

## NOTICE OF MEETING

# PLANNING SUB COMMITTEE

**Monday, 4th July, 2022, 7.00 pm - George Meehan House, 294 High Road, N22 8JZ (watch the live meeting [here](#), watch the recording [here](#))**

**Members:** Councillors Barbara Blake (Chair), Reg Rice (Vice-Chair), Nicola Bartlett, John Bevan, Lester Buxton, Luke Cawley-Harrison, George Dunstall, Ajda Ovat, Yvonne Say, Matt White, and Alexandra Worrell.

**Quorum:** 3

### 1. FILMING AT MEETINGS

Please note this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The Chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual, or may lead to the breach of a legal obligation by the Council.

### 2. PLANNING PROTOCOL

The Planning Committee abides by the Council's Planning Protocol 2017. A factsheet covering some of the key points within the protocol as well as some of the context for Haringey's planning process is provided alongside the agenda pack available to the public at each meeting as well as on the Haringey Planning Committee webpage.

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate change and overall seeks to create better public places for people to live,

work and play. It is important that the public understand that the committee makes planning decisions in this context. These decisions are rarely simple and often involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

Neither the number of objectors or supporters nor the extent of their opposition or support are of themselves material planning considerations.

The Planning Committee is held as a meeting in public and not a public meeting. The right to speak from the floor is agreed beforehand in consultation with officers and the Chair. Any interruptions from the public may mean that the Chamber needs to be cleared.

### **3. APOLOGIES**

To receive any apologies for absence.

### **4. URGENT BUSINESS**

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 13 below.

### **5. DECLARATIONS OF INTEREST**

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

### **6. PLANNING APPLICATIONS**

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant

and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

**7. HGY/2022/0044 - 108 VALE ROAD, N4 1TD (PAGES 1 - 78)**

**Proposal:** Application for full planning permission for a comprehensive redevelopment of the site to provide four buildings comprising flexible light industrial floorspace (Class E) and storage and distribution units (Class B8), together with car and cycle parking, plant and all highways, landscaping and other associated works.

**Recommendation:** GRANT

**8. HGY/2022/0011 - 573-575 LORDSHIP LANE, N22 5LE (PAGES 79 - 184)**

**Proposal:** Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.

**Recommendation:** GRANT

**9. HGY/2022/0081 - 15-19 GARMAN ROAD, N17 0UR (PAGES 185 - 250)**

**Proposal:** Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10 No. self-contained design studio offices on the third floor. (Full Planning Application).

**Recommendation:** GRANT

**10. UPDATE ON MAJOR PROPOSALS (PAGES 251 - 266)**

To advise of major proposals in the pipeline including those awaiting the issue of the decision notice following a committee resolution and subsequent signature of the section 106 agreement; applications submitted and awaiting determination; and proposals being discussed at the pre-application stage.

**11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 267 - 296)**

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 23 May 2022 to 17 June 2022.

**12. NEW ITEMS OF URGENT BUSINESS**

### **13. DATE OF NEXT MEETING**

To note the date of the next meeting as 11 July 2022.

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Fiona Alderman  
Head of Legal & Governance (Monitoring Officer)  
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Friday, 24 June 2022

Planning Sub Committee – 4 July 2022

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2022/0044

**Ward:** Hermitage & Gardens

**Address:** 108 Vale Road N4 1TD

**Proposal:** Application for full planning permission for a comprehensive redevelopment of the site to provide four buildings comprising flexible light industrial floorspace (Class E) and storage and distribution units (Class B8), together with car and cycle parking, plant and all highways, landscaping and other associated works.

**Applicant:** Florentia Property Unit Trust

**Ownership:** Private

**Case Officer Contact:** James Mead

**Date received:** 13/12/2021

1.1 This application is being referred to the Planning Sub Committee for a decision, as it is a major commercial development, where over 1,000 square metres of floor area is proposed.

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is strong policy support for the provision of employment space and the intensification of industrial uses in this area, which forms part of a Locally Significant Industrial Site. The scheme would deliver high quality commercial space, an increased density of employment uses, new jobs and a range of unit sizes. These outcomes comply with the relevant planning policies along with aligning with the Council's wider economic strategy for the Borough.
- The development would be of a high standard of design, which would respect the character and appearance of the site, the street scene and the wider area. The scale of the development would complement the locality, whilst making best use of the available land. The materiality, form and detailing of the scheme would be reflective of the industrial setting and would also result in an appropriately distinctive appearance for the development. Overall, the scheme would improve on the appearance of the site and make a positive visual contribution to the wider locality.

