

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2020/0847

Ward: Tottenham Hale

Address: Lock Keepers Cottages, Ferry Lane, N17 9NE

Proposal: Redevelopment of the site comprising the demolition of existing buildings and the erection of a new building ranging in height from 3 to 6 storeys to accommodate 13 residential units (Use Class C3), employment floorspace (Use Class B1a) at upper ground and first floor level and retail / café floorspace (Use Class A1 / A3) at lower ground floor level, along with associated landscaping and public realm improvements, cycle parking provision, plant and storage and other associated works.

Applicant: Montagu Evans LLP

Ownership: Private

Case Officer Contact: Christopher Smith

Date received: 07/04/2020 **Last amended date:** 12/06/2020

Drawing number of plans:

1712_0001 Rev. D, 0002 Rev. C, 0003 Rev. B, 0005 Rev. B, 0006 Rev. B, 0100 Rev. G, 0109 Rev. L, 0110 Rev. P, 0111 Rev. L, 0112 Rev. K, 0113 Rev. K, 0114 Rev. K, 0115 Rev. K, 0116 Rev. G, 0200 Rev. N, 0202 Rev. M, 0202 Rev. M, 0210 Rev. G, 0220 Rev. J, 0221 Rev. J, 0223 Rev. D, 0225 Rev. F, 0226, 0310 Rev. B, 0320 Rev. D, 0340.

Supporting documents also assessed:

Archaeological Desk-based Assessment, Desk Study Report, Daylight and Sunlight Assessment, Energy and Sustainability Statement, Air Quality Assessment, Noise Assessment, Planning Statement (inc. Statement of Community Involvement), Transport Statement, Workplace Travel Plan, Flood Risk Assessment and Surface Water & Foul Water Drainage Strategy, Preliminary Ecological Appraisal, Arboricultural Method Statement, Financial Viability Assessment, Accommodation Schedule (Rev. L), Design and Access Statement dated June 2020, Construction Environmental Management Plan dated June 2020, Site Waste Management Plan dated June 2020, Overheating Assessment dated June 2020, Residential Overheating Assessment dated June 2020, BREEAM Summary document dated June 2020, Lock Keepers Cottage – Energy, Sustainability and Overheating note dated June 2020, Lock Keepers Cottages: Archaeology note dated June 2020, BRUKL Output Document (Clean) dated February

2020, BRUKL Output Document (Lean) dated February 2020, Delivery and Servicing Plan dated June 2020.

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development delivers the aspirations of the requirements of Site Allocation TH9, by providing a significant quantum of commercial space as part of a mixed-use development.
- The development has responded to feedback from the Pre-Application Committee briefing and the Quality Review Panel by amending the design detailing and use of materials, improving the quality and efficiency of the internal layout, relocating the main entrance to Ferry Lane, revising the servicing strategy and providing a new approach to wheelchair parking.
- The proposal would also provide a financial contribution towards the nearby Paddock open space, and would enhance local ecological and water environments, in accordance with the Site Allocation.
- The financial viability of the development has been assessed and it is unable to provide any affordable housing. It will be subject to early and late stage viability reviews to ensure any uplift in value that results in the scheme becoming viable is captured.
- The development would be a high-quality detailed design that would reflect the waterside characteristics of its location and provide a transition between the architecture of Hale Village and Hale Wharf. It would improve the visual quality of the local built environment and bring additional activity and passive surveillance onto the river towpath.
- The development would enhance the river environment, would not negatively affect the river walls and would be acceptable in terms of its flood risk.
- The development would provide high-quality living accommodation for residents, including appropriate unit sizes and generous private amenity spaces, with an appropriate mix of units for this location.
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution.

- Car-free development is supported in this highly sustainable location and would be supported by an acceptable number of cycle parking spaces.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as appropriate site drainage, ecological protection and mitigation and biodiversity conservation measures.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director of Planning is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a Section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30th July 2020 or within such extended time as the Head of Development Management or the Assistant Director of Planning shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- 2.4 That delegated authority be granted to the Assistant Director of Planning/Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Conditions

- 1) Three-year permission
- 2) Approved plans
- 3) Business use classes
- 4) Business hours
- 5) Finishing materials
- 6) Accessible / adaptable dwellings
- 7) Satellite dish / antenna
- 8) Archaeology 1 – WSI
- 9) Archaeology 2 – Public heritage display
- 10) Contamination 1 – Investigation
- 11) Contamination 2 – Unidentified finds
- 12) Machinery registration

- 13) Machinery emissions limits
- 14) Centralised boilers
- 15) Environmental management plans
- 16) Piling method statement
- 17) Ecological buffer zone
- 18) Secured by design
- 19) Drainage systems
- 20) BREEAM accreditation
- 21) Living roofs / walls
- 22) Energy and sustainability statement
- 23) External lighting
- 24) Landscaping
- 25) Replacement trees
- 26) Invasive species control
- 27) Cycle parking
- 28) Wayfinding installations
- 29) Lift management
- 30) Towpath landscaping
- 31) Waterway risk assessment / method statement
- 32) Broadband connections
- 33) Internal noise levels
- 34) Sound insulation
- 35) Plant / equipment noise
- 36) Ventilation equipment
- 37) Fume / odour control equipment
- 38) Delivery, servicing and waste management plan
- 39) Nesting bird protections

Informatives

- 1) Proactive working
- 2) CIL
- 3) Legal agreements
- 4) Signage
- 5) Naming / numbering
- 6) Asbestos survey
- 7) Archaeological requirements
- 8) Noise levels
- 9) Water pressure
- 10) Thames water asset protection
- 11) Canal & River Trust consents 1
- 12) Canal & River Trust consents 2
- 13) Environmental permits

Section 106 Heads of Terms:

1) Financial Viability Reviews

- Early-Stage Review if works do not commence within two years
- Late Stage Review on completion of 75% (10) units

2) Wheelchair User Dwelling and Parking Space

- Provision of a wheelchair-adaptable unit on Hale Village with a wheelchair-accessible parking space on Waterside Way to be allocated to that unit
- To be made available for occupation/use before the first occupation of the ground floor offices hereby approved
- Obligation to retain this wheelchair unit and parking space to lie with the site owner in perpetuity

3) Workplace Travel Plan Monitoring

- Financial contribution of £1,000 to be provided on implementation of the development

4) Tottenham Hale Construction Co-Ordination

- Financial contribution of £5,000 towards a dedicated Construction Logistics Planner for Tottenham Hale
- Contribution to be provided on implementation of the development

5) Carbon Mitigation

- Energy and Sustainability Statement Review to be provided to the Council within six months of completion
- Financial contribution of £53,865 towards carbon offsetting to be provided on first occupation of the development, plus an additional contribution if required by the Council after it has assessed the Energy and Sustainability Statement Review

6) Considerate Constructor Scheme Registration

7) Employment and Skills Plan (ESP)

- Submit an ESP prior to implementation of the development for the Council's approval
- Commit a named individual to engage with the Council's Employment and Skills Team and Construction Partnership Network
- Minimum 20% of the on-site workforce to be Haringey residents
- Provision of training to all Haringey residents referenced above

- Provision of apprenticeships at one per £3m development cost (max. 10% of total construction workforce)
- Other initiatives as recommended by the Council's Employment and Skills Team and Construction Partnership

8) Open Space and Ecological Improvements

- Financial contribution of £50,000 towards the delivery of improvements to the Paddock open space
- Contribution to be provided on occupation of the development

9) Monitoring Contribution

- 5% of total value of monetary contributions (excluding those that already relate to monitoring) (£5,493.25)
- £500 for all other heads of terms (£2,500)
- Contributions to be provided on implementation of the development

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

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

1. The proposed development, in the absence of a legal agreement securing the provision of early and late stage financial viability reviews, would fail to ensure that affordable housing delivery has been maximised within the Borough and would set an undesirable precedent for future similar planning applications. As such, the proposal is contrary to Policy SP2 of the Council's Local Plan 2017, Policy 3.12 of the London Plan 2016, emerging Policy H5 of the draft London Plan and the Mayor of London's Affordable Housing and Viability Supplementary Planning Guidance document.
2. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
3. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies 5.2, 5.3 and 5.7

of the London Plan 2016, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.

4. The proposed development, in the absence of a legal agreement to secure an appropriate financial contribution towards the Paddock, would fail to meet the development requirements of Site Allocation TH9 and would fail to provide sufficient mitigation for the ecological impact of the development. As such, the proposal would be contrary to Policy SP13 of the Local Plan 2017, Policy 7.19 of the London Plan 2016 and the development guidelines of Site Allocation TH9 of the Tottenham Area Action Plan.

2.6 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of the Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

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3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 This application is for full planning permission for the demolition of two existing dwellings and erection of a mixed-use development of between three and six storeys in height that includes office space at upper ground and first floor level, a retail/café use at lower ground floor level and 13 flats on the uppermost floors.
- 3.1.2 The main residential and commercial entrance would be located on Ferry Lane. A lift would provide step-free access between Ferry Lane and the river towpath to allow access to the retail/café unit. A bridge has recently been installed providing step-free access from Millmead Road to the tow path as part of the links to Hale Wharf.
- 3.1.3 The proposed development would be car-free. As the required wheelchair parking space cannot physically be provided on site, a wheelchair adaptable dwelling will be provided on Hale Village in place of the existing estate office which will relocate to this site. 32 cycle parking spaces would be available on site.
- 3.1.4 In response to the pre-application committee briefing comments the applicant has amended the design of the development by simplifying the material palette, relocating the main entrance to Ferry Lane, integrating a publicly-accessible lift to provide level access between Ferry Lane and the towpath, and by providing the wheelchair-accessible unit and its parking space off-site. The servicing strategy has also been amended to avoid using Ferry Lane.
- 3.1.5 The development would be finished mostly in light buff coloured brickwork, with variations between light and dark mortar and changes in bonding patterns. Limited use of dark buff brickwork would provide further variation. Projecting window frames to the eastern elevation would be coloured beige grey. Window frames and mesh detailing would be coloured beige grey or grey white.

3.2 Site and Surroundings

- 3.2.1 The application site is a narrow site bordered to the west and east by Pymmes Brook and the River Lea towpath respectively and to the south by Ferry Lane. To the north is an area of green space and a towpath running up to Stonebridge Lock.
- 3.2.2 The surrounding area is characterised by large-scale mixed-use development including Hale Village to the west and Hale Wharf which is currently under construction to the east. Further large-scale redevelopment of the Tottenham Hale district centre is also ongoing further to the west.

- 3.2.3 The site is not located in a conservation area and there are no statutorily nor locally listed buildings either on site or very close by.
- 3.2.4 The application site forms part of Site Allocation TH9 (Hale Wharf) in the Tottenham Area Action Plan (AAP), which identifies this area for mixed-use residential and commercial development. The site also sits within the Upper Lee Valley Opportunity Area, a designated Growth Area within the Local Plan and the Tottenham Housing Zone. The site is also within a Local Employment Area: Regeneration Area.
- 3.2.5 The site sits within the Lee Valley Regional Park and is subject to a number of ecological designations including, a Green Chain, Ecological Corridor and Site of Importance for Nature Conservation of Metropolitan Importance. The River Lee is part of the Blue Ribbon Network.
- 3.2.6 The site is at least 250 metres away from the Walthamstow Wetlands and Walthamstow Marshes Sites of Special Scientific Interest (SSSIs), and the Lee Valley Ramsar and Special Policy Area (SPA) sites, which apply to the reservoir areas to the west and south of the application site.
- 3.2.7 The site has an excellent public transport accessibility level (PTAL) of 6a and is located adjacent to the A503 (Ferry Lane) which is part of the TfL Road Network and a short distance from Tottenham Hale Station.
- 3.2.8 The site is also within Flood Zones 2 and 3 and an Archaeological Priority Area.

