailed proposals for two buildings, Blocks D3 and D4, (the ‘Block D3-D4 RMA’) forming Phase 2 of the Eastern Quarter. The Block D3-D4 RMA was supported by a Further Information Report, dated June 2019, and included details for 101 residential units, 113 sqm of Gross Internal Area (GIA) commercial floorspace and new landscaped public space. The Block D3-D4 RMA was approved on 15th October 2019.
- 2.13 The Third RMA (Ref. No. HGY/2019/1460) was validated on 20th of May 2019, which brought forward the detailed proposals for three buildings, Block E1, E2 and E3, (the ‘Block E1 – E3 RMA’) forming Phase 3 of the Eastern Quarter. The Block E1 – 3 RMA was supported by a Further Information Report, dated July 2020 and included details for 281 residential units, 457 sqm of Gross Internal Area (GIA) commercial floorspace and new landscaped public space. The Block E1 – E3 RMA was approved of 14th June 2019.

Figure 2.1: Consented Scheme Parameter Plan 5: Maximum and Minimum Building Extents

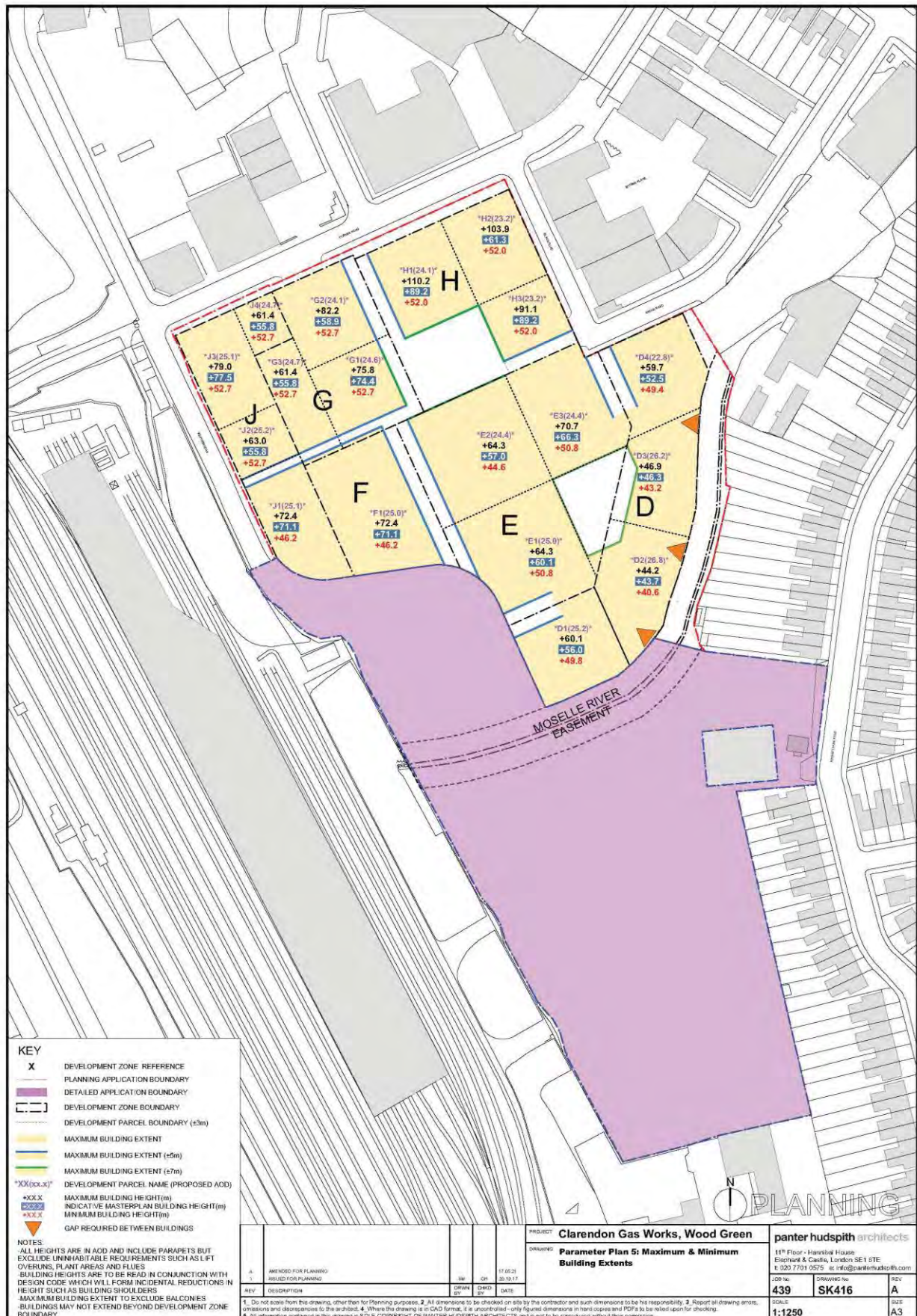


Figure 2.2: Extent of Blocks H RMA shown by redline (Source: Sheppard Robson, DAS, page 22)



Recent Works on Site

- 2.14 Construction of Building C1, which includes 169 residential units and a new public park, commenced in Summer 2018. Building C1 is now complete and occupied as of 2021.
- 2.15 Construction of Buildings A1-A4 and B1-B4 commenced in April 2019, with construction completed in 2023.
- 2.16 Remediation works for Buildings D1-D4 and E1-E3 commenced in April 2020, with piling for Buildings D1 and D2 commencing in 2020. Construction is currently on-going for Buildings D1-D4 and E1-E3 , with completion of Buildings D1-D4 anticipated in 2025 and Buildings E1-E3 anticipated in 2025.

3 Description of Consented Scheme and Block H1 – H3 RMA

Consented Scheme

- 3.1 The Consented Scheme description of development, as amended by NMA (Ref. No. HGY/2021/1292), is as follows:

“Hybrid planning permission (part Outline, part Detailed) for the demolition of Olympia Trading Estate and Western Road buildings and structures, and a phased, residential led mixed use development comprising the construction of buildings across the site to include the following 178,300sqm GEA Use Class C3 Residential; 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A4; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D1/D2 Leisure; New Basement Level; two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.

- Outline Permission is sought for 118,150sqm Class C3 Residential; 7,168sqm to 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1-A4; and up to 2,500sqm Class D1/D2 Leisure Use; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. Appearance, Landscaping, Layout, Scale and Access are Reserved Matters. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.

- Detailed Permission is sought for the construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 622 residential units; 332sqm Class B1 Business Use/Class A1-A5 Use; 417sqm Day Nursery; associated cycle and car parking provision; two basements; energy centre; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; realignment of Mary Neuner Road. This application is accompanied by an Environmental Impact Assessment.”

- 3.2 Condition 6, as amended by NMA (Ref. No. HGY/2019/1460), defines the overall quantum of building development for the Site, as detailed within Table 3.1, as:

Table 3.1: Consented Scheme Quantum of Development

Class Use/Building	Quantum of development
Class C3 Residential	Maximum 178,300sqm GEA (and no less than 1,714 homes)
Class B1 Employment	7,500sqm GEA (of which no less than 1,500sqm of Class B1(c))
Total A1-A5 Use	1,500sqm- 3,950sqm GEA (of which no more than 2,500sqm of Class A1 Retail)
Class D1 Day Nursery	Up to 417sqm GEA
Class D1/D2 Leisure	Up to 2,500sqm (includes 251sqm GEA Class D2 Performance Space) which could include a medical centre
Basement	22,750sqm GIA
Energy Centre North (Outline)	Two Energy Centres sized at 400 sqm and 900 sqm GIA
Temporary Energy Centre (Detailed)	200sqm GIA

- 3.3 The Detailed Component of the Consented Scheme comprised 622 residential units in nine Buildings (A1-A4, B1-B4 and C1), and included 332sqm GEA Class B1 Business Use/Class A1-A5 Use and 417sqm GEA Day Nursery.
- 3.4 Under the Consented Scheme a maximum number of housing units was not defined although, for the purposes of the October 2017 ES, the maximum floorspace (i.e. 103,150sqm GEA Class C3 Residential prior to the amendment by NMA (Ref. No. HGY/2019/1460)) was assumed to provide up to 1,075 residential units for the outline component of the Consented Scheme. The following illustrative housing mix set out in Table 3.2 was used within the October 2017 ES to inform the assessment. Therefore, the EIA assessed an indicative total of 1,697 residential units.

Table 3.2: Illustrative Housing Mix for the Outline Component of the Consented Scheme

Unit Size and No's					
Studio	1 Bed Flat	2 Bed Flat	3 Bed Flat	4 Bed Flat	Total
98	323	573	81	-	1,075

- 3.5 All matters under the outline planning permission (appearance, landscaping, layout, scale and access) were reserved.
- 3.6 Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road were submitted in detail.

Parameter Plans

- 3.7 The assessment of the outline component of the Consented Scheme was based on a set of seven Parameter Plans, as set out in Table 3.3, and a Development Specification document (REV C) which was subsequently revised as part of the recent NMA (Ref. No. HGY/2021/1392) and is included at Appendix 1.1. Supplementary information was provided by a Design Code.

Table 3.3: Consented Scheme Parameter Plans

Parameter Plan	Drawing No.
Parameter Plan 1: Outline and Detailed Planning Application Area	439_SK411
Parameter Plan 2: Buildings to be Demolished and Groundworks Infill	439_SK413
Parameter Plan 3: Basement Development and Site Levels	439_SK414
Parameter Plan 4: Development Zones	439_SK415
Parameter Plan 5: Maximum Building Extents and Minimum Building Heights	439_SK416 Rev A
Parameter Plan 6: Landscape and Open Space	439_SK417
Parameter Plan 7: Access and Ground Movement	439_SK418

- 3.8 Parameter Plan 3 shows the basement development for the outline component of the Site including proposed Site levels, extent of basement and basement car park access.
- 3.9 Parameter Plan 7 demonstrates the key points of access to the Site and within it, including private resident access and movement to the west of the Blocks D1-D4 and pedestrian and cycle movement to the north and west of Blocks H1-H3 along the 'Internal Route'.

- 3.10 As defined by Parameter Plan 5 (Figure 2.1), buildings within Development Parcels H1-H3 can extend up to a maximum of +110.2m (H1), +103.9m (H2) and +91.1m (H3) Above Ordnance Datum (AOD) in height. It is also noted that the heights indicated within Parameter Plan 5 exclude uninhabitable requirements such as lift overruns, plant areas and flues from the overall approved heights (See Figure 2.1 and Appendix 1.1).

Blocks H RMA

- 3.11 The Blocks H RMA is located in the Northern Quarter (Figure 2.2) and is bound by:

- The approved Block E1-E3 developments to the south;
- Coburg Road road to the North;
- Development Parcel G to the west;
- Development Parcels F to the South west;
- Brook Road to the east.

- 3.12 In accordance with the Consented Scheme, the detailed proposals for Blocks H1-H3 will bring forward three buildings (H1, H2 and H3) of principally residential use. The Blocks H RMA seeks approval for the following:

“Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018.”

Uses

- 3.13 Buildings H1, H2 and H3 will provide the following:

- 377 residential units (85 studio; 108 1-bedroom units; 176 2-bedroom units; and 8 3-bedroom units);
- 31,089 sqm GIA residential floorspace (Class C3)
- 2,802 sqm GIA ancillary residential floorspace (Class C3)
- 2,436 sqm GIA commercial floorspace (Class A3 & B1)
- 2,916 sqm GIA Basement
- 2,444.4 sqm private amenity area (terraces and balconies);
- 510 sqm private communal amenity area; and
- 2,099 sqm public communal amenity area (area included in area of Central Courtyard).

- 3.14 A summary of the residential uses and building heights of the Blocks H RMA is provided in Table 3.4, with Appendix 1.2 including a selection of planning drawings for the RMA.

Table 3.4: Building Residential Use Summary

Building	Use	Proposed Building Storeys / Height metres Above Ordnance Datum (mAOD)	Max. Height mAOD of Parameter Plans
H1	162 residential units, 46 studio apartments; 18 1-bedroom apartments; 94 2-bedroom and 4 3-bedroom apartments.	27 Storeys / +110.2m	+110.2m
H2	100 residential units, 18 studio apartments; 39 1-bedroom apartments; 41 2-bedroom apartments and 2 3-bedroom apartments.	16 Storeys / +74.75m	+103.9m
H3	115 residential units, 21 studio apartments; 51 1-bedroom apartments; 41 2-bedroom apartments and 2 3-bedroom apartments.	21 Storeys / +90.13m	+91.1m

3.15 The height of the buildings that form the Blocks H RMA are therefore within the approved parameter heights.

3.16 The ground and first floor levels contain the commercial uses and community/leisure facilities for the Blocks H RMA (Figure 3.1 and 3.2), as outlined in paragraph 3.13 above.

Figure 3.1: Ground floor layout of Block H1-H3 (Drawing No. 6726-SRA-ZZ-00-DR-A-SK102)



Key:

- Commercial Workspace (B1 use)
- Restaurant/Tap Room (A3 use)
- Lobby/Corridor
- Refuse/Cycle Storage
- Plant/BOH

Floor Level Key:



Figure 3.2: First floor layout of Block H1-H3 (Drawing No. 6726-SRA-ZZ-01-DR-A-SK103)



Key:

- Commercial Workspace (B1 use)
- 1Bed
- Lobby/Corridor

Floor Level Key:



- 3.17 The design of Buildings H1-H3 has retained the basic L-shaped building forms as shown within the illustrative masterplan (Figure 3.3). Buildings H2 and H3 are connected by a 14 storey linking building.
- 3.18 Situated beneath Buildings H1-H3 is a single storey 2,916 sqm GIA basement that serves these buildings (See Figure 3.4). The basement will primarily be used for vehicle and cycle parking, refuse storage, and auxiliary plant rooms. Car parking will be provided for the residential dwellings at basement level, as shown in Figure 3.4. No parking is provided for the Use Class A3 & B1a.
- 3.19 Vehicle access to the basement is provided from Mary Neuner Road underneath Block E1 via a simple priority junction. The basement access location remains unchanged from the Consented Scheme. The Block H RMA includes for 19 wheelchair accessible parking spaces.
- 3.20 Residential cycle parking for Buildings H1 - H3 will be provided in three stores within the basement. The stores will be accessed via three lifts, one from each core from H1, H2 and H3 and will provide 616 spaces.
- 3.21 All long stay office cycle parking will be provided at ground floor level in a dedicated cycle store. A total of 24 long stay cycle parking spaces are required for the commercial and restaurant uses. A total of 24 short stay visitor spaces are required for all land uses. These spaces will be provided at ground floor level within the public realm.

Figure 3.3: General Arrangement Roof Plan (Drawing No. 6726 SRA ZZ RF DR A SK113)

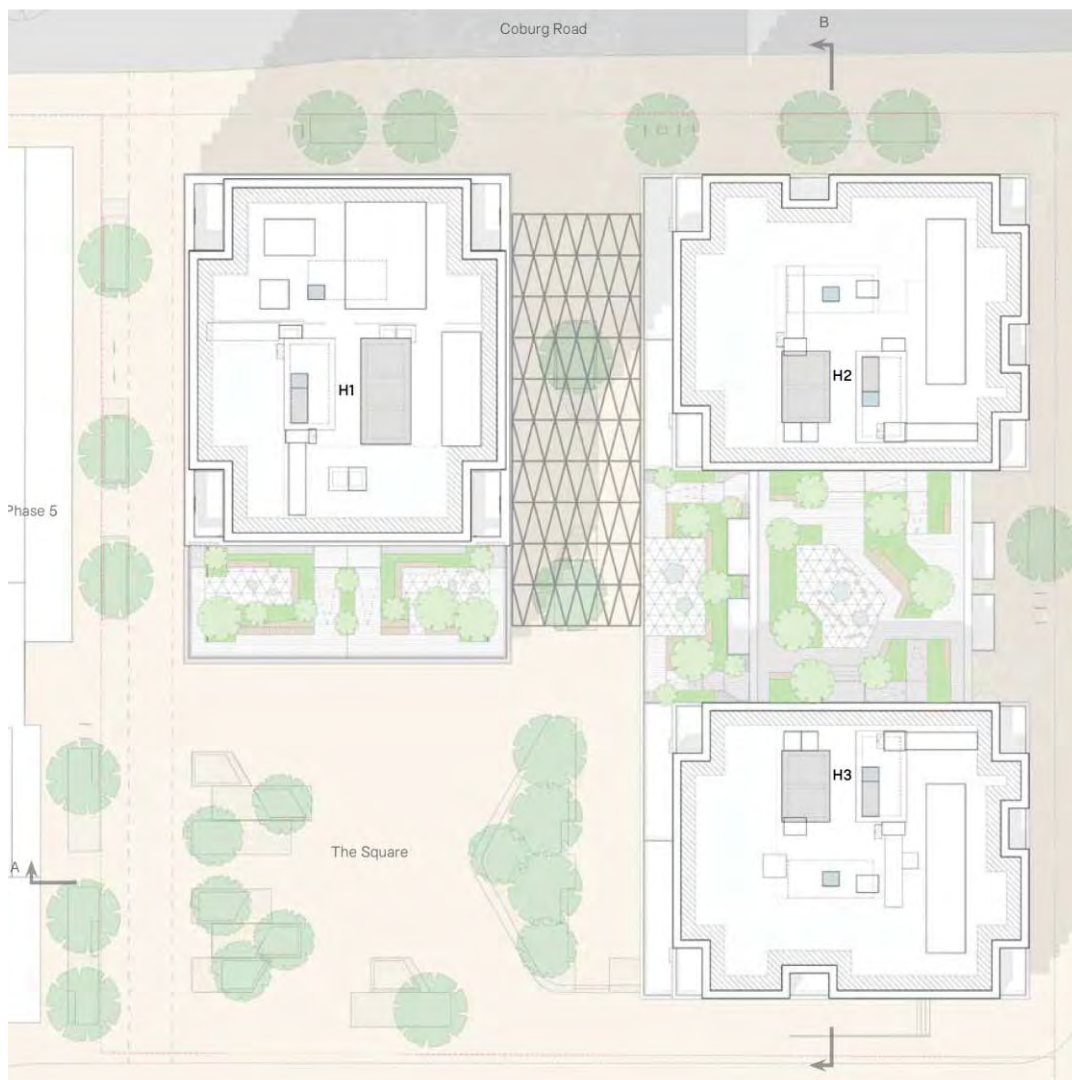
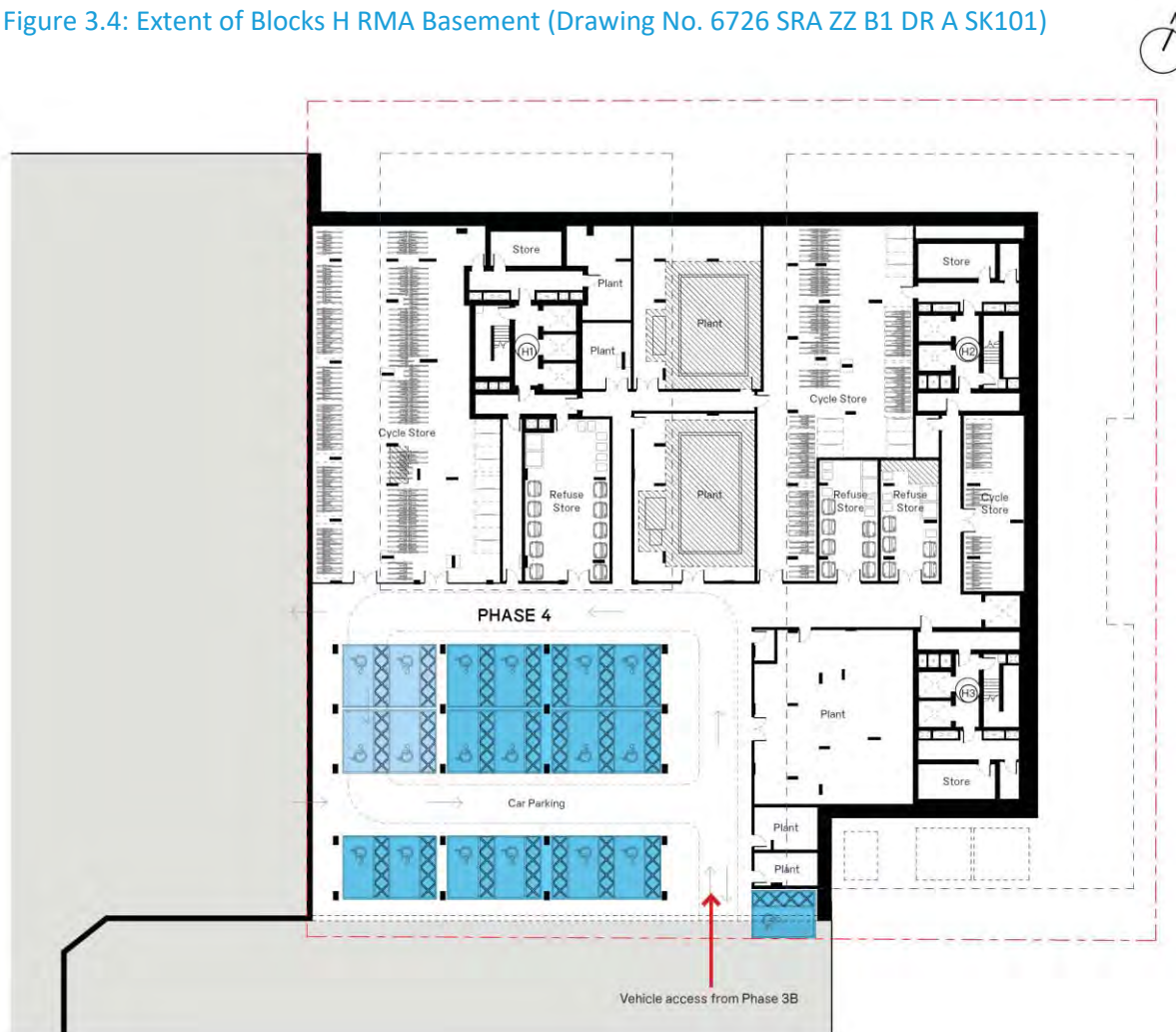


Figure 3.4: Extent of Blocks H RMA Basement (Drawing No. 6726 SRA ZZ B1 DR A SK101)



Key:



15 Parking spaces provided



4 Parking spaces provided after the completion of Phase 5

Total parking spaces provided = 19

Appearance

- 3.22 Buildings H1 to H3 follow the principal material palette that was outlined in the Consented Scheme and secured via the Design Code.
- 3.23 All materials to be used for all external facing surfaces and roofing materials for each phase of the development will be submitted to the London Borough of Haringey in due course, in conformity with Condition 57 of the hybrid planning permission.

Energy Centre

- 3.24 The Consented Scheme provides for two energy centres sized at 400sqm and 900sqm GIA within the approved outline area. The S106 Agreement for the Consented Scheme requires the Applicant to secure reserved matters consent and construct a 900sqm basement box (known as 'DEN2 Box') to an agreed specification (known as 'DEN2 Specification'), and to enter into a lease with LB Haringey who will subsequently be responsible for the fitting out and operation of an energy centre. The size of these energy centres reflects LB Haringey aspirations for the Consented Scheme to serve the energy needs beyond that of the Site to surrounding developments and the Council's new Civic Centre.
- 3.25 An indicative zone for proposed energy centres was shown on the approved Parameter Plan 3. However, following further detailed design for the Block D3-D4 RMA and discussions with Planning Officers and the Carbon Management team at LB Haringey, the DEN2 Box was positioned beneath Block D4 within a self-contained basement level beneath the ground floor. The strategy in respect to extraction of emissions arising from the operational of the energy centre is for a set of flues to rise through the building from basement level to roof level. The individual flues will terminate 3m above roof finished floor level and will be enclosed behind a raised parapet at roof level. The Block D3-D4 RMA, including the positioning of the energy centre beneath Block D4, was approved on 15th October 2019 by LB Haringey.
- 3.26 All future phases of the Consented Scheme, including the Blocks H RMA, will connect to the energy centre situated beneath Block D4, subject to tests within the S106 regarding the supply being met.

Access and Open Space

- 3.27 Access to Buildings H1-H3 will be primarily along pedestrian routes including pathways and through public communal courtyards. Coburg Road will form the primary vehicular, cycle and pedestrian route connecting the site to Wood Green Station and High Street to the east, and Alexandra Palace and Park to the west. The new shared cycle and pedestrian lane between Block H and Block G will become a key route connecting Mary Neuner Road and the masterplan development to the new cultural quarter to the north.
- 3.28 A pedestrian only arcade between Buildings H1 and H2/3 will become an important route connecting Coburg Road to the new square. Silsoe Road will become a one-way road, with new bus stops created along the eastern edge of the Site. Two bus driver welfare WC facilities have been provided within the ground floor of the H2/3 building adjacent the bus stops for the use of TFL bus drivers.
- 3.29 Delivery and servicing will be primary from Silsoe Road and the new internal servicing lane which extends between Block H and Block E. New loading bays have been provided on Silsoe Road and along the new servicing route opposite H3.
- 3.30 Residential refuse stores are located adjacent to the vertical circulation core at basement level to maintain appropriate travel distances. The refuse strategy requires residents to take their waste from their units via the internal corridors and lifts, to their designated bin store located in the basement or at ground floor level. Prior to the collection day, the internal management team will transport the bins for the appropriate waste stream, using electric vehicle tugs where necessary, to the dedicated refuse lift and to the refuse holding store located at ground level. On the day of collection, the internal management team will transport the bins to the refuse collection point where all bins will be emptied by the LBH waste collection team.

