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Committee
Coordinator

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08 October 2024

To: All Members of the Planning Sub Committee

Dear Member,

Planning Sub Committee - Tuesday, 8th October, 2024

I attach a copy of the following reports for the above-mentioned meeting which were not available at the time of collation of the agenda:

8. HGY/2023/3078 TOTTENHAM HALE STATION, LONDON UNDERGROUND LTD, STATION ROAD, TOTTENHAM, LONDON, N17 9LR (PAGES 1 - 2)

Proposal: Section 73 application to vary Conditions 1 and 11 of the approved development (application ref. HGY/2018/1897 which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.

9. HGY/2024/1450 ARUNDEL COURT AND BALDEWYNE COURT, LANSDOWNE ROAD, TOTTENHAM, LONDON, N17 0LR (PAGES 3 - 72)

Proposal: Redevelopment of existing car parking area to both Arundel Court and Baldewyne Court to provide 30 residential units over 4 blocks of three-storeys with associated amenity space, refuse/recycling and cycle stores. Reconfiguration of parking area accessed off Lansdowne Road, provision of additional communal amenity space, new cycle facilities and replacement refuse/recycling facilities. Enhanced landscaping across Arundel Court and Baldewyne Court

Yours sincerely

Kodi Sprott, Principal Committee Coordinator
Principal Committee Co-Ordinator

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Planning Sub Committee: Tuesday, 08 October 2024, 7.00 pm

ADDENDUM REPORT FOR ITEMS

UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 8

Reference No: HGY/2023/3078	Ward: Tottenham Hale
Address: Tottenham Hale Station, London Underground Ltd, Station Road, Tottenham, London, N17 9LR.	
Proposal: Section 73 application to vary Conditions 1 and 11 of the approved development (application ref. HGY/2018/1897 which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.	
Applicant: London Underground Limited	
Ownership: Public	

Clarification

1. Para 5.2 of the report references an objection by the Director of the Engine Room Church and Community Centre, which includes an internet link to an online petition at Change.org, insisting the Hale Village Link Bridge is built.

Although the Change.org petition that the objector refers to was signed by 1,108 people, only three signatories signed the petition following the date the application to amend the Tottenham Hale Station planning permission was submitted.

The petition is noted to have been started on 18 November 2019 so only applications received after the date of the application (Nov 2023) can be directly linked to the current amendment application (HGY/2023/3078) as the application did not exist when the majority of people signed the petition.

However, officers believe understand that all signatories signed the petition, because they believed that the Tottenham Hale link bridge should be built.”

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Planning Sub Committee: Tuesday, 08th October 2024, 7.00 pm

ADDENDUM REPORT FOR ITEMS

UPDATE FOR CONSIDERATION AT PLANNING SUB-COMMITTEE Item No. 2

Reference No: HGY/2024/1450	Ward: Northumberland Park
Address: Arundel Court and Baldewyne Court, Lansdowne Road, Tottenham, London, N17 0LR	
Proposal: Redevelopment of existing car parking area to both Arundel Court and Baldewyne Court to provide 30 units over 4 blocks of three-storeys with associated amenity space, refuse/recycling and cycle stores. Reconfiguration of parking area accessed off Lansdowne Road, provision of additional communal amenity space, new cycle facilities and replacement refuse/recycling facilities. Enhanced landscaping across Arundel Court and Baldewyne Court.	
Applicant: Katarzyna Barwinska, London Borough of Haringey	
Ownership: Public/Private	

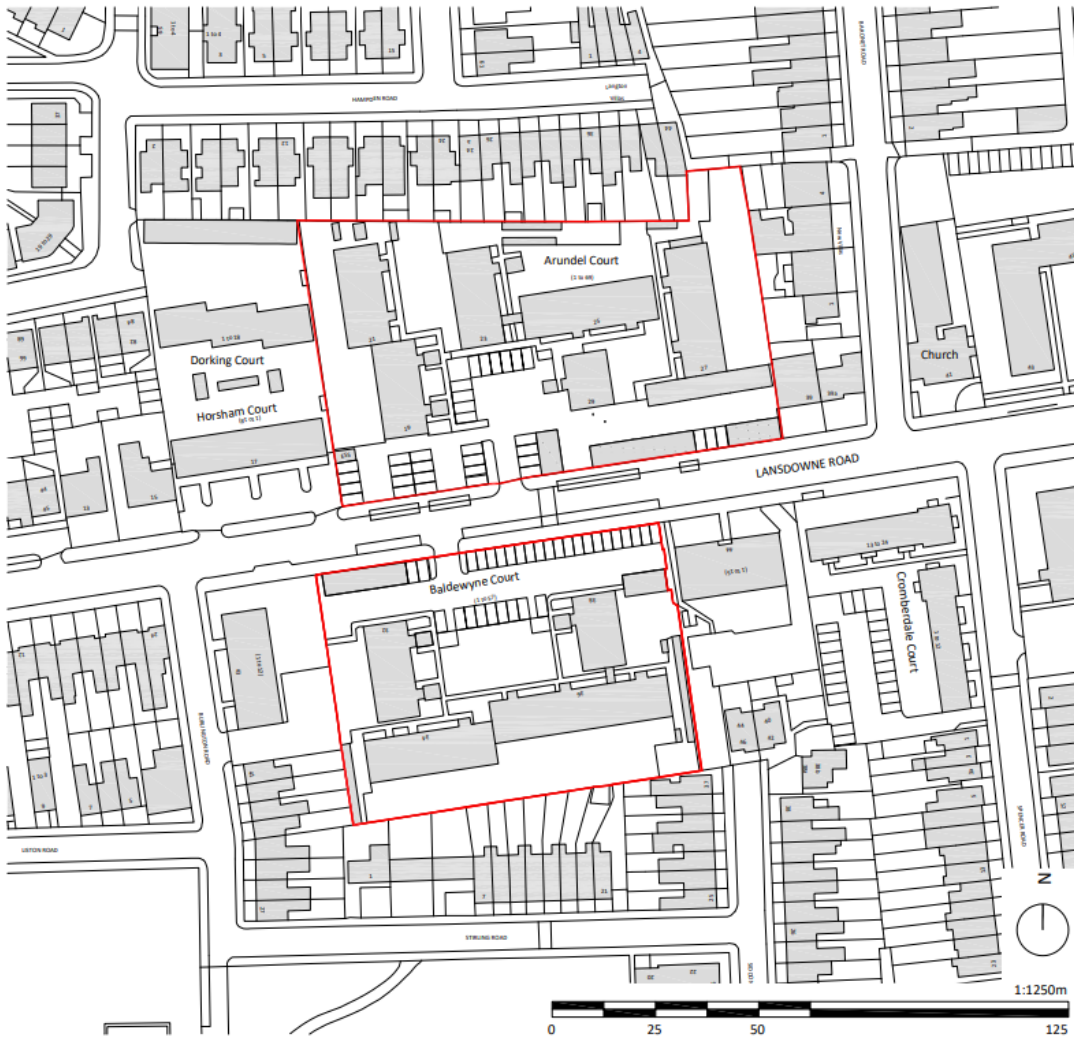
Appendices

Appendices 2- 4 are attached.