- The operation of nearby businesses would not be compromised, and the living conditions of residential properties would not be harmed.
- The development would promote the use of sustainable transport. Sufficient car and cycle parking would be provided to ensure that sustainable travel would be prioritised. The arrangements for access, servicing and deliveries are appropriate, and would not harm highway safety.
- The scheme has been designed to include a number of sustainability measures, delivering an 89% reduction in carbon emissions.

## 2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/08/2022 or within such extended time as the Head of Development Management or the Assistant Director of Planning, Building Standards and Sustainability shall in his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

### Conditions

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Use Restriction
- 4) Use Restriction (Units D1, D2, D3, D4 and D5)
- 5) Samples of Materials
- 6) Details of Gates
- 7) Electric Charging
- 8) Delivery and Servicing Plan
- 9) Construction Environmental Management Plan

- 10) Contamination
- 11) Unexpected Contamination
- 12) BREEAM Certificate
- 13) Energy Strategy
- 14) DEN Connection
- 15) Overheating
- 16) Biodiversity Net Gain
- 17) External Lighting
- 18) Secured by Design Accreditation
- 19) Secured by Design Certification
- 20) Parking Management Plan
- 21) Cycle Parking
- 22) Internal Route Safety Measures
- 23) Removal of Redundant Accesses
- 24) Planting of Street Trees
- 25) Noise (Plant)
- 26) Storage

### **Informatives**

- 1) Land Ownership
- 2) Party Wall Agreement
- 3) Hours of Construction Work
- 4) Numbering
- 5) Asbestos
- 6) Signage & Advertisement Consent
- 7) Thames Water
- 8) Designing Out Crime Officer

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

- 1) Employment Initiative – participation and financial contribution towards local employment and training:
  - a. Provision of a named Employment Initiatives Co-Ordinator;
  - b. Notify the Council of any on-site vacancies;
  - c. 20% of the on-site workforce to be Haringey residents;
  - d. 5% of the on-site workforce to be Haringey resident trainees;
  - e. Provide apprenticeships at one per £3m development cost (max. 10% of total staff); and
  - f. Provide a support fee of £1,500 per apprenticeship towards recruitment costs.
  
- 2) Sustainable Transport Initiatives:
  - a. Implementation of travel plan and monitoring of travel plan contribution of £3,000 per year for a period of 3 years;

- b. Contribution towards permit free with respect to the issue of business permits for the CPZ.

3) Carbon Mitigation:

- a. Submission of Energy Plan for approval by LPA
- b. Sustainability review on completion
- c. Additional Carbon offset Contribution – in the event that proposed carbon reduction targets are not met.
- d. Ensure the scheme is designed to take heat supply from the proposed DEN (including submission of DEN Feasibility Study)
- e. Design of secondary and (on-site) primary DHN in accordance with LBH Generic Specification and approval of details at design, construction, and commissioning stages.
- f. Use all reasonable endeavours to negotiate a supply and connection agreement with the DHN within a 10-year window from the date of a planning permission.
- g. Deferred carbon offset (it not connecting to the DEN) (£23,370)
- h. Implementation of low-carbon heating supply if not connecting to the DEN replacing the temporary heat solution
- i. 'Be Seen' Commitment to providing energy Data
- j. Solar PV monitoring

4) Monitoring Contribution:

- a. 5% of total value of contributions (not including monitoring);
- b. £500 per non-financial contribution
- c. Total monitoring contribution to not exceed £50,000

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

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

1. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives, would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal would be contrary to Policy SP9 of Haringey's Local Plan 2017.
2. The proposed development, in the absence of a legal agreement that secures  
1) implementation and monitoring of a travel plan and 2) a contribution towards



permit free with respect to the issue of business permits for the CPZ, would fail to support sustainable transport and would give rise to unacceptable overspill parking impacts. Therefore, the proposal would be contrary to Policies T1 and T4 of the London Plan 2021, Policy SP7 of Haringey's Local Plan 2017 and Policies DM31 and DM32 of the Development Management DPD 2017.

3. The proposed development, in the absence of a legal agreement securing energy efficient measures, future connection to the DEN and a financial contribution towards carbon offsetting, would result in an unacceptable level of carbon emissions. Therefore, the proposal would be contrary to Policy SI2 of the London Plan 2021, Policy SP4 of Haringey's Local Plan 2017 and Policy DM21 of the Development Management DPD 2017.

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

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

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4. CONSULTATION RESPONSES
5. LOCAL REPRESENTATIONS
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7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION

**APPENDICES:**

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| Appendix 2 | Plans and Images  |
| Appendix 3 | Consultation Responses – Internal and External Consultees |
| Appendix 4 | Representations from Local Residents                      |
| Appendix 5 | Quality Review Panel Final Response                       |
| Appendix 6 | Pre-Application Committee Minutes                         |

### 3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

#### Proposed Development

- 3.1. This is an application for the removal of existing storage containers, and the redevelopment of the site to provide four buildings, which would be utilised for flexible light industrial uses (use class: E) and storage & distribution uses (use class: B8). The scheme would also provide an internal yard area, car/cycle parking, plant, new landscaping and highway improvements.