- 3.31 Key elements of public realm around the Blocks H RMA include the Community Park, approved as part of the Detailed Component of the Consented Scheme and the Moselle Walk. Further amenity space is provided through the public communal courtyards to the south of Building H3 known as the 'Central Gardens' which were approved as part of the Block D3-D4 RMA.
- 3.32 The Blocks H RMA provides a new 'Public Square' outside Building H1 and H3. All residential units are provided with private amenity space in the form of balconies or terraces. Additional private communal amenity provided on the Level 10 for Building H1, Level 2 and 14 for Buildings H2 and H3.
- 3.33 The buildings will be serviced with heating and hot water in line with the consented energy strategy.

Compliance with the Consented Scheme

- 3.34 The Blocks H RMA has been designed to comply with the approved Parameter Plans, Development Specification (REV C) and elements of the approved Design Code.

4 Approach to the Further Information Review

Overview and Scope

- 4.1 This FIR considers the detailed design of the Blocks H RMA with particular regard to the determining whether the October 2017 ES remains valid for decision making. The review has involved the following:
- Review of changes in relevant legislation, policy and guidance to confirm that the methodology of the October 2017 ES remains valid;
 - Review of the validity of baseline conditions and sensitive receptors stated in the October 2017 ES;
 - Review of development schemes granted planning permission since preparation of the cumulative assessment as part of the October 2017 ES;
 - Review of the recent consents and amendments to the Consented Scheme; and,
 - Review of the Blocks H RMA to establish whether it would give rise to new or different environmental effects from those identified in the October 2017 ES.
- 4.2 Only those topics that were assessed within October 2017 ES have been reviewed in Section 5. It is assumed that all mitigation measures which the October 2017 ES relied upon are carried through and implemented accordingly unless otherwise stated. Where any changes to mitigation measures are deemed necessary this is stated in the relevant technical section.
- 4.3 For all topics, the **construction effects** presented within the October 2017 ES are considered to remain valid as the Blocks H RMA would not alter the timescales previously assumed and would not give rise to any significant effects not previously identified. **Construction effects** are therefore not reviewed further.

Legislation and Policy Review

- 4.4 As set out in Section 1, since the October 2017 ES was prepared, the Town and Country Planning (Environmental Impact Assessment) Regulations 2017ⁱⁱⁱ (as amended)^{iv} came into force. However, under the 2017 EIA Regulations, transitional provisions are in place where applicants have already submitted an ES or requested a scoping opinion before 16th May 2017. Therefore, this Further Information Report review has been undertaken in the regulatory context of the 2011 EIA Regulations.
- 4.5 A review of further relevant legislation and policy did not identify any significant changes that would change the findings of the October 2017 ES.

Baseline Conditions and Sensitive Receptors

- 4.6 A review of the baseline conditions and sensitive receptors considered in the October 2017 ES was carried out to identify whether any new receptors are now present which could be affected by the Consented Scheme. It is acknowledged that there will have been some changes to baseline conditions from those stated in the October 2017 ES, although for all topics the degree of change is considered unlikely to materially affect the findings of the October 2017 ES.
- 4.7 This review identified no new receptors and confirmed therefore that the October 2017 ES receptors remain valid.
- 4.8 Since the October 2017 ES, the C1 building is completed and occupied. Construction of Buildings A1-A4 and B1-B4 commenced in April 2019, with all elements completed and occupied in 2023.

Construction/remediation works for buildings D1-D4 and E1-E3 commenced in April 2020 with a completion expected in 2025.

Cumulative Scheme Review

- 4.9 A data search of the LB Haringey planning portal was carried out in July 2023. No additional development schemes have received planning permission that meet the criteria for a committed development scheme as set out within ES Chapter 3: EIA Methodology of the October 2017 ES. As such, no additional committed development schemes have been identified that would need to be considered alongside those included within the cumulative assessment of the October 2017 ES. The detailed design of Buildings E1-E3 would not alter the conclusions of the cumulative assessment presented in the October 2017 ES. As such, the cumulative assessment of the October 2017 ES remains valid.

5 Review of Environmental Effects

Socio-Economics

- 5.1 The Blocks H RMA will provide 377 studio and 1 to 3-bedroom residential units, 411 sqm GIA retail floorspace (Class A3) and 2,022sqm GIA office floorspace (Class B1). The Blocks H RMA will bring forward a combined total of 2,433sqm GIA commercial floorspace (Class A3 and B1).
- 5.2 To date, a total of 1,103 residential homes have been approved by LB Haringey under the Consented Scheme within Blocks A, B, C, D and E. Following submission of the Blocks H RMA for approval, this would increase to 1,480 residential homes. This means that the future Block F, G and J phases will be required to deliver a minimum of 234 residential homes to be compliant with the Consented Scheme planning permission.
- 5.3 Table 5.1 shows the total quantum of commercial floorspace provided within Blocks A, B, C, D, E and H against the approved quantum of floorspace for the Consented Scheme as shown in Table 3.1.

Table 5.1: Commercial floorspace breakdown provision in Blocks A to H

Use Class	Min/Max Quantum of Use Class (GEAsqm)	Provision in Blocks A, B, C, D, E, H (GEAsqm)
A1 – A4	1,500sqm – 3,950sqm (of which no more than 2,500sqm of Class A1 Retail)	1,830 sqm (of which 1,295 sqm of Class A1 Retail)
B1	7,500sqm (of which no less than 1,500sqm of Class B1(c))	4,422 sqm
D1 Day Nursery	417sqm	417sqm
D1/2 Leisure	Up to 2,500sqm (includes 251sqm Class D2 Performance Space)	149sqm

- 5.4 As shown above, the quantum of development provided by the Blocks H RMA does not result in an exceedance of that approved for the Consented Scheme and is already accounted for within the assessment presented within the October 2017 ES. As such, the assessment of socio-economics effects presented within the October 2017 ES is considered to remain valid, with no changes to or additional mitigation measures deemed necessary.

Transport and Access

- 5.5 The Transport Assessment (TA) and ES chapter within the October 2017 ES assessed the maximum floorspace schedule and illustrative residential unit mix set out in Section 3. A Transport Statement (TS) has been prepared in support of discharging Condition 2 of the Consented Scheme (Appendix 1.3).
- 5.6 The Blocks H RMA provides 19 disabled parking spaces for residential units within Buildings H1-H3 and no parking is provided for the café, retail unit and offices. The overall quantum of development provided by the Blocks H RMA falls within the maximum floorspace parameters permitted by the outline planning permission for the Consented Scheme and what was previously assessed within the October 2017 ES. This is reconfirmed within the TS (Appendix 1.3) and it is therefore concluded that the impact of the proposals is acceptable given that they fall within the parameters of the accepted Consented Scheme. Therefore, all environmental effects in relation to operational traffic identified in the October 2017 ES and TA remain valid, with no changes to or additional mitigation measures deemed necessary.

Air Quality

- 5.7 The October 2017 ES assessed the effects of the Development associated with road traffic emissions during the completed and occupied Development. Potential effects associated with the energy centres were also assessed. As mentioned in Section 2 of this report, Condition 32 required that the Applicant to submit an Updated Air Quality Assessment alongside the first RMA (i.e. the Block D1-D2 RMA Ref. No. HGY/2019/0362).
- 5.8 An Air Quality Assessment has been prepared (dated August 2023) (Appendix 1.4) and submitted to LB Haringey to discharge Condition 32 in relation to the Blocks H RMA. The findings of the Air Quality Assessment do not materially alter the findings of the air quality assessment included within the October 2017 ES since no new or different significant environmental effects were identified.
- 5.9 The Blocks H RMA is within the parameters of the Consented Scheme with no expected amendments to the road traffic flows and, therefore, no expected amendments to trip generation and resultant traffic emissions associated with the Development as a whole. In addition, the Blocks H RMA would not have an effect on the proposed energy centre requirements.
- 5.10 This is reconfirmed within the Air Quality Assessment (Appendix 1.4) and it is therefore concluded that the impact of the proposals is acceptable given that they fall within the parameters of the accepted Consented Scheme. Therefore, the conclusions of the October 2017 ES (negligible / not significant effects for road traffic and heating plant emissions) remain valid, with no changes to or additional mitigation measures deemed necessary.

Noise and Vibration

- 5.11 The details of the Blocks H RMA are not expected to alter the assessment of noise affects presented in the October 2017 ES as the proposals are within the approved parameters and mitigation measures outlined in the October 2017 ES will be met. Plant noise would be subject to control under planning conditions. No changes to traffic levels are predicted from the Blocks H RMA. In addition, prior to commencement, details of the sound attenuation to protect against externally generated (environmental) noise sources to achieve the internal ambient noise levels detailed in Table 10.14 of the October ES 2017 and BS8233:2014 will be required to be approved by LB Haringey under Condition 30.
- 5.12 Therefore, the results and conclusions of the noise and vibration assessment as presented within the October 2017 ES remain valid.

Daylight, Sunlight and Overshadowing

- 5.13 The daylight, sunlight and overshadowing assessment presented in the October 2017 ES was carried out based on a 3D model generated from the Parameter Plans as well as the illustrative masterplan (i.e. the daylight, sunlight and overshadowing assessment assessed both the Maximum Parameters Massing and the Illustrative Scheme Massing). The assessment of the Parameters Plans for the outline component on the surrounding residential properties and their amenities is considered to represent the 'worst-case' assessment of the Completed Development.
- 5.14 The height of Buildings H1 to H3 has been refined from the illustrative masterplan. Previously, Block H2 was the tallest building in the north eastern corner of the Consented Scheme and step-down on two sides to Block H1 and H3. Building H1 is now the tallest building, with Building H2 now being the shortest building and H3 sitting between H1 and H2 in height. This has been undertaken to improve

sunlight levels within the surrounding amenity areas provided by the Consented Scheme, most notable the public square within the Blocks H RMA.

- 5.15 Given that the Blocks H RMA is within the approved maximum parameters (NMA HGY/2021/1392) and does not deviate significantly in height, massing or orientation from that which was tested within the October 2017, as such no effects would be no worse than those identified in the October 2017 ES. For reference, the overall significance of effects for the Maximum Parameters Massing on daylight, sunlight and overshadowing to the closest sensitive receptors to this part of the Consented Scheme, were assessed as Minor Adverse, Negligible to Minor Adverse and Negligible, respectively.
- 5.16 Anstey Horne has undertaken an analysis of the detailed design of Buildings H1 to H3 and prepared a Technical Daylight, Sunlight and Overshadowing Note, dated August 2023 (Appendix 1.5). The analysis within the Technical Note confirms that the detailed design for Blocks H RMA would have a negligible effect on surrounding properties and would not materially alter the findings of the DSO assessment included within the October 2017 ES.
- 5.17 Therefore, the results and conclusions of the daylight, sunlight and overshadowing assessment as presented within the October 2017 ES remain valid, with no changes to or additional mitigation measures deemed necessary.

Ground Conditions and Contamination

- 5.18 The ground conditions and contamination assessment of the October 2017 ES focused on the risk of contamination at the Site and how construction of the development could potentially affect future residents and natural resources. The October 2017 ES found that following implementation of environmental design and management measures, residual effects would be negligible and not significant. Risks from land contamination and remediation would be addressed through Condition 16 which requires details of a risk assessment, Conceptual Model and Method Statement detailing the remediation requirements, to be submitted to, and approved by LB Haringey prior to remediation works commencing.
- 5.19 Land use in the Blocks H RMA has not been altered from that specified in the outline component of the Consented Scheme, with predominantly residential units and the single storey basement. In addition, the Blocks H RMA is located within the Development Parcels located within the approved Parameter Plans. Therefore, results and conclusions of the ground conditions and contamination assessment of the October 2017 ES therefore remain valid, with no changes to or additional mitigation measures deemed necessary.

Water Resources and Flood Risk

- 5.20 The October 2017 ES did not identify any significant effects associated with water resources and flood risk following the implementation of mitigation measures. Prior to commencement, details of the drainage strategy will be required to be approved by LB Haringey under Condition 33.
- 5.21 The Blocks H RMA has been designed in-line with principles of the approved drainage strategy. As a result, the detailed proposals for Buildings H1-H3 will not give risk to new or different effects from those identified in the October 2017 ES, and the October 2017 ES therefore remains valid.

Archaeology

- 5.22 Land use in the Blocks H RMA has not been altered from that specified in the outline component of the Consented Scheme. In addition, the Blocks H RMA is located within the Development Parcels

located within the approved Parameter Plans. The October 2017 ES did not identify any significant effects associated with archaeology risk for the Completed Development as there would be no intrusive ground works undertaken as part of the normal operation of the Completed Development.

- 5.23 Therefore, results and conclusions of the archaeology assessment of the October 2017 ES remain valid, with no changes to or additional mitigation measures deemed necessary.

Wind Microclimate

- 5.24 The wind microclimate assessment, presented in the October 2017 ES, was based on a 3D model generated from the illustrative scheme for the outline component as this was representative of the most likely conditions for the Completed Development.
- 5.25 The October 2017 ES noted that the constraints of the Parameter Plans, potential increases or decreases in building envelopes, would not generally be expected to materially impact on the conclusions of the illustrative scheme assessment. The assessment concluded that the resulting pedestrian level wind environment in and around the Consented Scheme, accounting for the illustrative scheme, landscaping proposals and mitigation measures, to be acceptable with no significant effects identified. In addition, pedestrian level wind conditions in and around the Site for both the detailed and outline components remained rated as safe for all users with no safety concerns identified.
- 5.26 The October 2017 ES did identify a few minor adverse effects which needed to be considered further during the detailed design stage in relation to Development Zones F, G, H and J as defined on the Parameter Plan 5: Maximum and Minimum Building Extents.
- 5.27 Urban Microclimate Ltd. was commissioned by the Applicant to assess the potential impact of the proposed detailed design for the Block 4 RMA on the pedestrian level wind environment in and around the Site to confirm the findings of the October 2017 ES and identify mitigation required to address any adverse wind microclimate conditions. Appendix 1.6 contains the Wind Microclimate Assessment for the Blocks H RMA. The assessment is primarily based on boundary layer wind tunnel testing of a physical scale model, based on details of the Blocks H RMA issued by the design team.
- 5.28 A wind mitigation workshop was carried out in December 2022 (see Appendix 1.6). Mitigation measures were developed during the workshop in the wind tunnel to refine the landscaping and localised building design features, responding to the potential wind effects and the proposed pedestrian and occupant activities. This primary resultant design measures (i.e., embedded mitigation) was included within the Blocks H RMA design and are outlined below and where design to address minor adverse effects identified by the October 2017 ES.
- 5.29 At ground level:
- Semi-mature trees, ranging in heights from ~4½ m to ~6 m, of a deciduous species with substantial retained solidity in winter (i.e. significant canopies with numerous branches), distributed across the public square and along the pedestrian routes within the Site.
- 5.30 At roof-top terrace levels:
- ~3 m high, deciduous, multi-stem trees distributed across each terrace;
 - ~1.5 m high hedging or tall shrubs:

- across the western and eastern sides of the H1 terrace;
- across the centre of the H1 terrace;
- across the western side of the upper H2 / H3 terrace;
- 2.0 m high, 50% porous, screens (e.g. mesh with climbing plants):
 - across the western and eastern sides of the H1 terrace;
 - across the western side of the upper H2 / H3 terrace;
- 1.5 m high, 50% porous, screens separating the private and communal spaces at the western corners of the lower H2 / H3 terrace; and
- 1.2 m solid balustrade around the perimeter of the H1 terrace.

5.31 Following the testing in December 2022, the scheme design changed with an increase in heights of Building H2 and the connecting block between H2 and H3 by two storeys. Sensitivity checks on the wind tunnel results was undertaken which showed that the increase in pedestrian level wind speeds required to have a material effect on the suitability of conditions is significantly larger than would typically be expected to result from a two-storey increase in building heights. As such, the height increase is not considered to materially affect the suitability of pedestrian level wind conditions for existing and proposed activities and the conclusions of the wind tunnel assessment are considered to remain valid.

5.32 With the above mitigation measures outlined within paragraph 5.29 and 5.30 embedded within the design, the Blocks H RMA has no significant impact on wind conditions with regards to pedestrian safety. In terms of pedestrian comfort, with respect to wind force, thoroughfares within and alongside the Site are suitable for pedestrian access to, and passage through or past, the Blocks H RMA. All entrances to the Blocks H RMA are expected to enjoy suitable conditions for pedestrian ingress / egress. Bus stops along Silsoe Road enjoy suitable conditions for awaiting a bus. Recreational spaces generally enjoy suitable conditions for planned activities, including outdoor seating along much of the building frontages around the public square.

5.33 The Blocks H RMA is therefore considered to be in accordance with the conclusions of the October 2017 ES.

Townscape, Heritage and Visual Amenity

5.34 The THVIA assessment, presented in the October 2017 ES, was based on the outline maximum parameter plans, as this was representative of the most likely conditions for the Completed Development.

5.35 The October 2017 ES assessment concluded that with the exception of Alexandra Palace, impacts on all other heritage assets were assessed as either beneficial, ranging from moderate to minor, or neutral. The impact on the setting of Alexandra Palace (Grade II Listed Building) was assessed as moderate, neutral, and the impact on Alexandra Park (Registered Park and Garden and CA) was assessed as moderate, beneficial.

5.36 The October 2017 ES assessment did identify views 7 (Entrance to Downhills Park) and 10 (Watermead Way railway bridge), as having the potential to produce minor adverse effects (not significant in EIA terms) by partially obscuring views of Alexandra Palace which needed to be considered further during the detailed design stage in relation to Development Zones H and G.

5.37 An THVIA Assessment, dated August 2023, was carried out by Tavernor (see appendix 1.7) which remodelled 8 viewpoints previously tested within the October 2017 ES using the building height parameters for the Blocks H RMA. The THVIA assessment found that view 10 remained similar to the

findings of the October 2017 ES, albeit a reduction in the scale of the effect to this view, with the effects of the other 7 views remaining unchanged in comparison to those assessed in the October 2017 ES. All effects on heritage assets remain unchanged from the October 2017 ES.

- 5.38 The Blocks H RMA is therefore considered to be in accordance with the conclusions of the October 2017 ES, with no changes to or additional mitigation measures deemed necessary.

6 Conclusion

- 6.1 This FIR presents the results of the review by Quod of the Blocks H RMA proposals against the findings of the October 2017 ES. The review concludes that the detailed design proposals for the Blocks H RMA would not give rise to new or materially different environmental effects from those identified in the October 2017 ES, with no changes to or additional mitigation measures deemed necessary. There have been no significant changes in baseline conditions or other committed developments which could affect the findings of the assessments.
- 6.2 The October 2017 ES is therefore considered to remain valid for the purposes of decision making with regard to the Blocks H RMA and no further information is considered necessary under the 2011 EIA Regulations.

APPENDIX 1.1: DEVELOPMENT SPECIFICATION DOCUMENT (REV C)



DEVELOPMENT SPECIFICATION REV
C

CLARENDON GAS WORKS, WOOD
GREEN

ST WILLIAM HOMES LLP

May 2021

Our Ref: Q60483

Contents

1	INTRODUCTION	2
2	FACTUAL	5
3	THE PROPOSAL	16
4	CONTROLLING DOCUMENTS	22

Documents

Document 1:	Red Line Planning Application Boundary
Document 2:	Outline and Detail Planning Application Boundary
Document 3:	Illustrative Masterplan and Hybrid Boundary Overlay
Document 4:	Parameter Plans 1 to 7
Document 5:	Detailed drawings for Access to the Basement Car Park (Outline Component)

Tables

Table 2.1 – Existing Floorspace.....	14
Table 3.1 – Planning Application - Proposed Use and Amount of Development	17
Table 4.1 – Parameter Plans.....	22

Figures

Figures 2.1 – Planning Application	5
Figures 2.2 – Planning Application (Detailed and Outline Components)	6
Figure 2.3 – The Illustrative Masterplan.....	8
Figure 2.4 – The Planning Application Quarters.....	9

1 INTRODUCTION

- 1.1 This Development Specification (Rev C) has been prepared by Quod on behalf of St William Homes LLP ("St William") to support its hybrid planning application ("the Planning Application") to the London Borough of Haringey ("Haringey") and Greater London Authority ("GLA") in respect of the redevelopment of the former Clarendon Gas Works and Adjacent Land, known as CGW ("the Site").
- 1.2 The Planning Application is submitted in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as in force immediately before its revocation by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017) (the "EIA Regulations"). The Planning Application is therefore an Environmental Impact Assessment ("EIA") planning application.
- 1.3 The Site comprises 4.75ha hectares of previously developed land. The Site is located on the western boundary of the Wood Green Metropolitan Town Centre.
- 1.4 This Site is bound by Coburg Road; Silsoe Road; Brook Road, and Hornsey Park Road to the north and east. Mary Neuner Road, which runs through the Site, joins Western Road which forms the north western boundary of the site in addition to the Kings Cross / East Coast Mainline railway embankment to the west.
- 1.5 The Site comprises brownfield previously developed land. It comprises the former National Grid Clarendon Road Gas Works; Unit 1-5 of the Olympia Trading Estate; and No.57-89 Western Road.
- 1.6 The Site is currently under-utilised and the majority of buildings, given their age and deteriorating condition, are considered to have little, if any, potential for re-use. The Site therefore offers a significant regeneration opportunity which can include a significant proportion of commercial floorspace supported by local, regional and national planning policy.
- 1.7 The Site is allocated for redevelopment.
- 1.8 It sits within the adopted Haringey Local Plan (2017) Wood Green Growth Area, Regeneration Area and within a Location Suitable for Tall Buildings. The Site is subject to two adopted Local Plan (2017) site allocations. Site Allocation SA22 Clarendon Square covers the majority of the Site and allocates

the Site for employment and residential, a new urban square, and town centre uses which complement the retail offer in Wood Green Metropolitan Town Centre. Site Allocation SA24 North West of Clarendon Square allocates the Site for redevelopment with new high density employment-led mixed use development with residential.

- 1.9 The Site is also allocated for development within the emerging Haringey Wood Green Area Action Plan (“Drat AAP”). The AAP allocates the Site as Site Allocation SA18 Clarendon Road for comprehensive mixed use development, including new employment, residential, and a new urban square with ancillary retail centre uses. It proposes a development capacity of 1,610 residential units, 14,091m² commercial floorspace and 7,046m² town centre floorspace.
- 1.10 The London Plan designates Haringey Heartland/Wood Green as an Area of Intensification with potential to deliver approximately 2,000 new jobs and 1,000 new homes as part of a mixed use redevelopment. Within Table A1.2 Intensification Areas No.40 it specifically refers to the “mixed use regeneration” at Clarendon Road gas works.
- 1.11 The Site also falls within the London Plan emerging Wood Green Opportunity Area.
- 1.12 Adopted and emerging planning policies promote the redevelopment of the Site and expect it to contribute significantly to employment, housing and retail policies within Wood Green and Haringey through a comprehensive mixed use redevelopment.
- 1.13 This Planning Application responds directly to development plan policy, as well as national policy set out within the National Planning Policy Framework (“NPPF”) (2012) supported by Planning Practice Guidance.
- 1.14 The Planning Application will materialise regeneration objectives for Wood Green and also complement development proposals within the surrounding area.
- 1.15 The submission of this Planning Application follows extensive pre-application consultation with Haringey Council, the GLA, the Quality Review Panel (“QRP”), and other key stakeholders. A comprehensive public consultation exercise has been undertaken by StWilliam.
- 1.16 The Planning Application is submitted as a ‘hybrid’ seeking outline planning permission for the “Northern, Eastern and Western Quarters”, and detailed planning permission for the “Southern



Quarter”. Outline information is provided for the “Northern, Eastern and Western Quarters” with access, appearance, landscaping, layout and scale reserved for approval at reserved matters stage. The only detail submitted for approval, at this stage, within the outline component is the vehicular access into the basement car park from Mary Neuner Road and Western Road.

- 1.17 The purpose of this Development Specification is to define and describe the principal components of the Planning Application, including the form and content, as well as the parameters for the subsequent design and submission of reserved matters applications.
- 1.18 These details have informed the EIA and other assessments which have been undertaken in support of the Planning Application.
- 1.19 As a controlling document, the Development Specification should be read alongside the detailed Planning Application drawings, the Design Code and the Parameter Plans.