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Appendix 2 – Plans and images

Site location plan



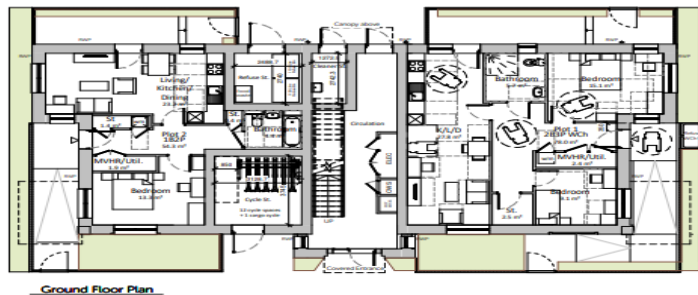
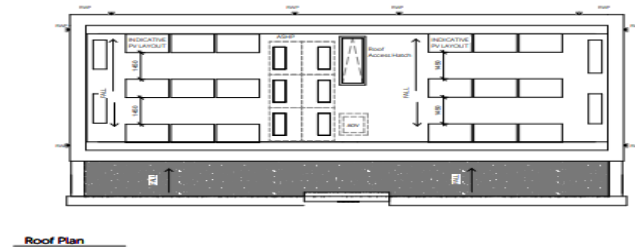
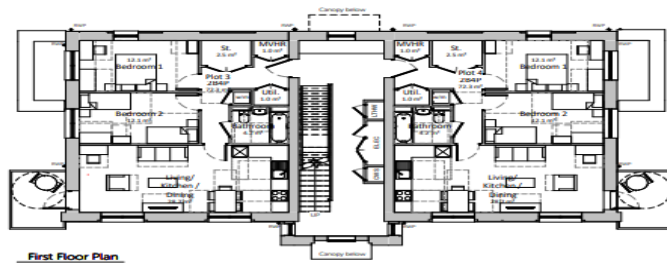
Aerial view of site



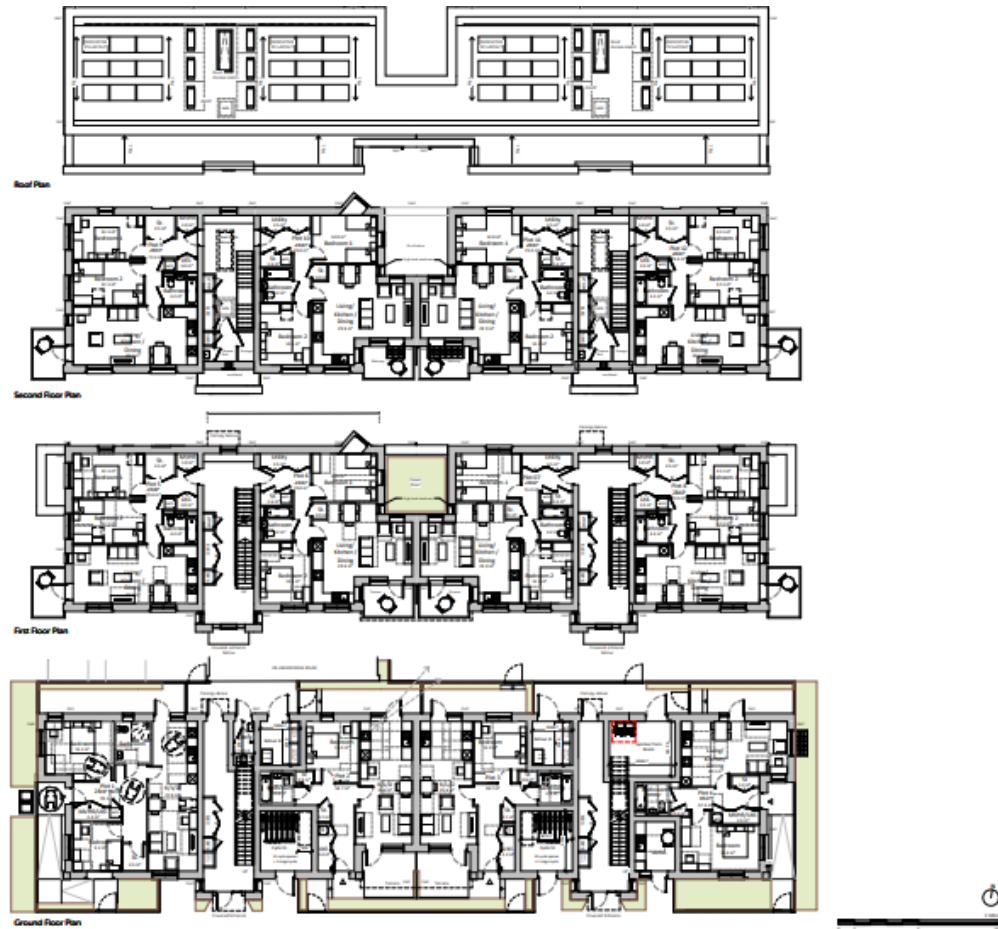
Proposed ground floor plan



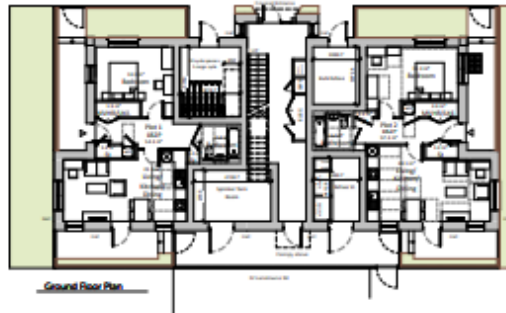
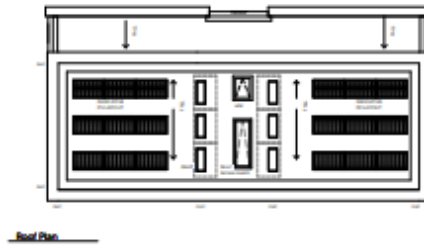
Block A Ground, First & Second Floor Plans



Block B & C – Ground, First & Second Floor Plans



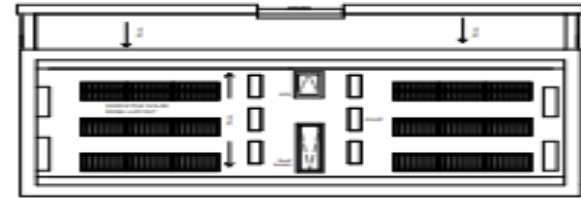
Block D Ground, First Floor & Second Floor Plans



Block E Ground, First & Second Floor Plans



First Floor Plan



Roof Plan



Ground Floor Plan



Second Floor Plan

Street Elevation Block A, B and C



Street Elevation D & E



Block A, B & C Elevations



Elevation A - Linsdowne Road



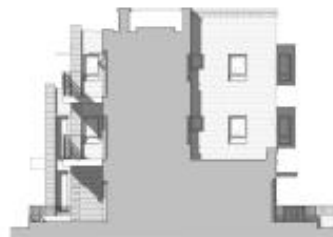
Elevation B - Side



Elevation C - Courtyard



Elevation D - Side

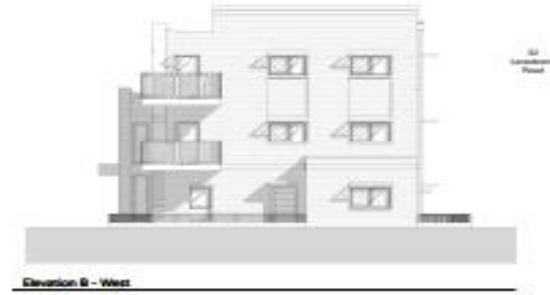


B+C Rear Lightwell West



B+C Rear Lightwell East

Block D Elevations



Block E Elevation



Elevation C - Courtyard



Elevation B - West Side



Elevation A - Lansdowne Road



Elevation D - East Side

Proposed Landscape for Arundel Court



Proposed Landscape for Baldewyne court



Aerial Visual Impression of Proposed Design



View looking North Across Lansdowne Road to the south-facing facades of Arundel



View from Baldewyne Court across Lansdowne Road to Arundel Court with Proposed access routes



View looking East along Lansdowne Road from a 2nd Floor Balcony in Baldewyne Court