3.3 Relevant Planning History

- 3.3.1 The application site has no relevant planning history.

4. CONSULTATION RESPONSE

4.1 Quality Review Panel (QRP)

- 4.2 The proposal was presented to the QRP on 24th July 2019. The Panel's comments were summarised as follows:
- 4.3 *"The Quality Review Panel strongly supports the strategic approach to development of the Lock Keepers site, including the proposed mix of uses. It points, however, to the importance of remediation of the disused lock. It recommends rethinking the building's ground floor plan, in particular in order to identify an alternative to locating residential entrances only on the pedestrian tow path. The proposed scale and massing work well and the architectural expression shows much promise. High quality materials and detailing will reinforce the perception of this building as a 'jewel' within the surrounding context. Refinement of the plan and layout of individual residential units could improve the quality of*

accommodation. Treatment of elevations should respond to risk of overheating. The panel strongly recommends interventions: to soften and 'green' the public realm along the building's Ferry Lane frontage; to seize opportunities to enhance biodiversity; and to restore Pymme's Brook as a green asset."

4.4 The Panel's comments are set out in full in Appendix 3. An analysis of how the Panel's key comments have been addressed is provided within a table in the design section of this report below.

4.5 Pre-Application Committee

4.6 The proposed development was presented to the pre-application committee on 10th February 2020. During the meeting comments were raised relating to the following key areas. These are set out in more detail in Appendix 4:

- Overdevelopment
- Affordable housing
- Family-sized housing
- Character and appearance
- Material finishes
- Green walls
- Relationship with lock and new bridges
- Overshadowing from projecting balconies
- Management of shared spaces
- Deliveries and servicing
- Wheelchair user dwellings
- Wheelchair user parking

4.7 Planning Application Consultation

4.8 The following were consulted regarding this planning application:

4.9 INTERNAL

4.10 Design Officer

4.11 The development has an innovative and striking design that will enliven the ground level, including both the towpath and Ferry Lane frontages, and provide high quality residential accommodation.

4.12 Transportation

4.13 No objections raised, subject to conditions and financial contributions.

4.14 Tottenham Hale Construction Co-Ordinator

- 4.15 No objections raised.
- 4.16 Tottenham Team
- 4.17 No objections, subject to the provision of a financial contribution towards improvements to the Paddock.
- 4.18 Housing
- 4.19 No objections.
- 4.20 Drainage Engineer
- 4.21 No objections. The proposed SUDS are acceptable in principle. Additional consideration should be given to permeable paving. Maintenance should also be clarified.
- 4.22 Carbon Management
- 4.23 The application can be supported from a carbon management perspective, subject to conditions.
- 4.24 Pollution
- 4.25 No objections, subject to conditions.
- 4.26 Waste Management
- 4.27 The proposed waste collection arrangements for the residential units are supported. Commercial waste collections must be arranged privately.
- 4.28 Employment Team
- 4.29 No comments made.
- 4.30 Emergency Planning
- 4.31 No objections raised.
- 4.32 Noise ASB Officer
- 4.33 No objections raised, subject to conditions.
- 4.34 Nature and Conservation

4.35 Supports Natural England's comments and recommends that additional surveys are undertaken in respect of protected species, if required [officer note: additional bat activity surveys have been undertaken and no bats were seen entering or leaving the site. No objections in terms of tree impact as long as those removed would be adequately replaced.

4.36 EXTERNAL

4.37 Transport for London

4.38 No objections.

4.39 Environment Agency

4.40 No objections, subject to conditions.

4.41 Natural England

4.42 No objections, subject to biodiversity enhancements and sustainable drainage being secured by condition.

4.43 Canal and River Trust

4.44 No objections, subject to conditions and informatives.

4.45 Lee Valley Regional Park Authority (LVRPA)

4.46 No objections subject to the provision of further information relating to landscaping within the Regional Park boundary, ecological impacts including potential effect on protected species, ecological protection and enhancements, and lighting proposals, and the securing of these matters through conditions and planning obligations where appropriate.

4.47 Any amended or further comments provided by LVRPA will be reported to the Planning Committee by way of an addendum.

4.48 Historic England (Archaeological Advisory Service)

4.49 No objections subject to conditions.

4.50 Thames Water

4.51 No objections raised, subject to a condition requiring details of piled foundations methodology, and informatives.

4.52 London Fire Service

4.53 Satisfied with the proposals.

4.54 Metropolitan Police

4.55 No objections raised, subject to conditions requiring the scheme to achieve Secured by Design accreditation.

4.56 London Borough of Waltham Forest

4.57 No objections. Wish to be consulted on the Construction Management Plan when the final version is submitted (by condition).

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 370 neighbouring properties;
- Local neighbourhood groups;
- Public notices were erected in the vicinity of the site.

5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application are described below.

5.3 Responses from individual addresses (37)

- 35 in Objection
- 0 in Support
- 2 in 'Comment'

5.4 The following local groups/societies made representations:

- Tottenham Civic Society (Comment)

5.5 The following local representatives also commented:

- None

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

Land Use and Housing

- Café use is not required in this area
- Lack of affordable housing

- Loss of existing residential accommodation

Size, Scale and Design

- Excessive height and scale
- Poor design
- Overdevelopment of the site and local area
- Out of keeping with surrounding area
- Negative impact on local character
- Loss of historic character
- Loss of openness on this plot
- Impact on local and strategic protected views

Parking, Transport and Highways

- Disruption from construction traffic and works
- Increased local traffic
- Lack of parking provision
- Overcrowding of public transport
- Inappropriate delivery/servicing arrangements
- Inappropriate emergency access arrangements

Residential Amenity

- Excessive overshadowing
- Loss of privacy
- Loss of day/sunlight
- Increased noise disturbance
- Excessive disturbance from construction works
- Lack of local amenities
- Lack of fire safety

Environment and Public Heath

- Loss of open and green space
- Loss of trees
- Negative impact on Lee Valley Regional Park, wetlands, river towpath and canal
- Negative impact on ecology and biodiversity
- Lack of public realm improvements

Other

- Negative impact on local archaeology

5.7 The following issues raised are not material planning considerations:

- Loss of a view
- Inappropriate public consultation

- Increases difficulty of social distancing

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
 - Policy Framework
 - Site Allocation
 - Land Use Principles
2. Housing Provision
 - Affordable Housing Viability Review
 - Housing Mix
 - Density
3. Design and Appearance
 - Detailed Design
4. Residential Quality
5. Impact on Neighbouring Amenity
6. Parking and Highways
7. Carbon Reduction
8. Flood Risk, Drainage and Waterway Protection
9. Ecology, Biodiversity and Landscaping
10. Archaeology
11. Air Quality and Land Contamination
12. Employment
13. Fire Safety and Emergency Access

6.2 Principle of the development

6.2.1 Policy Framework

6.2.2 *National Policy*

6.2.3 The National Planning Policy Framework 2019 (NPPF) establishes overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process and support 'development proposals that accord with the development plan without delay'. The NPPF also expresses a 'presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.'

6.2.4 The NPPF also encourages the 'effective use of land by reusing land that has been previously developed'.

6.2.5 *The Development Plan*

6.2.6 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Development Plan consists of the London Plan (consolidated 2016), Haringey's Local Plan (consolidated 2017), the Development Management Policies DPD (2017) and the Tottenham Area Action Plan (2017). The draft new London Plan is also a material consideration.

6.2.7 The planning decision must be made in accordance with the development plan unless material considerations indicate otherwise.

6.2.10 *Regional Policy*

6.2.11 The consolidated London Plan (2016) sets out objectives for development through a range of planning policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) documents that provide further guidance and policy advice.

6.2.12 The Intend to Publish version of the London Plan was published in December 2019. This can be attributed weight.

6.2.13 *Local Policy*

6.2.14 In 2017 Haringey's Local Plan Strategic Policies document was updated to reflect the increasingly challenging borough-wide housing and affordable housing targets of 19,802 homes and 7,920 affordable homes respectively, over the plan period.

6.2.15 The Tottenham Area Action Plan (AAP) 2017 gives effect to the Local Plan spatial strategy in the Tottenham area by allocating sites to accommodate the development needs of this part of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.

6.2.16 The Development Management Development Plan Document 2017 (DM DPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.

6.2.17 Site Allocation

6.2.18 The application site is within Site Allocation TH9 (Hale Wharf) in the Tottenham AAP. The site allocation covers the Hale Wharf site and adjacent Paddock, and so this application site forms only a small part of that site allocation designation. Hale Wharf has already received planning permission for large scale development (ref. HGY/2016/1719) and construction works are now under way. As such, the

majority of the site allocation requirements have already been met through previously approved development.

6.2.19 The site allocation envisages the provision of mixed-use 'distinctive riverside' development.

6.2.20 The site-specific requirements of TH9, that are relevant to this site, are as follows:

- Mixed-use development expected, with employment-led development supported
- Provision of a site-wide masterplan
- Uses that provide amenities for users of the Regional Park are supported
- Improve connections to the Paddock open space
- Accommodate the Green Grid
- Development of the site allocation in a comprehensive manner
- Due regard must be given to environmental and ecological interests

6.2.21 In addition, the following relevant development guidelines also apply to TH9:

- Enable ongoing operation and maintenance of the lock gates
- Prevent adverse impact on ecological assets in the area
- Provide a range of unit sizes and types, including provision of family-housing
- Protect and enhance important nature conservation areas
- Building heights should respect the site's location within the Lee Valley Regional Park and, where appropriate, the Green Belt
- Buildings should retain a sight line from the Green Link into the Lee Valley Regional Park
- Proposals should facilitate a connection to a Decentralised Energy network
- Proposals should help to facilitate improvements to the Paddock
- Improvements to access into Hale Wharf are required
- Proposals should have regard to flood risk, and be supported by a flood risk assessment
- Developments should enhance the ecological status of the adjacent rivers where possible, reduce flood risk and ensure river walls can be adequately maintained

6.2.22 The proposed development should be in general accordance with these adopted objectives unless material considerations dictate otherwise. These matters will be assessed in the relevant sections below.

6.2.23 Land Use Principles

6.2.24 The proposed development would replace the two existing residential units (Use Class C3) with a mixed-use development including 13 residential units, office space (Use Class B1a) and a retail/café unit (Use Class A1/A3).

6.2.25 Demolition of Existing Buildings

6.2.26 The proposed development would require demolition of all existing buildings within the application site boundaries. The two existing houses on the site are of limited architectural value and are not locally or statutorily listed. The demolition of the existing buildings is therefore acceptable in principle, and would help to facilitate the comprehensive redevelopment of the site as envisaged in the Site Allocation.

6.2.27 Provision of Residential Units

6.2.28 London Plan Policy 3.3 recognises there is a pressing need for more homes in London and Policy 3.4 states that housing output should be optimised given local context. It sets a target for Haringey of 15,019 homes to be provided during the plan period and prior to 2025. This target is set to increase with the adoption of the draft London Plan. Draft London Plan Policy H1 sets a target of 15,920 net completions of homes in the draft Plan period of 2019/20 to 2028/29. This yields an annualised target for Haringey of 1,592 homes.