2 FACTUAL

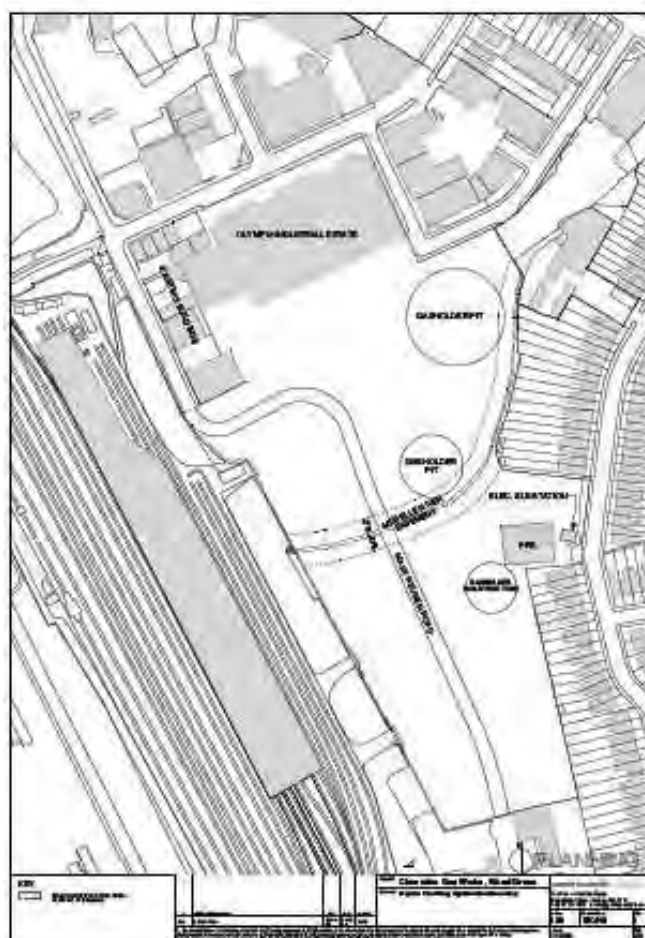
2.1 The fundamentals of the Planning Application are discussed below.

a) **Planning Application Boundary**

2.2 The extent of works that planning permission is applied for are identified by 'the red line' Planning Application boundary below. The Red Line Boundary includes all land necessary to carry out the proposed works.

2.3 The Application boundary reflects St William's land ownership and third party interests as detailed below at Figure 2.1, and included at full at **Document 1**.

Figure 2.1 – Planning Application



- 2.4 The red line excludes Western Road; Coburg Road; Penstock Foot Tunnel; Silsoe Road; Brook Road, and Hornsey Park Road. It also excludes the Pressure Reduction System and access to it which is being delivered by National Grid under a separate planning permission.
- 2.5 Off-site highway works in respect of public realm improvements or highway works will be secured by a legal agreement and delivered through a s.278 Agreement or similar agreement.
- 2.6 Indicative s.278 highway works drawings have been prepared by Vectos and submitted with the Planning Application to define their extent and costs.

b) Planning Application (Detailed and Outline Components)

- 2.7 Land which is subject to the detailed and outline components of the Planning Application is defined below at Figure 2.2 below, and included at full at **Document 2**.

Figure 2.2 – Planning Application (Detailed and Outline Components)



- 2.8 Detailed planning permission is sought for works to the south in purple, and outline planning permission is sought for land to the north in orange. The existing Mary Neuner Road is shown in shadow and will be realigned as part of the Planning Application proposal.

c) The Illustrative Masterplan

- 2.9 The detailed component of the Planning Application is fixed by virtue of the detailed drawings and accommodation schedule.
- 2.10 The outline component is not fixed but subject to specific development controls which comprise the Parameter Plans, Design Code and the Use and Amount of Development set out in this Development Specification (the “Controlling Documents”).
- 2.11 To demonstrate that the outline component is deliverable, a development proposal is submitted with this Planning Application setting out one way that the outline component could be delivered at reserved matters stage, informed by the Controlling Documents.
- 2.12 This development proposal is illustrative, but comprises a useful example of how the built form could be delivered. The detailed and outline development component together comprise the “Illustrative Masterplan” for the Site.
- 2.13 The illustrative masterplan is enclosed at Figure 2.3 below and in full at **Document 3**.

Figure 2.3 – The Illustrative Masterplan

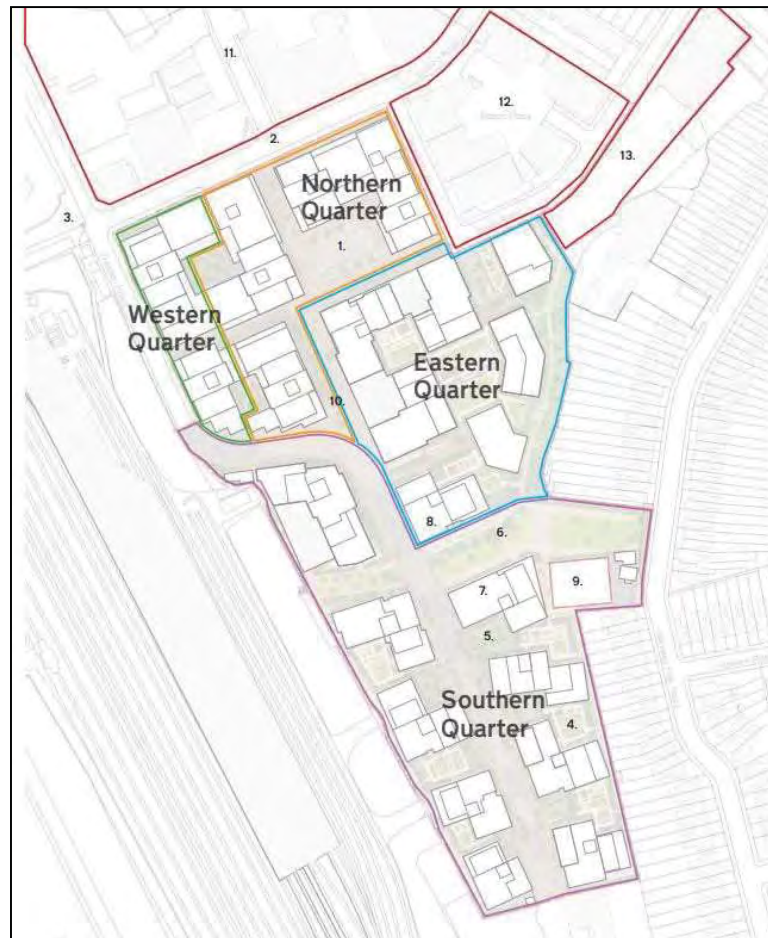


d) The Planning Application Quarters

2.14 The detailed component of the Planning Application is also known as the “Southern Quarter”.

2.15 The outline component is split into the “Western Quarter”; the “Northern Quarter” and the “Eastern Quarter” as defined in Section 5 of the Design and Access Statement, and indicated below at Figure 2.4.

Figure 2.4 – The Planning Application Quarters



2.16 The Quarters inform the Development Zones within the outline component of the Planning Application. The Eastern Quarter comprises Development Zone D and E. The Northern Quarter comprises Development Zone F, G and H. The Western Quarter comprises Development Zone J. The zones are discussed further in Section 4 of this Development Specification.

e) Matters “Reserved” for the Outline Component of the Application

2.17 The Town and Country Planning (Development Management Procedure) (England) (Order) 2015 (“DMPO”) sets out the requirements and information that needs to be provided in support of both outline and full planning applications. Further guidance is also provided in the National Planning Policy Guidance (NPPG) (published by the Government in March 2014).

- 2.18 Article 5(1) of the DMPO explains that “where an application is made to the local planning authority for outline planning permission, the authority may grant permission subject to a condition specifying reserved matters for the authority’s subsequent approval”.
- 2.19 In accordance with the DMPO definitions Article 2(1) DMPO (as set out in italics below), the following matters will be reserved for future approval.
- 2.20 **‘Layout’** – *the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.* The Planning Application will seek approval of broad development zones; key spaces and routes as set out in the Parameter Plans. The Design Code will provide more detailed guidance on how buildings should be laid out in future reserved matters.
- 2.21 **‘Scale’** – *the height, width and length of each building proposed within the development in relation to its surroundings.* The Planning Application seeks approval for maximum and minimum building heights shown on the Parameter Plans in AOD.
- 2.22 **‘Appearance’** – *the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.* The Design Code has been prepared to guide the appearance of buildings within future reserved matters applications.
- 2.23 **‘Landscaping’** – *the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.* The outline component of the Planning Application will seek approval for landscaping within the Design Code. This establishes the design principles and guidelines to be applied at the reserved matters stage.
- 2.24 **‘Access’** – *the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. NB. the application for outline planning permission must state the area or areas where access points to the development proposed will be situated.* Two points of access are

submitted in detail as part of this Planning Application. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.

f) Planning History of the Site

2.25 It is considered necessary to summarise the planning history of the Site as this is a material consideration for the determination of the Planning Application. It establishes an important baseline known as “the Consented Scheme”.

2.26 National Grid and the London Development Agency obtained outline planning permission (ref HGY/2009/0503) on the 21st March 2012 (the “2012 Permission”) for the following development at Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road, Clarendon Road and the Kings Cross / East Coast Mainline:-

“Outline planning application for demolition of existing structures and redevelopment to provide a residential led, mixed-use development, comprising between 950 to 1,080 residential units (C3); with 460sqm to 700sqm of office uses (B1); 370sqm to 700sqm of retail/financial and professional services uses (A1/A2); 190sqm to 550sqm of restaurant/cafe/drinking establishment uses (A3/A4); 325sqm to 550sqm of community/assembly/leisure uses (D1/D2); new landscaping, public and private open space, and energy centre, two utility compounds, up to 251 car parking spaces, cycle parking, access and other associated infrastructure works.”

2.27 The permission is subject to 71 planning conditions, a section 106 legal agreement and an Environmental Impact Assessment. This planning permission was approved prior to the current adopted Haringey Local Plan: Strategic Policies (March 2013) and the London Plan (March 2015). It was approved prior to the new growth objectives proposed by the AAP.

2.28 The planning permission was granted before the adoption of Mayoral CIL and Haringey Borough CIL and is therefore not chargeable development within the meaning of the CIL Regulations and incurs no CIL liability.

2.29 The 2012 Permission was subsequently amended by planning permission HGY/2013/2455 dated 7th April 2014, under section 73 of the Town and Country Planning Act 1990 (the “2014 Permission”). Accompanied by an ES Addendum (the ‘2013 ES Addendum’) the application related to phasing and facilitating the early delivery of the enabling “Site Preparation Works” including the dismantling of the gas holders was granted in April 2014 (the ‘2014 Permission’). The 2014 Permission allowed the

demolition, site preparation and construction of two utility compounds (containing Pressure Reduction Stations (PRS)) in advance of the submission of reserved matters applications for the wider scheme and other pre-commencement conditions. The description of development is set out below.

“Variation of conditions to existing planning permission HGY/2009/0503 is now being sought as follows "Site Preparation Works" to include "demolition of (including the removal of the gas holders and remediation works but excluding the Olympia Trading Estate), surveys, site clearance, works of archaeological or ground investigations or remediation, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, temporary estate roads and erection of the "Pressure Reduction Stations" and variation of conditions to allow for such works to be carried out prior to the submission of detailed reserved matters applications and for phased submission of these reserved matters applications".

- 2.30 A further Section 73 application (ref. HGY/2016/0026), which was accompanied by an ES Addendum (the ‘2016 ES Addendum’), sought the relocation of the approved pressure reduction station and further adjusted phasing and the timing for the submission of various details. Planning permission was granted by Haringey on 23rd May 2016 (the ‘2016 Permission’).
- 2.31 An application for reserved matters approval was submitted to Haringey in May 2016 (ref. HGY/2016/1661) pursuant to Conditions 1 and 2 attached to the 2016 Permission. This was granted approval in July 2016. The reserved matters application authorises:

“The submission of reserved matters namely a) Scale b) Layout c) Landscape and d) Appearance comprising a total of 1056 residential homes; 2,500m² (GEA) of commercial floorspace uses A1- A4/ B1/D1; 225 car parking spaces and car club facility; New pedestrian routes; Pressure Reduction Station (PRS); and Landscaping throughout the site including: A tree lined boulevard down Mary Neuner Road; ‘Pocket Park’ off Hornsey Park Road; Public Garden Square; Private residential Courtyard Garden; and Ecological Gardens.”

- 2.32 On 31st March 2016, Haringey granted a Certificate of Lawful Proposed Development (HGY/2016/0543), the effect of which conclusively presumes that the Site Preparation Works will constitute lawful development. It follows that the carrying out of works would lawfully implement either the 2014 Permission or the 2016 Permission.
- 2.33 On the 7th March 2017 a Certificate of Existing Use HGY/2017/0124 was approved confirming that the 2016 Permission had been lawfully implemented through the demolition of the gas holders. The

certificate conclusively proves that the works carried out constitute lawful implementation of the 2016 Permission. The effect of this is that the 2016 Permission is now safe from expiry and could be built out at any point in the future.

- 2.34 On the 10th March 2017 a reserved matters application HGY/2016/3859 was approved for the National Grid Pressure Reduction Station.
- 2.35 On the 10th May 2017 reserved matters application ref HGY/2017/0821 was approved which varied the reserved matters pursuant to Building C7 as follows:

“Proposal: The submission of reserved matters namely a) Scale b) Layout c) Landscape and d) Appearance for Building C7 comprising a total of 104 residential homes; and 337sqm (GEA) of commercial floorspace”.

- 2.36 The approved development for the Site as authorised by the 2016 Permission and associated reserved matters approval, is referred to in this report as the “Consented Scheme”. The Consented Scheme enables the following development:-

- Demolition of the 42m (14 storeys) gasholders
- Up to 1,056 residential units (C3) 24.4% of which will be affordable (by habitable room)
- 700sqm Office uses (B1)
- 700sqm Retail/financial and professional services uses (A1/A2)
- 550sqm Restaurant/cafe/drinking establishment uses (A3/A4)
- 550sqm Community/assembly/leisure uses (D1/D2)
- Up to 251 car parking spaces including 60 disabled spaces
- Buildings up to 10 storeys in height
- Remediation works
- Erection of the Pressure Reduction Stations

2.37 This planning permission has been implemented and comprises a lawful development baseline at the Site. This baseline is a material consideration that must be considered in the determination of this Planning Application.

2.38 There is no relevant planning history to land at Western Road/Western Quarter.

g) The Baseline Position

2.39 The Consented Scheme establishes a baseline at the Site. The following development will be delivered under this permission:-

- Demolition of the gasholders
- Remediation works to an industrial standard
- Erection of the Pressure Reduction Stations
- Erection of Building C7 (identified as Building C1 on the new masterplan)

2.40 This baseline excludes land at “Western Road” which was not formally part of the Consented Scheme application boundary.

h) Existing Floorspace

2.41 Table 2.1 provides details of the existing floorspace on the Site. 8,116m² (GIA) of existing floorspace will be demolished on site.

Table 2.1 – Existing Floorspace

Existing Use	Demolished/Infill	Total (sqm)
Olympia Trading Estate (Sui Generis)	Demolished	5,850m ² (GIA)
57-89 Western Road Western Road (Class B1/B2)	Demolished	2,266m ² (GIA)
Gasholder Pit No. 1 (Sui Generis)	Infill/Re-Use	2,150m ² (GIA)
Gasholder Pit No. 2 (Sui Generis)	Infill/Re-Use	850m ² (GIA)



2.42 There are two gasholder Pits on the Site which fall under the outline component of the Planning Application. These are holes in the ground left following the demolition of the gasholders. These holes will either be reused for commercial operations or infilled with building materials. The detailed feasibility of this will be resolved at the reserved matters stage albeit their scope for re-use has been enshrined in the Parameter Plans and Use and Amount within Section 3 of this Development Specification.

3 THE PROPOSAL

- 3.1 The Planning Application seeks detailed and outline planning permission for the areas outlined in Document 2.

a) **Description of Development**

- 3.2 Planning permission is sought for the following:

Hybrid planning permission:-

Hybrid planning permission (part Outline, part Detailed) for the demolition of Olympia Trading Estate and Western Road buildings and structures and a phased residential led mixed use development comprising the construction of buildings across the site to include the following 178,300sqm GEA Use Class C3 Residential; 7,500sqm GEA Class B1 Business; 1,500sqm to 3,950sqm GEA Class A1-A4; 417sqm GEA Class D1 Day Nursery; and up to 2,500sqm GEA Class D1/D2 Leisure; New Basement Level; Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.

Outline Permission is sought for 118,150sqm Class C3 Residential; 7,168sqm to 7,500sqm Class B1 Business Use; 1,500sqm to 3,950sqm Class A1- A4;; and up to 2,500sqm Class D1 and D2 Leisure Use;; associated cycle and car parking provision; new basement level; energy centres; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. Appearance, Landscaping, Layout, Scale and Access are Reserved Matters. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.

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

This application is accompanied by an Environmental Impact Assessment.

- 3.3 An informative will be attached to the permissions to define Site Preparation Works as follows
“Demolition of buildings and structures, surveys, site clearance, works of archaeological, ground investigation, remediation and Gasholder pit infill, the erection of fencing or hoardings, the provision

of security measures and lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, and temporary estate roads”.

b) Planning Application – Proposed Use and Amount of Development

3.4 NPPG Paragraph: 034 Reference ID: 14-034-20140306 states that - ***Information about the proposed use or uses, and the amount of development proposed for each use, is necessary to allow consideration of an application for outline planning permission.***

3.5 The “use and amount of development” of the Planning Application which comprises the detailed and outline component is set out at Table 3.1 below.

Table 3.1 – Planning Application - Proposed Use and Amount of Development

Planning Application - Proposed Use and Amount of Development	
Use	Amount GEAm ²
Class C3 Residential	178,300m ² (and no less than 1714 homes)
Class B1 Employment	7,500m ² (of which no less than 1,500m ² of Class B1(c))
Class A1-A4	1,500m ² - 3,950m ² (of which no more than 2,500m ² of Class A1 Retail)
Class D1 Day Nursery	417m ²
Class D1&2 Leisure	Up to 2,500m ² (includes 251m ² Class D2 Performance Space, with the residual to be accommodated in the Gasholder Pit should it be deemed feasible at Reserved Matters stage)
Basement	22,750m ² (GIA)
Energy Centre North (Outline)	1,400m ² (GIA)

Notes:

- 1 All figures are gross external areas unless where stated.
- 2 The floorspace figures exclude external or rooftop plant.
- 3 The floorspace figures include the maximum floorspace that would be permitted under the Planning Application.
- 4 The floorspace figures do not include any public, private, communal or child play space/amenity.
- 5 The floorspace figures exclude interim works undertaken during the course of the phased build out of this development and relate only to the completed development.
- 6 There will be no more than 2,500m² Class A1 Retail.
- 7 The maximum basement floorspace does not include the existing Gasholder Pits which might be reused rather than infilled, albeit uses at this stage are unknown.
- 8 The Uses above will be delivered across the ground floor and above with ancillary use within the basement level.

- 3.6 Table 3.1 comprises the use and amount of development to be approved by this Planning Application.
- 3.7 **Class C3 Residential** floorspace will be 178,300m² Gross External Area across the Planning Application.
- 3.8 178,300m² has been informed by the Illustrative Masterplan accommodation. An additional 5% contingency has been included to allow for the detailed design stage and building regulation requirements expected with regards to fire safety. This Planning Application does not seek approval of a maximum number of residential units, only floorspace.
- 3.9 Residential floorspace within the detailed application will be prevalent across the ground floor plane except within Buildings B4 which will accommodate the Class D1 Day Nursery of 417m² and Building C1 (which will accommodate either Class A1-A4 at the ground floor or Class B1 depending on market demand at that time). All residential cores and entrances will exist at ground floor.
- 3.10 Across the outline application the non-residential uses will predominate at ground floor other than for residential cores and entrances. Upper floors will predominantly be residential.
- 3.11 **Class B1 Business** floorspace will comprise 7,500m² Gross External Area across the whole development.
- 3.12 The majority of Class B1 floorspace will be delivered in the outline component through future reserved matters applications. It is expected that a clustering of different types of employment floorspace will be delivered across the range of Class B1 (a), (b) and (c) to promote sustainable economic activities through creative/maker floorspace; intermediate floorspace; and office floorspace that could include HQ style floorspace for Wood Green.
- 3.13 This would include flexibility to accommodate a four storey office development along Coburg Road (within Buildings G and H) should the need arise to provide synergy to Haringey Council aspirations for a new Civic Headquarters alongside the northern edge of Coburg Road. Residential development would be accommodated above the office building.
- 3.14 Class B1 floorspace can be accommodated in Building C1 (detailed component) up to 332m² depending on market demand. This comprises part of the 7,500m² Class B1 total. Actual use of Class B1/Class A1-A4 has been applied for.

- 3.15 There is scope to increase the total amount of employment floorspace at the Site, within the northern quarter, through the installation of mezzanine floorspace. The ground to ceiling heights of the commercial floors have been future proofed within the Design Code to accommodate mezzanines. Mezzanine floors would come forward on an individual basis by future occupiers once their requirements are known.
- 3.16 Table 1 recognises that there will be a minimum of 1,500m² GEA Class B1(c) delivered across the site.
- 3.17 **Class A1-A4** floorspace will comprise between 1,500m² and 3,950m² Gross External Area depending on the final design and market requirements at that time.
- 3.18 The Illustrative Masterplan identifies the ground floor of Building D1 as a possible location for a new south facing Community Café (Class A3) onto the Community Park of 530m² GEA. Similarly the ground floor of Building J2 (280m²GEA) to the north west of the Site has been illustratively identified as a future location for a pub/bar given its ability to draw in afternoon and evening sun, and its important location on the junction opposite Penstock foot tunnel to create activity and animation into the evening.
- 3.19 The new public square will be bound by retail floorspace with the principal southern facing elevations occupied by food and beverage uses to maximise aspect and create activity and animation.
- 3.20 Class A1 Shops, of which there will be no more than 2,500m², will be located along Coburg Road, around the public square, veneering other routes in the northern quarter to create active street frontages. 2,500m² is considered the appropriate quantum of Class A1 Shops which would protect and enhance the vitality and viability of Wood Green Metropolitan Town Centre.
- 3.21 Class A1-A4 floorspace may be accommodated in Building C1 (detailed component) up to 332m² depending on market demand. A dual use of Class B1/Class A1-A4 has been applied for. This comprises part of the 3,950m² Class A1-A4 GEA floorspace total.

- 3.22 The **Class D1 Day Nursery** will be located in Building B4 of the detailed application and comprises 417m².
- 3.23 **Class D2 Leisure** floorspace is proposed up to 2,500m² Gross External Area. The illustrative masterplan indicates that Class D2 Performance Space (251m²) could be accommodated at the ground floor of Building F1. The remaining Class D2 floorspace could be accommodated in the gasholder pits. This floorspace could also comprise a Class D1 health facility.
- 3.24 The **Vehicle Basement** area is measured as Gross Internal Area and comprises up to 21,500m². This includes the two basements either side of Mary Neuner Road within the detailed application, in addition to the basement under the Western, Eastern and Northern Quarter in the outline component.
- 3.25 **Energy Centres Basement (Outline Component)** will comprise 1,400m² of basement area within the outline component of the Planning Application.
- 3.26 The 1,400m² reflects the aspirations of Haringey Council for this Site to accommodate an energy hub to serve the energy needs beyond those specifically required by the Site to include surrounding developments and the Council's new Civic Centre. The specific detail of the energy hub is not yet known as this is reliant on adjacent site developments, albeit the 1,400m² is considered of sufficient size to accommodate the capacity requirement. The energy centre within the Northern Quarter will be delivered through Haringey CIL and be cost neutral to St William.
- 3.27 Should Haringey Council deem that the energy centre is not required, then the 1,400m² will be used for additional car parking (estimated at 45 no. spaces), or for storage, or not built out as a basement area.

c) Interim Works

- 3.28 Interim works are referenced with the description of development for both the full and outline application. In the main they comprise the Site Preparation Works as well as Meanwhile Uses which might occur at the Site, temporary car parking, the erection of temporary buildings, construction of temporary access, temporary highway works, and temporary estate roads.

- 3.29 A planning condition will require “details of interim works to be submitted and approved by the council prior to development of these works”.

d) Western Quarter

- 3.30 The Western Quarter otherwise known as “Land at Western Road” replicates adopted Site Allocation DPD SA24 North West of Clarendon Square and is defined at Figure 2.4 of this Development Specification.
- 3.31 St William have acquired this land from Haringey Council and are obliged as part of the land transaction to deliver a policy compliant level of affordable housing on this land. This comprises 40% affordable housing provision by habitable room with a tenure split of 60% social rent/ affordable rent and 40% intermediate tenure.
- 3.32 St William are also obliged to deliver 2,044m² of commercial floorspace on this land.