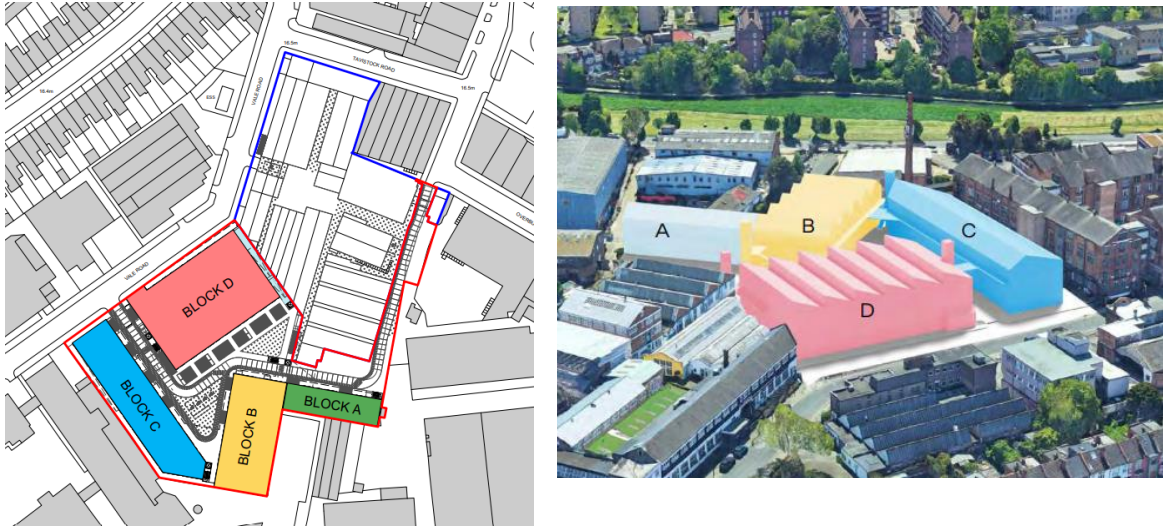


Figure 1 & 2: Proposed Site Location Plan & Massing Image

- 3.2. The existing site comprises 130 storage containers, whereas the proposed scheme would deliver 9,363 square metres of light industrial and storage & distribution floorspace. Approximately 4,736 square metres of the floorspace would be in solely light industrial use, with the remaining 4,627 square metres to be flexibly utilised for light industrial and storage & distribution uses. All the buildings would provide the floorspace over three levels (ground floor, mezzanine level and first-floor). The flexible light industrial and storage & distribution uses would be located at ground floor and mezzanine levels, while the first floor would be exclusively in light industrial use. It is anticipated that the development would deliver around 250 jobs on site and provide space for around 54 businesses. The scheme is proposed as an extension to the existing Florentia Clothing Village, which is located to the north-east.
- 3.3. Block A would be situated to the rear and in the south-eastern corner of the site. This would be the smallest of the buildings and would be accessed from the southern side of the yard area. The applicant notes that the units provided in Block A would be of 'small' to 'medium' sizes (115 square metres – 166 square metres in floor area). Block B would also be sited to the rear of the site and adjacent to Block A, with the two buildings forming an 'L' shape layout. This building would be accessed from the yard area. It would be a block of greater scale and the applicant

outlines that the block would contain a variety of unit sizes ranging from 'extra small' to 'extra large' (77 square metres – 375 square metres in floor area).

- 3.4. Block C would sit on the western side of the site, with access again primarily taken from the yard area. The northern elevation of Block C would front onto Vale Road. The applicant explains that the units in Block C would range from 'extra-small' to 'large' (82 square metres – 280 square metres in floor area), in terms of their size. Block D is proposed to be located on the northern part of the site and would front directly onto Vale Road. The units at the front of Block D at ground floor level are specifically proposed to be in light industrial use to create an active frontage onto Vale Road. These front units would be accessed directly from the footpath on Vale Road, while the other units would either be accessed from the yard area or from entrances on the side elevations of the building. The applicant notes that the unit sizes in Block D would vary between 'extra-small' and 'extra large' (47 square metres – 502 square metres in floor area).
- 3.5. Pedestrian access to the wider site would be gained from Vale Road via a gate and path on the north-eastern side of the frontage. With regards to vehicular access, this would again be taken from Vale Road from one of the existing access points into the site. This access would run between Block C and Block D. A one-way route is proposed within the site, with vehicles entering from Vale Road, and then exiting onto Overbury Road, a road to the north-east.
- 3.6. A yard area is proposed to be created within the site, and between the new buildings. Car and cycle parking would be provided around the yard area, with this serving the new development and the existing Florentia Village. New landscaping is also focused on this yard area, however tree planting on Vale Road is also proposed.