6.2.29 Policy SP1 of the Local Plan 2017 states that growth will be focussed in the most suitable locations, with development of housing promoted in 'Growth Areas' including Tottenham Hale, in order to exceed the Council's minimum housing targets. Site Allocation TH9 identifies this site as being suitable for residential and commercial uses. Policy AAP3 of the Tottenham AAP states that 10,000 additional new homes will be sought across the Tottenham area.

6.2.30 Policy DM10 of the DMDPD states that the Council will support proposals for new housing on sites allocated for residential development.

6.2.31 The Site Allocation TH9 supports residential use on the site. The residential units forming part of this development would contribute proportionally towards the Council's overall housing targets in a sustainable and appropriate location and a residential use at this site is therefore considered acceptable in principle.

6.2.32 Provision of Employment Uses

6.2.33 Policy SP1 of the Local Plan 2017 states that the Council will expect development in 'Growth Areas' such as Tottenham Hale to provide the majority of new business floor space in the borough.

6.2.34 Policy AAP4 of the Tottenham AAP states that the Council will maximise the amount of business floorspace and premises in the area, and increase the number

and variety of jobs. This can be partially achieved through supporting proposals for mixed-use schemes (in line with Policy DM38) and office uses in Tottenham.

- 6.2.35 Policy DM38 of the DM DPD states that the Council will support proposals for mixed-use employment-led development within a Local Employment Area – Regeneration Area. In order to meet the requirements of this policy development proposals must: (a) maximise the amount of employment floorspace provided; (b) provide demonstrable improvements in the site's employment activities; (c) provide affordable workspace where viable; (d) respect amenity of existing and proposed residents; (e) not conflict with existing employment functions, and; (f) enable connections to ultra high-speed broadband.
- 6.2.36 The Hale Wharf planning permission provided a relatively low proportion of employment floor space (1,600sqm) in comparison to the amount of residential floor space provided (34,600sqm). Furthermore, the Hale Wharf development has resulted in a net loss of employment space of 4,982sqm, including the previous LVE offices. This application would therefore make-up some of this shortfall in employment space against the site allocation requirements, and replace some of the employment floor space lost on Hale Wharf, even taking account of the removal of the existing LVE office in Hale village.
- 6.2.37 The applicant proposes to provide a new estate office for Lee Valley Estates (to replace the temporary offices at Hale Village) at upper ground level and additional flexible office space on the floor above.
- 6.2.38 The existing site contains no employment uses. In providing two floors of new flexible office space at the site (544.6 sqm) the proposed development meets the requirements of DM38 (b) as described above. The office floor space has been maximised within the site footprint given the constraints of proposed building envelope and overall development viability. The development is not sufficiently financially viable (as confirmed by a third-party review of the applicant's Financial Viability Assessment) to provide any affordable workspace but will meet other local employment initiatives as described in the relevant section below. Therefore, parts (a) and (c) of DM38 are also met.
- 6.2.39 The amenity impact of employment activities on existing and proposed residential units will be considered in the relevant sections below. Connection to ultra-high-speed broadband can be secured by condition.
- 6.2.40 As such, it is considered that the provision of new employment floorspace in this location is acceptable in principle and would deliver the aspirations of the Site Allocation and support local employment
- 6.2.41 *Provision of Retail/Café Uses*

6.2.42 The retail/café use would take advantage of the waterside setting, providing amenities for users of the towpath and Lee Valley Regional Park, amongst other customers.

6.2.43 As such, it is considered that the provision of new retail/café floorspace in this location outside of a town centre is acceptable in principle and would service a local need and has the potential to add vibrancy to the immediate area.

6.2.44 *Land Use Principles – Conclusion*

6.2.45 The development delivers the aspirations and the requirements of the Site Allocation TH9 in land use terms by providing a significant quantum of commercial space as part of a mixed-use development.

6.2.46 *Masterplanning*

6.2.47 Policy DM55 requires applicants to prepare an indicative masterplan where development forms only part of a larger site allocation, in order to demonstrate that the proposal would not prejudice potential development on the remaining areas of the site allocation and other relevant sites nearby. The site requirements of TH9 also state that a site-wide masterplan should be provided for any development within the allocation.

6.2.48 The majority of the developable land within the site allocation, and most of its development objectives, have already been met through a single large-scale development that received planning permission in 2017 (Hale Wharf – HGY/2016/1719). Furthermore, the application site is separated from the remainder of the site allocation by the River Lee.

6.2.49 As such, it is considered that a masterplan is not required for this application as the potential for the proposed development to prejudice the site allocation objectives or future development proposals is minimal.

6.3 **Housing Provision**

6.3.1 Affordable Housing Viability Review

6.3.2 London Plan Policy 3.12 states that boroughs should seek the maximum reasonable amount of affordable housing for residential developments. Emerging Policy H5 of the draft London Plan states that where the ‘viability tested route’ is followed, schemes will be subject to early and late stage reviews.

6.3.3 The Mayor of London’s Affordable Housing and Viability (AHV) SPG states that all developments providing less than 35% affordable housing should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late stage viability reviews applied where appropriate.

- 6.3.4 Local Plan Policy SP2 requires developments of more than 10 units to provide a proportion of affordable housing to meet an overall borough-wide target of 40%, (based on habitable rooms) subject to financial viability. Policy DM13 of the DM DPD reflects this approach by stating that the maximum reasonable amount of affordable housing provision shall be sought on individual mixed-use schemes of more than ten dwellings, with regard to matters including individual site circumstances and development viability.
- 6.3.5 The applicant has submitted a *Financial Viability Assessment* (FVA) which has been independently assessed by District Valuer Services (DVS). DVS has interrogated the applicant's figures and found them accurate, noting that overall the proposed development is not currently financially viable, even without providing any affordable housing.
- 6.3.6 The construction risk and costs for the development are expected to be high due to the constrained nature of the site (on a peninsula between two waterways) and the expected complexity of the required build methodologies (including the use of piled foundations and digging of a partial basement).
- 6.3.7 In addition, the high existing (residential) use value, the relatively low numbers of residential units proposed and the mixed-use nature of the proposal, mean that the proposal cannot viably provide affordable housing because the value of the proposed development, after build costs and reasonable developer profit, does not exceed the existing use value. This is without including the S106 contributions (£123,000 approx) which reduce the viability further.
- 6.3.8 Review mechanisms will be secured by legal agreement. An early stage review will be provided so that, where the development has not been implemented within two years of planning permission being issued, a further review of the development's viability position can take place. The legal agreement can also secure a late-stage viability review once more than 75% (i.e. 10) of the proposed homes have been sold to capture any uplift in values.
- 6.3.9 The Hale Wharf development provided 117 affordable housing units (35.7% by habitable room, 35% by unit) and therefore for Site Allocation TH9 the overall percentage of affordable housing, including this development proposal, would stand at 34.2% by unit, 36.6% by habitable room).
- 6.3.10
- 6.3.11 The affordable housing position meets policy requirements and is acceptable in this case, subject to early and late stage viability reviews being secured by legal agreement.
- 6.3.12 Housing Mix

- 6.3.13 Policy 3.8 of the London Plan 2016 states that Londoners should have a genuine choice of homes. To achieve this the policy recommends that new developments offer a range of housing choices. Draft London Plan Policy H10 states that schemes should generally consist of a range of unit sizes, taking into account the nature and location of the site, and also states that well-designed one- and two-bedroom units in suitable locations can attract downsizers, thereby freeing up existing family-sized housing stock elsewhere.
- 6.3.14 Policy DM11 requires proposals for new residential development to provide a mix of housing with regard to site circumstances, the need to optimise output and in order to achieve mixed and balanced communities.
- 6.3.15 The overall mix of housing is for five one-bedroom units, seven two-bedroom units and one three-bedroom unit.
- 6.3.16 The application site is a small part of the Hale Wharf site allocation (TH9 of the Tottenham AAP). The Hale Wharf development (HGY/2016/1719) is under construction with an overall indicative dwelling mix of 40% studios/one-bedroom units, 46% two-bedroom units and 14% three-bedroom units from an overall total of 505 dwellings.
- 6.3.17 In combination with that earlier permission at Hale Wharf, the proportion of three-bedroom units for the site allocation would be 13.9% (72 units from a total of 518).
- 6.3.18 Looking more widely at proposed provision within the Tottenham Hale Housing Zone area 11.6% of units across these permissions would have three or more bedrooms. Furthermore, the Council is currently developing proposals for the Ashley Road Depot site which could provide approximately 200 homes around 30% of which would be family sized units which will increase the provision of family homes in the area.
- 6.3.19 In the recently allowed appeal decision for Ashley House (ref. HGY/2019/0108) which provided 11.4% of units as three or more bedrooms the Inspector noted that “the mix is appropriate given the location of the site and local demand and does not represent an overconcentration of 1 and 2 bedroom apartments”. The Inspector also stated that the Ashley House development would “appropriately contribute towards a mixed and balanced sustainable community” and acknowledged that a balanced mix “in line with that expressed in the THDCF [Tottenham Hale District Centre Framework, which sets out an indicative 10% provision of family-sized housing]” would be reasonable.
- 6.3.20 The Council’s planning policies for housing mix, specifically Policy DM11, do not specifically preclude development with lower levels of family-sized housing coming forward, as long as site circumstances justify the mix and a mix of dwellings is provided in the surrounding area. Emerging London Plan policies also encourage greater proportions of smaller units in suitable locations (such as

where access to public transport is excellent) in order to encourage occupiers of existing family-sized housing to downsize.

6.3.21 This site is located in between two waterways, with a main road immediately adjacent to the south. As such, it is considered this site is not the most suitable for family-sized housing and a slight under-provision (7.7%) against the indicative target of the THDCF is acceptable in this case, given that there is an overprovision against the same indicative target within the TH9 site allocation, at 13.9%, and a good provision across Tottenham Hale as a whole.

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

6.3.23 Density

6.3.24 London Plan Policy 3.4 states that development should optimise housing output within the relevant density ranges shown in Table 3.2. The supporting text to that policy states that the London Plan Density Matrix in Table 3.2 should not be applied mechanistically.

6.3.25 Emerging Policy D6 of the draft London Plan removes the density matrix and instead supports a design-led approach to finding a site's optimum density. Nevertheless, an assessment of the applicant's density figures is provided below.

6.3.26 Policy DM11 of the DM DPD supports the draft London Plan approach by stating that the optimum housing potential of a site should be determined through a rigorous design-led approach.

6.3.27 The application site is within an 'urban' setting and has an excellent PTAL of 6a. Table 3.2 of the London Plan sets an indicative maximum threshold of 700 habitable rooms per hectare for residential developments in this type of location.

6.3.28 The density calculation for this proposal is 648 habitable rooms per hectare which is well within the maximum indicative threshold referenced above.

6.3.29 Therefore, the density of the proposed development is acceptable.

6.4 **Design and Appearance**

6.4.1 The NPPF 2019 states that good design is a key aspect of sustainable development and that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.