View looking North-West towards blocks A in the distance B & C on the right



Appendix 3 Consultation Responses from internal and external consultees

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p><u>Location and access</u></p> <p>These sites are opposite each other on the north/south sides of Lansdowne Road and have 'very good' access to public transport services with a PTAL of 5. The site is within the Tottenham Event Day CPZ on the north side of Lansdowne, and the Tottenham Hale event day CPZ on the south side. There are currently highway accesses off Lansdowne Road to off street parking courts for both Arundel and Baldewyne courts.</p> <p><u>Existing arrangements and development proposals</u></p> <p>These are both existing social housing developments managed by Home for Haringey. They currently comprise as follows.</p> <p>Arundel Court – 69 units - 4 No. studio, 18 No. 1 bedroom and 47 No. 2 bedroom units. 33 parking spaces and 31 lockable garages.</p> <p>Baldewyne Court – 57 units - 3 No. studio, 18 No. 1 bedroom and 36 No. 2 bedroom units. 31 parking spaces and 12 Garages.</p> <p>The proposals within this application are to construct 3 new residential blocks to Arundel Court, comprising 18 new units (4 No. 1 bedroom, 14 No. 2 bedroom) and 2 blocks at Baldewyne to contain 12 new units (3 No. 1 bed, 9 No. 2 bed). There are no 'family sized' units proposed. It is intended to build the new blocks on the existing parking and garage courts and to retain a smaller quantum of reconfigured parking provision for these developments.</p> <p>The increased total numbers of residential units will therefore be 87 for Arundel and 69 for Baldewyne.</p> <p>The revised/reduced parking provision is intended to be 18 spaces for Arundel (reduced from 33) and 13 for Baldewyne (reduced from 30). Cycle parking to meet the requirements of the</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p>London Plan is proposed and some provision for existing residents in the form of a Bike Hanger is proposed.</p> <p><u>Transportation considerations</u></p> <p>A transport assessment accompanies this application. This provides details of the proposals from the transportation and access perspective. The main topics of discussion follow.</p> <p><u>Proposed Access arrangements</u></p> <p>As commented above there are existing parking courts for both sites, accessed off Lansdowne Road.</p> <p>With the proposals to redevelop the parking and garaging areas to enable provision of the new residential units, the applicant is reconfiguring parking provision to provide a lower quantum, and for Arundel Court two new highway accesses are proposed for small parking areas. The original parking access is remaining as is the access for Baldewyne to the south side of Lansdowne Road.</p> <p>The application documents don't detail the exact on highway arrangements at the proposed locations for the two new accesses. The western access would require a loss of on street CPZ parking and also appears to be very close to a mature street tree that is leaning. The eastern new access is very close or at the location of an existing pedestrian refuge/uncontrolled crossing point. Visibility splays have been provided and these show sufficient visibility can be achieved</p> <p>The applicant needs to provide full dimensional and layout details of the highway accesses taking into account existing on street arrangements and overall, the proposed changes need to be fully considered by the Highway Authority before any decision to accept them. For a reduction in parking overall there will be two new accesses and a loss of on street parking. Whilst it is understood that the Arundel component of the project has three blocks it would have been preferable for a lower number of highways accesses, from the pedestrian environment perspective.</p> <p>A Section 278 Agreement would normally be required, however as the development is not</p>	

Stakeholder	Question/Comment	Response
	<p>bring proposed by an external developer, a written undertaking from the respective parts of the Council will be required to ensure that the same processes as a formal Section 278 Agreement are followed.</p> <p>It is noted that a number of appendices to the Transport Assessment have not been provided. These need to be provided as a priority. Swept path plots are included in these and whilst small extracts are shown in the Design and Access Statement, we do need sight of the full-sized clear versions of them. The applicant is commenting that refuse and emergency vehicle access will be possible with vehicles accessing the main parking areas at each site.</p> <p>There will be a condition required for the applicant to provide detailed drawings for the access arrangements and the changes/adjustments to the Highway layout required to facilitate them, to be agreed with the Highway Authority, all drawing provided will must include a Stage 1 and 2 road safety audits.</p> <p><u>Trip generation</u></p> <p>Whilst the number of new trips arising from the new residential units should not create any adverse highways or public transport capacity impacts, it is noted that the census data for 2021 reports the mode shares for journeys to work within this ward are at 21.8% for car journeys, and a combined 71% for public transport and active travel modes.</p> <p><u>Existing parking conditions - Parking stress survey</u></p> <p>A parking stress survey carried out and presented to accord with the 'Lambeth' methodology has been included within the Transport Assessment. This included sensitivity considerations of 5.0m and 6.0m car lengths to account for driver behaviour and the increasing size of vehicles. The numbers of free spaces were also recorded.</p> <p>It is noted that the existing Homes for Haringey off street parking courts were not fully utilised. 10 of the 32 spaces at Arundel were not in use, as were 10 spaces within the 31 spaces at Baldewyne.</p> <p>The survey recorded parking stresses of 65% with consideration of a 5m car length, 78.7% when considering a 6m car length, and 72% when counting available spaces in the on-street</p>	

Stakeholder	Question/Comment	Response
	<p>parking inventory. 74 available on street parking spaces were recorded in the survey.</p> <p><u>Garages at the site</u> There are currently 41 garages at these sites that will be demolished with this redevelopment proposal, which is a similar situation to the earlier and similar HfH development at the Ashdowne and Fiske housing sites close by. The age of the garages, increase in car size over the last two or so decades, and the lower levels of car ownership experienced London wide are factors in reducing garage use for storing cars.</p> <p>The TA comments that an analysis of the likely use of the lock-up garages for car parking concluded that it is probable that just one of the 58 lock-up garages across Arundel, Baldewyne, Ashdowne and Fiske Courts is used to store a car that has the potential to contribute to parking stress in the vicinity of the four courts. This is based on based on the Ashdown fact that the parking courts are not fully utilised and provide more parking than the census figures on car ownership would indicate being needed, and the distances of the mailing postcodes of garage leaseholders who live off-site, and general data on use of garages for car storage from the RAC.</p> <p>It appears there is not a definitive audit of the existing garages and the occupiers, but it is expected, and the applicant is confident. that their demolition will not add problematical parking demands on street. The desktop exercise carried out by EAS and included within the appendices to the Transport Assessment suggests just one vehicle may be added to on street parking from the garages in total, and this appears reasonable given the information available and considerations made.</p> <p><u>Car Parking provision and considerations</u> The TA details that for the 2021 census survey results, average car ownership per dwelling for flats was recorded as 0.36 vehicles per household. The TA also reference that for the 2011 census, for this ward, cars were used for the journey to work by 21.8% of residents.</p> <p>As commented earlier, the revised car parking provision with this development is for 18 spaces (including 4 blue badge) for Arundel and 13 (including 2 blue badge) for Baldwyne. The applicant is intending to allow only existing residents to park within the standard bays. The blue badge bays are for the accessible units within the new development.</p>	

Stakeholder	Question/Comment	Response
	<p>The TA proposes that for the census figures of car ownership recorded, that there will be additional on street demand generated for the existing (pre redevelopment) units of 12 cars. The TA also comments that the new residential units will generate demand for 10 parking spaces, again based on the 0.36 vehicles per household census figure for car ownership. Therefore, the TA is commenting that there could be an additional 22 vehicles potentially parking on street as a result of this redevelopment. This would increase the observed parking stress 72% to 82% (based on observed spaces). This is of course approaching the level considered to potentially be problematical (85%), however there are still expected to be 52 spaces available still on average.</p> <p>Commented on later in this response is reference to the proposed car club provision, two spaces and memberships are proposed. In addition to this the census journey to work information indicates that only 21.8% of existing residents in the ward drive to work. It is quite possible that with the provision of high-quality cycle parking, the car club facility, and lower level of onsite parking, the additional parking demands generated may not reach the potential levels discussed</p> <p>To meet the requirements of the London Plan, 20% of spaces should be provided with active vehicle charging infrastructure, and passive provision provided for all remaining spaces.</p> <p>Overall, given the intended allocation arrangements, and the blue badge provision proposed, A Car parking management plan will be required to ensure appropriate allocation and monitoring of the blue badge provision and usage and for provision of charging facilities. This can be covered by a condition or agreement arrangement.</p> <p><u>Blue badge parking</u></p> <p>6 blue badge spaces in total are included within the 31 spaces serving both Arundel and Baldewyne. For the new units (30 units) the London Plan requirements would be for 10% or 3 spaces, assuming 3 of the new units are fully accessible. The 6 spaces are intended to be for the new accessible units only. This could actually be an overprovision with respect to actual demands arising from the new accessible units. It is suggested that usage of the blue badge bays be monitored via the parking management plan, and Homes for Haringey should amend the layout to meet overall parking demands whilst ensuring availability for occupiers of the</p>	