### **Site and Surroundings**

- 3.7. The site is currently occupied by approximately 130 storage containers associated with 'Storage for London', as well as hardstanding areas used for vehicle parking. This land is located on the southern side of Vale Road, with four existing access points available from this road into the site. Directly to the north-east is the Florentia Clothing Village, and this is in the same ownership as the application site. The Florentia Clothing Village comprises a mix of uses, including: light industrial, office and residential. Neighbouring to the south-west of the site is the former Maynards Factory, which is in commercial and industrial use. The immediate surroundings are predominantly made up of premises in commercial or industrial use, although some of the nearby buildings are also in residential use.
- 3.8. The land forms part of a Locally Significant Industrial Site (Vale Road/Tewkesbury Road), and therefore is specifically designated for employment and industrial uses. Additionally, the site is situated in the Haringgay Warehouse District, and within the Seven Sisters Area of Change. There are several other sites in the

vicinity that have been allocated in the Site Allocations DPD (2017) for growth of employment uses and warehouse living accommodation.

- 3.9. There are no statutorily listed buildings within or nearby to the site, and the land is not within a Conservation Area. However, several locally listed buildings are situated directly to the south-west, including: the Maynards building and No 102 Vale Road.
- 3.10. In terms of public transport, Harringay Green Lanes overground station is situated approximately 650 metres to the west of the site, and Manor House underground station is located approximately 750 metres to the south-west. There are some bus services that run in the vicinity, with several routes available along Seven Sisters Road (A503), which is to the east. However, the site is identified as having a Public Transport Accessibility Level (PTAL) of 2, which indicates that access to public transport is 'poor'.

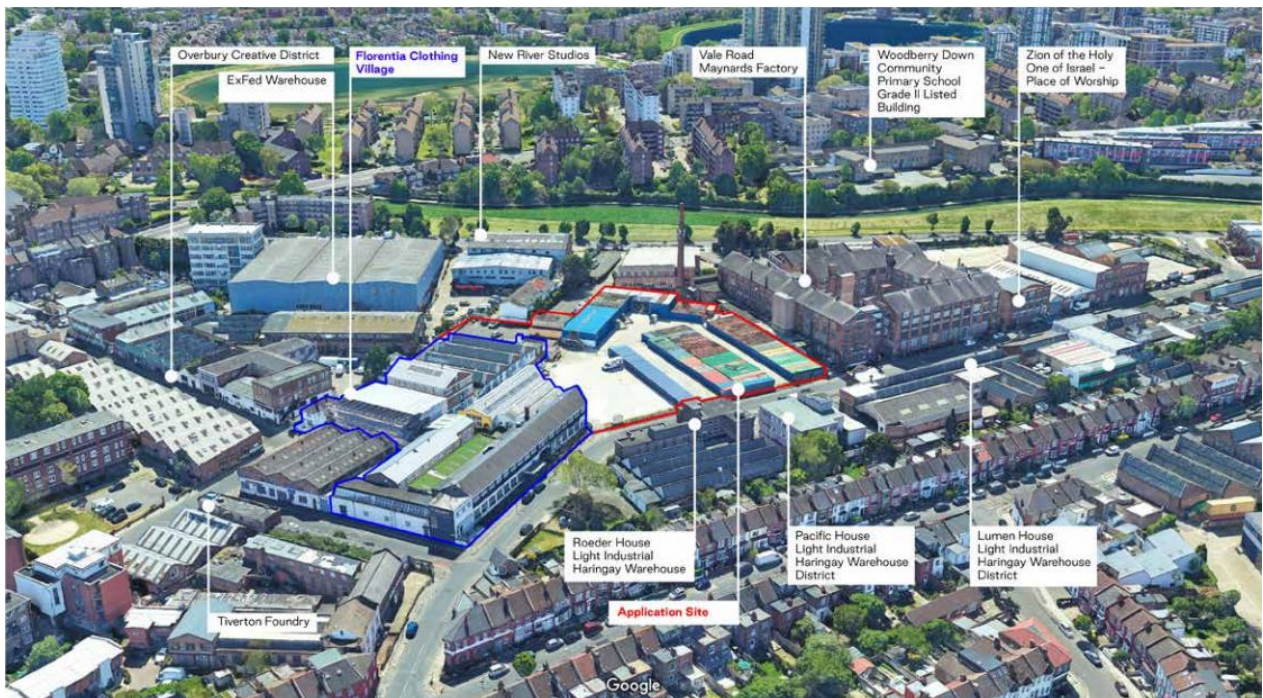


Figure 3: Aerial Photography of Site

### Relevant Planning and Enforcement history

- 3.11. There is no recent relevant planning history on the site.