4 CONTROLLING DOCUMENTS

- 4.1 The outline component of the Planning Application will be subject to four Controlling Documents.
- 4.2 These comprise this Development Specification (and specifically Table 3.2: Planning Application - Proposed Use and Amount of Development); the Parameter Plans PP1-PP7; the Design Code; and the drawings pursuant to the detailed component of the Planning Application.
- 4.3 The Controlling Documents will inform all future reserved matters applications submitted for the outline component.

a) Parameter Plans ("PP")

- 4.4 The parameter plans will be enforced by the conditions attached to the planning permission.
- 4.5 They establish the key design parameters that future reserved matters applications will be submitted against. The actual plan is only one component of the parameter, with the explanatory text contained below, the other.
- 4.6 As the parameter plans relate only to the submission of reserved matters the area subject to the detailed planning application is removed. The parameter plans are enclosed in full at **Document 4**.

Table 4.1 – – Parameter Plans

Parameter Plan Reference	Subject of Parameter Plan
SK411 – PP1	Outline and Detailed Planning Application Components
SK413 – PP2	Buildings To Be Demolished & Groundworks Infill
SK414 – PP3	Basement Development & Site Levels
SK415 – PP4	Development Zones
SK416 (Rev A) – PP5	Maximum and Minimum Building Extents
SK417 – PP6	Landscape and Open Space
SK418 – PP7	Access and Ground Movement

- 4.7 **Parameter Plan 1: Outline and Detailed Planning Application Components.** This Parameter Plan defines the area to which the reserved matters will be submitted, namely the outline component.

- 4.8 The Parameter Plan, like all of the plans, delineates the Moselle River Easement across the site from east to west and then northwards up to Brook Road. The Moselle Brook Safeguarding zone comprises 8m either side of the culvert. Within this safeguarded zone there will be no buildings.
- 4.9 **Parameter Plan 2: Buildings to be Demolished & Groundworks Infill.** The principal function of the Parameter Plan is to show the existing buildings which will be demolished during the life of the development. These buildings are situated along Coburg Road and Western Road and include the Units 1-5 Olympic Trading Estate (OTE) and 57-89 Western Road.
- 4.10 The demolition of Olympic Trading Estate (OTE) has been previously approved by the Consented Scheme albeit for completeness also forms part of this Planning Application.
- 4.11 The Parameter Plan identifies the two gasholder pits that have been excavated during the demolition and remediation works undertaken by the Consented Scheme. The gasholder pits have yet to be infilled and may be re-used for Class D2 purposes. If not the gasholder pits will be infilled as part of the redevelopment works approved by this Planning Application.
- 4.12 Trees to be removed and retained are also identified within this Parameter Plan. Approximately five Category C are to be removed, with five Category B Hybrid Poplar being retained.
- 4.13 **Parameter Plan 3: Basement Development & Site Levels.** This plan undertakes three functions. First it identifies the existing levels at the Site in AOD. It sets the proposed new ground floor levels at AOD with a degree of tolerance of either +/-1m or +/-2m.
- 4.14 The second function of the Plan is to define the proposed maximum extent of the single storey basement below the northern, western and eastern quarters. This will be used primarily for vehicle and cycle parking. Within the basement is an indicative location of the Energy Centre comprising 800m². The Energy Centre North will be delivered by St William paid for by monies drawn from Haringey's Community Infrastructure Levy as in lieu infrastructure. The exact location of the Energy Centre is not known at this stage. The reason for this is that the detailed layout of the basement, and buildings within the outline component, are dependent on external considerations such as the location of Haringey's new Civic Headquarters which may be located to the north of Coburg Road.

- 4.15 Should the Energy Centre not be delivered then the extent of basement will not be built out; or the area will be utilised for additional car parking (c.45 spaces) or storage.
- 4.16 **Parameter Plan 4: Development Zones.** This Parameter Plan defines the location where development will occur and within which Development Zone for the purposes of future reserved matters applications. Development will comprise buildings as well as public realm.
- 4.17 The northern, western and eastern quarters defined at Figure 2.4 have informed the Development Zones within the outline component of the Planning Application. The Eastern Quarter comprises Development Zone D and E. The Northern Quarter comprises Development Zone F, G and H. The Western Quarter comprises Development Zone J.
- 4.18 Zones D, E, F, G, H and J correspond to the character zones within the Design Code Section 3 Development Zone Codes which will inform detailed design in this location.
- 4.19 Zones H, G and J are bordered by Silsoe Road, Coburg Road, and Western Road, respectively. While Zone E and F are bordered by Mary Neuner Road, and Zone D bordered by Brook Road to the north and residential properties to the east. Zones E and D are border to the south and east, respectively, by the Moselle Brook safeguarding zone.
- 4.20 Zones H, G and J have been pulled back up to 11m from the middle of Coburg Road as agreed with Haringey, denoting that no built form will take place beyond their boundary.
- 4.21 This plan should be read alongside Parameter Plan 5, 6 and 7 which define the extent of public realm, green space and the strategically important primary square as well as primary and secondary pedestrian and cycle routes within the Site.
- 4.22 For each zone, the cubic floorspace shall not exceed 70% of the zones total capacity, except for Zone D which shall be limited to 65%.
- 4.23 **Parameter Plan 5: Maximum and Minimum Building Extents.** This Parameter Plan identifies the maximum and minimum heights of buildings in AODm and the extent of the built form across the ground plane.

- 4.24 The heights of buildings relate to the Development Zones defined by Parameter Plan 4. Development Sub Zones (known as “Development Parcel’s”) are introduced in this Plan (e.g. Development Parcel D1, D2, D3 and D4) to ensure an appropriate variation of height across the Development Zone.
- 4.25 The Plan includes the actual height of the Illustrative Masterplan buildings and the proposed ground level AOD (as detailed on Parameter Plan 3) to provide some context to the Parameter Plan.
- 4.26 The Plan defines the maximum extent of buildings in yellow subject to a tolerance of either +/- 5m or +/- 7m.
- 4.27 Buildings will not be allowed in the white areas as these include strategic areas of public realm, amenity space and views into and out from the development. Similarly strategic gaps are identified as being necessary between buildings in Development Parcel D1, D2, D3 and D4. This is to preserve the amenities of residential properties along Hornsey Park Road. Design Code 3D.3 D.3.1 – D.3.3 provide greater detail on how these gaps are expected to be delivered through reserved matters.
- 4.28 The Plan defines a clear gradation of height from Hornsey Park Road to Coburg Road where the highest point of the development will be located on Coburg Road.
- 4.29 The siting of the tallest elements within Development Parcel H1, 2 and 3; G2 and J3 has been informed through pre-application discussions with Haringey. This includes a detailed townscape and visual impact assessment of local views including Locally Strategic Views of Alexander Palace defined by Figure 2.1 of the Haringey Development Management DPD.
- 4.30 The location of height within the development has also been informed by a daylight, sunlight and overshadowing assessment of existing and residential properties informed by the Illustrative Masterplan.
- 4.31 There will be some instances in Parameter Plan 5 where building heights will be reduced below the minimum levels shown on an incidental basis to ensure an appropriate design context. This might include where a single storey building entrance is a design feature, or include building shoulder heights which cannot be shown on plan form but are referenced within the Design Code.
- 4.32 **Parameter Plan 6: Landscape & Open Space.** This Parameter Plan identifies the type of landscaping and open space expected to be delivered by reserved matters applications.

- 4.33 Each Development Zones must contain a specific form of amenity provision as prescribed by the Plan. This will include public open space; private communal amenity space at grade level; private communal amenity space at roof top level; and doorstep playable space for 0 to 5 year olds.
- 4.34 The form of Landscape and Open Space required has been informed by the play and amenity space requirements of the Illustrative Masterplan and will be tested further at reserved matters stage.
- 4.35 Public open space is to be provided within Development Zones D and H, with additional public space being provided to the east of the Site within the Moselle Brook ecological corridor walk (the “Moselle Walk”) during the day times, with an expectation that this will be gated and secured at night time. Section 4.2.2 of the Design Code defines the design guidelines for Moselle Walk.
- 4.36 The Primary Square is the principal urban public square for the development. It will be located within Development Zone H/G and is indicatively shown on Parameter Plan 5 as white land. The square comprises 1,032m² the design guidelines for which are set out in Section 4.2.3 of the Design Code “Key Space – Public Square”.
- 4.37 As shown on Parameter Plan 7 Access and Ground Movement, key pedestrian routes will converge into and run adjacent to the Primary Square. The Primary Square responds directly to Site Allocation DPD SA22 Clarendon Square which requires “a new urban square” to “establish Clarendon Square as a destination that complements Wood Green Metropolitan Centre”.
- 4.38 This space will function as one of the main pedestrian focal points for the Planning Application, with the potential for occasional events and performances to be held within it. This will support Haringey’s wider programme of cultural events such as concerts, outdoor cinema, local performances and opportunities for local community events.
- 4.39 It is expected that cafés and other commercial uses will surround the Primary Square in order to create an active edge to the space.
- 4.40 The outline component of the permission will provide a segregated pedestrian route running from Mary Neuner Road to Brook Road, with secondary routes joining/leading north and west to Coburg Road and Western Road respectively. This route will be a broad green boulevard with shared pedestrian cycleway.

- 4.41 The Moselle Walk will provide a north to south pedestrian walkaway, from the detailed component to the outline component through the the Community Park, along the eastern Site boundary, between Development Zone D and the rear gardens of properties 63–155 Hornsey Park Road.
- 4.42 Moselle Walk will act as visually enhanced buffer between the outline component and Hornsey Park Road properties. The footpaths within the Moselle Walk are envisaged to be self-bound gravel pathways. The Walk would also include Sustainable Urban Drainage (SuDS) features and contribute to the overall surface water attenuation of the Site.
- 4.43 Private Communal Space is to be provided on the ground floor within Development Zones D and E, with Rooftop Communal Space being provided within Development Zones E, F, H, G and J. This amenity provision will be in addition to private demised amenity space which future residents will benefit from by way of balconies and or terraces.
- 4.44 Doorstep playspace is to be provided within all Development Zones.
- 4.45 The quantum of play space for 0-5 years olds, 6-11 years old and 12+ will be defined at reserved matter stage. The Illustrative Masterplan for the outline component illustrates a requirement of 1,800m² of play space, and 1,930m² is proposed. It is expected that the 0-11 year old play space will be secured on site, supported by existing play and sports facilities in the locality at Wood Green Common and Alexandra Park. 12+ play provision will be delivered off site if necessary.
- 4.46 The Illustrative Masterplan indicates the provision of 18,811m² of amenity space and new public realm for the outline component.
- 4.47 **Parameter Plan 7: Access & Ground Movement.** This Parameter Plan identifies the proposed access points into and out of the site including strategic highway, pedestrian and cycle routes. It defines the hierarchy of these routes and servicing zones.
- 4.48 The Plan identifies the key north-south connection for pedestrians and cyclists. This route is subject to further design guidance at Section 4.2.1 of the Design Code “North South Connection”. It is the principal pedestrian and cycle movement across the site. The primary pedestrian and cycle route is situated between Development Zones H, G, E and F and provides a north south route to and from Coburg Road in the north and Mary Neuner Road in the South.

- 4.49 The main service route for vehicles accessing the outline component will be between Development Zones E/F/H. This route is defined by Parameter Plan 4 as white land. Although primarily a pedestrian route with public open space, it is intended that vehicles will be able to access this route for short periods of time. Access/egress to this route will be from both Brook Road and Mary Neuner Road which ensures that vehicles do not need to reverse in this area.
- 4.50 This route and other key service routes around the Site are subject to further design guidance at Section 4.1.1 of the Design Code “Footways and Secondary Shared Routes”. This includes off-street service areas along Coburg Road, Western Road and Silsoe Road.
- 4.51 In addition to the north-east to south-west route provided by Moselle Walk, a secondary pedestrian and cycle route in an east-west direction is provided between Development Zones H, E, G, F and J to and from Western Road in the west and Brook/Silsoe Road in the east is provided. Two secondary pedestrian routes into Development Zone H to serve the ‘Primary Square’ are also proposed.
- 4.52 A private pedestrian and cycle route between Development Zones D and E to serve residents will provide a north-east to south-west route to and from Brook Road and Mary Neuner Road.
- 4.53 The design and layout of the parking within the basement will be a matter for detailed design and subsequent reserved matters submissions.
- 4.54 Two points of vehicular access are proposed from Mary Neuner Road (Underneath Block E1) and Western Road (Underneath Block J2) into the proposed basement. These are submitted in detail for approval at this Planning Application stage. Access to the basement will be from Western Road and Mary Neuner Road within Development Zones J and E/D, respectively.
- 4.55 The basement covers two distinct areas which may be developed at different times due to land ownership / planning constraints. As a result, both access options are being pursued.
- 4.56 The accesses have been designed to form priority junctions with Western Road and Mary Neuner Road. The access layout Western Road and Neuner Road is enclosed at **Document 5**. This shows that visibility splays in accordance with Manual for Streets based on a 20 mph speed limit can be achieved.
- 4.57 On Mary Neuner Road a raised table will be provided at the point of the access and around the bend to create a slow speed environment. The accesses have been designed in accordance with the advice

set in in the Multi Storey Car Park Design Guide and swept path analysis has been undertaken for standard design vehicles.

b) Design Code

- 4.58 The Design Code will be enforced by a condition attached to the Planning Permission. It sets out design guidance which future reserved matter applications will be submitted against and will need to be in conformity with.
- 4.59 The purpose of the document is to provide clear guidance for the intended form, scale and character of the individual buildings and landscape spaces proposed by the Parameter Plans. It will assist Haringey in assessing detailed design proposals as they come forward. It will also inform the architects commissioned to design individual buildings of the obligations that each building is required to fulfil in terms of design intent.
- 4.60 The Design Code for this Planning Application has been produced by Panter Hudspith and LDA Design. Section 2 of the Design Code contains Site Wide Codes (2.1 to 2.16). Section 3 contains codes specifically related to the Development Zones prescribed by Parameter Plan 4 (3D.1 to 3J.3). Section 4 relates to Public and Private Realm codes. 4.1 provides guidance on Site Wide Principles whilst 4.2 relates to Key Spaces and Routes.

c) Design and Access Statement

- 4.61 The Design and Access Statement will not be a Controlled Document for the purposes of the outline component of the Planning Application as it includes material which cannot be enforced by planning condition.
- 4.62 Notwithstanding this, the Design and Access Statement provides a useful explanation of the background to the Planning Application and design ethos which has informed it. It explains the context and rational to development and the evolution of the design.
- 4.63 The Design and Access Statement contains computer generated images of what the detailed component will look like, and computer generated images of what the outline component could look like.

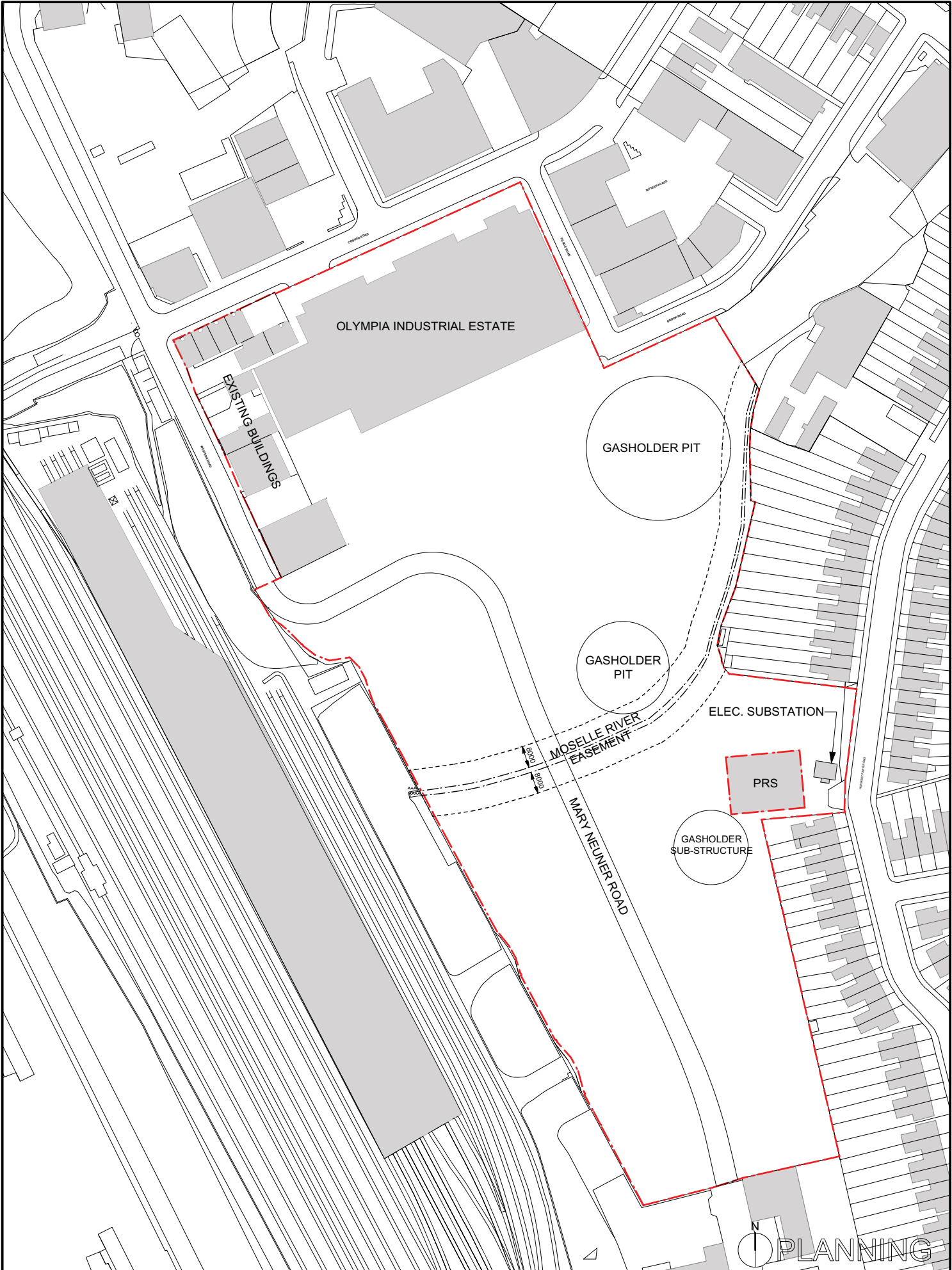
d) Outline Component - Illustrative Masterplan & Accommodation Schedule

- 4.64 Where reference is made to the outline component of the Illustrative Masterplan and Accommodation schedule this is not a Controlling Document. It is submitted to demonstrate one way that the Parameter Plans; Design Code; and Development Specification can deliver development within the outline component.



DOCUMENT 1

RED LINE PLANNING APPLICATION BOUNDARY



KEY



PLANNING APPLICATION AREA:
47,496m², 4.75 hectares

REV	DESCRIPTION	SM	GH	20.10.17
1	ISSUED FOR PLANNING	DRWN	CHKD	DATE

1. Do not scale from this drawing, other than for Planning purposes. 2. All dimensions to be checked on site by the contractor and such dimensions to be his responsibility. 3. Report all drawing errors, omissions and discrepancies to the architect. 4. Where the drawing is in CAD format, it is uncontrolled - only figured dimensions in hard copies and PDFs to be relied upon for checking. 5. All information contained in this drawing is SOLE COPYRIGHT OF PANTER HUDSPITH ARCHITECTS and is not to be reproduced without their permission.

PROJECT **Clarendon Gas Works, Wood Green**
DRAWING **Hybrid Planning Application Boundary**

panter hudspith architects

11th Floor - Hannibal House
Elephant & Castle, London SE1 6TE
t: 020 7701 0575 e: info@panterhudspith.com

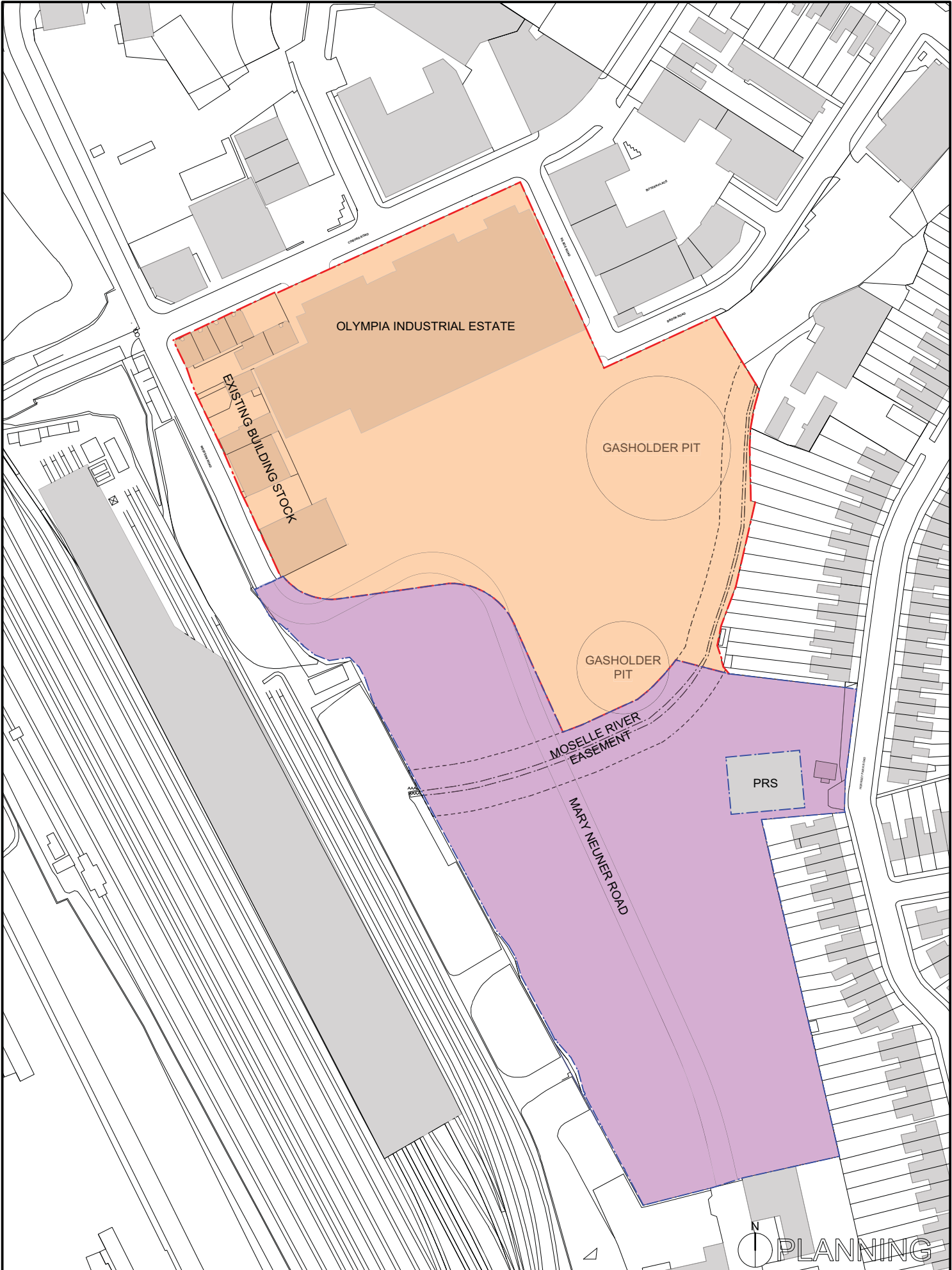
JOB No.	DRAWING No.	REV
439	SK410	1

SCALE **1:1250**
SIZE **A3**



DOCUMENT 2

OUTLINE AND DETAIL PLANNING APPLICATION



KEY

OUTLINE PLANNING APPLICATION BOUNDARY:
24,551m², 2.45 hectares

DETAILED PLANNING APPLICATION BOUNDARY:
22,645m², 2.30 hectares

ISSUED FOR PLANNING		SM	GH	20.10.17
REV	DESCRIPTION	DRWN BY	CHKD BY	DATE
1				

1. Do not scale from this drawing, other than for Planning purposes. 2. All dimensions to be checked on site by the contractor and such dimensions to be his responsibility. 3. Report all drawing errors, omissions and discrepancies to the architect. 4. Where the drawing is in CAD format, it is uncontrolled - only figured dimensions in hard copies and PDFs to be relied upon for checking. 5. All information contained in this drawing is SOLE COPYRIGHT OF PANTER HUDSPITH ARCHITECTS and is not to be reproduced without their permission.