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

6.4.3 *Quality Review Panel (QRP)*

6.4.4 The proposal was presented to the QRP for review on 24th July 2019. The Panel's summary comments are provided below:

6.4.5 *"The Quality Review Panel strongly supports the strategic approach to development of the Lock Keepers site, including the proposed mix of uses. It points, however, to the importance of remediation of the disused lock. It recommends rethinking the building's ground floor plan, in particular in order to identify an alternative to locating residential entrances only on the pedestrian tow path. The proposed scale and massing work well and the architectural expression shows much promise. High quality materials and detailing will reinforce the perception of this building as a 'jewel' within the surrounding context. Refinement of the plan and layout of individual residential units could improve the quality of accommodation. Treatment of elevations should respond to risk of overheating. The panel strongly recommends interventions: to soften and 'green' the public realm along the building's Ferry Lane frontage; to seize opportunities to enhance biodiversity; and to restore Pymme's Brook as a green asset."*

6.4.6 Below is a summary of key points from review, with officer comments provided in response:

<i>Panel Comments</i>	<i>Officer Response</i>
<i>Summary</i>	
Strong support for the development.	Positive Panel response noted.
<i>Strategic approach</i>	
Mix of uses is ambitious and will require effective management.	The Panel's concerns with the mix of uses were noted and amendments to the layout have been made so the uses are effectively separated and can be easily managed.
<i>Site context</i>	
Status of disused lock must be clarified with the Canal and River Trust. The lock could be cleaned and repaired, or closed and provided as a landscape feature.	The applicant has stated that the lock is beyond the boundary of the site and therefore not under the control of this application. The Canal and River Trust have been contacted and acknowledge that the lock is currently usable with one set of gates and there is limited river traffic in this area, and as such they have confirmed that

	the immediate repair is not necessary.
<i>Plan and layout</i>	
Residential entrances on the towpath are not practical and should be reconsidered.	The residential entrance has been reconsidered and is now from Ferry Lane.
The café is supported, but its location will be overshadowed and levels of footfall are unclear. Alternative siting should be considered.	The day/sunlight report has provided an overshadowing study that shows that 75% of the café amenity space receives good levels of sunlight. As such, the narrow form of the building prevents excessive overshadowing of the café terrace area.
<i>Scale and massing</i>	
The scale and massing works well.	Positive Panel response noted.
<i>Architectural expression</i>	
Architecture is modern and interesting and thus appropriate for this location. Building rhythm and window proportions work well. Gable ends should be treated simply.	Positive Panel response noted. The brick 'feathering' has been removed from the central gable end, and some horizontal banding has also been removed to simplify the side elevations.
Materials and detailing should be carefully considered so the building appears as a 'jewel' within its context.	The material palette and building detailing have been simplified, including by removing feathering and banding as described above, and by replacing yellow cladding with beige.
<i>Residential accommodation</i>	
Interrogation of residential layout is needed to reduce number of corridors, reconfigure rooms and maximise amenity areas. Amendments could be made to improve stacking of rooms between floors.	The efficiency of the internal layout has improved significantly since the meeting with the Panel. The residential access has moved to Ferry Lane, the residential and commercial entrances access corridors are separate and well-lit and internal living spaces have

	been re-arranged to maximise views across the river. Stacking arrangements have been improved but the elongated layout of the building means it cannot be eradicated completely.
<i>Environmental conditions</i>	
South-facing terraces could be vulnerable to noise from Ferry Lane. Design of balustrades could help mitigate this.	The proposed balustrades and roof level planting provide an appropriate sound buffer, as confirmed by the submitted <i>Noise Assessment</i> . High-quality glazing will protect internal living areas from noise.
Overheating mitigation may be achieved in part through use of architectural treatments.	The development design provides a large amount of natural ventilation which, in tandem with other measures such as recessed balconies, provides sufficient overheating mitigation.
<i>Public realm and landscape design</i>	
Methods to 'green' the Ferry Lane frontage should be integrated.	Cascading terraces and areas of vertical climbing planting have been incorporated into the Ferry Lane elevation.
Areas of planting that support biodiversity, and the 'greening' or restoration of Pymme's Brook should be encouraged.	Planting on terraces and green roofs would provide biodiverse habitats. Additional planting is provided on and around the site at ground level.
<i>Next Steps</i>	
The Panel is confident that the design team will be able to effectively respond to these comments, in consultation with Planning Officers.	Panel comment noted. The applicant has worked with Planning Officers to facilitate significant improvements to the design of the scheme.

6.4.7 As set out above, the applicant has actively sought to engage with the QRP during the pre-application stage, and the submitted design has embraced the detailed advice of the Panel.

6.4.8 Detailed Design

6.4.9 The NPPF 2019 states that good design is a key aspect of sustainable development and that proposed developments should be visually attractive, be sympathetic to local character and history, and maintain a strong sense of place.

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

6.4.11 *Location and Context*

6.4.12 The application site is located on a relatively small slither of land between two waterways. On either side of those waterways are the new and emerging developments at Hale Village (to the west) and Hale Wharf (to the east). Also, to the west of the site is a green area that forms part of the Lee Valley Regional Park. As such, this site has the relatively unique characteristics of appearing as an 'island' within the developing urban environment of Tottenham Hale, as the adjacent waterways and green space result in a large separation distance between the site and surrounding buildings.

6.4.13 The site allocation TH9 identifies this location as being suitable for 'distinctive riverside development'.

6.4.14 *Bulk and Massing*

6.4.15 The form of the proposed development follows the plan of the application site with narrow ends widening in the middle, with that form reinforced by a sloping top rising from both ends to peak in the middle. This form would allow the northern and southern elevations to feature heavy planting which 'climbs' over the roof, adding to the verdant character of existing planting along the towpath when viewed from the north and south. These elevations also provide a contrast with the more elongated eastern and western facades, which are necessarily perpendicular with their respective waterway edges.

6.4.16 The maximum six storey height is not excessive, nor out of character with the surrounding context, given the taller height of the developments on either side and the large amount of open space surrounding the proposed building, which would appear modest in size given this context.

6.4.17 The proposals would bring activity onto the short street frontage on Ferry Lane and onto the canal towpath to the east, particularly at the northern corner where the café would be located. The western side of the development would appear

more private. This more private elevation, and the servicing areas at ground floor level in particular, would be partially screened from public views by existing tree planting on the western side of Tottenham Marshes open space, and by shrub planting on the eastern side of the open space.

6.4.18 The proposed building would appear in the panoramic views up and down the river. The view north along the river from Ferry Lane appears to be referenced under the locally significant as described under Policy DM5 of the DM DPD views (specifically view number 30a as per Figure 2.1). This view is described as being 'panoramic' and this panorama is defined by the open character of the river. The proposed building would be located to the side of the river and would help to frame the panoramic views along it. The Design Officer agrees with this, and states that: "this scheme will protect those panoramas by presenting its narrow blade-like ends to the views and its broad sides across those views, and actually enhance them by adding further framing of those views".

6.4.19 The Quality Review Panel strongly supported the scale and massing of the proposal.

6.4.20 *Elevational Treatment, Fenestration and Materials*

6.4.21 The substantial use of glass on northern and southern elevations brings activity onto Ferry Lane and the towpath. This would be particularly apparent at night. This material treatment would combine with the commercial activities on the lower levels to accentuate these newly active areas. This arrangement has the added benefit of bringing greater passive surveillance and lighting onto the towpath and Ferry Lane with associated benefits for pedestrians and cyclists.

6.4.22 The Canal and River Trust support this view and have stated that *"the scheme will have a positive impact on towpath users' perceptions of safety in this area by bringing a significantly greater sense of natural surveillance. The café should bring a welcome sense of activity to what will become an increasingly important access/egress point between the towpath and the highway network."*

6.4.23 On the two side elevations, the regular pattern of 'punched' windows interspersed with more irregular recessed balconies and projecting bay windows provide visual interest, whilst responding to the 'warehouse vernacular' style of the Hale Wharf development. These flank elevations are elegant, featuring a set of rhythmic grooved 'bays' cut into the brickwork which give these longer elevations a more domestic scale. Material differentiation on these elevations helps to express the different uses that occur of the lower and upper floors.

6.4.24 Two different brick colours are proposed, which would be complimentary to the surrounding context. As such, also noting the design features described above, the proposed building would appear as a modest yet striking addition to the unfolding composition of distinctive buildings along Ferry Lane, and up and

down the river. These characteristics would accord with the requirement for distinctive riverside development, as required by the site allocation.

6.4.25 The Quality Review Panel supported the architectural treatments, subject to further simplification, which has been provided by the applicant in the form of a reduced amount of material differentiation and removal of horizontal banding on the side elevations.

6.4.26 *Conclusion*

6.4.27 Noting the island characteristics of the site, the Council's Design Officer has stated that:

6.4.28 *"The innovative and striking design responds well to this highly visible site, providing an interesting development that will enliven the ground level, with a café that will provide animation and vibrancy to the already lively canal towpath and lock side location, as well as providing a useful service, providing much needed and useful employment uses that will enliven the Ferry Lane frontage, and providing high quality residential accommodation."*

6.4.29 Therefore, the proposal is considered acceptable in design terms.

6.5 Residential Quality

6.5.1 The Mayor of London's Housing SPG sets out a range of detailed design requirements for new dwellings in London.

6.5.2 Policy DM1 of the DM DPD requires developments to provide a high standard of privacy and amenity for its occupiers.

6.5.3 *Dual Aspect*

6.5.4 Standard 29 of the Housing SPG states that developments should minimise the number of single aspect dwellings. It also states that single aspect dwellings that are north facing or of three or more bedrooms should be avoided.

6.5.5 All units are dual aspect. Each of the residential units on the northern and southern ends of floors two to five have terraces that provide views either north or south along the river. Each of these units also has at least one side window. This accounts for eight of the thirteen proposed units.

6.5.6 The remaining five units on the second, third and fourth floors have predominantly eastern aspect but also include projecting windows and recessed balconies which enable views in either a northerly or southerly direction along the river.

6.5.7 *Private Amenity Space*

- 6.5.8 Standard 26 of the Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for each dwelling, with larger spaces provided for units of three or more bedrooms.
- 6.5.9 All units have direct access to at least one private amenity space, such as a balcony or terrace, of an appropriate size. Some flats on the south side have particularly large terraces, for example units A06 (37.3sqm) and A10 (44.9sqm), whilst the fifth floor flat has three amenity spaces totalling 77.4sqm.
- 6.5.10 Therefore, it is considered that the private amenity space provision is generous and policy compliant.
- 6.5.11 *Outlook, Privacy and Sun/Daylight*
- 6.5.12 The proposed development and is at least 30 metres from any existing or approved development. This is a substantial separation distance within an urban environment and means that outlook from flats would be relatively uninterrupted, with high levels of privacy.
- 6.5.13 The units would also receive good quality daylighting. Although sunlight to some flats may be partially restricted during winter months due to the siting of existing and proposed buildings to the east and west, over the course of the year sunlight levels would be good for an urban environment.
- 6.5.14 As such, it is considered that the outlook, privacy and provision of day/sunlight for the proposed units would be high.
- 6.5.15 *Air Quality, Noise and Light Disturbance*
- 6.5.16 The site is located adjacent to Ferry Lane where the predicted ground level concentrations of nitrogen dioxide would be 40µg/m³. This concentration would decrease significantly for residential dwellings that are located higher up the building, at second floor and above.
- 6.5.17 Therefore, the short-term air quality objective of 40µg/m³ would not be exceeded for the proposed residential units. This assessment includes the potential increase in emissions that could occur from the Hale Village Energy Centre as the result of this development proposal connecting to it.
- 6.5.18 The predicted concentrations of particulate matter would be well within the relevant long-term air quality standards, as indicated by the submitted *Air Quality Assessment*.
- 6.5.19 The submitted *Noise Assessment* states that there is a medium risk to future occupiers from noise levels during the night. The principal source of disturbance

would be Ferry Lane to the south. Noise can be adequately managed through good quality glazing and the provision of mechanical ventilation systems to affected units (to allow windows to be closed). These arrangements can be secured by condition.