Stakeholder	Question/Comment	Response
	<p>accessible units. It is noted that the existing parking courts include 3 blue badge bays in total, and the surveys showed light use. HfH can consider allocating blue badge bays to existing tenants.</p> <p><u>Consideration of Car free/permit free status and parking management</u></p> <p>The applicant's TA details that occupiers of the new residential units would not be eligible for HfH permits to park in the reduced size reconfigured parking areas. The current/future off street parking for both sites is managed/controlled by HfH. At present all existing occupiers are able to park within the HfH parking courts off of the public highway. There is spare capacity in these and the parking survey recorded empty spaces. With this redevelopment, there is expected to be a shortfall of parking that will mean some existing residents/occupiers will be required to park on street if they own a vehicle. The TA proposes that existing residents that would need to park on street would be eligible for the issue of CPZ permits and this is considered fair given they currently have the ability to park in the parking courts.</p> <p>Transportation have considered that the new non accessible units must be dedicated as permit free and future occupier of the development must be prevented from obtaining CPZ permits. This will need to be secured via a form of inter departmental agreement or similar to a S106 agreement will not be possible. Details of which must be included in any future rental agreements of leases.</p> <p>Delivery and servicing/refuse and recycling collection arrangements The TA includes swept path plots showing that a visiting refuse collection vehicle can access the main parking courts and manoeuvre to access and egress in a forward gear. Overall numbers of delivery and servicing trips are not expected to be problematical and any visiting service vehicles will most likely look to park/swell on street within CPZ bays for the short durations involved or alternatively within any unoccupied off-street spaces in the parking courts.</p> <p>Refuse vehicles will either collect from the main parking courts or from Lansdowne Road for the secondary bin store for Arundel.</p> <p><u>Cycle parking arrangements to meet London Plan requirements</u></p> <p>The TA details cycle parking provision as follows; Arundel – 32 long stays within 3 cycle</p>	

Stakeholder	Question/Comment	Response
	<p>stores and 2 short stay spaces Baldewyne – 23 long stays within 2 cycles stores and 2 short stay spaces.</p> <p>The TA also details that a number of bike hanger type external cycle stores are proposed to be located within landscaped areas throughout the sites. These are welcomed as they will provide secure external cycle parking for existing residents.</p> <p>Scaled and dimensioned drawings showing the systems intending to be used and the spacing, layouts, headroom and access arrangements to use them will need to be provided including how the proposed arrangements accord with the manufacturer's specifications for installation. All cycle parking must be designed to meet the London Cycle Design Standards as produced by TfL. The applicant will need to provide detailed and dimensioned drawings for all long and short stay cycle parking for each land use to ensure high quality access and usability for occupiers and visitors. This can be covered by a pre commencement condition.</p> <p><u>Car club arrangements and other measures to encourage access to the site by sustainable means</u></p> <p>The TA includes an assessment by Zipcar as to the appropriate car club provision for the development. Their recommendation is for provision of a facility to provide free memberships for all units (both existing and new) for a period of three years, and for the provision of two car club vehicles. the locations for the vehicle parking bays will need to be agreed between HfH and the Highway Authority. Normally this would be covered by a S106, however as with the car free arrangements given their will not be a formal S106 for this development, inter departmental agreement will be required to cover the provision of the car club facility.</p> <p>Provision of a car club facility is proven to reduce private car ownership and usage as a proportion of occupiers will give up car ownership and hire via the car club as and when necessary.</p> <p><u>Construction Logistics Plan</u></p> <p>A draft CLP has been produced by the applicant. The format and content are appropriate and include information on routing to and from the site, vehicle arrival and departure times to avoid AM/PM peak period s and school start and finish times. An indicative programme is 15</p>	

Stakeholder	Question/Comment	Response
	<p>months is referenced, both sites will have off highway construction compounds, within which all materials loading and handling will take place, coupled with an on highway loading bay for the duration of the works. The applicant's contractor will need to agree the arrangements for the on-street loading bay to the south side of Lansdowne Road with the Borough's Highways and Network Management officers.</p> <p>It is detailed that foot access to all existing properties will of course be maintained. It is also commented that on busiest days there will be 3 arrivals and 3 departures by construction vehicles, and that traffic marshalls will oversee all vehicle activity. Swept path plots indicate that construction vehicles should be able to access and egress the compounds safely under traffic marshall control.</p> <p>There should be a condition for a final detailed CLP to be provided prior to commencement of the works, once the contractor has been appointed. The applicant will need to liaise and consult with Haringey's Highways and Network Management offices to ensure temporary arrangements for access and loading are acceptable and agreed.</p> <p><u>Conclusion</u></p> <p>Overall, there will be a reduction in parking compared to present with a lower rate of provision per residential unit. This will likely result in additional parking demands materialising on street, however, the provision of high-quality cycle parking for all units at the site, along with car club provision should reduce the impact. The transport assessment predicts that over 50 spaces will still be available on street within 200m walk of the sites so overall this is considered acceptable.</p> <p>The new parking courts will provide blue badge parking at a level exceeding the London Plan requirement, and the remaining standard bays will be for existing resident use only. As there will be some existing residents that may not be able to park off the Highway, it is proposed that they be able to obtain CPZ permits. The new development will be designated as a permit/car free development.</p> <p>There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.</p>	

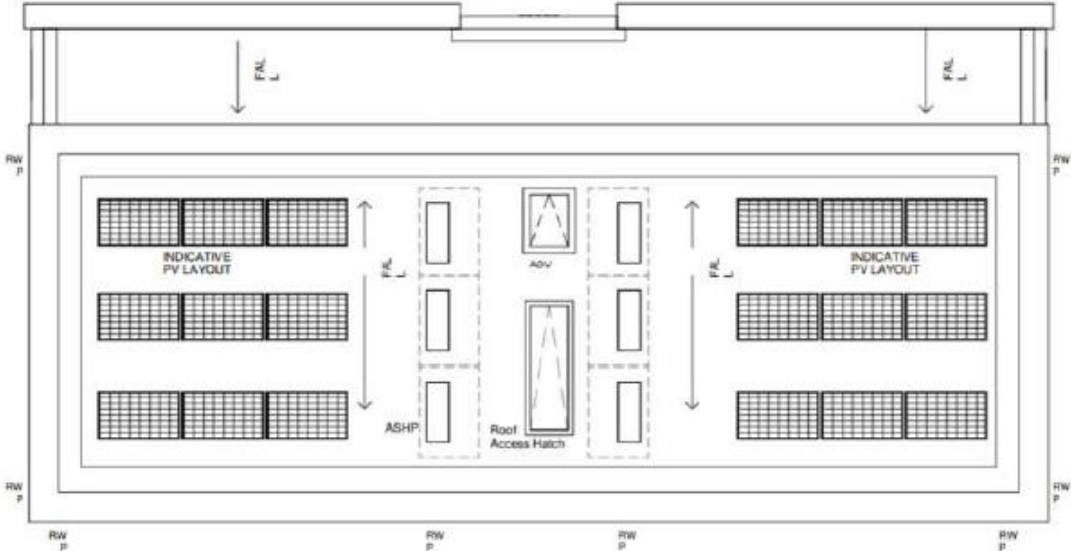
Stakeholder	Question/Comment	Response
	<p><u>Conditions</u></p> <ol style="list-style-type: none"> 1. Delivery and servicing Plan and Waste Management 2. Cycle Parking 3. Disabled parking bays 4. Car Parking Management Plan <p><u>S.106 Obligations</u></p> <ol style="list-style-type: none"> 1. Car -Free Agreement 2. Construction Logistics and Management Plan 3. Car Club Membership 4. Residential Travel Plan 5. Highway Improvements 6. 	
<p>Waste management team</p>	<p>Thank you for contacting Haringey's waste team about planning application HGY/2024/1450 regarding the redevelopment of existing car parking areas to both Arundel Court and Baldewyne Court to provide 30 units over 4 blocks of three-storeys with associated amenity space, refuse/recycling and cycle stores.</p> <p>The proposed waste and recycling arrangements for both the existing households and new development are not detailed at this stage. The additional capacity outlined is in accordance with our guidance but there is limited information about the split between recycling and refuse. For the new flatted properties, the additional waste and recycling bin provision should be:</p> <p>Arundel Court 3 x 1,100 L refuse bins 2 x 1,100 L recycling bins and, 3 x 140 L food waste wheelie bins.</p> <p>Baldewyne Court</p>	<p>Comments noted – additional information provided in addressing the points raised.</p>