PROJECT **Clarendon Gas Works, Wood Green**

DRAWING **Parameter Plan 1: Outline and Detail Planning Application Area**

panter hudspith architects

11th Floor - Hannibal House
Elephant & Castle, London SE1 6TE
t: 020 7701 0575 e: info@panterhudspith.com

JOB No.	DRAWING No.	REV
439	SK411	1
SCALE	SIZE	
1:1250	A3	



DOCUMENT 3

ILLUSTRATIVE MASTERPLAN AND HYBRID BOUNDARY OVERLAY



DRAFT

KEY

SITE BOUNDARY

DETAIL / OUTLINE APPLICATION BOUNDARY

A1

BLOCK REFERENCE

N

C	Landscape and Roof Plans Updated				
B	Building footprints updated and Application Boundaries shown				
A	Building footprints updated				
	First issued for information				
REV	DESCRIPTION	DRWN	CHKD	DATE	
		BY	BY		

1. Do not scale from this drawing, other than for Planning purposes. 2. All dimensions to be checked on site by the contractor and such dimensions to be his responsibility. 3. Report all drawing errors, omissions and discrepancies to the architect. 4. Where the drawing is in CAD format, it is uncontrolled - only figured dimensions in hard copies and PDFs to be relied upon for checking. 5. All information contained in this drawing is SOLE COPYRIGHT OF PANTER HUDSPITH ARCHITECTS and is not to be reproduced without their permission.

PROJECT

Clarendon Gas Works - Wood Green

DRAWING

Proposed Site Layout Plan - Current

JOB No.

439

SCALE

1:1250

DRAWING No.

SK171

WORK STAGE

C

SIZE

A3

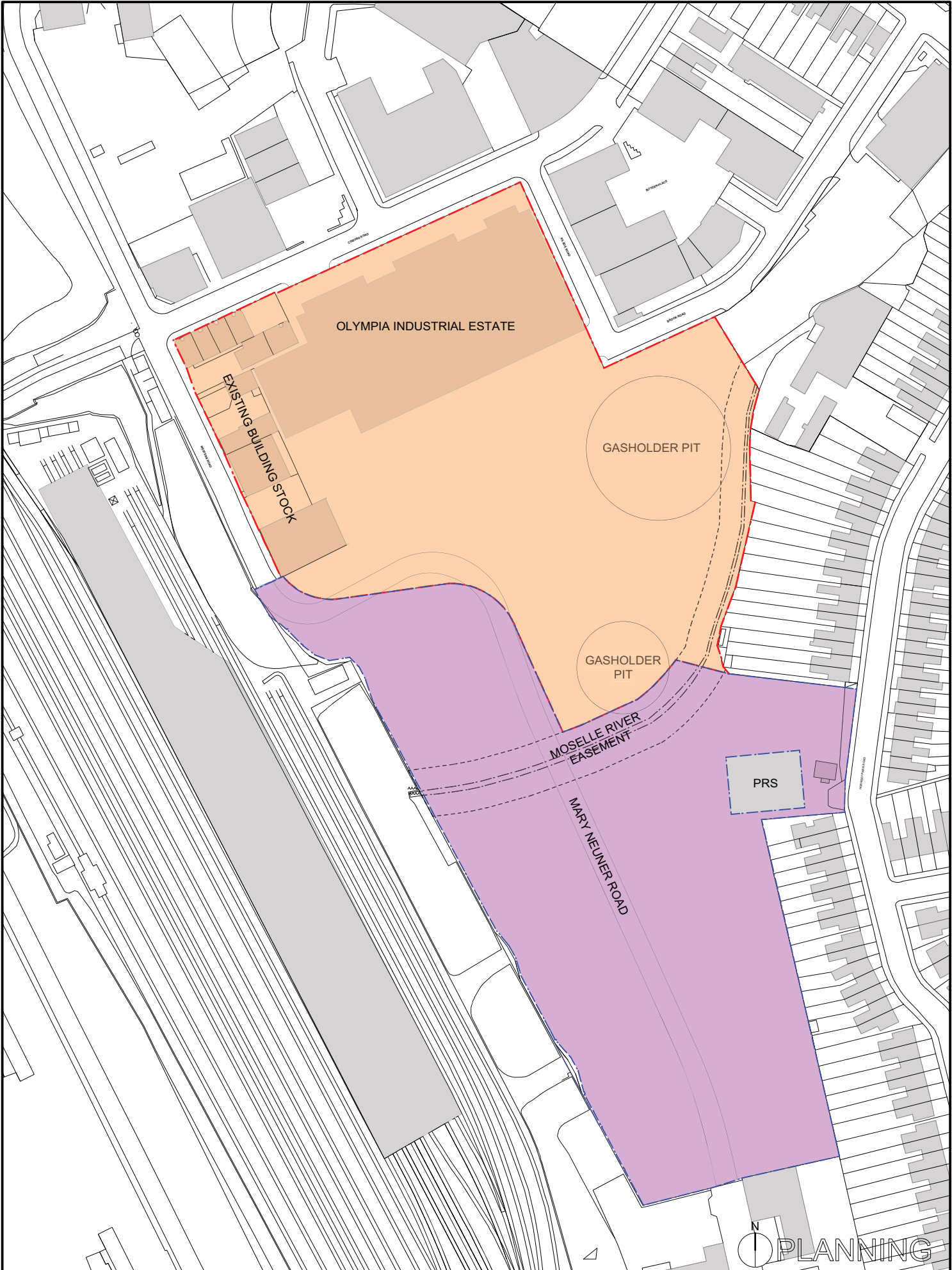
panter hudspith architects

11th Floor - Hannibal House
Elephant & Castle, London SE1 6TE
t: 020 7701 0575 e: info@panterhudspith.com



DOCUMENT 4

PARAMETER PLANS 1 TO 7



KEY

OUTLINE PLANNING APPLICATION BOUNDARY:
24,551m², 2.45 hectares

DETAILED PLANNING APPLICATION BOUNDARY:
22,645m², 2.30 hectares

ISSUED FOR PLANNING		SM	GH	20.10.17
REV	DESCRIPTION	DRWN BY	CHKD BY	DATE

1. Do not scale from this drawing, other than for Planning purposes. 2. All dimensions to be checked on site by the contractor and such dimensions to be his responsibility. 3. Report all drawing errors, omissions and discrepancies to the architect. 4. Where the drawing is in CAD format, it is uncontrolled - only figured dimensions in hard copies and PDFs to be relied upon for checking. 5. All information contained in this drawing is SOLE COPYRIGHT OF PANTER HUDSPITH ARCHITECTS and is not to be reproduced without their permission.

PROJECT **Clarendon Gas Works, Wood Green**

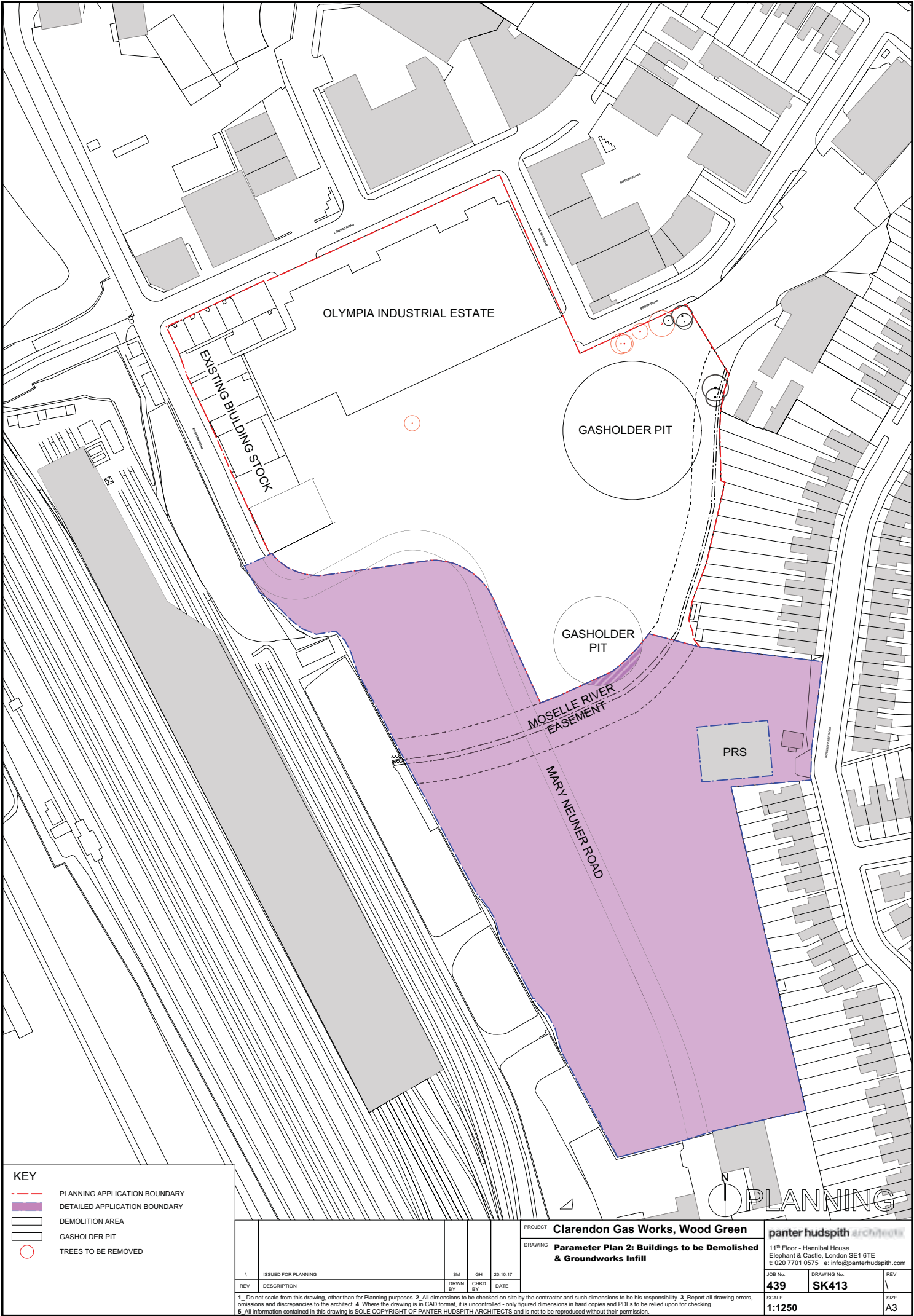
DRAWING **Parameter Plan 1: Outline and Detail Planning Application Area**

panter hudspith architects

11th Floor - Hannibal House
Elephant & Castle, London SE1 6TE
t: 020 7701 0575 e: info@panterhudspith.com

JOB No. **439** DRAWING No. **SK411** REV **1**

SCALE **1:1250** SIZE **A3**



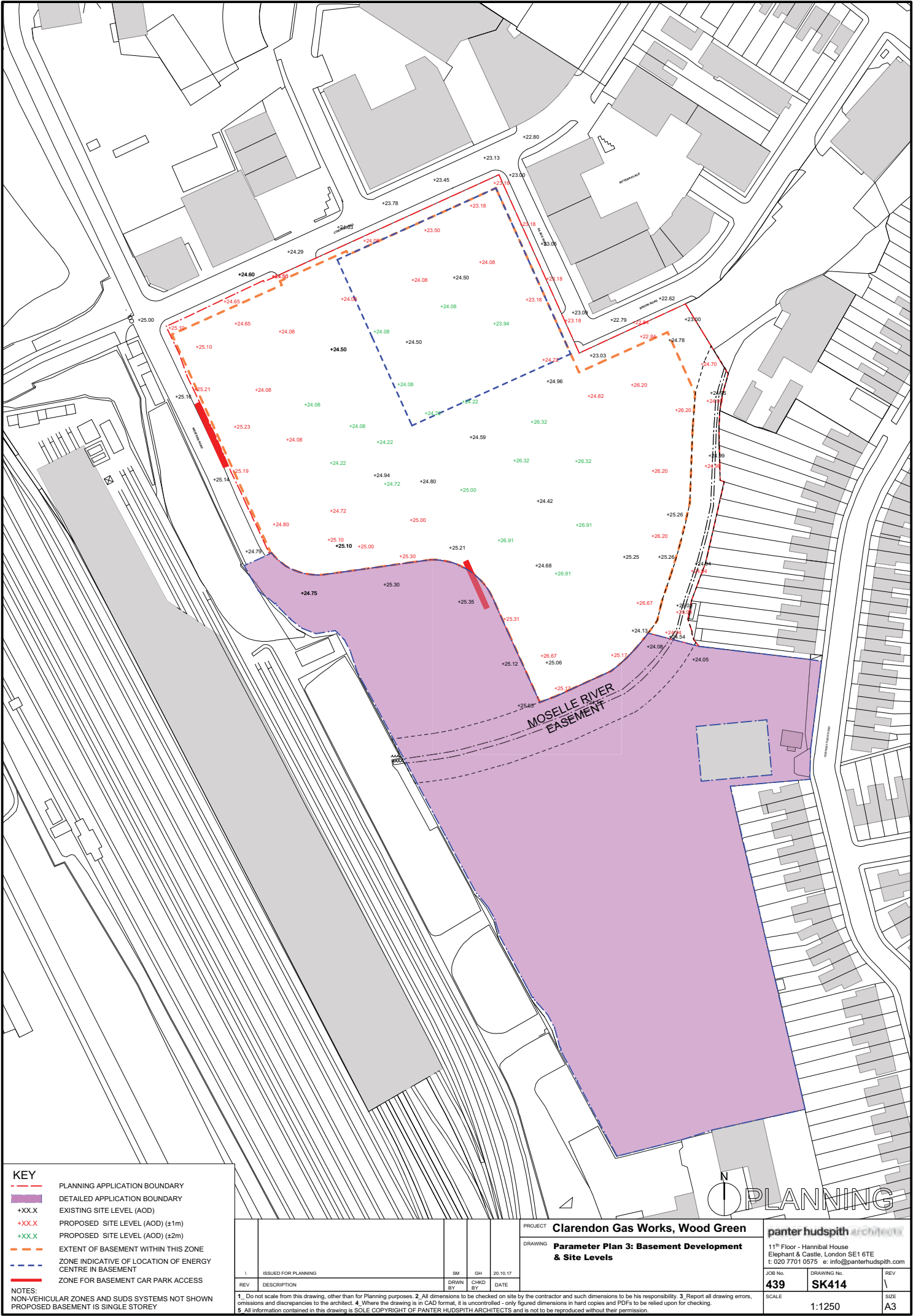
- KEY**
- PLANNING APPLICATION BOUNDARY
 - DETAILED APPLICATION BOUNDARY
 - DEMOLITION AREA
 - GASHOLDER PIT
 - TREES TO BE REMOVED

PROJECT		Clarendon Gas Works, Wood Green	
DRAWING		Parameter Plan 2: Buildings to be Demolished & Groundworks Infill	
ISSUED FOR PLANNING		SM	GH
REV		DRWN BY	CHKD BY
DESCRIPTION		DATE	20.10.17
1 Do not scale from this drawing, other than for Planning purposes. 2 All dimensions to be checked on site by the contractor and such dimensions to be his responsibility. 3 Report all drawing errors, omissions and discrepancies to the architect. 4 Where the drawing is in CAD format, it is uncontrolled - only figured dimensions in hard copies and PDFs to be relied upon for checking. 5 All information contained in this drawing is SOLE COPYRIGHT OF PANTER HUDSPITH ARCHITECTS and is not to be reproduced without their permission.			

panter hudspith architects

11th Floor - Hannibal House
Elephant & Castle, London SE1 6TE
t: 020 7701 0575 e: info@panterhudspith.com

JOB No.	DRAWING No.	REV
439	SK413	1
SCALE	SIZE	
1:1250	A3	



- KEY**
- PLANNING APPLICATION BOUNDARY
 - DETAILED APPLICATION BOUNDARY
 - +XX.X EXISTING SITE LEVEL (AOD)
 - +XX.X PROPOSED SITE LEVEL (AOD) (±1m)
 - +XX.X PROPOSED SITE LEVEL (AOD) (±2m)
 - EXTENT OF BASEMENT WITHIN THIS ZONE
 - ZONE INDICATIVE OF LOCATION OF ENERGY CENTRE IN BASEMENT
 - ZONE FOR BASEMENT CAR PARK ACCESS

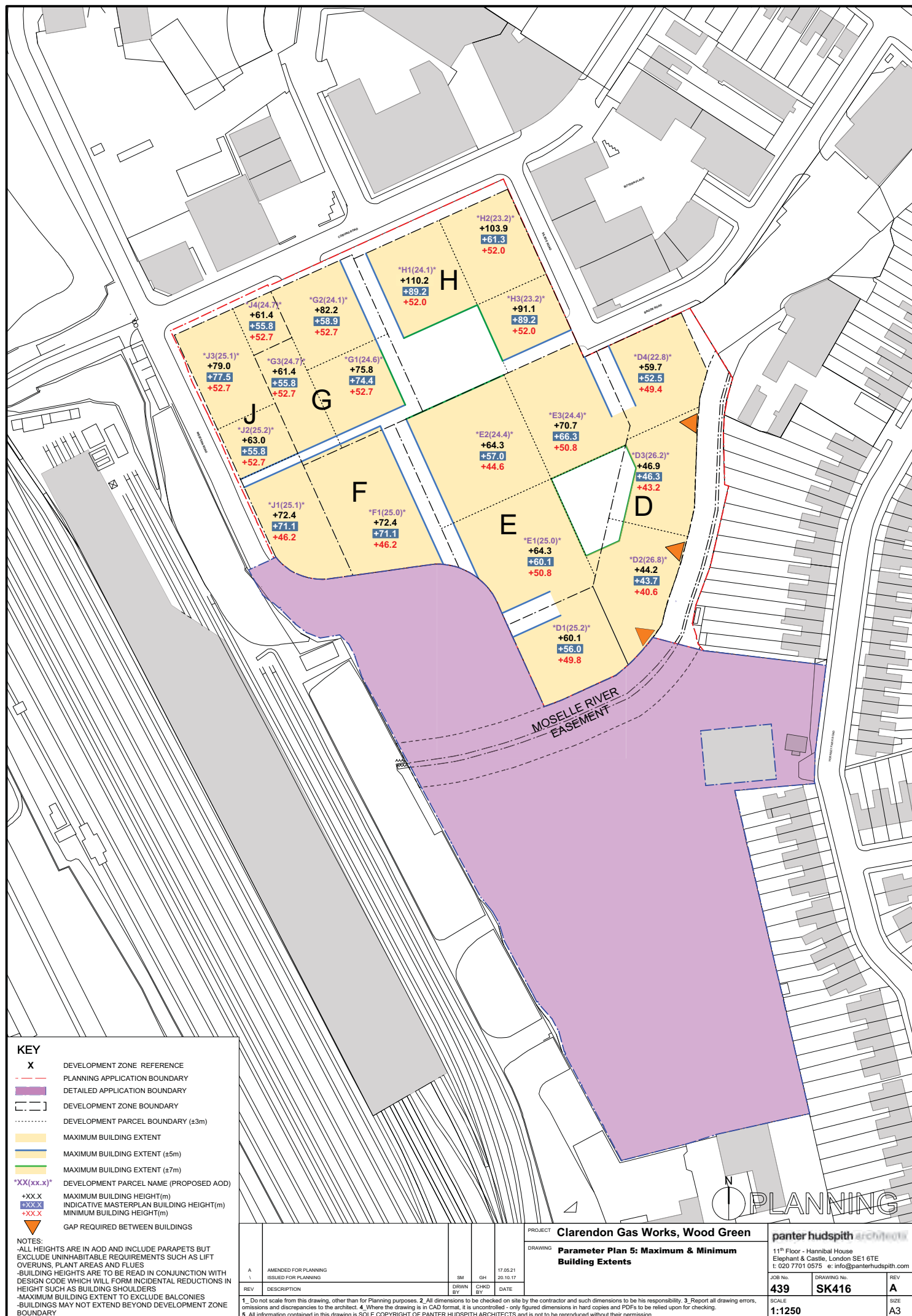
NOTES:
NON-VEHICULAR ZONES AND SUDS SYSTEMS NOT SHOWN
PROPOSED BASEMENT IS SINGLE STOREY

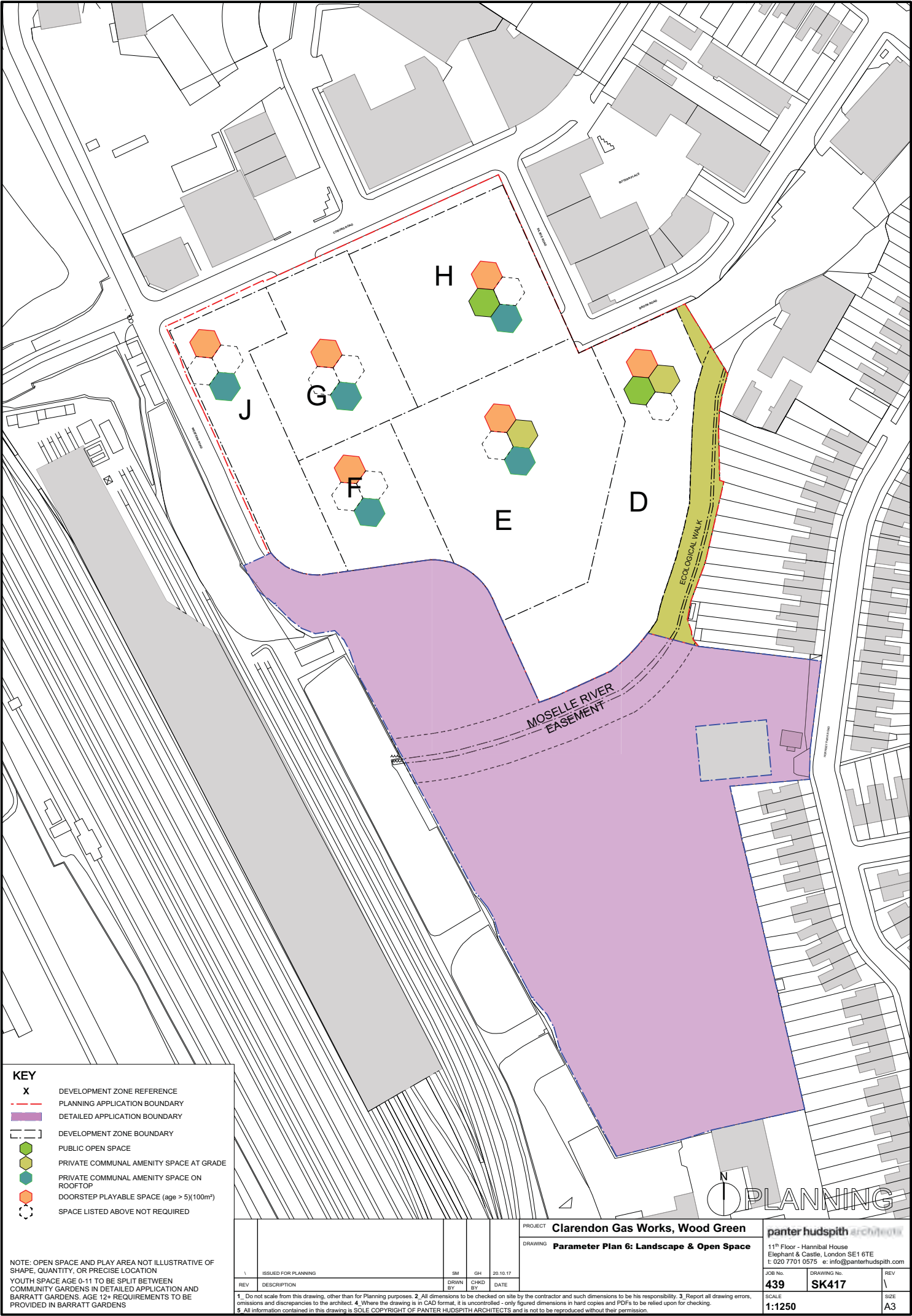
ISSUED FOR PLANNING		SM	GH	20.10.17
REV	DESCRIPTION	DRWN BY	CHKD BY	DATE
1	ISSUED FOR PLANNING			

PROJECT	Clarendon Gas Works, Wood Green
DRAWING	Parameter Plan 3: Basement Development & Site Levels

panter hudspith architects	
11 th Floor - Hannibal House Elephant & Castle, London SE1 6TE t: 020 7701 0575 e: info@panterhudspith.com	
JOB No.	DRAWING No.
439	SK414
SCALE	1:1250
	SIZE A3

1. Do not scale from this drawing, other than for Planning purposes. 2. All dimensions to be checked on site by the contractor and such dimensions to be his responsibility. 3. Report all drawing errors, omissions and discrepancies to the architect. 4. Where the drawing is in CAD format, it is uncontrolled - only figured dimensions in hard copies and PDFs to be relied upon for checking. 5. All information contained in this drawing is SOLE COPYRIGHT OF PANTER HUDSPITH ARCHITECTS and is not to be reproduced without their permission.