6.5.20 Noise and fumes from proposed commercial and residential plant can be controlled by condition. The proposed commercial uses are not expected to impact negatively on the amenity of future residents, as they would not include significantly noise-creating activities. In any case, sound insulation within the floors between the residential and commercial uses shall be secured by condition to protect residential amenity.

6.5.21 Lighting arrangements would be confirmed by condition and designed not to impact negatively on future occupiers.

6.5.22 *Accessibility*

6.5.23 Policy 3.8 of the London Plan 2016 and emerging Policy D7 of the draft London Plan requires 10% of new housing to be wheelchair user dwellings in accordance with M4(3) of the Building Regulations.

6.5.24 As the required wheelchair parking space cannot be provided on site, a wheelchair adaptable dwelling will be provided on Hale Village in place of the existing estate office (which will be relocated to this site). This additional wheelchair-adaptable unit can be secured by legal agreement and would be available to occupy on first occupation of the proposed development.

6.5.25 The proposed development includes internal lift access to all floors and an integrated lift on its eastern side that would permit level access from Ferry Lane to the towpath, and vice versa. The lift would be available for public use at all hours when the proposed café is open. Level access from the towpath to this site and the surrounding area would also be available via the new bridges to the north of the site.

6.5.26 *Security*

6.5.27 Standards 13 and 14 of the Housing SPG require video entry phones and corridors with natural light and ventilation where possible.

6.5.28 The proposed office would be accessible over 24 hours. This would provide associated security benefits to the residential entrance, which is adjacent to the office reception area. All flats would benefit from video entry controls. Occupation of the office units would improve passive surveillance of the surrounding area, including Ferry Lane and the towpath, during the day.

- 6.5.29 Glazed walls to the main residential entrance corridor allow visual interaction between the residential and office areas, as well as improving light and surveillance. Natural light and ventilation also reaches the residential access corridor through the mesh openings on the upper ground level of the western elevation.
- 6.5.30 Each use has a separate and secure entrance, which provides clearly defined spaces for each of the users of the site. The courtyard in front of the office reception and residential entrance will be well-lit at night and covered by CCTV.
- 6.5.31 The Designing Out Crime Officer of the Metropolitan Police is satisfied that the development would be able to gain either Gold or Silver Secured by Design accreditation, and this requirement would be secured by condition.
- 6.5.32 As such, the residential quality of the proposed development would be excellent.

6.6 Impact on Neighbouring Amenity

- 6.6.1 London Plan Policy 7.6 states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Policy DM1 of the DM DPD continues this approach and requires developments to ensure a high standard of privacy and amenity for its users and neighbours.
- 6.6.2 The applicant has submitted a *Daylight, Sunlight and Overshadowing Assessment* with the application. This assessed the impact of the development on the nearest occupied buildings, which are Crane Heights and Coppermill Heights at Hale Village, part of Hale Wharf, and 7 Reedham Close.
- 6.6.3 *Daylight Impact*
- 6.6.4 The daylight impact of a proposed development is assessed using three criteria: for there to be any impact on daylight the development must obstruct a plane drawn at 25 degrees from the horizontal of an existing window; if the proposed building obstructs this plane then the vertical sky component (VSC), or level of illuminance under an unobstructed sky, of a window is assessed, and; if the VSC falls below 27% then a comparison is made between the existing and proposed situation to see whether VSC levels fall below 0.8 of their former value. If the assessment for an individual window fails against all these indicators, then the daylight received can be considered not to meet the BRE guidelines.
- 6.6.5 175 windows were assessed at the four buildings referenced above. Of these, 126 windows (72%) would not be impacted enough to require further assessment. Only 11 of the windows assessed (6%) would have a VSC below 27% and all of these would retain more than a 0.8 ratio of daylight in comparison to their former value.

6.6.6 As such, it is considered that the development is acceptable in terms of its impact on the daylight of nearby residential properties.

6.6.7 *Sunlight Impact*

6.6.8 The sunlight impact of a proposed development is assessed by identifying windows that would be within 90 degrees of due south and checking whether any part of the new development obstructs a line drawn 25 degrees from the centre of the affected window. If both of these results are positive, then windows must have: annual probable sunlight hours of less than 25% and winter probable sunlight hours of less than 5%, or less than 0.8 of its former sunlight value during period, and also have a more than 4% reduction in annual sunlight overall, to fail the BRE guidelines.

6.6.9 138 windows at the identified buildings would be within 90 degrees of south. 102 of these windows (74%) would not be affected enough to require further assessment. No windows would fail all the above referenced criteria.

6.6.10 As such, it is considered that the development is acceptable in terms of its impact on the sunlight of nearby residential properties.

6.6.11 *Overshadowing*

6.6.12 There are no residential amenity areas within the vicinity of the site that would be affected by this proposed development..

6.6.13 *Outlook and Privacy*

6.6.14 The separation distance between the proposed development and nearby existing and approved residential properties is at least 30 metres. This would prevent excessive loss of outlook or privacy to existing or proposed occupiers.

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

6.6.16 *Other Amenity Considerations*

6.6.17 London Plan Policy 7.14 states that developments should address local problems of air quality. London Plan Policy 7.15 requires proposals to avoid significant adverse noise impacts. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.

6.6.18 The submitted *Air Quality Assessment* (AQA) states the development would be air quality neutral with respect to transport-related emissions. There will also be no combustion emissions occurring directly from this site as the development would connect to the existing Hale Village heating system.

- 6.6.19 Increases in the local environmental noise levels would be low, as the proposed development would include residential, office and café activities, which are not significantly noise-creating. The development is almost entirely car free and therefore the noise created by additional vehicles on local roads would not be significant.
- 6.6.20 External lighting installations would be designed to minimise light spill towards neighbouring properties and create a secure environment on the towpath and surrounding area, and this can be secured by condition.
- 6.6.21 Therefore, it is considered that the proposed impact on neighbouring properties from air, noise and light pollution would be acceptable.

6.7 Parking and Highways

- 6.7.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. Emerging policy T2 of the draft London Plan supports this approach by stating that proposals should promote a reduction in car dominance and increase walking, cycling and public transport use. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 6.7.2 London Plan Policy 6.13 states that new development should demonstrate a balance between providing parking and preventing excessive amounts that would undermine cycling, walking and public transport use. Emerging Policy T6 of the draft London Plan states that car free development should be the starting point for all development proposals that are well-connected by public transport.
- 6.7.3 The site has an excellent public transport accessibility level (PTAL) of 6a due to its close proximity to Tottenham Hale underground station and the availability of six bus routes in the vicinity.
- 6.7.4 The River Lee towpath is located immediately adjacent to the eastern boundary of the site and is a formal right of way. Due to its location in between two watercourses, with a small site frontage on Ferry Lane which is a main arterial road, there is no direct vehicular access to the site available.
- 6.7.5 The Council's Transportation team has considered the potential parking and highway impact of this proposal and their comments are referenced in the assessment below.
- 6.7.6 *Accessible Car Parking Provision*

- 6.7.7 Emerging Policy T6.1 of the draft London Plan states that disabled persons parking bays for 3% of dwellings must be made available on first occupation of the development, with bays for a total of 10% of dwellings made available at a later stage, on demand from residents.
- 6.7.8 Vehicle access to the site cannot be achieved from Ferry Lane and therefore no car parking can be provided on site. Following concerns raised at the pre-application committee a wheelchair-adaptable unit would be provided close to the application site on Hale Village (on the ground floor of Crane Heights in place of the existing office) which would have its own dedicated blue-badge parking space nearby (on Waterside Way). This is considered to address the requirement 10% disabled parking provision.
- 6.7.9 One wheelchair-adaptable unit would also be available on site, but would not be provided with a parking space.
- 6.7.10 As such, the proposed accessible parking provision is considered acceptable.
- 6.7.11 *Cycle Parking*
- 6.7.12 Emerging Policy T5 of the draft London Plan requires residential development to provide one cycle parking space per one-person dwelling, 1.5 spaces per two-person dwelling and two spaces for each unit with two or more bedrooms. Two spaces are also required for 'short stay' visitor parking for a development of this size.
- 6.7.13 24 spaces would be provided at upper ground floor level within a dedicated store accessed from the residential entrance off Ferry Lane. That includes two spaces for larger cycles.
- 6.7.14 One cycle space per 150sqm of office space is also required and has been provided, in addition to further cycle parking provision for the café unit. This is available to the west of the café unit, within a secure area. Visitor cycle parking for office units is available to the front of the site, off Ferry Lane, and visitor parking for the café is provided adjacent to the towpath.
- 6.7.15 The final details of the cycle parking layout shall be secured by condition to ensure that London Cycle Design Standards are met.
- 6.7.16 *Pedestrian and Cycle Access*
- 6.7.17 The residential and office uses would be accessed directly from Ferry Lane, with the retail/café unit accessible from the towpath. There are excellent cycle and pedestrian links nearby including the river towpath, new bridges between Hale Village and Hale Wharf and on into the Paddock, and new public realm and a demarcated cycle route along Ferry Lane.

- 6.7.18 A lift is provided to the eastern side of the proposed building that would enable level access between Ferry Lane and the river towpath. The lift would be accessible by the public and its operating hours would be aligned with the café so that the lift would not be operational when the café is closed. This can be secured by condition.
- 6.7.19 The developer would provide wayfinding infrastructure as part of this development to encourage increased use of the right of way between Ferry Lane and Tottenham Marshes.
- 6.7.20 As such, the development would result in local pedestrian and cycle access improvements.
- 6.7.21 *Waste Management, Deliveries and Servicing Arrangements*
- 6.7.22 The existing dwellings are serviced from Ferry Lane. However, the layout of the development means that vehicles would not be able to access the site directly from Ferry Lane and waiting of vehicles on the highway must be avoided. As such, waste collections, deliveries and other servicing requirements would take place via Hale Village.
- 6.7.23 Waste would be kept in the designated stores at ground floor level. There are separate stores for the commercial and residential uses. Waste would be collected from the stores on a daily basis and transferred to Hale Village via electric tug vehicles. The tugs would reach Hale Village via the new bridge installations to the north, before crossing Mill Mead Road, and heading down into the Hale Village basement to join the existing waste collections at that development.
- 6.7.24 This arrangement has been reviewed by the Council's Waste Management team and considered acceptable.
- 6.7.25 All deliveries and servicing would be undertaken via the Hale Village concierge. It is understood that this concierge currently manages the delivery/servicing arrangements for Hale Village. All occupiers would need to have deliveries directed to the concierge building. Deliveries will be consolidated and taken to the proposed development once a day, using an electric vehicle and taking a similar route (albeit in reverse) to that used by the waste management vehicles.
- 6.7.26 Occupiers of the proposed development also have the option to visit the concierge to collect their deliveries at any time, should they wish to do so.
- 6.7.27 Food and grocery deliveries would work using a similar arrangement, with the concierge collecting the delivery and contacting the resident to inform them their

goods are ready for collection. A barrow would be available for residents to transport their goods between the concierge and the proposed development.

6.7.28 The concierge has existing car parking spaces which delivery drivers can use to drop-off goods.

6.7.29 Transport for London have confirmed that this arrangement is acceptable. The exact details of these delivery/servicing and waste management arrangements will be secured by condition.

6.7.30 *Construction Logistics and Management*

6.7.31 A draft *Construction Environmental Management Plan* (CEMP) has been submitted with this application. Construction vehicles would be instructed not to queue on the highway and no construction vehicle arrivals or departures would be permitted during peak hours to minimise road congestion.