Stakeholder	Question/Comment	Response
	<p>2 x 1,100 L refuse bins 2 x 1,100 L recycling bins and, 2 x 140 L food waste wheelie bins.</p> <p>The space for bulky waste is noted but more information about how this will be managed would be welcome as there is the potential for it to be abandoned in front of bins before it gets to the designated bulky waste area. This would cause an obstruction for people wanting to use the refuse and recycling bins.</p> <p>It is noted that there has been a swept path analysis for refuse vehicles and any new waste storage areas should continue to ensure that containers are located no further than 10 metres from the nearest point where the collection vehicle can safely stop.</p> <p>The route from waste storage points to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces must be smooth, flat and of solid construction such as concrete. Dropped kerbs must be installed as necessary for bulk bins. If access through security gates/doors is required, digital keypad locks are the preferred method.</p> <p>Consideration should also be given for the collection or composting of any garden waste if appropriate.</p>	
Arboricultural Officer	<p>From an arboricultural point of view, I hold no initial objections to the above proposal.</p> <p>A tree survey has been submitted for both Arundel and Baldewyne. The report has been carried out to British Standard 5837: Trees in relation to design, demolition and construction- 2012 Recommendations and they are dated 24/03/2021. The reports are still relevant as there has been no major changes to the site and the trees at that location.</p> <p>There is existing hardstand both in and outside the curtilage of the location adjacent to the existing street trees and the root protection areas are hardly encroached (these have also been offset). T25 (Plum Cherry) needs to be confirmed if it is proposed to be removed?</p> <p>We will require plans where storage and plant machinery are to be kept. The back of the</p>	<p>Comments noted. Landscape plans were provided and the cherry tree will be retained. Conditions included.</p>

Stakeholder	Question/Comment	Response
	<p>locations is to be no go areas as there are mature trees to the rear of both locations. All street trees will be required to also be boarded.</p> <p>I see no landscape plans. This is an opportunity to increase and enhance tree cover within the local area.</p>	
Flood & Water Management Lead	<p>Thank you for consulting us on the above planning application reference number HGY/2024/1450 for Redevelopment of existing car parking area to both Arundel Court and Baldewyne Court to provide 30 units over 4 blocks of three-storeys with associated amenity space, refuse/recycling and cycle stores. Reconfiguration of parking area accessed off Lansdowne Road, provision of additional communal amenity space, new cycle facilities and replacement refuse/recycling facilities. Enhanced landscaping across Arundel Court and Baldewyne Cour at Arundel Court, Lansdowne Road, Tottenham, London, N17 0LR</p> <p>Having reviewed the applicant's submitted Flood Risk Assessment and Drainage Strategy Report reference number 29043 Revision 1 dated January 2024 as prepared by Price & Myers Consultant, we have following observation to make:</p> <ol style="list-style-type: none"> 1. Whilst we acknowledged the usage of the WinDES quick storage tool to provide the initial sizing of attenuation features. However, as a part of the Full planning application, we do not consider Micro Drainage "Source Control" outputs as the correct means of assessment. Therefore, calculations are require including for the full range of rainfall data for each return period for 7 days 24 hours simulating storms through the entire drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change. 2. For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method. 3. As a part of full application, we will be required to see the details of Management and maintenance plan for the installed drainage system in perpetuity. 	Comments noted

Stakeholder	Question/Comment	Response									
	<p>4. Evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.</p> <p>5. Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.</p>										
Carbon Team	<p>1. Summary</p> <p>The updated Energy Assessment have provided further clarification request in the previous response. While the carbon reduction stays the same, the Energy Use Intensity and Space Heating demand has improved and is within the GLA's benchmark. This is supported.</p> <p>The overheating assessment has demonstrated the compliance with London Plan's Cooling Hierarchy and the final overheating strategy has been clarified. However, some clarifications are required in regard to Overheating and Sustainability strategy which should be address through planning conditions.</p> <p>2. Energy Strategy</p> <p>The GLA carbon emissions spreadsheet shows the Energy Use Intensity and Space Heating Demand as follows:</p> <table border="1"> <thead> <tr> <th></th><th>Proposed Development</th><th>GLA Benchmark</th></tr> </thead> <tbody> <tr> <td>Building type</td><td>Residential</td><td>Residential</td></tr> <tr> <td>EUI</td><td>32 kWh/m²/year</td><td>Meets the GLA benchmark of 35</td></tr> </tbody> </table>		Proposed Development	GLA Benchmark	Building type	Residential	Residential	EUI	32 kWh/m ² /year	Meets the GLA benchmark of 35	Comments noted. Conditions and legal obligations included
	Proposed Development	GLA Benchmark									
Building type	Residential	Residential									
EUI	32 kWh/m ² /year	Meets the GLA benchmark of 35									

Stakeholder	Question/Comment			Response
			kWh/m ² /year	
	SHD	13.63 kWh/m ² /year	Slightly above the GLA benchmark of 15 kWh/m ² /year	
	Methodology used	Bespoke calculation (provide details in column T) & CIBSE TM54		
	<p>Energy – Lean</p> <p>No further comments.</p> <p>Energy – Clean</p> <p>No further comments.</p> <p>Energy – Green</p> <p>It is still unclear how the roof has been maximised for Solar PV installation in line with London Plan Policy SI2: Maximising on-site renewable energy generation. It is recommended to explore further possibilities to maximise this in later stages.</p> <p>The current proposed Solar PV is as follows:</p>			

Stakeholder	Question/Comment	Response
	 <p>Some of the pending action points as below, related to the details of the proposed systems are conditioned.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please provide some commentary on how the available roof space has been maximised to install solar PV. Has your feasibility shown that other roofs will not be viable / will they be used for other purposes? - how much of the roof area will be covered approximately, what is the assumed efficiency, angle and orientation of the panels? - A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels. - How much of the heating/hot water demand will be met by the proposed types of heat pumps? If this cannot be met fully, how will this be supplemented? - What is the Seasonal Coefficient of Performance (SCOP), the Seasonal Performance Factor (SFP) and Seasonal Energy Efficiency ratio (SEER) of the ASHP? 	

Stakeholder	Question/Comment	Response																																	
	<p>3. Carbon Offset Contribution</p> <p>A carbon shortfall of 7.6 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.</p> <p>4. Overheating</p> <p>The overheating assessment has been amended with an additional section 4, explaining the implementation of the cooling hierarchy.</p> <p>To demonstrate the development has maximised passive measures, the report has also modelled TM59 criteria for predominantly naturally ventilated dwelling. This shows the dwellings comply with Part O. The apartments failing Criterion B are located on the ground floor and the need to keep the windows closed during the night due to security reasons results in failing this criterion. It is recommended to explore adaptive windows for natural ventilation in compliance with Part O such as the use of tilt and turn windows for ground floor flats.</p> <p>Results are listed in the table below.</p> <table><tr><th rowspan="2">Domestic: CIBSE TM59</th><th colspan="2">Predominantly naturally ventilated</th><th>Predominantly mechanically ventilated</th><th rowspan="2">Number of corridors pass</th></tr><tr><th>Criterion A (<3% hours)</th><th>Criterion B for bedrooms (less than 33 hours)</th><th>Number of habitable rooms pass (<3% hours)</th></tr><tr><td>DSY1 2020s</td><td>All pass</td><td>11 fails</td><td>All pass</td><td>0/0</td></tr><tr><td>DSY2 2020s</td><td></td><td></td><td>12 fails</td><td>0/0</td></tr><tr><td>DSY3 2020s</td><td></td><td></td><td>31 fails</td><td>0/0</td></tr><tr><td>DSY1 2050s with variable shutters with 10% light admittance</td><td></td><td></td><td>All pass</td><td>0/0</td></tr><tr><td>DSY1 2080s with variable shutters with 10% light admittance</td><td></td><td></td><td>17 fails</td><td>0/0</td></tr></table>	Domestic: CIBSE TM59	Predominantly naturally ventilated		Predominantly mechanically ventilated	Number of corridors pass	Criterion A (<3% hours)	Criterion B for bedrooms (less than 33 hours)	Number of habitable rooms pass (<3% hours)	DSY1 2020s	All pass	11 fails	All pass	0/0	DSY2 2020s			12 fails	0/0	DSY3 2020s			31 fails	0/0	DSY1 2050s with variable shutters with 10% light admittance			All pass	0/0	DSY1 2080s with variable shutters with 10% light admittance			17 fails	0/0	
Domestic: CIBSE TM59	Predominantly naturally ventilated		Predominantly mechanically ventilated	Number of corridors pass																															
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DSY1 2080s with variable shutters with 10% light admittance			17 fails	0/0																															

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Stakeholder	Question/Comment	Response
	<p>All apartments meet the compliance when assessed with TM59 criteria for predominantly mechanically ventilated dwelling for 2020s DSY1. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Glazing g-value of 0.40 - Tilt and turn windows for ground floors units. - Recessed windows, Brise Soleil and balconies providing shading. - MVHR with boost ventilation rates of 2.25 ach. <p>External shutters have been proposed as a future mitigation measure which is a measure of highest priority according to the Cooling Hierarchy.</p> <p>The submitted overheating strategy needs to be revised and further clarifications are required. This is conditioned.</p> <p>5. Sustainability</p> <p>No further comments. Previous actions are reiterated below and conditioned.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Set out what urban greening and biodiversity enhancement measures will be proposed (e.g. green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living roofs, living walls, etc.) - How will the development increase staff uptake of active travelling (through cycle facilities) - What electric vehicle charging points are proposed? This allows the futureproofing of the dwelling/development by ensuring the required power has been installed. - A target (%) for responsible sourced, low-impact materials used during construction. - Set out how any demolition materials can be reused. - Set out how water demand will be reduced, e.g. rainwater harvesting, grey water system. - Set out how surface water runoff will be reduced, that it will be separated from wastewater and not discharged into the sewer. - Climate change mitigation should also be considered for the external spaces (shading, etc) and the impact of the increase in severity and frequency of weather events on the building structures. 	