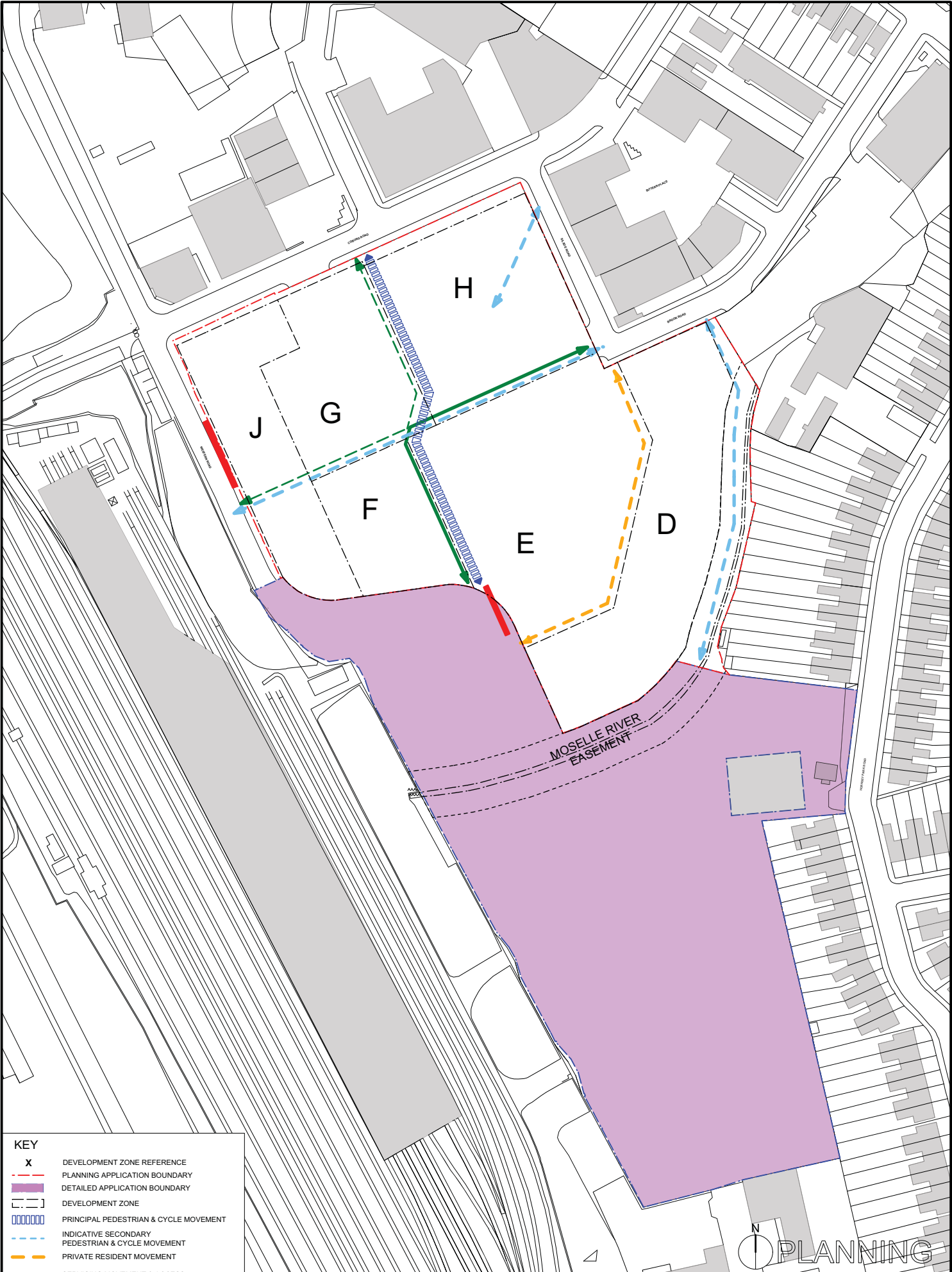




- KEY**
- X DEVELOPMENT ZONE REFERENCE
 - PLANNING APPLICATION BOUNDARY
 - DETAILED APPLICATION BOUNDARY
 - DEVELOPMENT ZONE BOUNDARY
 - PUBLIC OPEN SPACE
 - PRIVATE COMMUNAL AMENITY SPACE AT GRADE
 - PRIVATE COMMUNAL AMENITY SPACE ON ROOFTOP
 - DOORSTEP PLAYABLE SPACE (age > 5)(100m²)
 - SPACE LISTED ABOVE NOT REQUIRED

NOTE: OPEN SPACE AND PLAY AREA NOT ILLUSTRATIVE OF SHAPE, QUANTITY, OR PRECISE LOCATION
YOUTH SPACE AGE 0-11 TO BE SPLIT BETWEEN COMMUNITY GARDENS IN DETAILED APPLICATION AND BARRATT GARDENS, AGE 12+ REQUIREMENTS TO BE PROVIDED IN BARRATT GARDENS

PROJECT		Clarendon Gas Works, Wood Green		panter hudspith architects	
DRAWING		Parameter Plan 6: Landscape & Open Space		11th Floor - Hannibal House Elephant & Castle, London SE1 6TE t: 020 7701 0575 e: info@panterhudspith.com	
REV	DESCRIPTION	SM	GH	JOB No.	DRAWING No.
		DRWN BY	CHKD BY	439	SK417
			DATE		
			20.10.17		
1. Do not scale from this drawing, other than for Planning purposes. 2. All dimensions to be checked on site by the contractor and such dimensions to be his responsibility. 3. Report all drawing errors, omissions and discrepancies to the architect. 4. Where the drawing is in CAD format, it is uncontrolled - only figured dimensions in hard copies and PDFs to be relied upon for checking. 5. All information contained in this drawing is SOLE COPYRIGHT OF PANTER HUDSPITH ARCHITECTS and is not to be reproduced without their permission.					
SCALE				SIZE	
1:1250				A3	



- KEY**
- X DEVELOPMENT ZONE REFERENCE
 - - - PLANNING APPLICATION BOUNDARY
 - DETAILED APPLICATION BOUNDARY
 - DEVELOPMENT ZONE
 - PRINCIPAL PEDESTRIAN & CYCLE MOVEMENT
 - INDICATIVE SECONDARY PEDESTRIAN & CYCLE MOVEMENT
 - PRIVATE RESIDENT MOVEMENT
 - SERVICING MOVEMENT & ACCESS
 - SECONDARY SERVICING MOVEMENT & ACCESS - NON-VEHICULAR
 - ZONE FOR BASEMENT CAR PARK ACCESS

NOTE: EXCLUDES EMERGENCY ROUTES

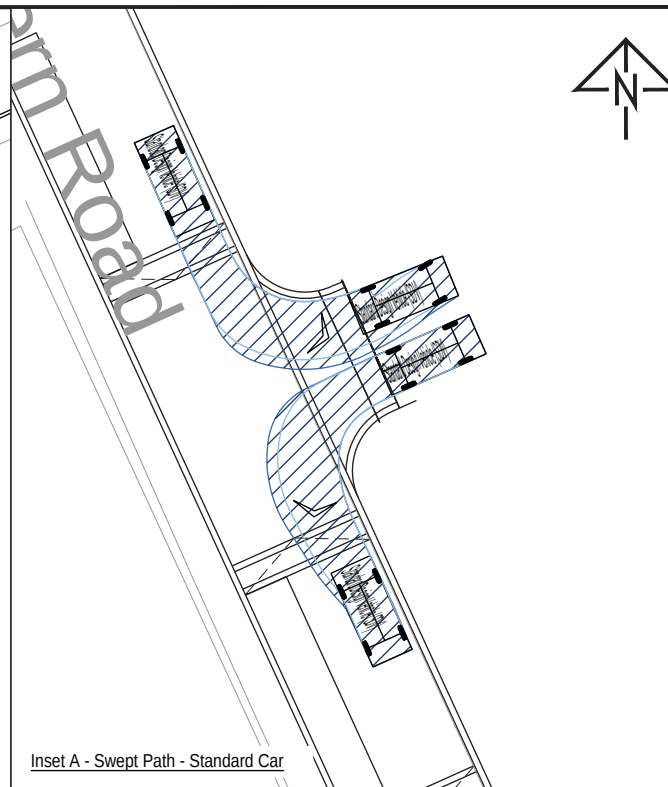
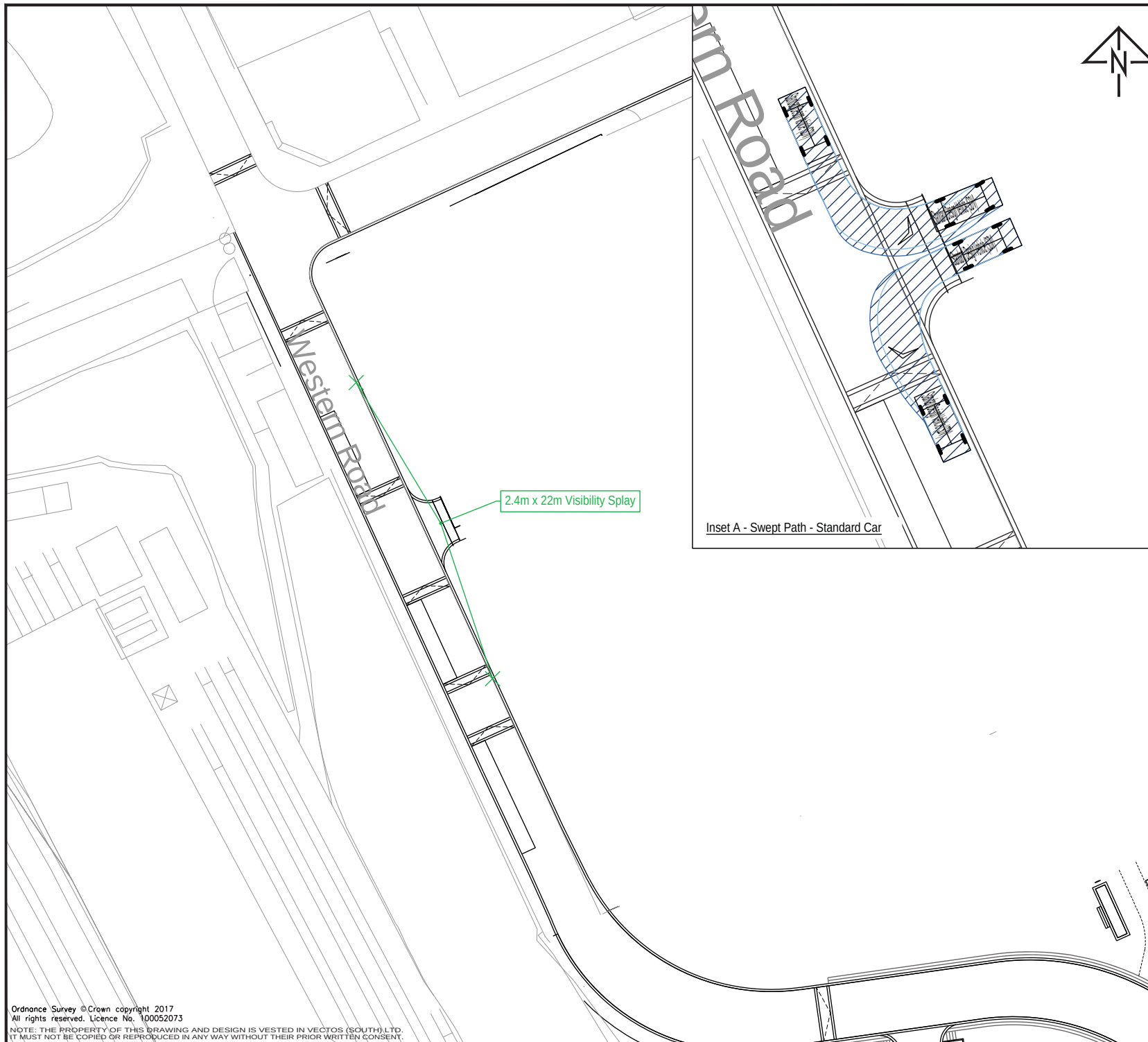
PROJECT				Clarendon Gas Works, Wood Green				panter hudspith architects			
DRAWING				Parameter Plan 7: Access and Ground Movement				11 th Floor - Hannibal House Elephant & Castle, London SE1 6TE t: 020 7701 0575 e: info@panterhudspith.com			
REV				SM				JOB No.			
DESCRIPTION				DRWN BY				439			
				CHKD BY				DRAWING No.			
				DATE				SK418			
								SCALE			
								1:1250			
								SIZE			
								A3			

1. Do not scale from this drawing, other than for Planning purposes. 2. All dimensions to be checked on site by the contractor and such dimensions to be his responsibility. 3. Report all drawing errors, omissions and discrepancies to the architect. 4. Where the drawing is in CAD format, it is uncontrolled - only figured dimensions in hard copies and PDFs to be relied upon for checking. 5. All information contained in this drawing is SOLE COPYRIGHT OF PANTER HUDSPITH ARCHITECTS and is not to be reproduced without their permission.



DOCUMENT 5

DETAILED DRAWINGS FOR ACCESS TO THE BASEMENT CAR PARK (OUTLINE COMPONENT)



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on Panther Hudspeth & LDA Layouts.

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

A	Updated to suit latest layout.	TF	MdC	11.10.2017
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
St William Homes LLP

PROJECT:
Clarendon Gas Works

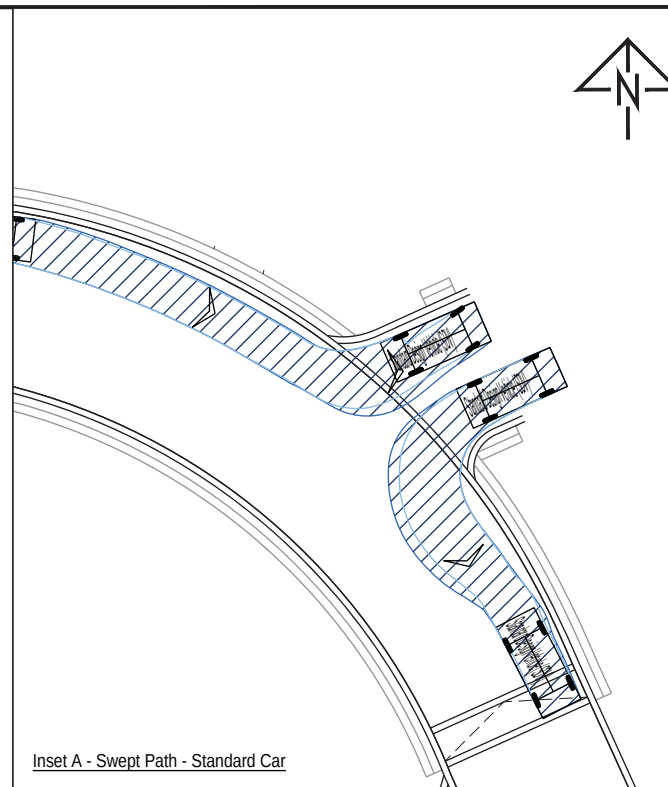
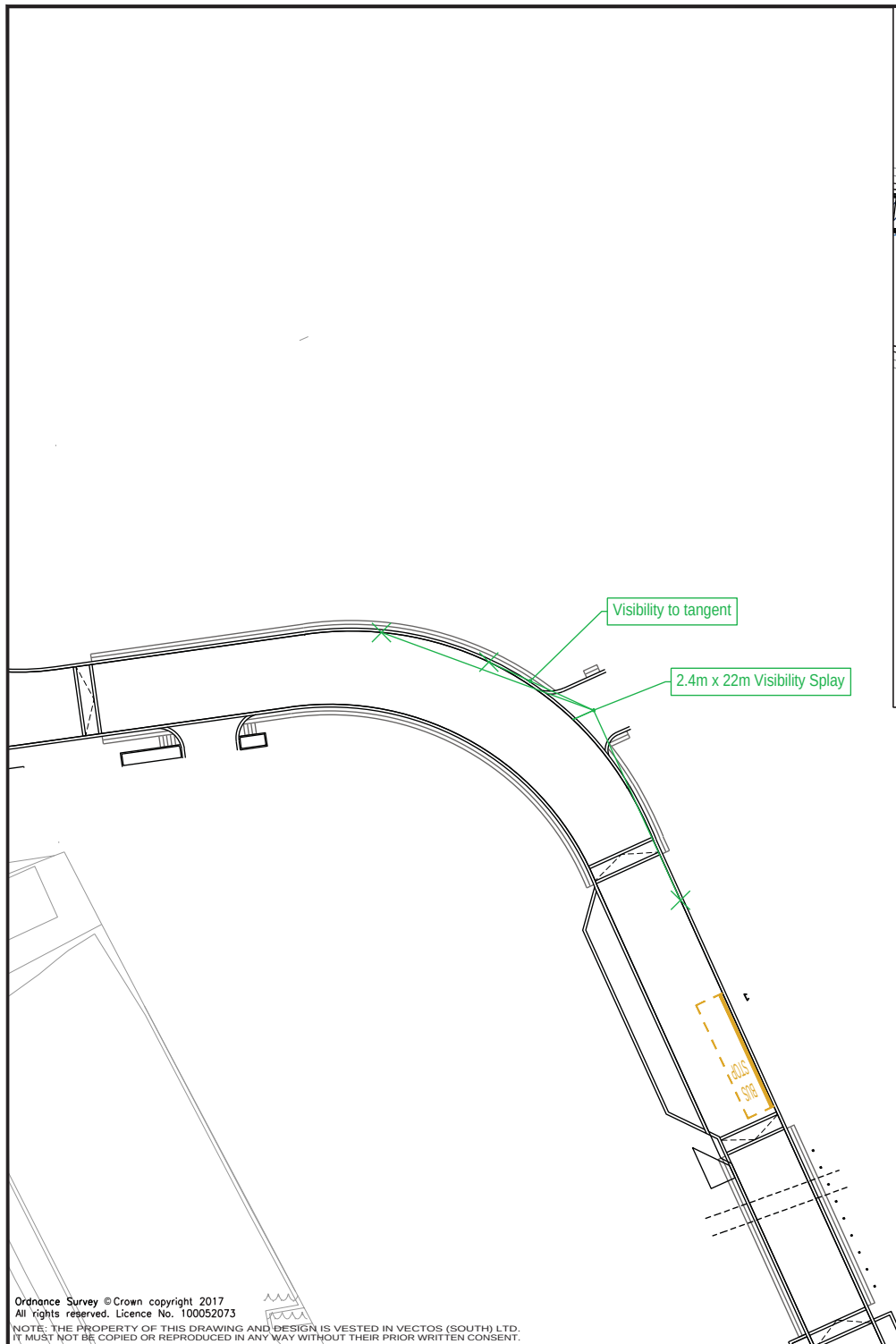
DRAWING TITLE:
Western Road Access

SCALES:
1:500 / 1:250 at A3

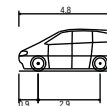
DRAWN: TF	CHECKED:	DATE: 01.09.2017
---------------------	-----------------	----------------------------

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 130935B/A/16	REVISION: A
--	-----------------------



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Based on Panther Hudspeth & LDA Layouts.



Standard Design Vehicle (SDV)
 Overall Length 4.800m
 Overall Width 2.000m
 Overall Body Height 1.950m
 Min Body Ground Clearance 0.100m
 Track Width 2.000m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 6.000m

A	Updated to suit latest layout.	TF	MdC	11.10.2017
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

St William Homes LLP

PROJECT:

Clarendon Gas Works

DRAWING TITLE:

Block E1 Access
Mary Neuner Road

SCALES:

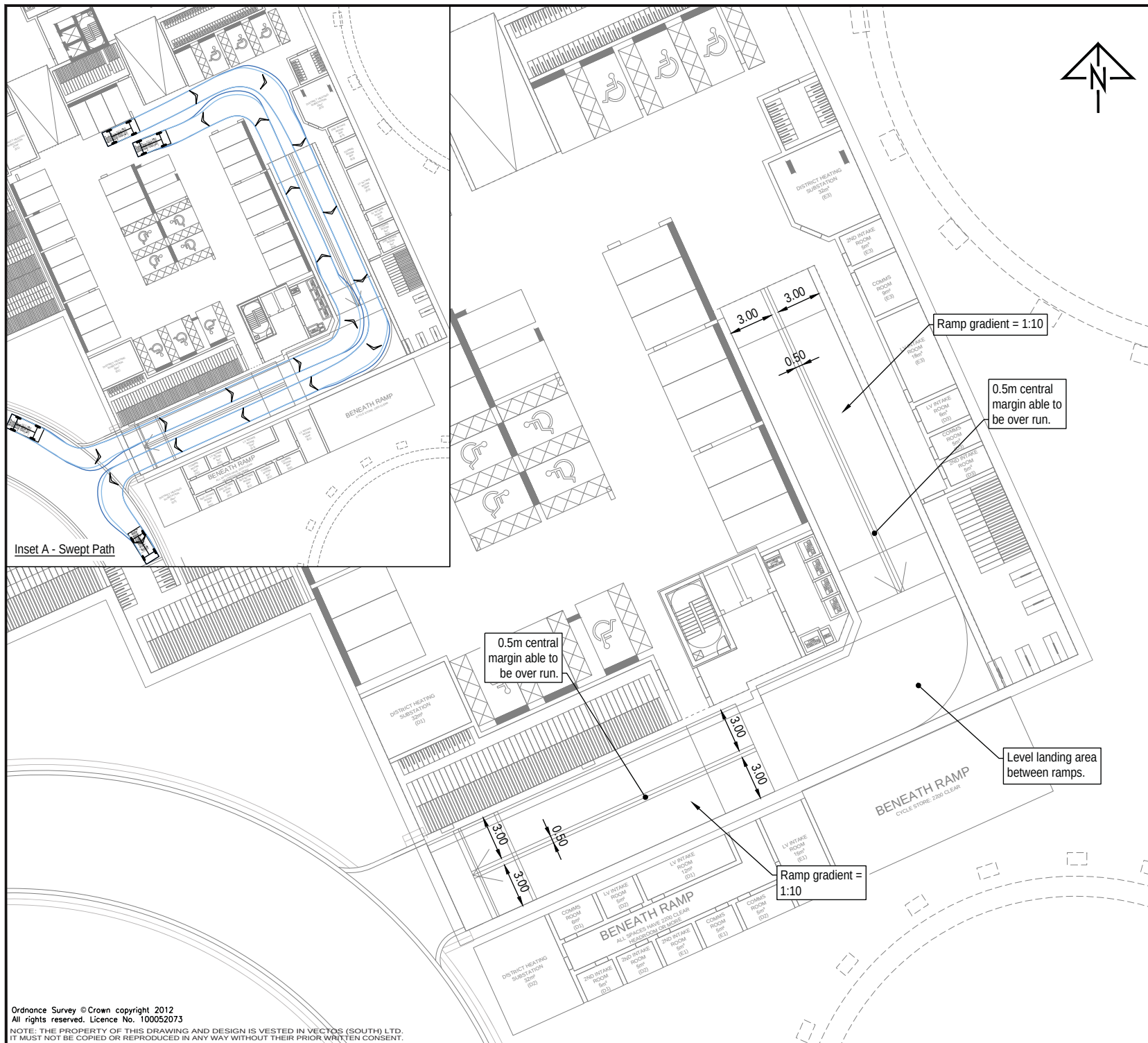
1:500 / 1:250 at A3

DRAWN:	TF	CHECKED:	DATE:	01.09.2017
--------	----	----------	-------	------------



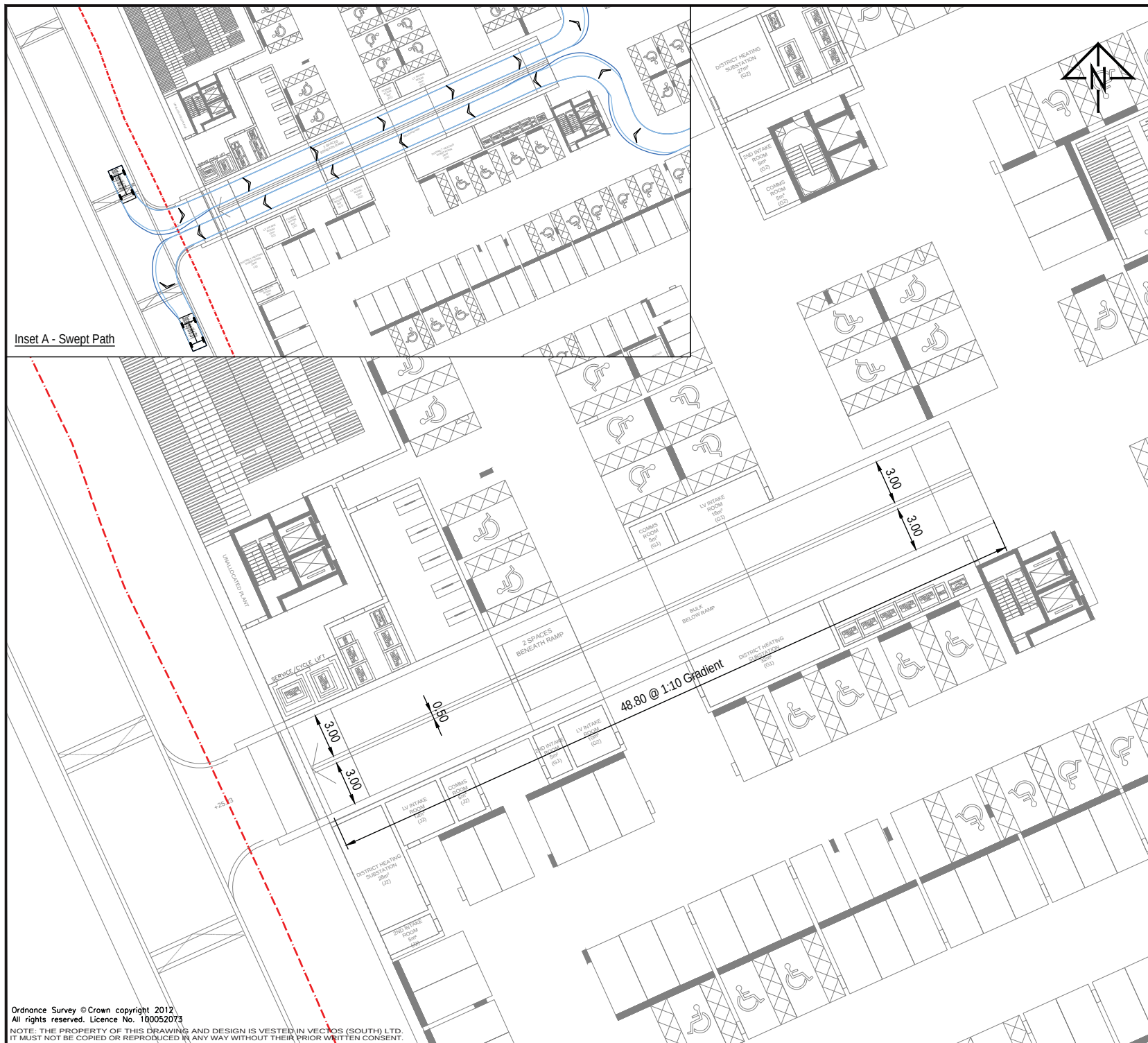
Network Building, 97 Tottenham Court Road, London W1T 4TP
 t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER:	130935B/A/15	REVISION:	A
-----------------	--------------	-----------	---



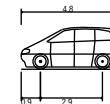
Notes:

</



Inset A - Swept Path

- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Based on Panther Hudspth layout: 439 SK404 Basement Plan Option 20D



Standard Design Vehicle (SDV)
 Overall Length 4.800m
 Overall Width 2.000m
 Overall Body Height 1.950m
 Min Body Ground Clearance 0.100m
 Track Width 2.000m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 6.000m

B	Updated to suit latest PH layout.	TF	MdC	11.10.2017
A	Updated to suit latest PH layout.	TF	MdC	03.10.2017
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

St William Homes LLP

PROJECT:

Clarendon Gas Works

DRAWING TITLE:

Car Park Ramp Review
Block E
Northern Ramp Location

SCALES:

1:250 / 1:500 at A3

DRAWN:	TF	CHECKED:	MdC	DATE:	17.08.2017
--------	----	----------	-----	-------	------------

Network Building, 97 Tottenham Court Road, London W1T 4TP
 t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER:	130935B/SK/43	REVISION:	B
-----------------	---------------	-----------	---

APPENDIX 1.2: BUILDINGS H1 TO H3 DRAWING SELECTION



© COPYRIGHT

The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING

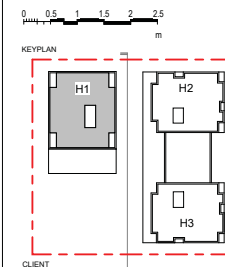
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE

Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

Note: The arcade canopy shown is indicative and will form part of an artist commission. Refer to the Cultural Strategy for more details.