## 4. CONSULTATION RESPONSES

### Planning Committee Pre-Application Briefing

- 4.1. The proposal was presented to the Planning Sub Committee at a Pre-Application Briefing on 8<sup>th</sup> November 2021. The relevant minutes in relation to this meeting are attached at Appendix 6.

### **Quality Review Panel**

- 4.2. The scheme has been presented to Haringey's Quality Review Panel. The Panel's final written response is provided at Appendix 5.

### **Planning Application Consultation**

- 4.3. The following consultations responses have been received:

#### Internal:

- 1) LBH Building Control: No objection.
- 2) LBH Carbon Management: No objection, subject to conditions and legal agreement.
- 3) LBH Pollution: No objection, subject to conditions.
- 4) LBH Transportation: No objection, subject to conditions and legal agreement.
- 5) LBH Waste Management: No objection.

#### External:

- 6) Metropolitan Police Designing Out Crime Officer: No objection, subject to conditions.

## **5. LOCAL REPRESENTATIONS**

- 5.1 The application has been publicised by way of a press notice and a site notice. 442 individual letters were sent to surrounding local properties. The number of representations received from neighbours, local groups, etc in response to notification and publicity were as follows:

- No of individual responses: 10
- Objecting: 2
- Supporting: 3
- Neutral: 5

- 5.2 The following issues were raised in representations that are material to the determination of the application, and these are addressed in the next section of this report:

- The proposal is underutilisation of the site and should be at a higher density.
- No suitably sized units would be provided for existing micro/small businesses that use the site.
- The numbering on the units should be removed.
- The colours proposed for the units are intrusive.
- Concern regarding increased traffic on Overbury Road.
- Concern regarding increased traffic on Hermitage Road and Vale Road.
- Inadequate parking is proposed.

- Inadequate planting and biodiversity would be provided.
- There would be inadequate space for waste.

5.3 The following issues raised are not material planning considerations:

- The existing businesses on the site should be offered storage facilities in the new development (Officers note this is a private matter and not a material planning consideration).
- Those individuals renting storage containers were not initially consulted by the developer. (Officers note this is a private matter and not a material planning consideration).

## **6. MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of Development;
2. Design, Layout and Appearance;
3. Inclusive Design;
4. Amenity of Adjoining Occupiers;
5. Parking and Highway Safety;
6. Energy and Climate Change;
7. Flood Risk and Drainage;
8. Ecology and Biodiversity;
9. Fire Safety;
10. Waste and Recycling;
11. Land Contamination; and
12. Employment and Training.

### **Principle of Development**

6.2 The site is situated in the Vale Road/Tewkesbury Road Locally Significant Industrial Site (LSIS). Policy SP8 of Haringey's Local Plan Strategic Policies (2017) (Local Plan) outlines that sites located in an LSIS should be safeguarded for a range of industrial uses, including B1 (now class: E(g)), B2 and B8 uses, as long as these sites continue to meet the demand and needs of modern industry.

6.3 Local Plan Policy SP8 then highlights a demand in Haringey for an additional 23,800 square metres of employment floorspace up to 2026. This demand can be met through:

- The reconfiguration and re-use of surplus employment designated land;
- The intensification of the use of existing employment sites; and
- The protection of existing viable employment uses on designated and non-designated sites.

6.4 Similarly, London Plan Policy E4 outlines that a sufficient supply of land and premises to meet current and future demands for industrial and related functions should be provided and maintained. Furthermore, this policy explains that the

retention, enhancement and provision of additional industrial capacity should be prioritised in certain locations, having regard to accessibility, logistical requirements, distribution services, support for a range of business sizes and access to local employment. The intensification of business uses is supported in principle by London Plan Policy E7 and this can be delivered through introduction of small units, development of multi-storey schemes and the more efficient use of land.