Stakeholder	Question/Comment	Response
	<p>6. Planning Conditions To be secured with amendments expected to the wording below once the revised information has been submitted.</p> <p>Energy strategy <i>The development hereby approved shall be constructed in accordance with the Energy Assessment Version 4.0 prepared by Silcock Dawson & Partners (dated 19 Aug 2024) delivering a minimum 78% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 27 kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy.</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 26% reduction.</i> - <i>Details to reduce thermal bridging.</i> - <i>Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures.</i> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit.</i> - <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: 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); inverter capacity; and how the energy will be used on-site before exporting to the grid.</i> - <i>Specification of any additional equipment installed to reduce carbon emissions, if relevant.</i> - <i>A metering strategy</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform. [Majors only]</i></p> <p><i>(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p>Overheating</p> <p><i>(a) Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the Dwelling Overheating Risk Assessment version 4.0 prepared by Silcock Dawson & Partners (dated 19 Aug 2024)</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> <i>- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s,</i> 	

Stakeholder	Question/Comment	Response
	<p><i>high emissions, 50% percentile.</i></p> <ul style="list-style-type: none"> - <i>Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy, prioritising passive design measures and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures.</i> - <i>Details of proposed shading strategies, including technical specification and images of the proposed shading strategy, elevation and sections showing where these measures are proposed.</i> - <i>Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan.</i> - <i>Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy.</i> - <i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i> <p><i>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development or replace the blinds with equivalent or better shading coefficient specifications.</i></p> <p><i>(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> - <i>Openable windows;</i> - <i>Fixed internal blinds with white backing;</i> - <i>Window g-values of 0.40 or better;</i> 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Mechanical ventilation (2.25ach); - Recessed windows, balconies and brise soleil - Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy. <p><i>If the design of Blocks is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</i></p> <p><i>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i></p> <p>Living roofs</p> <p><i>(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ul style="list-style-type: none"> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> <i>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</i> <i>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct</i> 	

Stakeholder	Question/Comment	Response
	<p><i>sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</i></p> <p><i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vii) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;</i></p> <p><i>(b) Prior to the occupation of 90% of the dwellings/of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i></p> <p><i>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 London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><i>Biodiversity</i></p> <p><i>Prior to above ground commencement of development, details of the sustainability strategy shall be submitted to and approved by the Local Planning Authority. This shall include specifications, plans and sections that demonstrate sustainable design, layout, construction techniques and proposed measures to improve the sustainability of the scheme including but not limited to sustainable transport, health and wellbeing, reduction of material use and waste, water consumption, and flood risk, drainage improvements, and biodiversity enhancement.</i></p> <p><i>The report shall include:</i></p> <ul style="list-style-type: none"> <i>- Urban greening and biodiversity enhancement measures;</i> <i>- Details on electric vehicles charging points, cycle parking facilities;</i> 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - <i>A target percentage for responsibly sourced, low-impact materials used during construction;</i> - <i>Justification for the demolition of the existing buildings in terms of its impact on the whole life carbon of the development and the circular economy principles;</i> - <i>Details on how any demolition materials can be reused;</i> - <i>Details on how surface water runoff will be reduced and overall sustainable drainage strategy;</i> - <i>Climate Change mitigation measures to be considered for the external spaces and the impact of the increase in severity and frequency of weather events on the building structures.</i> <p><i>Reason: To ensure the development provides the maximum provision towards increasing the level of sustainability in line with London Plan (2021) policies G6, SI7 and Haringey Local Plan Policy SP4, DM21, DM25, and DM29.</i></p> <p>Urban Greening Factor <i>Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.4 has been met through greening measures.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Sustainable Design and Construction <i>Prior to the commencement of development, a Sustainable Design and Construction Strategy must be submitted to and approved by the Local Planning Authority to demonstrate that the development promotes a circular economy, reduces the whole life carbon of the development with sustainable construction and materials, reduces the environmental impact of the construction process and delivers biodiversity net gain and urban greening benefits.</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p>7. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £21,660 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages. 	
Design Officer	No objection	Comment noted
LBH Pollution Officer	<p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the redevelopment of existing car parking area to both Arundel Court and Baldewyne Court to provide 30 units over 4 blocks of three-storeys with associated amenity space, refuse/recycling and cycle stores. Reconfiguration of parking area accessed off Lansdowne Road, provision of additional communal amenity space, new cycle facilities and replacement refuse/recycling facilities. Enhanced landscaping across Arundel Court and Baldewyne Court at Arundel Court, Lansdowne Road, Tottenham, London, N17 0LR and I would like to comment in relation to this service as follows.</p> <p>Please be advised that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u></p> <p>Before development commences other than for investigative work:</p> <ul style="list-style-type: none"> a. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. 	<p>Comment noted.</p> <p>Conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u> 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.</p> <p><u>Reasons:</u> 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.</p> <p>3. <u>Construction Environmental Management Plans</u> a. Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to Part a above:</p> <p>a) The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP). b) The CEMP shall provide details of how construction works are to be undertaken respectively and shall include:</p> <p>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 construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy;</p>	

Stakeholder	Question/Comment	Response
	<p>vi. Details of community engagement arrangements;</p> <p>vii. Details of any acoustic hoarding;</p> <p>viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);</p> <p>ix. Details of external lighting; and,</p> <p>x. Details of any other standard environmental management and control measures to be implemented.</p> <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <p>i. Monitoring and joint working arrangements, where appropriate;</p> <p>ii. Site access and car parking arrangements;</p> <p>iii. Delivery booking systems;</p> <p>iv. Agreed routes to/from the Plot;</p> <p>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); and</p> <p>vi. Travel plans for staff/personnel involved in construction works to detail the measures to encourage sustainable travel to the Plot during the construction phase; and</p> <p>vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.</p> <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <p>i. Mitigation measures to manage and minimise construction dust emissions during works;</p> <p>ii. Details confirming the Plot has been registered at http://nrmm.london;</p> <p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>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);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Reason:</u> To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p><u>Informative:</u></p> <ol style="list-style-type: none"> 1. Prior to demolition or any construction work of the 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. <p>I hope the above clarifies our position on the submitted application? Otherwise, feel free to revert back to us should you have any further query in respect of the application quoting M3 reference number WK/603749</p>	
Inclusive Economy (Social Value)	<p>I have outlined the E&S expectations for council-led schemes below.</p> <p>Summary of Employment and Skills Requirements.</p> <ol style="list-style-type: none"> 1. Submission of an employment and skills plan, including histogram, construction programme 2. No less than 20% of the peak construction workforce to be Haringey residents 3. The advertisement of jobs including apprenticeship via Haringey Works for a minimum of 10 Working Days 4. Provision of skills-based training to the 25% referenced above 5. Provision of a construction apprenticeships at one per £3m development construction cost up to a maximum of 10% of total construction workforce <ol style="list-style-type: none"> a. Apprentices must be support to a minimum of NVQ level 2 b. Apprentices must be paid the Real Living Wage (London rate) c. Employed for a minimum of 26 weeks (if via agency), or until the completion of apprenticeship if directly employed 6. Provision of a £1,500 support contribution per apprentice 7. Provision of no less than five STEM/career inspirational sessions per construction phase 8. Work placement - the number is based on the development cost and agreed at the ESP agreement stage 	<p>Comments noted. Legal agreement Clauses included</p>