6.7.32 Construction methodologies would be monitored by the Council's Construction Logistics Planner for which the applicant is providing a financial contribution, to be secured by legal agreement.

6.7.33 The Council's Pollution team raises no objections to the development proposal subject to the provision of detailed demolition and construction management plans prior to the commencement of the appropriate works, which would contain details of construction logistics and dust management and which shall be secured by condition.

6.7.34 As such, it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.7.35 **Carbon Reduction**

6.7.36 Policy SP4 of the Local Plan requires all new development to be zero carbon (i.e. a 100% improvement beyond Building Regulations Part L (2013)). The draft London Plan further confirms this in emerging Policy SI2. All new developments must also achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.

6.7.37 Policy DM21 of the DM DPD states that all new development will be expected to consider and implement sustainable design, layout and construction techniques.

6.7.38 An *Energy & Sustainability Statement* has been submitted with this application. The proposed development has been designed to reduce carbon emissions in accordance with the energy hierarchy which requires the 'Be Lean' (energy reduction), 'Be Clean' (energy efficiency), 'Be Green' (renewable energy) steps to be followed.

- 6.7.39 The proposed development incorporates a range of passive and active design measures to reduce the energy demand for space conditioning, hot water, and lighting. It would connect to the Hale Village District Energy Network (DEN). Solar photovoltaic panels covering 68sqm at roof level will provide significant carbon savings via renewable energy.
- 6.7.40 The BREEAM Pre-Assessment submitted with the application achieves a score of 63.2%, which equates to a rating of 'Very Good' and is therefore compliant with Local Plan Policy SP4. This rating shall be secured by condition.
- 6.7.41 The applicant has demonstrated a 47.9% improvement in carbon dioxide emissions over that of the baseline of Part L of 2013 Building Regulations for the residential element of the proposed development, and 14.8% improvement for the commercial elements. Given the size of the development and that this is a small site this is considered to be an acceptable outcome.
- 6.7.42 The remaining carbon for this development must therefore be offset by way of a financial contribution at a rate of £95 per tonne over 30 years. This figure of £53,865 would be secured by legal agreement should consent be granted.
- 6.7.43 *District Energy Network Connection*
- 6.7.44 Policy DM22 states that proposals that use decentralised energy network infrastructure will be supported.
- 6.7.45 There is an existing District Energy Network (DEN) at Hale Village, to which the proposed development expects to connect, subject to the appropriate feasibility studies being carried out. Further details of the connection can be secured by condition.
- 6.7.46 *Overheating*
- 6.7.47 Excessive overheating of the development would be prevented primarily through maximising natural ventilation, through open corridors and openable windows for example, as well as through the integration of additional design measures such as recessed balconies, which prevents excessive amounts of sunlight from reaching habitable rooms. The overheating risk of the proposed building has been assessed and was found to be low.
- 6.7.48 Significant increases in overheating, should they occur in the future, could be mitigated through the installation of external fins, internal blinds, and solar control glazing, amongst other measures.

6.7.49 As such, the Council's Carbon Officer has confirmed that the application is acceptable, subject to conditions and the provision of a carbon offsetting contribution to be secured through a legal agreement.

6.8 Flood Risk, Drainage and Watercourse Protection

6.8.1 *Flood Risk and Site Drainage*

6.8.2 London Plan Policies 5.12 and 5.13 require measures to reduce and manage flood risk. Local Plan Policy SP5, and Policies DM24 and DM25 of the DM DPD, state that development shall reduce forms of flooding and implement sustainable urban drainage systems (SUDS) where possible to improve water attenuation, water quality, and local amenity.

6.8.3 Environment Agency maps indicate that the site is partially within Flood Zone 3 which equates to a high risk of flooding. However, the applicant has submitted a *Flood Risk Assessment* which has analysed flood levels and concludes that the site is above the 1 in 1000-year flood level, which equates to a designation as Flood Zone 1. The Environment Agency has reviewed this document, and their own data, and concur with this conclusion. The Environment Agency has confirmed that the site is safe from flooding and no specific flood risk mitigation measures are required.

6.8.4 Surface water would be attenuated through the installation of a below ground attenuation tank and a green roof would increase attenuation further. The quality of surface water would be improved by filtration through the green roof. These measures are supported by the Council's SUDS Officer. Permeable paving should be provided and details of long-term management and maintenance of the drainage systems must also be confirmed. These measures can be secured by condition.

6.8.5 Thames Water has raised no objection to the proposal, subject to conditions.

6.8.6 As such, it is considered that the proposal is acceptable in terms of its water management arrangements.

6.8.7 *Watercourse Protection*

6.8.8 Policy DM28 of the DM DPD states that new development should be set back from rivers and watercourses by 8 metres and 5 metres respectively, unless otherwise agreed by the Council and Environment Agency, to provide an adequate undeveloped buffer zone. The policy also requires environmental improvements to rivers, for river functions not to be adversely affected, that the watercourse infrastructure would function adequately for the lifetime of the development and that the water quality of the watercourse would not be adversely affected.

- 6.8.9 The development would be located more than 5 metres from the River Lee but close to Pymme's Brook. The Environment Agency (EA) are aware that this site has been identified for development as part of site allocation TH9 and that the potential development options are limited by the siting of the two watercourses. The EA do not object to this application on that basis, but instead request that the river environment is enhanced through the provision and management of an ecological 'buffer zone' adjacent to Pymme's Brook. This can be secured by condition.
- 6.8.10 The EA has also requested that a piling method statement is submitted prior to commencement of works that considers the potential impact of construction works on the river walls. Subject to these conditions the Environment Agency raise no objections to the development proposal.
- 6.8.11 No improvements are proposed to the adjacent river locks. These are outside of the developer's control and are instead managed by the Canal and River Trust, who have stated that the low level of river traffic in this area means that, given the lock is currently usable, no immediate works are necessary.
- 6.8.12 Therefore, the application is acceptable in terms of its flood risk, drainage mitigation and watercourse impact, subject to conditions.

6.9 Ecology, Biodiversity and Landscaping

6.9.1 *Ecology*

- 6.9.2 Policy 7.19 of the London Plan states that development proposals should give strong importance to SINC's of Metropolitan Importance. Emerging Policy G6 of the draft London Plan states that SINC's should be protected.
- 6.9.3 Policy SP13 of the Local Plan states that all new development shall protect and enhance green chains and river corridors and prevent inappropriate development. It also states that improvements and enhancements will be sought to the quality and access to existing green spaces. The policy continues to clarify that SINC's and the Regional Park shall be protected and enhanced.
- 6.9.4 Policy DM19 of the DM DPD states that development proposals within SINC's or ecological corridors should protect and enhance the nature conservation value of the site.
- 6.9.5 The application site is also located adjacent to a Blue Ribbon Network (BRN) and Policy 7.28 of the London Plan states that the BRN should be restored and enhanced through increasing its habitat value.

- 6.9.6 Site Allocation TH9 requires developments to contribute towards improvements to the Paddock.
- 6.9.7 The applicant has submitted a *Preliminary Ecological Appraisal* (PEA) with the application. The PEA notes that Walthamstow Reservoirs Site of Special Scientific Interest (SSSI), and Lee Valley Special Protection Area (SPA) and Ramsar site, are located within one kilometre of the site, but that the application site provides no supporting habitat for these statutory designated sites.
- 6.9.8 The site includes a pair of semi-detached dwellings and their associated garden areas and tree planting, which provide limited potential habitats for local ecology other than to support breeding birds and bats. There is low or negligible potential for other protected species.
- 6.9.9 The PEA recommends that additional bat activity surveys are undertaken during the months between May and September. Two surveys have recently taken place and no bat activity was observed at the site. The findings of the final bat activity survey will be reported at Committee. Any required mitigation measures will be secured by condition. Lighting arrangements, designed to minimise the impact on bats and other species as appropriate, would also be secured by condition.
- 6.9.10 A precautionary approach to site clearance will be required. Clearance will only be permitted from September to February to ensure the bird breeding season is avoided. Additional bird nesting and bat roosting provision could be integrated into the proposed development through the installation of bat and bird boxes on walls or trees, or otherwise integrated into the building form. The Canal and River Trust recommend that bug hotels are also provided. These installations can be secured by condition.
- 6.9.11 As mentioned in the section above, the Environment Agency has requested an ecological 'buffer zone' is provided adjacent to Pymme's Brook. There is an area that could accommodate this and it can be secured by condition.
- 6.9.12 The applicant has also agreed to provide a financial contribution towards the Paddock open space to the east of the site (adjacent to Hale Wharf) and this will be secured by legal agreement.
- 6.9.13 The Lee Valley Regional Park Authority, Canal and River Trust and Natural England have all been consulted on this application and raise no objections, subject to the provision of further information, through conditions.
- 6.9.14 The Canal and River Trust acknowledge that the adjacent lock is usable with one set of gates and the limited river traffic in this area does not require its immediate repair.

6.9.15 Therefore, the proposal would enhance the ecological provision on the site and the surrounding area subject to conditions and a legal agreement.

6.9.16 *Biodiversity and Landscaping*

6.9.17 Policy DM21 of the DM DPD states that proposals should maximise opportunities to enhance biodiversity on site, including through appropriate landscaping. Living roofs and green walls.

6.9.18 Six Category B and C trees need to be removed to facilitate the proposed development. The Council's Tree and Nature Conservation Manager has confirmed that those that would be lost appear unsuitable for a Tree Protection Order. A large Willow tree, which is considered to have the greatest amenity value of any of the existing trees on site, would be retained and would form a key feature of the proposed landscaping arrangement. The trees removed would be replaced with new street trees in the locality and this can be secured by condition.

6.9.19 The proposed development would include green roofs, green walls and additional areas of planting around the site. An indicative landscaping scheme has been shown for the green space to the north of the site, which would provide visual and biodiversity benefits for the surrounding area and towpath. Exact specifications for the on-site landscaping can be secured by condition. Additional indicative landscaping works are shown within the Design and Access Statement it is expected these will be provided by the applicant in partnership with the Canal and River Trust.

6.9.20 There are currently invasive species on site including giant hogweed, cherry laurel and butterfly bush which must be removed by a properly qualified person (a member of the Property Care Association Invasive Weed Control Group) prior to the commencement of any works on site. This can be secured by condition.

6.9.21 As such, the application is acceptable in terms of maximising its biodiversity impact and provision of good quality landscaping, subject to conditions.

6.10 Archaeology

6.10.1 London Plan Policy 7.8 states that development affecting heritage assets and their settings should conserve their significance, and that new development should make provision for the protection of archaeological resources. Policy DM9 of the DM DPD reflects these objectives.

6.10.2 Historic England's GLAAS team have stated that archaeological remains of significance could be found on this site during the construction process. As such, GLAAS recommends that a site investigation takes place before the commencement of development, and that further surveys also take place if heritage assets of archaeological interest are found. Any finds of note should then

be reported publicly, to a degree relevant to their significance. These requirements can be secured by condition.

6.10.3 As such, the application is acceptable in terms of its protection of local archaeology, subject to conditions.

6.11 Air Quality and Land Contamination

6.11.1 *Air Quality*

6.11.2 London Plan Policy 7.14 states that developments shall minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote sustainable design and construction. The whole of the borough is an Air Quality Management Area.

6.11.3 An *Air Quality Assessment* (AQA) has been submitted with the application. The heating and hot water for the development would be provided by a connection to the Hale Village District Energy Network and the scheme would be car-free except for the provision of one off-site parking space. As such, the assessment states that the proposed development would be air quality neutral in respect of both building and transport emissions.