- 6.5 Policy DM37 of Haringey's Development Management DPD (the DPD) also encourages the intensification, renewal and modernisation of employment land, where certain criteria are met. In line with this policy, the development should be designed to be flexible, allowing subdivision/amalgamation of units, so to provide for a range of business sizes. Additionally, the proposal must make a demonstrable improvement in the use of the site for employment purposes. Specific regard should be had to the quality/type of employment floorspace provided and the quality/density of jobs accommodated on site. The proposal must also seek to contribute to the achievement of the economic objectives set out in the Local Plan and other key Council plans/strategies.
- 6.6 The scheme seeks to deliver light industrial (class E) and storage & distribution (class B8) uses on the site. The provision of such uses is appropriate in a LSIS, and aligns with the land use designation outlined at Local Plan Policy SP8. The current occupation of the site by storage containers is considered an under-utilisation of the land. Whereas, this proposal would supply a significant uplift in the quantity, density and quality of business floorspace on the site. This intensification is supported by policy at all levels and would represent a clear enhancement in the use of the site for employment purposes.
- 6.7 The submitted Design & Access Statement anticipates that approximately 250 jobs would be provided on the site, and workspace for around 54 businesses would be delivered. The creation of these jobs based in a higher quality commercial environment would benefit the local population through providing employment opportunities to residents. The delivery of these new jobs is again supported by planning policy at all levels, and also will contribute to the overarching economic objectives for the Borough.
- 6.8 A wide range of unit sizes are intended to be provided within the new blocks. Numerous smaller units (under 100 square metres in floor area) would be delivered, while large units measuring up to 502 square metres would also be supplied. It is considered that the variety of unit sizes proposed would cater for a wide range of different types of businesses, whilst also providing opportunities to businesses of different scales, including small and medium sized enterprises (SMEs). It is noted that a third party comment has raised concern regarding lack of suitable units for businesses of micro scale. While this is acknowledged, it is not considered that a lack of units for micro businesses would outweigh the wider



benefits of this scheme. As such, the proposed mix of unit sizes is considered appropriate.

- 6.9 Overall, higher quality commercial space would be provided, an increase in employment floorspace would be delivered, new jobs would be created and a range of unit sizes would be supplied. In addition, the proposal would contribute to the Borough’s anticipated need for employment floorspace. As such, the scheme is considered to accord with the aforementioned policies and the proposed intensification of employment/industrial uses is acceptable in principle.

**Design, Layout and Appearance**

- 6.10 London Plan Policy D3 requires developments to make the best use of land by following a design-led approach that optimises the capacity of sites. Furthermore, this policy notes that proposals should enhance local context by delivering buildings that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy.
- 6.11 Proposals should also enhance and enrich Haringey’s built environment, in line with Local Plan Policy SP11. Development must be of the highest standard of design that respects local context, character and historic significance, so to contribute to the creation and enhancement of Haringey’s sense of place and identity. DPD Policy DM1 outlines that developments should relate positively to their locality, with particular regard to: building heights, form, scale and massing around the site. Furthermore, proposals should give full consideration to: urban grain, building lines, rhythm of plot/building widths, active frontages to the public realm and distinctive local architectural styles, detailing and materials.

Quality Review Panel (QRP)

- 6.12 The development proposal has been presented to the QRP. The Panel’s summarised comments in relation to the latest review are provided below.
- 6.13 *‘The panel thanks the design team for their presentation, which set out clearly the improvements that have been made to the scheme since the last review. The panel welcomes in particular the changes made to the through-route and yard, including the introduction of greater greenery, as well as the refinement of the architecture. The ambitions for environmental sustainability are positive, but the panel notes that further work is required to ensure that these ambitions are realised. While noting the design team’s reassurances, the panel still has some concerns about the relationship with the neighbouring property and it would like to see this rigorously tested.’*

- 6.3.1 Details of the most recent review is below, together with Officer comments.

QRP’s Comment	Officer Response

<b>Building Form &amp; Architecture</b>	
The panel feels that the crisp architecture has the potential to be successful, but notes that the specification of materials and high-quality detailing will be critical. It would encourage the planning authority to secure key details within the planning application to safeguard the quality.	Officers note these comments. The proposed materials and detailing are considered acceptable. The quality of materials will be secured via a detailed condition.
The panel welcomes the provision of smaller units and feels that the introduction of daylighting to the upper units will greatly enhance the working environment.	Officers note this support.
The panel feels that the roofscape has improved markedly since the last review.	Officers note this support.
<b>Landscape Design</b>	
The panel welcomes the ambition to introduce greenery in the yard but questions the viability of 'grasscrete' within such a heavily used area and would like to see this tested to ensure it will be a success.	The applicant has clarified that the specified product is designed for a 'huge range of heavy traffic, parking lots, construction sites, flatbeds turning etc'. Officers are content with this reassurance.
The use of permeable asphalt, which could be beneficial in terms of surface water management, is also welcomed, but the panel feels that the implications of contaminants from the operation of the yard should be considered fully.	Officers note the support for the use of permeable hardstanding. The scheme does not propose B2 uses (general industrial). Such uses would be more likely to raise concerns regarding contaminants. The proposed light industrial and storage & distribution uses, by their nature, would not be likely to generate contaminants.
The ambition to introduce street trees is welcome, but the panel notes that this is beyond the application site. The applicant and local authority should work together to ensure the trees are provided. Alternative streetscape solutions should be considered, if necessary.	Officers are content that the street tree planting can be secured via a condition.
<b>Connections and Boundaries</b>	
The scheme's approach to making connections to and through the wider area is a key strength of the proposal, and the panel is pleased that access to the yard and pedestrian through-routes are to be controlled at night.	Officers note this support.