Stakeholder	Question/Comment	Response
	<p>9. Work Experience - the number is based on the development cost and agreed at the ESP agreement stage</p> <p>10. Support for local suppliers and businesses to allow them to tender for works; the purchase of products or services locally and or capacity building assistance for social enterprises</p> <p>11. Skills contribution</p> <p>12. Submission of monthly monitoring data including supporting evidence and case studies to be submitted via an online portal</p> <p>13. Financial compensation for missed targets, based on reasonable endeavours</p> <p>14. Other requirements as agreed in discussions with the Council's Employment and Skills Officer.</p>	
EXTERNAL		
Thames Water	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. 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. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>	<p>Comments noted. Condition/Informative included</p>

Stakeholder	Question/Comment	Response
	<p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p>	

Stakeholder	Question/Comment	Response
	<p>Water Comments</p> <p>The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.</p> <p>The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p>	

Stakeholder	Question/Comment	Response
	<p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. 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.</p>	
Secure By Design	<p>Section 1 - Introduction:</p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We met with the original project Architects in 2021 for pre-application discussions and on various occasions since that initial meeting to discuss Crime Prevention and Secured by Design at pre-application stage. Our concerns around the design and layout of the development was raised and has been demonstrated within the Design and Access statement. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stage.</p> <p>At this point it can be difficult to design out fully any issues identified, at best crime can only</p>	<p>Comments noted. Conditions/Informative included</p>

Stakeholder	Question/Comment	Response
	<p>be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>To ensure that pre-application advice is adhered to during development, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects and developer ensure that the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p style="padding-left: 40px;">The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p>	

Stakeholder	Question/Comment	Response
	<p>Informative:</p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion:</p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and any subsequent condition that has been implemented with crime prevention, security and community safety in mind.</p>	
Transport for London	Many thanks for consulting TfL on the above application; however considering the location and that there is no interference with TfL services or assets, TfL have no comments.	Comment noted
TFL Crossrail 2 Safeguarding	<p>Transport for London administers the Crossrail 2 Safeguarding Direction made by the Secretary of State for Transport on 24 March 2015.</p> <p>Thank you for your letter dated 29 May 2024, requesting the views of the Crossrail 2 Project Team on the above application. I confirm that the application relates to land outside the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction.</p> <p>I have no comment on the application</p>	Comment noted

Stakeholder	Question/Comment	Response
NEIGHBOURING PROPERTIES	<p>Design</p> <ul style="list-style-type: none"> - Alleyways formed between buildings - Harmful development <p>Impact on neighbours</p> <ul style="list-style-type: none"> - Loss of privacy, increased noise level and overshadowing nearby properties - Loss of outlook - Concerns with the daylight/sunlight analysis - Objection to the outdoor gym 	<p>The proposed gaps between the new blocks and existing blocks provides a court with gates -this would prevent any potential anti-social behaviour. Proposal to be of a compatible and appropriate scale to the context.</p> <p>The proposal would not result in an unacceptable impact on local amenity – as set out in the body of the report</p> <p>Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/outlook– as set out in the body of the report</p> <p>It is considered that there would not be an unacceptable impact</p>

Stakeholder	Question/Comment	Response
	<p>Parking, Transport and Highways</p> <ul style="list-style-type: none"> - Parking congestion - Concerns with removal of pram sheds - Loss of parking 	<p>on daylight / sunlight to any of the neighbouring properties.</p> <p>Noise level generated during construction are temporary and are typically controlled by non-planning legislations.</p> <p>There is no outdoor gym.</p> <p>The Transportation Officer has assessed these points, and which have been covered in the main body of the report; Officers raise no objections to the proposals subject to conditions/S106 being imposed</p> <p>Pram stores are provided in the Fiske Court development which is focused on family housing provision.</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="533 667 963 695">Environment and Public Health</p> <ul data-bbox="533 703 1329 1304" style="list-style-type: none"> <li data-bbox="533 703 1329 730">- Noise and disturbance from during the construction phase <li data-bbox="533 1271 1136 1304">- There is a high risk of worsening air quality 	<p data-bbox="1724 232 2032 532">The Council's Transportation team are satisfied that the scheme is car free that restricts future residents of the development from applying for a no street parking permit</p> <p data-bbox="1724 638 2032 1166">Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition</p> <p data-bbox="1724 1239 2003 1398">These are temporary and can be mitigated through the requirements of the construction</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Impractical bin store proposed - Out of date tree report - Impact on quality of life 	<p>environmental management plan which will include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers.</p> <p>Adequate bin storage has been provided to both existing and new blocks in accordance with London Plan Policies.</p> <p>All the submitted reports have been updated.</p> <p>Proposal provides a high-quality affordable home with enhanced public realm improvement for the benefit of the residents.</p> <p>The Designing Out</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Concerns with how anti-social behaviour will be managed <p>Others</p> <ul style="list-style-type: none"> - Neighbours' concerns are always ignored previous concerns raised during the engagement exercise have not been addressed. - Why has Haringey not put the funding together to fix the issues in Arundel Court, instead of trying to build new properties. 	<p>Crime Officer of the Metropolitan Police and have not raised any objections to the proposal.</p> <p>Comments received during public engagement were fully taken into consideration and adequately addressed. There is continuous engagement with residents to ensure that all concerns raised are addressed.</p> <p>Concerns have been passed on to the Housing Management Team</p>

Appendix 4 – QRP reports

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FRAME PROJECTS

Haringey Quality Review Panel

Report of Chair's Review Meeting: Arundel Court and Baldewyne Court

Wednesday 1 November 2023

Woodside Room, George Meehan House, 294 High Road, London N22 8JZ

Panel

David Ubaka (chair)
Craig Robertson

Attendees

Kwaku Bossman-Gyamara	London Borough of Haringey
Tania Skelli	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzysowski	London Borough of Haringey
Robbie McNaughton	London Borough of Haringey
John McRory	London Borough of Haringey
Ruth Mitchell	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Report of Chair's Review Meeting
1 November 2023
HQRP113_Arundel Court and Baldewyne Court

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1. Project name and site address

Arundel Court, Lansdowne Road, London, N17 0LR and
Baldewyne Court, Lansdowne Road, London, N17 9XH

2. Presenting team

Alan Wright	BPTW Architects
Mike Luszcak	ME Landscape Studio
Ella Still	Bidwells
Annette Tetlaw	Bidwells
Katarzyna Barwinska	Haringey Council
Kevin Tohill	Haringey Council

3. Planning authority briefing

Arundel Court and Baldewyne Court are two estates located on the north and south sides of Lansdowne Road. The sites are currently in use partly as car parking and partly as non-designated open space, with garages from the 1970s. The existing street frontages for these developments are considered very poor and inward looking.

The new scheme aims to provide an active street frontage with improved overlooking by replacing this with new residential blocks and landscaping. Proposals seek to deliver a total of 30 new homes (100 per cent affordable council rent) in five blocks of three storeys each across the two sites, plus associated landscaping. Three wheelchair accessible homes are provided on the ground floor. The existing estate will remain untouched, but all residents will have access to the improved landscaping and play areas. The new development will be car free, apart from Blue Badge spaces. This pre-application submission follows on from previous iterations in 2021, with significant amendments to the layout.

Officers accept the loss of the existing parking and garages on the site to make better use of the land as these are deemed unnecessary. This has been supported by a parking stress survey and transport assessment. The proposed scheme is considered to make a positive contribution to the street scene through the use of underutilised land and delivering much needed council housing. Officers consider the proposed massing and scale of the building form to be acceptable given the typology of the adjoining blocks of flats and other heights found in the area.

Officers asked for the panel's comments on sustainability, active travel, landscaping and architectural language in particular.



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4. Quality Review Panel's views*Summary*

The panel supports the proposals for infill housing at Arundel Court and Baldewyne Court, and thinks that the scheme has improved in line with its previous comments since the last review. It has minor suggestions for improvements.