6.11.4 The Pollution Officer raises no objections to the proposal in air quality terms, subject to conditions.

6.11.5 *Land Contamination*

6.11.6 London Plan Policy 5.21 supports the remediation of contaminated sites and to bringing contaminated land back into beneficial use. Policy DM23 requires development proposals to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors.

6.11.7 The applicant has submitted a *Desk Study Report* with this application. No contaminative activities have been identified on site, which is currently occupied by a pair of semi-detached houses. Thus, the overall risk of harm to end users is low to very low. However, further assessments are required to better characterise any contamination that may exist on site as the result of current and historical land uses. The *Report* recommends that an intrusive investigation takes place prior to the commencement of works. This can be secured by condition.

6.11.8 The Council's Pollution Officer agrees with the recommendations of the *Report* and has recommended appropriate conditions should consent be granted.

6.11.9 Therefore, this application is acceptable in terms of its impact on pollution and land contamination, subject to conditions.

6.12 Employment

- 6.12.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training.
- 6.12.2 The proposed development would provide approximately sixty new jobs, which would be an uplift of 44 once the existing LVE office (16 staff) moves to the site from Hale Village. The applicant has also agreed to a range of employment, skills and training initiatives that can be secured through legal agreement. These include the employment and training of Haringey residents, including apprentices, during the construction process, and a commitment to maximising the availability of employment and training opportunities for Haringey residents within the businesses that would occupy the new commercial units.
- 6.12.3 As such, the application is acceptable in terms of its provision of jobs and local employment initiatives.

6.13 Fire Safety and Emergency Access

- 6.13.1 Emerging Policy D12 of the draft London Plan states that all development proposals must achieve the highest standards of fire safety.
- 6.13.2 The residential accommodation would be protected by sprinklers. On reaching the site, fire vehicles would pull in off the side of Ferry Lane, stopping next to the main building entrances. The flat which is furthest away from the fire vehicle, on the southern side of the second floor, is reachable by a fire fighting hose, via the proposed dry riser inlets, within 35 metres of the street.
- 6.13.3 The London Fire Brigade have been consulted on this application. They have confirmed that they are satisfied with the proposed development.
- 6.13.4 The Council's Emergency Planning team has commented on this application and stated that any emergency situations could be easily managed.
- 6.13.5 As such, the application is acceptable in respect of its fire safety and emergency resilience.

6.14 Conclusion

- The development delivers the aspirations of the requirements of Site Allocation TH9, by providing a significant quantum of commercial space as part of a mixed-use development.

- The development has responded to feedback from the Pre-Application Committee briefing and the Quality Review Panel by amending the design detailing and use of materials, improving the quality and efficiency of the internal layout, relocating the main entrance to Ferry Lane, revising the servicing strategy and providing a new approach to wheelchair parking.
- The proposal would also provide a contribution towards the nearby Paddock open space, and would enhance local ecological and water environments, in accordance with the Site Allocation.
- The development would be a relatively small mixed-use scheme on a highly constrained site and therefore cannot viably provide any affordable housing. It will be subject to early and late stage viability reviews to ensure the maximum reasonable amount of affordable housing is secured.
- The development would be a high-quality detailed design that would reflect the waterside characteristics of its location and provide a transition between the architecture of Hale Village and Hale Wharf. It would improve the visual quality of the local built environment and bring additional activity and passive surveillance onto the river towpath.
- The development would enhance the river environment, would not negatively affect the river walls and would be acceptable in terms of its flood risk.
- The development would provide high-quality living accommodation for residents, including appropriate unit sizes and generous private amenity spaces, with an appropriate mix of units for this location.
- The development would not have a material adverse impact on the amenity of adjoining occupiers in terms of a loss of sunlight and daylight, outlook, or privacy, nor in terms of excessive noise, light or air pollution.
- Car-free development is supported in this highly sustainable location and would be supported by an acceptable number of cycle parking spaces.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as appropriate site drainage, ecological protection and mitigation and biodiversity conservation measures.

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

6.15 Community Infrastructure Levy

6.15.1 Based on the information submitted with the application, the Mayoral CIL charge would be £123,401.12 (2,069.10 sqm x £59.64) and the Haringey CIL charge would be £43,368.34 (2,069.10 sqm x £20.96).

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

- Existing floor space demolished – 161.8 sqm
- New residential floor space – 1,340.2 sqm
- New commercial floor space – 890.7 sqm

6.15.3 CIL will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment. CIL calculations will be subject to indexation. An informative will be attached to the decision notice advising the applicant of this charge.

7 RECOMMENDATIONS

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

CONDITIONS

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

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

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

1712_0001 Rev. D, 0002 Rev. C, 0003 Rev. B, 0005 Rev. B, 0006 Rev. B, 0100 Rev. G, 0109 Rev. L, 0110 Rev. P, 0111 Rev. L, 0112 Rev. K, 0113 Rev. K, 0114 Rev. K, 0115 Rev. K, 0116 Rev. G, 0200 Rev. N, 0202 Rev. M, 0202 Rev. M, 0210 Rev. G, 0220 Rev. J, 0221 Rev. J, 0223 Rev. D, 0225 Rev. F, 0226, 0310 Rev. B, 0320 Rev. D, 0340.

Supporting documents also approved:

Archaeological Desk-based Assessment, Desk Study Report, Daylight and Sunlight Assessment, Energy and Sustainability Statement, Air Quality Assessment, Noise Assessment, Planning Statement (inc. Statement of

Community Involvement), Transport Statement, Workplace Travel Plan, Flood Risk Assessment and Surface Water & Foul Water Drainage Strategy, Preliminary Ecological Appraisal, Arboricultural Method Statement, Financial Viability Assessment, Accommodation Schedule (Rev. L), Design and Access Statement dated June 2020, Construction Environmental Management Plan dated June 2020, Site Waste Management Plan dated June 2020, Overheating Assessment dated June 2020, Residential Overheating Assessment dated June 2020, BREEAM Summary document dated June 2020, Lock Keepers Cottage – Energy, Sustainability and Overheating note dated June 2020, Lock Keepers Cottages: Archaeology note dated June 2020, BRUKL Output Document (Clean) dated February 2020, BRUKL Output Document (Lean) dated February 2020, Delivery and Servicing Plan dated June 2020.

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

- 3) The commercial uses on site shall be occupied by business operations within Use Class B1a (office) and either A1 (retail), A3 (restaurant/café) or a dual use within both classes, as laid out on drawing nos. 1712_0109 Rev. L, 0110 Rev. P and 0111 rev. L, of the Town and Country Planning (Use Classes) Order 1987 (as amended) only, unless otherwise agreed in writing in advance by the Local Planning Authority.

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

- 4) The business unit for Use Class A1 or A3 (or A1/A3) operations within the development hereby approved shall be open only within the hours as described below, unless otherwise agreed in writing in advance by the Local Planning Authority.

<i>Day</i>	<i>Hours</i>
Monday – Saturday	0700h – 2300h
Sunday & Bank Holidays	0800h – 2300h

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

- 5) Prior to the commencement of above ground works details of high quality and durable finishing materials to be used for the external surfaces of the development, including samples as appropriate, shall be submitted to the Local Planning Authority for its written approval. Samples shall include a set of appropriately variegated bricks and details of balcony finishes at a minimum, combined with a schedule of the exact product references for other materials including new areas of hardstanding. Details of balcony finishes shall be

assessed in consultation with the Canal and River Trust. The development shall thereafter be completed in accordance with the approved details.

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

- 6) All residential units on site shall be built to Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2013 (as amended) unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and the Intend to Publish London Plan Policy D7.

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

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

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

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the

condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: In accordance with the requirements of paragraphs 189-192 of the NPPF 2019 and Policy DM9 of the Development Management DPD 2017.

- 9) No part of the development hereby approved shall be occupied until the applicant has secured the implementation of a scheme of public heritage display, interpretation and outreach (of a scale relative to the significance of any finds) which considers industrial heritage, connections with nearby historical sites and archaeological evidence. This shall be undertaken in accordance with written details submitted by the applicant and approved in advance by the Local Planning Authority in consultation with Historic England (GLAAS).

Reason: The Local Planning Authority wishes to secure the provision of historic interpretation and related public benefit from the heritage of the site, including from its mediaeval milling past, and from its connections with contemporary sites, as well as from remains found in archaeological work at the site.

- 10) Before development commences other than for investigative work:

- a) Using the information already acquired from the submitted desk study/preliminary risk assessment, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
- c) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- d) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried

out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

- 11) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

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

Reason: To protect local air quality.

- 13) All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM emissions.

Reason: To protect local air quality.

- 14) If required prior to first installation,, of a centralised boiler on site details shall be forwarded to the Local Planning Authority for its written approval. Any boilers shall thereafter be installed in accordance with the approved details.

Reason: As required by London Plan Policy 7.14.

- 15) (A) Demolition works for the development hereby approved shall not commence until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the Local Planning Authority, and;
- (B) Development works for the development hereby approved shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

The following applies to both Parts (A) and (B) above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include: i. A construction method statement which identifies the stages and details how works will be undertaken; ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays; iii. Details of plant and machinery to be used during demolition/ construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy; vi. Details of community engagement arrangements; vii. Details of any acoustic hoarding; viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); ix. Details of external lighting; and, x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on: i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include: i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at <http://nrmm.london>; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details as well as on the applicant submitted Air Quality Mitigation Measures in the Air Quality Report.

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

- 16) No work shall take place on site until a detailed Piling Method Statement (PMS) has been submitted to the Local Planning Authority for its written approval. The PMS shall include the following information:

(a) details of the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works, which shall be considered in consultation with Thames Water, and;

(b) details of piling design, demonstrating that there will be no increased loading on the river wall during construction or from the final structure, which shall be considered in consultation with the Environment Agency.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure, and; to ensure the structural integrity of the river wall will not be compromised and to prevent flood risk on site and elsewhere, in line with paragraph 163 of the National Planning Policy Framework and Policy DM28 of the Haringey Development Management Development Plan Document 2017.

- 17) No development shall take place until a scheme for the provision and management of the buffer zone alongside the watercourse (as shown in drawing no. 1712_0225 Rev. E) has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved scheme. The buffer zone scheme shall be free from built development, including lighting, and formal landscaping. The scheme shall include:

- i. plans showing the extent and layout of the buffer zone.
- ii. details of any proposed planting scheme (for example, native species).
- iii. details of any new habitat and enhancements created on site to align with Biodiversity Net Gain and Site Allocation TH9 objectives (including the provision of appropriately located bird and bat boxes and insect hotels at a minimum).
- iv. details demonstrating how the buffer zone will be protected during development and managed over the longer term including adequate

- financial provision and named body responsible for management plus production of detailed management plan.
- v. details of any proposed footpaths, fencing, lighting, etc. (lighting must be covered and directed away from the watercourse, with no more than 2 lux of light spill into the river or river corridor)
- vi. details of how the invasive species on site will be treated.

The buffer zone shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: Land alongside watercourses is particularly valuable for wildlife and it is essential that this is protected. This approach is supported by paragraphs 170 and 175 of the NPPF which recognises that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity.

- 18) Prior to the first occupation of (i) the residential use, and (ii) the commercial uses, 'Secured by Design' certification shall be obtained for such use. The commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business operations, and details shall be submitted to and approved, in writing, by the Local Planning Authority and the development shall be built in accordance with the approved details.

Reason: In the interest of creating safer, sustainable communities.