<p>The panel has some remaining concerns about the relationship to the neighbouring property to the west, and it would like reassurance that the scheme neither compromises the daylight of the current occupant nor prejudices future development on that site.</p>	<p>The relationship between the proposed development and the property to the west is addressed in paragraph 6.32 of this report. Officers are content that sufficient spacing would be retained between the new buildings and the property to the west to ensure that the operation of the neighbouring commercial premises would not be compromised. The proposed development, in terms of its scale and siting, would not prejudice future development at the neighbouring site.</p>
<p><b>Sustainable Design</b></p>	
<p>The targeting of BREEAM Excellent is to be commended, as is the ambition to achieve net zero carbon. The panel would like to see lower carbon materials considered, but welcomes the thought given to disassembly as a contribution to a circular economy approach.</p>	<p>Officers note this support.</p>
<p>The panel notes that, even though some tenants will choose to take their bikes to their units, the scheme will still need to provide sufficient shared bike stores to be compliant with the London Plan.</p>	<p>Sufficient cycle storage would be provided to serve the development, in accordance with London Plan Policy T5. This is addressed further in paragraph 6.44 of this report.</p>

- 6.14 The development proposal submitted as part of this application has evolved over time, in response to the comments of the QRP and Officers. It is considered that the points raised by the QRP, concerning the design of the proposal, have been satisfactorily addressed.

Height, Scale and Massing

- 6.15 The site is currently occupied by low level storage containers and this existing use is clearly an under-utilisation of the land. The proposed redevelopment would result in the presence of built form of notably greater scale on site. Blocks C and D are proposed to be constructed along the frontage of the site. These buildings would appear as three storey blocks when viewing the site from Vale Road. The surrounding area is comprised mainly of a mixture of two and three storey buildings, however it is noted that there are some higher buildings present in the vicinity. Having regard to the prevailing height of buildings in the locality, it is considered that the three-storey level of Blocks C and D would suitably respect the scale of built form in the area. Figure 4 below further supports this, as it shows that the new buildings would sit below the ridge height of the adjacent Maynards

Factory. These two proposed blocks would not appear bulky in the plot, nor would they appear unduly large in the street scene or the surrounding area.

- 6.16 Blocks A and B would be constructed to the rear of the plot and along the southern boundary of the site. These buildings would also be of three-storey height, similar to that of Blocks C and D. Taking into account the scale of built form in the vicinity, this height is again considered appropriate. The siting of Blocks A and B to the rear of the site, coupled with the only three storey height, means that these buildings would not be highly visible from Vale Road. Views of Blocks A and B may be possible from Eade Road, which is the route to the rear of the site. However, these proposed new buildings would still be a notable distance from Eade Road. Furthermore, Blocks A and B would be of comparable scale to some buildings present along Eade Road. Noting the separation distance and the modest scale of the buildings, it is not considered that Blocks A and B would appear excessively large when viewed from Eade Road.