The sustainability principles are welcomed, but a specific target should be selected. The panel asks that the windows are increased in size to provide more daylight, balanced against the risk of overheating. Where this is not possible, the detailing around openings could be used to create the impression of larger windows. The biodiversity net gain and urban greening factor should be calculated, and all opportunities for uplift maximised. The project team is also encouraged to integrate water reuse and flood mitigation. As the development is car-free, the panel would like assurances that there will be sufficient and secure storage for bicycles, cargo bikes, and electric mobility devices. The landscape design is coherent and progressing well. It is positive that the site has been considered as a whole in terms of play, amenity and habitat creation. More generous defensible space should be provided to protect the privacy of the existing ground floor flats. If the parking provision can be further reduced, the panel suggests that these spaces would be more successful as community gardens. Finally, the balcony design needs further work to appear less heavy, and the lack of daylight in the two single aspect, north-facing bedrooms could be improved by using reflective surfaces to bring light in.

Sustainability

- The ambition to follow Passivhaus principles is welcomed, but in the panel's experience it is more effective to choose an environmental performance standard (Passivhaus or otherwise) and design to that. This ensures that the standard is achieved without unnecessary excesses.
- The windows do not appear generous enough in size. The panel understands that this is a result of the overheating analysis, but recommends making them larger, if possible, to better balance temperature control with the need for sufficient daylight.
- While the Part O building regulations can be challenging, there are ways to navigate the tension between overheating and daylight, such as windows that increase or decrease in response to their orientation.
- The project team is encouraged to complete calculations of the urban greening factor and biodiversity net gain. There is plenty of scope for uplift within these sites. As well as the planned bird and bat boxes, improvements to landscaping and upgraded planting species selection, the rooftop photovoltaic panel arrays could be integrated with biodiverse green roofs.
- The panel would like to see further work on how water can be captured and reused, and on flood mitigation measures. As the scheme is making



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substantial landscaping improvements, this provides a good opportunity to integrate Sustainable urban Drainage Systems (SuDS) at the same time.

- The emerging feedback from occupants of completed homes that use Mechanically Ventilated Heat Recovery (MVHR) units is that people prefer to open windows where possible, and that asthmatics in particular can suffer when vents become clogged up. The panel advises the project team to consider whether MVHR units are right for this scheme, or if they are too prescriptive and may cause ongoing maintenance issues for the council.
- The panel asks that acoustic mitigation is tested and provided so that the heat pumps on the rooftops (or elsewhere) do not disturb residents.

Active travel

- As this development is car free, it is particularly important to ensure that the facilities to promote active and sustainable travel are well-considered.
- This includes making sure that the scheme complies with current guidance for cargo bicycles (as well as standard bicycles), and charging for electric micromobility devices. While this approach is space-hungry, it will encourage and enable future residents to live here without a car. The panel suggests checking compliance with the standards set out in the London Plan and in Active Travel England's policies.
- There are concerns that the bicycle storage design will attract theft because its doors are directly on Lansdowne Road. The panel suggests reworking the ground floor plan to improve usability by adding an internal secure door where possible. This could be accommodated as part of the architectural language if the pop-out areas around the stair cores are expanded.
- The panel also asks that London Borough of Haringey update their controls to prevent street parking before residents move in. While this scheme will not add a significant amount of people to the neighbourhood in itself, it could tip Lansdowne Road over the edge in terms of parking capacity.

Landscaping

- The panel commends the project team for considering the site holistically as an opportunity for biodiversity, play and resident amenity space.
- The panel recommends that more generous defensible space is provided in front of ground floor flat windows. This will help ensure that existing residents have adequate privacy, so are not adversely impacted by the landscaped areas being used more.
- The panel understands that this development is car-free (apart from Blue Badge), and that the existing estate will retain the minimum amount of parking for current residents. However, both Arundel Court and Baldewyne Court have



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car parks in the centre of the estates that would make excellent community garden spaces.

- If there is an opportunity to make the estates completely car-free (apart from Blue Badge spaces), or to reduce the amount of parking and create semi-landscaped mews spaces here, the panel suggests that these options would represent a more beneficial use of space.

Architecture

- The panel enjoys the evolution of the architectural language and materiality. The entrances are now well defined, and the buildings have a stronger relationship to the street, meaning the developments will be pleasant to walk past or arrive home to.
- Façade detailing around the window openings, such as brickwork recesses, could help to give the impression of larger windows where it is not possible to increase their size. The project team should refer back to their analysis of the surrounding context for local vernacular detailing that could be applied.
- The balconies currently appear overly heavy. The panel suggests exploring whether fritted glass balustrades on a heavier, masonry base could maintain resident privacy while creating a lighter impression.

Layout

- The panel recommends that London Borough of Haringey checks that the swept paths for servicing and emergency vehicles work, and that the highways and refuse teams are happy with the servicing strategies.
- The ground floor flats in the centre of Blocks B and C have one bedroom each that is single aspect, north-facing, and the project team have noted that these two rooms are likely to fail daylight and sunlight tests. The panel recognises that there is not much flexibility to redesign the ground floor to resolve this, so instead suggests considering how light could be reflected into the spaces.

Next steps

The panel is confident that the issues outlined in this report can be resolved in consultation with planning officers. Arundel Court and Baldewyne Court do not need to return for another design review.



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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards*Character of development*

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



Appendix 5 DM Forum minutes

- Where will building A be
- Loss of car parking space for estates
- Access concerns through the estates
- Parking inadequate for additional units
- CPZ on Lansdowne Road already makes it difficult to park there
- Where would new residents park their cars?
- Loss of pram Shed
- More information required on existing residents
- What is the proposed construction work route
- Query on the parking survey
- Concerns the building height
- Good quality materials should be used
- Balconies should be of high quality to provide privacy
- Number of units excessive
- How will the scheme be financed if there is no market sale?
- What are Homes for Haringey position on these type of accommodation in terms of management?

Appendix 6 Pre-application briefing minutes

Minutes:

The Committee considered the pre-application briefing for proposals seek to deliver 30 new homes in five buildings fronting Lansdowne Road at Arundel Court and Baldewyne Court

The applicant team and officers responded to questions from the Committee:

- It was enquired whether the applicant team had considered building additional flats on top of the existing buildings to reduce the potential impact and retain the garages. The applicant team noted that this had been considered but that there were a number of issues, including cost implications, funding arrangements, and complications with the tenants and leaseholders in the existing buildings. It was explained that the project brief had been to build new homes on new council owned sites. It was noted that building on top of existing properties was not part of the current programme but that the council was considering this as a possible option in the longer term.
- In relation to parking, the Planning Officer explained that a parking stress survey had been undertaken which indicated that there was sufficient capacity. It was noted that 18 of the 33 spaces at Arundel Court would be retained and 13 of the 30 spaces at Baldewyne Court would be retained; in total, there would be a loss of 32 spaces.
- The Committee asked about the tenure mix of the proposals and noted that a number of people would not be eligible for council housing. It was enquired whether it was possible to bring forward a mixed tenure scheme. The applicant team explained that the funding from the Mayor of London was to deliver new council affordable rental property and that this was why sites had been identified to optimise the number and types of housing to respond to housing need. It was acknowledged that this application would only provide one or two bed units but it was highlighted that there were other schemes which would provide larger family units. It was explained that the site was a narrow strip of land and that, due to the space requirements for family units, it was better suited to one and two bed units.

- It was also confirmed that the applicant was looking to enhance the external amenities, including new landscaping and play space, new planting, bike stores, and refuse and recycling stores. It was noted that the focus was on external areas as Homes for Haringey had scheduled internal upgrade works.
- It was noted that the application proposed a number of small courtyards and there were concerns that these might be sources of anti-social behaviour. The applicant team explained that these areas would be better overlooked and landscaped to ensure that they were safe and were not a source of nuisance. It was noted that the applicant was liaising with Secured by Design and it was anticipated that the proposals would be gold rated.
- Some members stated that the design of the proposal was unattractive, that local authority schemes should be exemplars, and that the design should be readdressed.
- The Committee noted that the windows in the proposed blocks seemed to directly overlook the existing blocks and that some bedrooms would only be separated by 2.5 metres. The applicant team explained that the gable ends contained slot windows for the hallways but that the Quality Review Panel (QRP) had suggested that there was room for improvement and this would be considered. It was noted that it might be possible to move the blocks to improve the relationship between buildings.
- It was noted that the QRP had recommended the provision of lifts in the new building which would provide for long term occupation based on mobility. The applicant team noted that this had been considered but that lifts were very expensive to install and maintain. It was explained that this would not be possible as the scheme would not provide enough units to ensure that the cost was viable.

The Chair thanked the applicant team for attending

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