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

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

- 20) Prior to commencement on site, a design stage accreditation certificate must be submitted to and approved in writing by the Local Planning Authority confirming that the development will achieve a BREEAM 'Very Good' outcome (or equivalent). The employment and commercial floorspace shall not be occupied for employment (Use Class B1a), retail (Use Class A1) or café/restaurant (Use Class A3) use until a final Certificate has been issued certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of 'Very Good' for that unit has been achieved. The Accreditation of 'Very Good' shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure sustainable development in accordance with London Plan 2016 Policies 5.1, 5.2, 5.3 and 5.9 and Local Plan 2017 Policy SP4.

21) No development shall commence above ground floor slab level until details of the living roofs and living walls have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- i. Plans identifying where the living roofs, living walls and solar panels will be located and what surface area they will cover;
- ii. Elevations identifying where the living walls will be located;
- iii. Sections demonstrating substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- iv. Sections showing the substrate growing depth and width for the living walls;
- v. Plans showing details of the diversity of roof substrate depths and types to provide contours of substrate, such as mounds in areas with the greatest structural support to provide a variation in habitat;
- vi. Details of the location of log piles / flat stones for invertebrates;
- vii. Details of the range of native species of wildflowers and herbs planted on the living roofs and as living walls to benefit native wildlife. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- viii. Living roof relationship with photovoltaic array; and
- ix. Irrigation, management and maintenance arrangements.

The approved living roofs, living walls and photovoltaic array shall be provided before 90% of the dwellings are first occupied and shall be managed thereafter in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with Policies 5.3, 5.9 and 5.11 of the London Plan 2016 and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan 2017.

22) a) Prior to the commencement of development, an updated Energy & Sustainability Statement shall be submitted to the Local Planning Authority for written approval. This should demonstrate that the development will connect to the Decentralised Energy Network (DEN) at Hale Village, subject to this being feasible and practicable. A minimum carbon dioxide saving of 47.9% should be achieved against a Building Regulations 2013 Part L scheme for the domestic element. The report should aim to achieve a saving of 35% for the non-domestic element of the scheme, and must deliver at least a 14.8% reduction. If a connection to the DEN is found not to be feasible and practicable, a revised heating strategy shall be submitted as part of the updated Energy &

Sustainability Statement that delivers the minimum carbon emissions secured under the 'be lean' and 'be green' stages, in addition to demonstrating carbon reductions to the heating strategy.

(b) Within 6 months of completion, a final Energy & Sustainability Statement must be submitted to the Local Planning Authority to demonstrate the carbon emission savings that have been achieved on site and calculate the carbon offset contribution, if required.

(c) Two months prior to the first occupation of the development, confirmation shall be submitted of the maximum possible solar photovoltaic (PV) energy to be generated on the roof. The submission shall include: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and the final carbon reduction at the Be Green stage of the energy hierarchy. The proposed 12.9 kWp solar array should aim to generate at least 11,780 kWh of renewable electricity per year. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained and cleaned at least annually thereafter.

(d) Prior to first occupation of the commercial areas of the development, the following overheating measures shall be installed and retained for the lifetime of the development to reduce the risk of overheating in the office spaces: high energy efficient lighting (10 W/m²), glazing g-value of 0.4 or lower, exposed thermal mass and night-time ventilation, and a window aperture of at least 50%.

(e) Prior to the first occupation of the residential units within the development, the following overheating measures shall be installed and retained for the lifetime of the development to reduce the risk of overheating in the proposed dwellings: window opening areas of at least 50%, night-time ventilation, internal venetian blinds in kitchen/living rooms, thermal mass where deemed appropriate, and a g-value of 0.63 or lower.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2016 Policy 5.2, draft London Plan (Intend to Publish) Policy SI2 and Local Plan Policy SP4.

- 23) Prior to first occupation of the development hereby approved details of all external lighting to building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Met Police, Lee Valley Regional Park and Canal and River Trust. Such details shall include location, height, type and direction of sources and intensity of illumination, demonstrated through a lux plan. The agreed lighting scheme shall be installed as approved and retained/maintained as such thereafter.

Reason: To ensure the design, ecological and environmental quality of the development is protected and enhanced and also to safeguard residential amenity in accordance with Policies DM1, DM19 and DM23 of the Development Management Development Plan Document 2017.

24) Prior to the commencement of the development hereby approved (excluding demolition) full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. Details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Means of enclosure;
- c) Hard surfacing materials;
- d) Minor artefacts and structures (eg. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and

Soft landscape works shall include:

- e) Planting plans;
- f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- h) Implementation and management programmes.

The soft landscaping scheme shall include detailed drawings of:

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area

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

- 25) Details of the species and location of 6no. replacement trees (min. 20-25cm stem girth) to be provided within public realm areas on Ferry Lane and/or Mill Mead Road shall be agreed with the Local Planning Authority in writing before commencing the development hereby approved (excluding demolition), and shall be planted within the next planting season after the development hereby approved is completed.

Reason: In the interests of visual amenity and to conserve the contribution of trees to the character of the area.

- 26) Prior to the first commencement of the development hereby approved a member of the Property Care Association Invasive Weed Control Group (PCA IWCG) shall be contracted to manage the giant hogweed, cherry laurel, and buddleia on the site, and to remove those species as appropriate.

Reason: To protect the long-term landscape quality of the site in accordance with Policy DM1 of the Development Management DPD 2017.

- 27) Prior to the commencement of the development hereby approved the exact type and arrangement of cycle parking to be provided shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with Transport for London. A minimum 5% of cycle spaces shall be suitable for enlarged cycles and the type of stand proposed must be clarified. The recommendations and requirements of the London Cycle Design Standards guidance document shall be followed. The approved plans shall be retained as agreed thereafter.

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

- 28) Prior to first occupation of any part of the development hereby approved exact details (including size, location, detailed design and materials) of a wayfinding installation indicating access to Tottenham Marshes shall be submitted to the Local Planning Authority for its written approval, in consultation with the Lee Valley Regional Park Authority. Once approved, the wayfinding infrastructure shall be installed as agreed and retained as such thereafter.

Reason: To improve access to the Lee Valley Regional Park in accordance with Policy SP13 of the Local Plan 2017.

- 29) The lift on the eastern side of the approved development that provides access between Ferry Lane and the towpath shall be available for public access in accordance with the opening hours of the approved café/retail unit. The lift shall be operational for as long as this development is in existence and shall not be closed during the opening hours of the café/retail use unless maintenance is

taking place, and in any case for no longer than 24 hours unless first agreed in writing by the Local Planning Authority. The lift shall be maintained in a good condition, and so it is fully accessible by wheelchair users, and retained as such thereafter.

Reason: To maximise the design quality of the development overall, in accordance with Policy DM1 of the Development Management DPD 2017, by increasing the provision of step-free access in the local area and improving public access to the towpath.

- 30) The applicant shall work in partnership with the Canal and River Trust using best endeavours to provide landscaping improvements to the towpath in general accordance with the indicative proposals shown in the approved Design and Access Statement.

Reason: To provide visual benefits to the towpath and ecological and biodiversity enhancements to the local area in accordance with Policies DM1, DM19 and DM23 of the Development Management Development Plan Document 2017.

- 31) Prior to the commencement of the development hereby permitted, a Waterway Impact Risk Assessment and Method Statement shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Canal and River Trust. The Waterway Impact Risk Assessment and Method Statement shall identify risks to the stability of canal infrastructure, the waterway environment and the health, safety and enjoyment of canal users during demolition and construction phases. It shall demonstrate that such risks have been adequately avoided, mitigated or managed through the method statement. Once approved, development shall be carried out in accordance with the Risk Assessment and Method Statement.

Reason: To ensure construction works do not have any adverse impact on the environment of the River Lee Navigation and its users, and to prevent harm to the canal during the demolition and construction phases.

- 32) Prior to the first occupation of the development hereby approved evidence shall be submitted to the Local Planning Authority for its written approval that demonstrates the proposed business and residential units will benefit from access to an ultra-high-speed broadband connection. The development shall be carried out in accordance with the approved details.

Reason: To facilitate improvements in the quality of employment land within the borough and to comply with Policies DM38 and DM40 of the Development Management Policies DPD 2017.

- 33) Internal noise levels within individual residential units shall be in accordance with BS8233:2014, as follows:

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

Individual noise events shall not exceed 45dB L_{Amax} (measured with F time weighting) in bedrooms with windows closed between 23.00hrs - 07.00hrs.

Reason: To ensure a suitable living environment for the residents of the approved development.

- 34) Sound insulation between the commercial premises on the first floor and residential units on the second floor shall be provided and installed in the premises in accordance with schemes of glazing and separating floor insulation submitted to and approved by the Local Planning Authority before the commencement of any above ground works.

Reason: To protect residential amenity in accordance with Policy DM1 of the Development Management DPD 2017.

- 35) Any extract ventilation equipment shall be installed, together with any associated ducting, to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant together and/or associated equipment, including ducting, shall be 10 dB(A) or greater below the measured background noise level at 1 metre from the façade of the nearest residential or noise sensitive premises. The method of assessment should be carried in accordance with BS4142:2014 'Rating industrial noise affecting mixed residential and industrial areas'. If the predicted levels exceed those specified in this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved by the Local Planning Authority, installed as approved and retained as such thereafter.

Reason: To protect residential amenity in accordance with Policy DM1 of the Development Management DPD 2017.

- 36) Details of fume extraction and odour control equipment, including any external ducting and flues shall be submitted to and approved in writing by the Local Planning Authority. Such equipment shall be installed in its entirety before the use hereby permitted is commenced. The equipment shall thereafter be

maintained in accordance with the manufacturer's instructions and an approved Plant Management Plan which will detail arrangements for servicing, operation and cleansing.

Reason: To protect residential amenity in accordance with Policy DM1 of the Development Management DPD 2017.

- 37) The development hereby approved shall not be occupied until a detailed Delivery, Servicing and Waste Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. All servicing, delivery, and waste management requirements for the development hereby authorised shall not be undertaken other than in accordance with the approved plan.

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

- 38) If construction, demolition or any other building works commence in the nesting bird season (March-September inclusive) a check for nesting birds shall be carried out by a nominated person no more than 24 hours prior to the commencement of those works. The approved development shall thereafter proceed in line with the recommendations of the Preliminary Ecological Appraisal submitted with this planning application.

Reason: In accordance with Policy DM19 of the Development Management DPD 2017.

Informatives

1. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2016, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Based on the information given on the plans, the Mayoral CIL charge would be £123,401.12 (2,069.10 sqm x £59.64) and the Haringey CIL charge would be £43,368.34 (2,069.10 sqm x £20.96).
3. The development hereby approved shall be completed in accordance with the associated Section 106 & Section 278 legal agreements.

4. The applicant is reminded that this planning permission does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.
5. The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3797 / email: street.naming@haringey.gov.uk) to arrange for the allocation of a suitable address.
6. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
7. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.
8. It is recommended that the following clause is adopted in any residential tenancy agreement: "Noise levels generated by commercial activity should not exceed NR 15dB Lmax in any adjoining residential property."
9. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
10. The proposed development is located within 15m of Thames Water's underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures [<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>]. Should you require further information please contact Thames Water [developer.services@thameswater.co.uk].
11. The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust" and contact the Trust's Works Engineer (steven.ellis@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-propertyandour-code-ofpractice>).

12. The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement.
13. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:
- on or within 8 metres of a main river (16 metres if tidal)
 - on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
 - on or within 16 metres of a sea defence
 - involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
 - in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.