REV.	DATE	AMENDMENT
P01	18/05/2023	Draft planning set issue
P02	31/05/2023	Planning set for client review



CLIENT

St William
Designed for life

SHEPPARD ROBSON

77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: enquiries@sheppardrobson.com

PROJECT
Clarendon, Phase 4

SCALE	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 200	31/05/2023	IB	RX	NH

East Elevation 02

Stage 2

STATUS	PURPOSE FOR ISSUE	SIR NO.
S2	Planning	6726
DRAWING NO.	REV.	
6726 - SRA - H1 - XX - DR - A - 02204	P02	



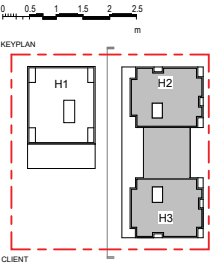
© COPYRIGHT
The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

Note: The arcade canopy shown is indicative and will form part of an artist commission. Refer to the Cultural Strategy for more details.

REV.	DATE	AMENDMENT
P01	18/05/2023	Draft planning set issue
P02	31/05/2023	Planning set for client review



CLIENT

St William
Designed for life

SHEPPARD ROBSON

77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: enquiries@sheppardrobson.com

PROJECT
Clarendon, Phase 4

SCALE/BA1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 200	31/05/2023	IB	RX	NH

West Elevation 02

Stage 2

STATUS PURPOSE FOR ISSUE SR NO.
S2 Planning 6726

DRAWING NO. REV.
6726 -SRA-XX-XX-DR-A-02205 P02

© COPYRIGHT

The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING

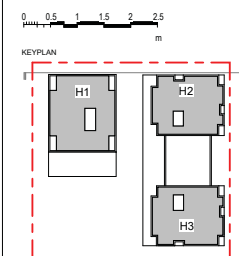
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE

Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

Note: The arcade canopy shown is indicative and will form part of an artist commission. Refer to the Cultural Strategy for more details.

REV.	DATE	AMENDMENT
P01	13/12/2022	Single stair core design packaged set issue.
P02	16/05/2023	Draft planning set issue
P03	31/05/2023	Planning set for client review



CLIENT

St William

St William
Designed for life

SHEPPARD ROBSON

77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: enquiries@sheppardrobson.com

PROJECT

Clarendon, Phase 4

SCALE	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 200	31/05/2023	IB	RX	NH

North Elevation

Stage 2

STATUS	PURPOSE FOR ISSUE	SIR NO.
S2	Planning	6726
DRAWING NO.	REV.	
6726 - SRA-ZX-ZX-DR - A - 02200	P03	



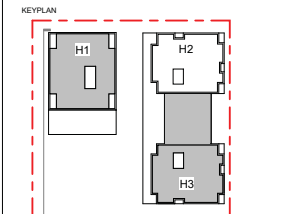
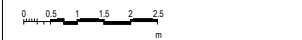


© COPYRIGHT
The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

REV.	DATE	AMENDMENT
P01	13/12/2022	Single stair core design packaged set issue.
P02	16/05/2023	Draft planning set issue
P03	31/05/2023	Planning set for client review



CLIENT

St William

St William

Designed for life

SHEPPARD ROBSON

77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: enquiries@sheppardrobson.com

PROJECT
Clarendon, Phase 4

SCALE GA1
1:200

DATE 31/05/2023

ORIGINATOR IB

CHECKED RX

AUTHORISED NH

West Elevation 01

Stage 2

STATUS S2 **PURPOSE FOR ISSUE** Planning **SIR NO.** 6726

DRAWING NO. 6726 - SRA - ZZ - XX - DR - A - 02201 **REV.** P03



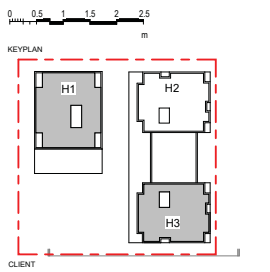
© COPYRIGHT
The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

Note: The arcade canopy shown is indicative and will form part of an artist commission. Refer to the Cultural Strategy for more details.

REV.	DATE	AMENDMENT
P01	13/12/2022	Single stair core design packaged set issue.
P02	16/05/2023	Draft planning set issue
P03	31/05/2023	Planning set for client review



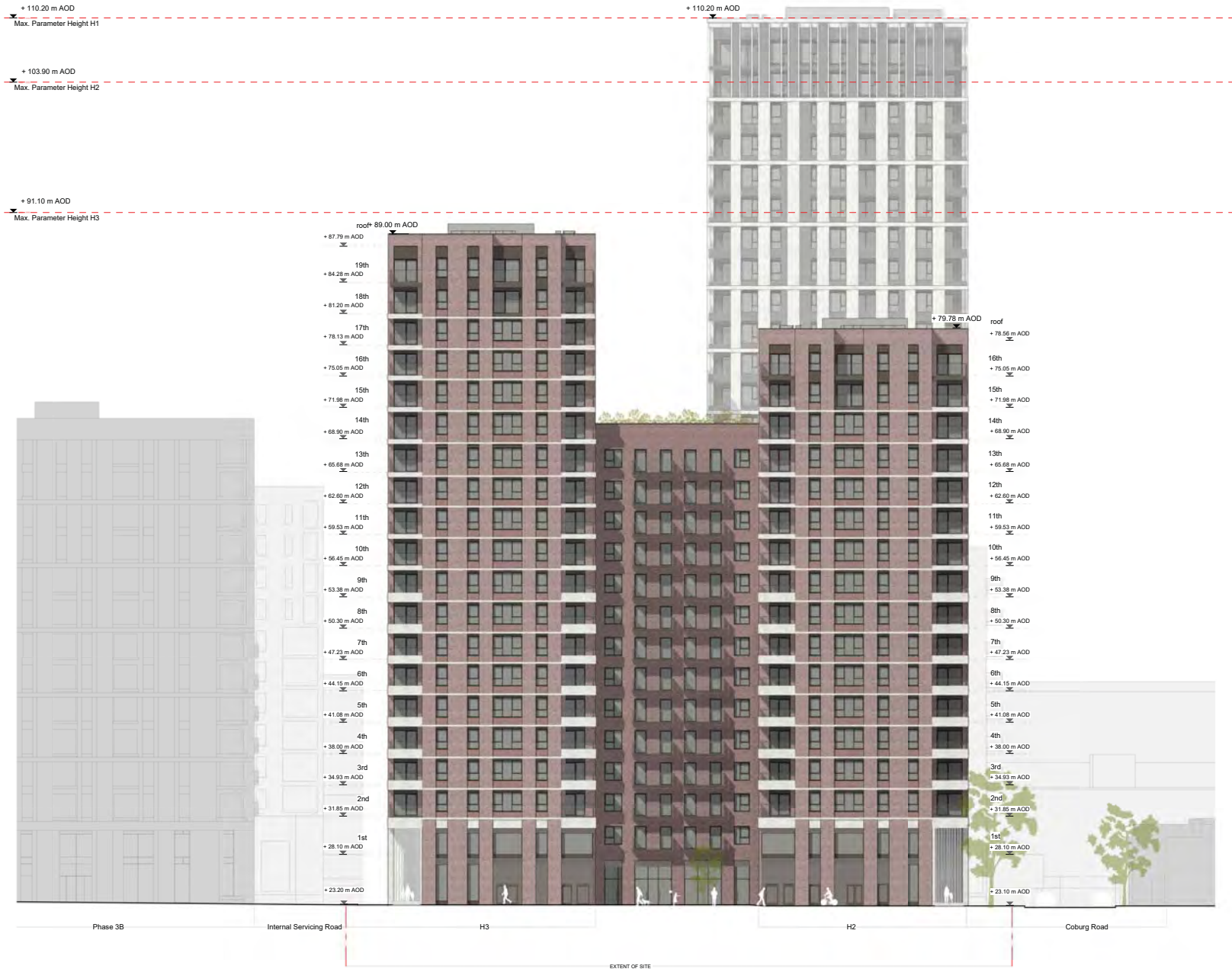
CLIENT
St William
St William
Designed for life

SHEPPARD ROBSON

77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: enquiries@sheppardrobson.com

PROJECT	SCALE	DATE	DATE	ORIGINATOR	CHECKED	AUTHORISED
Clarendon, Phase 4	1:200	31/05/2023	IB	RX	NH	

South Elevation		
Stage 2		
STATUS	PURPOSE FOR ISSUE	SR NO.
S2	Planning	6726
DRAWING NO.		REV.
6726 - SRA-ZZ-XX-DR-A-02202		P03

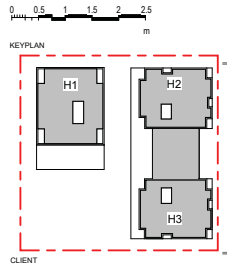


© COPYRIGHT
The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

REV.	DATE	AMENDMENT
P01	13/12/2022	Single stair core design packaged set issue.
P02	16/05/2023	Draft planning set issue
P03	31/05/2023	Planning set for client review



CLIENT

St William
St William
Designed for life

SHEPPARD ROBSON

77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: enquiries@sheppardrobson.com

PROJECT	SCALE	DATE	ORIGINATOR	CHECKED	AUTHORISED
Clarendon, Phase 4	1 : 200	31/05/2023	IB	RX	NH

East Elevation 01					
Stage 2					
STATUS	PURPOSE FOR ISSUE	SIR NO.			
S2	Planning	6726			
DRAWING NO.			REV.		
6726 - SRA-ZZ-XX-DR-A-02203			P03		

APPENDIX 1.3: TRANSPORT STATEMENT, DATED AUGUST 2023

TRANSPORT STATEMENT

St William Homes LLP

Clarendon Gasworks

Blocks H1-H3 (Phase 4)

London Borough of Haringey

August 2023

Transport Statement

Report control

Document: Transport Statement

Project: Clarendon Gasworks Phase 4

Client: St William Homes LLP

Job number: 130935G

File origin: X:\Projects\130000\130935G - Clarendon Phase 4\WORD\R01-GS-Transport Statement_draft 2.docx

Document checking

Primary Author: Georgina Stephens Initialled: GS

Contributor: Initialled:

Review by: Marcus Della Croce Initialled: MDC

Issue	Date	Status	Checked for issue
1	June 2023	Draft	MDC
2	August 2023	Draft	MDC
3			

Contents

1	Introduction	1
2	Existing Conditions.....	3
3	Development Proposals	12
4	Impact of the Development Proposals	21
5	Summary & Conclusion.....	22

Figures

Figure 1	– Wider Development Site Location
Figure 2	– Blocks H1-H3 (Phase 4) Site Location
Figure 3	– Existing Cycle Routes
Figure 4	– Manual PTAL Calculation
Figure 5	– Local Facilities
Figure 6	– Ground Floor Public Realm
Figure 7	– Ground Floor Refuse Store Locations

Appendices

Appendix A	– Phase 4 Layout Plans
Appendix B	– Wider Development Ground Floor Layout Plan
Appendix C	– Coburg Road / Shared Footway & Cycleway Connection
Appendix D	– Silsoe Road Swept Path Analysis (Proposed Layout)
Appendix E	– Blue Badge Parking Proposals Note
Appendix F	– Draft Delivery & Servicing Management Plan
Appendix G	– Refuse Collection Swept Path Analysis
Appendix H	– Fire Tender Swept Path Analysis

1 Introduction

- 1.1 Vectos is retained by St William Homes LLP to provide traffic and transport advice regarding the redevelopment of the site known as Clarendon Gas Works, London Borough of Haringey (LBH). The location of the site is shown at **Figure 1**.
- 1.2 It is proposed to submit a Reserved Matters Application for Buildings H1-H3 (Phase 4) which comprise of 377 homes, 411 sqm A3 café/restaurant floorspace and 2,022 sqm B1a office floorspace. The application also includes basement car parking and upgrades to the public realm on Silsoe Road, which forms the eastern boundary of the Phase 4 site.

Planning Background

- 1.3 A hybrid planning application (planning Ref: HGY/2017/3117) was submitted in November 2017, and approved in April 2018 for:

“A residential led mixed use development comprising the construction of buildings across the site to include the following 178,300m² GEA Use Class C3 Residential; 7,500m² GEA Class B1 Business; 1,500m² to 3,950m² GEA Class A1-A4; 417m² GEA Class D1 Day Nursery; and up to 2,500m² GEA Class D1/ D2 Leisure; New Basement Level, Two Energy Centres; Vehicular Access, Parking; Realignment of Mary Neuner Road; Open space; Associated Infrastructure and Interim Works; Site Preparation Works.”

- 1.4 As described above, this comprised a part outline / part detailed hybrid planning application. Outline planning permission was granted for:

“The demolition of Olympia Trading Estate and Western Road buildings and structures; 118,150m² Class C3 Residential; 7,168m² to 7,500m² Class B1 Business Use; 1,500 to 3,950m² Class A1-A4; and up to 2,500m² Class D1 and D2 Leisure Use; associated cycle and car parking provision; new basement level; energy centre; new public square, public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; and facilitating works. Appearance, Landscaping, Layout, Scale and Access are Reserved Matters. Vehicular access into the Basement Car Park from Mary Neuner Road and Western Road are submitted in detail.”

- 1.5 Detailed permission was granted for:

“The construction of Building A1-A4, B1-B4 and C1; ranging from 2 to 15 storeys to accommodate 616 residential units; 332m² Class B1 Business Use / Class A1-A4 Use; 417m² Day Nursery; associated cycle and car parking provision; two basements; public realm works and landscaping; vehicular access and new servicing arrangements; associated highway works; realignment of Mary Neuner Road.”

- 1.6 Condition 2 attached to the permission states that:

“This permission is granted in outline, in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and before any development is commenced, except for Site Preparation Works, the approval of the Local Planning Authority shall be obtained to the following reserved matters:

- appearance;
- landscaping;
- layout;
- scale; and
- access

Full particulars of these reserved matters, including plans, sections and elevations and all to an appropriate scale, and any other supporting documents shall be submitted to the Local Planning Authority for the purpose of obtaining their approval, in writing, for each phase of development. The development of each phase shall then be carried out in complete accordance with those particulars.”

1.7 Following this submission of the Hybrid application there have also been subsequent reserved matters applications have been submitted and approved for the following:

- Buildings D1 & D2 (Planning Ref: HGY/2019/0362) on 10/05/2019
- Buildings D3 & D4 (Planning Ref: HGY/2019/1775) on 15/10/2019
- Buildings E1, E2 & E3 (Planning Ref: HGY/2020/1851) on 19/10/2020

Purpose of the Document

1.8 This Transport Statement has been prepared to support a Reserved Matters Application for Blocks H1-H3, which form the fourth phase of the outline scheme. This Transport Statement has therefore been prepared in support of discharging Condition 2 of the consent.

1.9 The methodologies adopted within this Transport Statement will be the same as those adopted for each of the Reserved Matters applications for the first three phases of the outline scheme i.e. the consented applications for Blocks D1-D4 and Blocks E1-E3.

1.10 A Transport Assessment was prepared by Vectos and submitted in support of the planning application (planning Ref: HGY/2017/3117). This document is included at Appendix 8.1 of the Environmental Statement with reference R05-BB-Transport Assessment_171012 Final. Where referenced within this report, the Transport Assessment will be referred to as the ‘approved Vectos Transport Assessment’.

1.11 Following this introductory section, the remainder of this report is structured as follows:

- Section 2: Existing Conditions;
- Section 3: Development Proposals;
- Section 4: Potential Impact of the Development Proposals; and
- Section 5: Summary and Conclusion.

2 Existing Conditions

- 2.1 This section of the report establishes the existing conditions at the site in relation to public transport services; walking and cycling facilities; and the local highway network. Where conditions have noticeably changed since submission of the approved Vectos Transport Assessment (R05-BB-Transport Assessment_171012 Final) this has been identified.

Site Location

- 2.2 The wider development site is located to the west of Hornsey Park Road, to the east of the rail lines and depot, to the north of commercial units fronting onto Clarendon Road and to the south of Coburg Road. The location of the wider development site is shown at **Figure 1**. The site is bisected by Mary Neuner Road which runs through the entirety of the site from north to south.
- 2.3 Within the wider development site, Blocks H1-H3 are located within the northern section of the site, to the west of Brook Road and Silsoe Road, south of Coburg Road and northeast of Mary Neuner Road, as shown at **Figure 2**. As described in Section 1, the development of these blocks forms the fourth phase of the outline planning consent.

Accessibility of the Site

Walking

- 2.4 The primary pedestrian access points into the site are from:
- Mary Neuner Road which runs through the wider development site;
 - Coburg Road to the north;
 - Western Road to the north west; and
 - Brook Road/ Silsoe Road to the east.
- 2.5 Access to the west of the rail line is provided via the Penstock Footpath, which provides a connection to New River Village. New River Village is a large residential development located to the southwest of the wider development site, on the other side of the railway.
- 2.6 Footpaths are provided on the surrounding roads. These are lit and link to the nearby housing areas and Wood Green town centre. The site is located within walking distance of Wood Green High Road which provides an excellent range of local facilities including a wide range of food and non-food retail units, The Mall Shopping Centre, banks, library services, post office plus a wide range of ancillary services.
- 2.7 A detailed summary of the walking facilities on the roads surrounding the Site can be found below.

Mary Neuner Road

- 2.8 As part of the approved application, it was proposed to enhance the road to create an urban street designed to be lived in rather than driven through. The proposals involved the redesign of the road

with some minor realignment in order to create an environment which prioritises movement by pedestrians and cyclists, creates a social space and allows access for residents and visitors, whilst discouraging through traffic.

- 2.9 The proposals have been implemented and the carriageway width has been reduced from 7.3m to 6.5m, although it is slightly wider than this around bends. This width allows for the use of the road by two buses passing in opposite directions but also assists in reducing vehicle speeds. A 20mph speed limit restriction has been imposed to create a safer and more attractive environment for pedestrians and cyclists. Footways of 2.0m in width have been provided along both sides of the carriageway, which provides sufficient space to accommodate anticipated pedestrian movements. In addition, adjacent to the street there will be courtyards and a pocket park, and these will further contribute to calming the environment and creating a new neighbourhood.

Coburg Road

- 2.10 Footways of adequate width are provided along both sides of the carriageway. Regular street lighting is provided and dropped kerbs with tactile paving are present at junction crossings. The footway surfaces are of adequate quality, and although no formal crossing facilities are provided, traffic levels are low along the link and therefore informal crossing is considered to be appropriate.

Western Road

- 2.11 Along the majority of the link, footways are provided along both sides of the carriageway. Regular street lighting is provided, and the footways are generally considered to be of adequate width. At the north of Western Road, Alexandra Primary School is directly accessed from the footway. Guard railings are present to prevent instances of conflict between pedestrians and vehicles around the school.
- 2.12 A raised table crossing is provided at the north of Western Road, at the junction with Mayes Road, and a Zebra crossing is located approximately 150m southwest of this. Both crossings provide dropped kerbs and tactile paving.

Brook Road / Silsoe Road

- 2.13 Footways are present along both sides of the carriageway, however on-street parking bays are marked half on the carriageway and half on the footway, therefore reducing the effective width of the footway that is available for pedestrians. The link is characterised by industrial development and although there is some street lighting provided, the footway is not overlooked and therefore provides poor natural surveillance at present, however earlier consented phases are being constructed and will improve the pedestrian environment of the area.

Turnpike Lane A504

- 2.14 Turnpike Lane provides a route southwest from the wider development site to Hornsey Park Station and east to Turnpike Lane Underground Station.
- 2.15 To the west of the junction with Hornsey Park Road, Turnpike Lane is a major through route for vehicle traffic. Footways are provided on both sides of the carriageway and these are of adequate

width and surface quality. Due to the nature of the road, formal signalised crossings are provided at the junction with Hornsey Park Road and Wightman Road, and to the immediate west of the junction with Tottenham Lane, which provides a route to Hornsey Station.

- 2.16 To the east of the junction with Hornsey Park Road, footways are provided along both sides of the carriageway. These have sufficient width to allow two pedestrians to walk side-by-side plus allow another pedestrian to pass. Along the north side of the link, residential driveways form much of the northern boundary of the footway, creating the potential for conflict, however this is only for a small section of the link. Dropped kerbs with tactile paving are provided at junction crossings and three signalised crossing are provided between Hornsey Park Road and High Road, allowing pedestrians to cross safely at designated points.

A105 High Road

- 2.17 Footways are provided along both sides of High Road, which operates as a retail destination. The footways are wide and well-lit with a good surface quality, reflecting the nature of this link.
- 2.18 Regular signalised crossings and pedestrian refuge island crossings are provided, and at side streets dropped kerbs with tactile paving are in place. Guard rails are in place along a section of High Road adjacent to The Mall Wood Green, where the level of the footway is higher than the carriageway, therefore reducing the potential for conflicts between vehicles and pedestrians.
- 2.19 Although this link experiences high volumes of traffic, the wide footways, retail frontages and landscaping ensure that it is a pleasant environment for pedestrians.

Cycling

- 2.20 The roads immediately surrounding the wider development site are considered suitable for cyclists. Within TfL's local cycling guide, Coburg Road and Western Road are highlighted as quieter roads that have been recommended by other cyclists, although no formal cycling facilities are provided along these routes. Mayes Road between Coburg Road and Caxton Road is also designated as a quieter road recommended by other cyclists.
- 2.21 Station Road provides clearly marked cycle lanes along both sides of the carriageway between Park Avenue and High Road. The cycle lanes also extend north along High Road to the junction with Bounds Green Road.
- 2.22 To the east of the site, Gladstone Avenue is a route that has been marked for use by cyclists as a mixture of quiet or busier roads, although no formal on-road cycle lanes are provided.
- 2.23 A plan showing the existing cycle routes is shown at **Figure 3**.
- 2.24 It should also be noted that High Road forms part of the Wood Green Town Centre Improvement Plan, which is being brought forward between Haringey Council and TfL to improve Wood Green's public spaces and create a safer, brighter and greener town centre. As part of this improvement plan, High Road will benefit from *"better cycling facilities, with more bike stands and a review of all current cycle routes"*.

- 2.25 It is also understood that improvements are proposed along Coburg Road connecting to the Penstock Tunnel. Plans are not confirmed but it is understood that dedicated cycle lanes and general public realm improvements are likely to be proposed.

Local Bus Services

- 2.26 There are many existing bus stops within walking distance of the Phase 4 site, served by a variety of routes which will be described below. In addition to the existing stops, TfL and LBH are proposing that a number of bus services will be routed through the Haringey Heartlands area and as part of this, it is proposed to create a one-way route along Brook Road and Silsoe Road with two new bus stops on Silsoe Road and toilet facilities for drivers. As a result, in future there will be two bus stops immediately adjacent to the Phase 4 development.
- 2.27 Until the new bus stops are provided, the closest bus stops are located east of the site on High Road (A105), around five minutes' walk from the site and they are served by a total of 14 services. There are further bus stops on Station Road to the north of the site which are served by two services (184 and W3). There are also further stops to the south on Turnpike Lane (Wightman Road Stops E and H) which are served by four bus routes, including two night bus routes.
- 2.28 In addition to these bus stops both Wood Green and Turnpike Lane bus stations are within approximately 13 minutes' walk of the site providing access to an additional four bus services. **Table 2.1** below provides a summary of the services surrounding the site.

Table 2.1: Local Bus Services

Service	Route	Average Frequency (Minutes)	
		Weekday	Weekend
29	Trafalgar Square – Charing Cross Station – Wood Green	4 – 8	5 – 9
41	Tottenham Hale – Turnpike Lane – Hornsey – Crouch End – Archway	5 – 9	5 – 9
67	Wood Green – West Green – Stamford Hill – Stoke Newington – Dalston – Shoreditch – Aldgate	8 – 12	8 – 11
121	Enfield Lock – Enfield – Southgate – Palmers Green – Turnpike Lane	8 – 11	8 – 11
123	Ilford – Southend Road – Forest Road – Tottenham – Wood Green	8 – 11	9 – 12
141	Palmers Green – Wood Green – Harringay – Newington Green – Hoxton – Moorgate – London Bridge	4 – 8	6 – 10

144	Edmonton Green – Upper Edmonton – Wood Green – Hornsey – Muswell Hill	7 – 11	8 – 12
184	Barnet – East Barnet – New Southgate – Bounds Green – Turnpike Lane	7 – 11	8 – 12
217	Waltham Cross – Enfield Retail Park – Great Cambridge Road – Turnpike Lane	10 – 12	15
221	Edgware – Mill Hill – North Finchley – Friern Barnet – Bounds Green – Turnpike Lane	6 – 10	7 – 12
230	Upper Walthamstow – Leyton – Walthamstow – Tottenham – Wood Green	15	15
231	Enfield Chase Station – Southbury Road – Great Cambridge Road – Turnpike Lane	15	15
232	Brent Cross – Finchley – New Southgate – Palmers Green – Wood Green	10 – 14	10 – 14
329	Turnpike Lane Station – Wood Green – Palmers Green – Enfield	6 – 10	6 – 10
444	Chingford – Upper Edmonton – Turnpike Lane	10 – 12	10 – 12
W3	Finsbury Park – Northumberland Park Bus Stand	5 – 8	5 – 8
W4	Oakthorpe Park – Wood Green – Broadwater Farm – Tottenham – Ferry Lane Estate	9 – 13	9 – 13

Local Underground Services

- 2.29 As described above, Wood Green and Turnpike Lane Underground stations are within walking distance of the site.
- 2.30 Both stations are served by the Piccadilly Line which provides high frequency services to Cockfosters to the north and Heathrow Airport or Uxbridge via central London to the south.
- 2.31 **Table 2.2** below provides a summary of the services provided at both Turnpike Lane and Wood Green station as they are on the same line.

Table 2.2: London Underground (Piccadilly Line from Wood Green & Turnpike Lane)

Direction of Travel	AM Peak Hour Frequency (Trains per Hour)	PM Peak Hour Frequency (Trains per Hour)	Average Weekday Frequency (Trains per Hour)
Northbound	23	24	21
Southbound	24	24	21

- 2.32 It should be noted that TfL are proposing to improve services on the Piccadilly Line, through the provision of new trains, new signalling and new service centres in order to provide enhanced capacity and reduced journey times. It is proposed that service frequencies will be improved so that they are broadly in line with the frequency of services provided on the Victoria Line. According to TfL, these improvements will result in a 60% increase in capacity on the Piccadilly Line through increase service frequency and new trains and the improvements are anticipated by 2024.

National Rail Services

- 2.33 Both Alexandra Palace and Hornsey National Rail stations are located within walking distance of the site.
- 2.34 Both of the identified stations operate on the Moorgate / London Kings Cross to Letchworth Garden City/Hertford North route. **Table 2.3** below provides a summary of the services provided at both Alexandra Palace and Hornsey station as they are on the same line.

Table 2.3: Rail Services from Alexandra Palace and Hornsey Stations

Destination	Average Weekday Frequency (Trains per Hour)	Average Weekend Frequency (Trains per Hour)
Moorgate	4 – 9	4
London Kings Cross	2	2
Letchworth Garden City	2	2
Welwyn Garden City	4 – 5	4
Hertford North	2 – 4	2

Public Transport Accessibility Level (PTAL)

- 2.35 The Public Transport Accessibility Level (PTAL) is one way of measuring the public transport accessibility of a given location, taking into account walk access time and service availability.
- 2.36 TfL has produced a London-wide assessment of PTAL using the WebCat assessment tool which is available on TfL's website. From TfL's WebCat services it was identified that the PTAL within the wider development site varies between 2 and 4, however the surrounding areas have high PTAL scores of 6a and 6b, particularly those along High Road and Turnpike Lane.
- 2.37 It was agreed with LBH that in order to accurately assess the PTAL level of the site, a manual assessment was to be carried out with distances recorded from the entrances of the site (north, south and eastern entrances) to the relevant public transport nodes, in accordance with the guidance set out in Appendix B PTAL Methodology of TfL's "*Transport Assessment Best Practice Guidance Document*" and taking into account the new permeable routes through the site.
- 2.38 The manual PTAL calculation which was included as part of the approved application, showed that the actual accessibility of the site is considerably higher with the lowest PTAL of any area being 4 (at the southern end of the site) and the highest being 6 (at the north eastern end of the site). This was agreed with the officers at the LBH and is shown illustratively in **Figure 4**. From this figure it can be observed that the actual PTAL for Blocks H1-H3 is 6, indicating a very good / excellent level of accessibility.

Summary of Accessibility

- 2.39 This site is located in a highly accessible location within a short walking and cycling distance of a number of key destinations and transport hubs including Wood Green Town Centre and Turnpike Lane. The PTAL assessment of the site has identified that the PTALs for Block E1-E3 are between 5 and 6, indicating a very good / excellent level of accessibility. The PTAL for the wider development site has identified PTAL scores ranging from 4 to 6, which is classed as good to excellent.

Location of Local Amenities

- 2.40 The site of Blocks H1-H3 is located approximately 450m walking distance of Wood Green High Road which provides an excellent range of local facilities including a wide range of food and non-food retail units, The Mall Shopping Centre, banks, library services, post office plus a wide range of ancillary services. A local facilities plan is included at **Figure 5**.
- 2.41 There are also several schools located within walking distance of the site. Alexandra Primary School is located to the north of the site on Western Road. Heartlands High School is located to the west of Western Road, and provides pedestrian access via the New River Path, or vehicle access from Station Road. St Pauls Catholic Primary School is located further north and is also accessed via Station Road.
- 2.42 To the south of the site, St Mary's CE Primary School can be accessed via the A504 High Street and Church Lane, and Greig City Academy is located to the west of this, with pedestrian access provided via the High Street.

- 2.43 The location of the site within a short walking distance of the town centre, combined with the on-site facilities that will be provided as part of the development proposals, including as part of the wider development, means that the site is highly sustainable, and will encourage future residents to undertake many day-to-day journeys on foot.

Local Highway Network

- 2.44 Mary Neuner Road divides the wider development site with a north-south alignment. The site of Blocks H1-H3 lies to the northeast of Mary Neuner Road.
- 2.45 Mary Neuner Road was consented as part of the original planning approval on the gasworks site. It was planned as a new road to serve the gasworks and provide additional capacity on the local road network. The approved design proposed to enhance the road to create an urban street designed to be lived in rather than driven through. The proposals involved the redesign of the road with some minor realignment in order to create an environment which prioritises movement by pedestrians and cyclists, creates a social space and allows access for residents and visitors, whilst discouraging through traffic.
- 2.46 The carriageway width has been reduced from 7.3m to 6.5m, although it is slightly wider than this around bends. This width will allow for the use of the road by two buses passing in opposite directions but will also assist in reducing vehicle speeds. This realignment has largely been built although some aspects are still to be complete.
- 2.47 Adjacent to a narrowed carriageway are 2m wide pedestrian footways on both sides which provide sufficient space to accommodate all of the proposed pedestrian movements.
- 2.48 Along the length of Mary Neuner Road there are several on street parking and loading bays summarised below:
- 3x short stay 'Pay and Display' parking bays located adjacent to the proposed nursery to allow for pick up and drop off and for visitors to the area;
 - 3x car club parking bays for residents, employees and visitors to the site and surrounding area;
 - 3x disabled parking bays; and
 - 3x loading bays.
- 2.49 Coburg Road forms part of the northern boundary of the wider development site and has a posted speed limit of 20mph. Coburg Road connects Western Road with Mayes Road. Coburg Road provides intermittent sections of on-street parking and caters for commercial and employment land uses. Coburg Road has footways on either side of the road and has dropped kerbs with tactile paving provided at crossing points.
- 2.50 Silsoe Road/ Brook Road forms the eastern boundary of the site. Silsoe Road and Brook Road largely comprise accesses to the rear of properties on Coburg Road in addition to access to the car park

associated with the Iceland food store located to the east of the site. There are footways and intermittent sections of on-street parking on both sides of the carriageway.

- 2.51 Brook Road will provide both vehicle and pedestrian access to the Northern Quarter once this has been completed, and will provide pedestrian access through the Eastern Quarter, connecting with Mary Neuner Road to the west. This will enhance the permeability of the site to encourage future residents, employees and visitors to walk and cycle.

Car Clubs

- 2.52 Zipcar is a car club which gives access to cars and vans when required, without the need for people to own a private vehicle. The provision of these vehicles will allow future residents to access a car as and when they require one and compliment the location of the site in relation to key public transport interchanges.
- 2.53 The closest Zipcar is located on Station Road, approximately 350 metres northeast of the site of Blocks H1 – H3.
- 2.54 As described previously, a total of 3 car club bays will also be provided along Mary Neuner Road and will provide a convenient alternative to the car for residents of Blocks E1 – E3, who will not all be provided with parking.

Summary

- 2.55 As established within the approved Vectos Transport Assessment, the wider development site, including the site of Blocks H1-H3, is in a highly accessible location within a short walking and cycling distance of a number of key destinations and transport hubs including Wood Green Town Centre and Turnpike Lane. It is therefore concluded that the site provides a good opportunity for a sustainable residential development.

3 Development Proposals

- 3.1 This section provides details regarding the schedule of accommodation, access strategy, proposed parking provision and the servicing strategy for Blocks H1-H3, in the context of the wider development. Plans showing the proposed layout of Blocks H1-H3 and of the Northern Quarter basement are included at **Appendix A**. A plan showing the wider development is included at **Appendix B**.

Quantum of Development

- 3.2 As described previously, outline consent was granted for up to 118,150 sqm (GEA) Class C3 residential; up to 7,500m² Class B1 Business Use; 1,500 to 3,950m² Class A1-A4; and up to 2,500m² Class D1 and D2 Leisure Use.
- 3.3 Blocks H1-H3 comprise 377 residential units, 411 sqm (GIA) A3 café/restaurant floorspace and 2,022 sqm (GIA) B1a office floorspace. The application also includes basement car parking and upgrades to the public realm on Silsoe Road, which forms the eastern boundary of the Phase 4 site.
- 3.4 Combined with the previous approved phases, Blocks H1-H3 fall within the maximum permissible floorspace allowed by the outline consent.
- 3.5 A summary of the proposed quantum of development by unit size is provided below in **Table 3.1**. The proposed ground floor site layout plans are included at **Appendix A** for reference.

Table 3.1: Proposed Quantum of Development

Land Use		Quantum of Development
C3 Residential	Studio (1B1P)	85 units
	1 Bedroom (1B2P)	108 units
	2 Bedroom	176 units
	3 Bedroom	8 units
A3 Restaurant/ Tap Room		411 sqm GIA
B1 commercial workspace		2,022 sqm GIA

Public Realm Improvements

- 3.6 It is proposed that new public realm will be created as part of the proposed development, in order to complement the landscape scheme already approved for Northern Quarter (Blocks D1-D4 and E1-E3).

3.7 An extract showing the proposed public realm at ground floor level is provided below at **Figure 6**.

Figure 6: Ground Floor Public Realm



- 3.8 A new public square will be created to south of Block H1 and the west of Block H3, as shown on the ground floor layout plan included at **Appendix A**. This will lie to the north of the consented internal movement corridor which was approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851).
- 3.9 Public seating will be provided along with trees and other soft landscaping. The proposed A3 restaurant / taproom spaces will also overlook the square and have outdoor seating in order to take advantage of the attractive setting and create a strong sense of place.
- 3.10 From the square, two connections will be provided to Coburg Road.
- 3.11 At the west of the site, a shared pedestrian and cycle route will be provided, connecting the internal movement corridor to Coburg Road. This will provide a total width of 7.7m (between Phase 4 and Phase 5 building lines) and a minimum clear width of 3.0m with landscaping, seating and visitor cycle parking along the west side, adjacent to the boundary of future Phase 5 development. This route will be signed to ensure all users are aware that cycles are present. This route will connect to Coburg Road via a dropped kerb, as shown on the layout plan included at **Appendix C**. Corduroy paving will be provided at the end of the route along the dropped kerb edge, indicating to cyclists that they are

joining a carriageway where vehicles are present. Further corduroy paving will be provided either side of the route to indicate to pedestrians walking east-west along Coburg Road that they are crossing a shared footway/cycleway and vice versa, indicating to cyclists that they are not permitted to cycle on the footway along Coburg Road.

- 3.12 It should be noted that this connection does not prejudice any future upgrades to Coburg Road, including installation of cycle lanes, that we understand LBH are in the process of designing.
- 3.13 A central connection, known as The Arcade, will also be provided between the square and Coburg Road, between Block H1 and Block H2/H3. This will be designated for pedestrians only and will have a covered canopy between the buildings to provide shade and shelter. Further seating and planting will be provided to create an attractive space for people to sit and rest.
- 3.14 On Coburg Road, the buildings will be set back from the public highway in order to create a wide, pedestrian footway with sufficient space available for tree planting, short stay cycle parking and seating. The width of the public realm along Coburg Road will vary between 7.1m and 8.4m.

Silsoe Road

- 3.15 A key feature of the evolution of the Haringey Heartlands Area is the creation of a new destination within Wood Green. As part of the wider development, LBH are keen to create a hierarchy of streets, including strategic cycle routes which will be focussed on Coburg Road, and a north-south route via the Clarendon Gasworks site and the Chocolate Factory Site to the north.
- 3.16 In addition, TfL and LBH are proposing that a number of bus routes will come through the area. As part of this, there is a proposal to create a one-way route along Brook Road and Silsoe Road. As part of this, and the Outline Planning Consent for Clarendon Gas Works, TfL has requested that two bus stands are provided on Silsoe Road along with toilet facilities for drivers.
- 3.17 To accommodate pedestrian movement and access to buildings and the bus stands requested by TfL, it is proposed to:
 - Widen the western footway on Silsoe Road by setting the H2 & H3 building back for pedestrian movement. The width of the public realm along Silsoe Road will vary between 3.7m (minimum) and 7.8m;
 - Create two bus stands adjacent to the proposed toilet facilities. These stands have been designed to operate independently of one another, as requested by TfL;
 - Remove all on street parking to allow northbound vehicle movements past the bus stands; and
 - Create a raised table – designed as part of Phase 3 from Brook Road into Northern Quarter.
- 3.18 Swept path analysis demonstrating how Silsoe Road can accommodate vehicle demand is included at **Appendix D**. This demonstrates that the bus stands can operate independently of one another so

that if one is occupied, a bus can enter or exit the other stand. Vehicles, including refuse collection vehicles, are also able to pass the stands unimpeded if both are occupied.

- 3.19 These proposals have been discussed in detail with LBH throughout the pre-application scoping process and accommodate specific requests by TfL.

Car Parking

- 3.20 Car parking will be provided for the residential dwellings at basement level, as shown on the basement layout plan included at **Appendix A**. No parking will be provided for the non-residential aspects of the proposed development.
- 3.21 The basement car park will be located under the Northern Quarter. Vehicle access to the basement will be provided from Mary Neuner Road underneath Block E3 via a simple priority junction and this was approved as part of the outline consent and previous Reserved Matters applications.
- 3.22 The basement will be built out in phases, with the first phase associated with Blocks E1-E3 consented and under construction. The Phase 4 basement will be accessed via the consented basement and will provide a total 19 Blue badge parking spaces (5% provision based on 377 units), as shown on the basement layout plan included at **Appendix A**.
- 3.23 It is acknowledged that this is a deviation from the consented outline scheme. The outline application was approved in 2018 on the basis of providing Blue Badge holder parking at a ratio of 10% of the number of units and total site-wide parking at a ratio of 0.25 spaces per unit (inclusive of the 10% Blue Badge). This requirement was also captured within the signed S106 agreement which was subsequently amended by Deed of Variation in relation to the provision of 10% blue badge which now requires 3% to be allocated to Blue Badge Holders and 7% to be available should they be requested by Blue Badge Holders.
- 3.24 However, since the Deed of Variation agreement was signed, trends in car ownership and Blue Badge ownership have changed and as the early phases of development have been occupied, significant insight has been gained into the take up of parking within the development. Alongside this, the demand for space within the basement in relation to waste storage, cycle storage and plant space have increased.
- 3.25 For example, Phase 1 and over 60% of Phase 2 of the Clarendon Gasworks scheme have been completed, comprising Blocks A1-A4, Blocks B1-B4 and Block C1. As per information received from the sales team, to date, there have been no requests for Blue Badge holder parking spaces and the Blue Badge spaces which have been provided remain empty. It stands to reason that future phases are likely to be similar in terms of demand and as such, providing Blue Badge spaces equating to 10% of the number of homes for Phase 4 (and within the overall Northern Quarter basement) would represent a significant over-provision. Furthermore, Phase 4 is located in the most accessible area of the site within a very short distance of the high street and immediately adjacent to the new bus services which are being brought forward on Silsoe Road.
- 3.26 As such, St William are seeking agreement to reduce the need to provide 10% Blue Badge holder parking for homes in Phases 4, and in tandem with this, across the remainder of the Northern Quarter basement designed to serve Phases 3 – 5.

3.27 A full Blue Badge Parking summary report, setting out proposed parking provision across the site, is provided at **Appendix E** for reference.

Cycle Parking

3.28 Long stay and short stay cycle parking will be provided for each land use, in accordance with the minimum standards contained within the London Plan. It should be noted that these are more onerous standards than what was agreed as part of the consented outline application and therefore the proposed cycle parking provision is much higher than what would be permitted by the consent. This reflects changes in travel behaviour and transport policy, encouraging active travel modes and discouraging private car ownership.

3.29 A summary of the parking requirements by land use (based on standards) is shown in **Table 3.2** below.

Table 3.2: Cycle Parking Requirements

Land Use		Cycle Parking Standards		Cycle Parking Required Provision		Cycle Parking Proposed	
		Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay
C3 Residential	1B1P (Studio) 85 units	1 space per unit	1 space per 40 units	85	9	86	24*
	1B2P 108 units	1.5 spaces per unit		162		162	
	2B & 3B 184 units	2 spaces per unit		368		368	
A3 Restaurant / Tap Room (411 sqm)		1 space per 175 sqm	1 space per 40 sqm	2	10	24*	
B1 Workspace (2,022 sqm)		1 space per 150 sqm	1 space per 500 sqm	13	4		
Total				630	23	640	24

*The number of spaces proposed is higher than the requirement according to London Plan standards

All Short Stay (Visitors)

- 3.30 A total of 12 Sheffield stands will be provided within the public realm, providing 24 short-stay cycle parking spaces for visitors. This represents two additional spaces that what is required by the standards contained in the London Plan.

Non-Residential Long Stay

- 3.31 A commercial cycle parking store will be provided at ground floor level in Block H1, on the east side of the building. This location is overlooked by the workspace lobbies and H1 residential lobby, ensuring a good level of natural surveillance.
- 3.32 24 spaces will be provided in the form of two-tier racks. This represents nine additional spaces than what is required by the standards contained within the London Plan. Direct access to the store will be provided via the public realm. Access to the store will be fob controlled.

Residential Long Stay

- 3.33 A total of 615 long stay residential cycle parking spaces are required based on the standards contained within the London Plan. Of these, a minimum of 5% should be designed for larger cycles, in accordance with the London Cycle Design Standards (LCDS) document.
- 3.34 A total of 616 long stay residential cycle parking spaces will be provided. Of these, 30 spaces will be designed for larger cycles (equating to 5% of total spaces).
- 3.35 Residential, long stay cycle parking will be provided in dedicated cycle stores. One store will be located at ground floor level in Building H1, on the west side of the building. This store will provide five enlarged Sheffield stands (10 spaces) which are designed to accommodate larger cycles such as cargo bikes and recumbent bikes.
- 3.36 The remaining spaces, including 20 enlarged Sheffield stands, will be provided at cycle stores within the basement. These stores will be accessible via lifts which have been designed to accommodate larger cycles, based on the minimum dimensions included in the LCDS.
- 3.37 The usage of cycle parking will be monitored as part of the Travel Plan and if further spaces are required then the Travel Plan Coordinator will work with the site owner / management to identify further locations for cycle parking.

Deliveries & Servicing

- 3.38 A draft Delivery & Servicing Management Plan is included at **Appendix F** for reference.
- 3.39 Deliveries and servicing will be undertaken from the internal movement corridor approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851).

Delivery & Servicing Vehicle Movements

- 3.40 Based on the proposed quantum of development, it is estimated that Blocks H1-H3 will generate a total of 30 delivery vehicles (60 two-way movements) per day.

3.41 This includes 5 deliveries (10 two-way movements) associated with the restaurant / taproom units, 4 deliveries (8 two-way movements) to the proposed workspaces and 21 deliveries (42 two-way movements) to the residential dwellings.

3.42 This is summarised below in **Table 3.3**.

Table 3.3: Daily Delivery Vehicle Trips & Locations

Block	Land Use	Number of Deliveries
H1	A3	2
	B1	1
	C3	10
H2	A3	3
	B1	2
	C3	5
H3	A3	-
	B1	1
	C3	6
TOTAL		30 (60 two-way movements)

Delivery & Servicing Locations

3.43 As described previously, deliveries and servicing will be undertaken from the one-way internal movement corridor approved as part of the Reserved Matters application for Blocks E1-E3 (Planning Reference: HGY/2020/1851). This corridor is accessed from the corner of Brook Road and Silsoe Road, just south of Block H3. The route runs through the Northern Quarter on a west and then south alignment and then connects with Mary Neuner Road.

3.44 The internal movement corridor/ servicing road will have controlled access through the provision of rising bollards at the east of the route where it connects with Brook Road/ Silsoe Road. An intercom system will be installed allowing delivery / servicing vehicle drivers to contact the site management team, who will permit entry to the vehicle providing there is capacity along the internal route. Vehicles will only be permitted to travel in one direction, from Brook Road to Mary Neuner Road. Signage will be provided at the entrance to the internal route indicating that vehicles are permitted to travel in one direction. At the exit onto Mary Neuner Road, signage will be installed informing site users that there is no entry apart from for cyclists.

3.45 Coburg Road will also be available to use for refuse collection, which will be described below.

Refuse collection

3.46 An extract showing the location of refuse stores for each proposed land use is included below at **Figure 7.**

Figure 7: Refuse Store Locations



Residential

3.47 Residential refuse stores will be located at basement level and this is where residents will take their refuse and recycling to on a daily basis.

3.48 For collection, a residential holding store will be located at ground floor level on the east side of Block H3, adjacent to Silsoe Road. Bins will be transported to this location from the basement, via a service lift, throughout the week as they become full. This will be undertaken by the site management team.