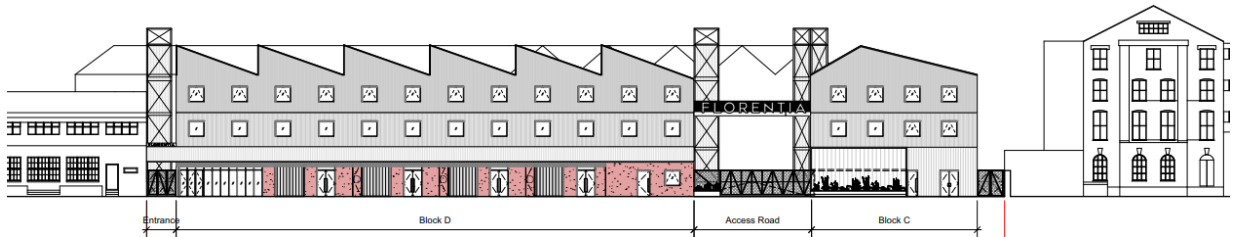


Figure 4: Vale Road Street Scene Elevation

#### Layout

- 6.17 The proposed scheme would result in a large proportion of the site being covered by buildings. Furthermore, there would be a notable width of built form across the frontage of the site, the western boundary and the rear boundary. Blocks A and B would be set out in a 'L' shaped layout to the rear, whereas Block C would be a building of significant width that would spread across the western boundary of the site. Block D would have a regular rectangular footprint, and would be sited on the north-eastern part of the site. Block C and D would be separated by the vehicular access route into the site. Furthermore, a yard area would be created centrally in the site providing some separation between the buildings.
- 6.18 This layout is considered appropriate, as satisfactory spacing would be provided between the new buildings. There is no clear uniform pattern of development evident on this side of Vale Road. As such, it is considered that the proposal would not be at odds with any distinct urban grain of the area. The density of the scheme would be comparable to that of other industrial sites in the area, and therefore it is considered that the proposed intensification of the site would be appropriate to this setting. A third party comment has questioned whether a greater density of employment uses could be delivered on the site. This representation is acknowledged, however in this instance, the proposed intensification and increased density is considered to result in a development, which suitably respects the character of the area.

Form, Materiality and Detailing

- 6.19 There is a variety of building types present in this locality, with evidence of pitched roofs, flat roofs and asymmetric pitched roofs visible in the street-scene. Blocks A and C would be constructed with mainly an asymmetric pitched roof form, while Block B would incorporate multiple pitched roof elements. In terms of Block D, this building would be designed with several mono-pitched sloping roof forms. Taking into account the mixture of building typologies in the area, it is considered that the proposed form of the new blocks would be acceptable, and the new buildings would not appear out of keeping in the vicinity.
- 6.20 The main external material proposed to be utilised is metal cladding, for the walls and roofs of the buildings. This material is industrial in character, and as such would be appropriate to this setting. Fibre cement panelling is proposed to be inserted at ground floor level on the street facing elevation of Block D. The addition of this material would suitably break-up views of this building from the street, whilst also providing an appropriately contemporary element to the appearance of this block.
- 6.21 Other features are intended to be incorporated into the site, including: aluminium stairways, clerestory windows and solar panels. These additions would be in keeping with the industrial character of the site and the surrounding area. The Design & Access Statement outlines an intention to incorporate bright colouring throughout the development. This is considered acceptable, as it would relate well to the appearance of the existing Florentia Village, whilst also ensuring that the development would have a unique and distinctive character.

Public Realm and Landscaping

- 6.22 Street trees are proposed to be planted on the footway to the front of the site, and these would enhance the appearance of Vale Road. The planting of these trees can be secured via a condition.
- 6.23 Within the site a large amount of hard surfacing (grey asphalt) would be laid, however some planters and 'grasscrete' would be incorporated into the yard area. The large degree of hard surfacing is typical for industrial sites, and is required to allow for the free flow of vehicles within the yard area. As such, the laying of the hard surfacing is considered acceptable. The planters and 'grasscrete' would provide a green element within the yard area, and this is supported.

Heritage Impacts

- 6.24 The site is not located in a conservation area, nor within the setting of any listed buildings but is adjacent to a locally listed building. DPD Policy DM9 also requires proposals to have regard to the priority given to sustaining and enhancing the significance of locally listed buildings, and their setting.

- 6.25 The existing storage containers on the site are considered to detract from the setting of the locally listed buildings to the south-west of the site. Whereas, the design and appearance of the proposed redevelopment would respect and complement the industrial character of the neighbouring locally listed buildings. The setting and significance of these heritage assets would be enhanced through the proposed scheme.

Summary

- 6.26 The proposed redevelopment would enhance the appearance of this under-utilised site, which currently detracts from the character of the street-scene and the surrounding area. The new buildings would be of high quality, and would relate well to the industrial nature of the area. The height, bulk, scale, massing and layout of the redevelopment would respect the character of the surrounding area, whilst also making best use of the available space on the site. The materials and detailing would be reflective of the setting, but would also result in an appropriately distinctive appearance for this new industrial hub. Overall, the development would make a positive contribution to the area, and would improve upon the character and appearance of the site, the street scene and the wider locality. The proposal is considered acceptable in design terms and complies with the relevant policies.

**Inclusive Design**

- 6.27 London Plan Policy D5 explains that proposals should ensure the highest standards of accessible and inclusive design. Developments should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment. In addition, DPD Policy DM2 requires that all new developments can be used safely, easily and with dignity by all.
- 6.28 The Design & Access Statement outlines that the development is a fully inclusive scheme. It is explained in this document that step free access is possible across the site, and the addition of lift cores will ensure step free access to all floors. Numerous wheelchair accessible WCs would be provided across the development. The scheme is considered to be an accessible and inclusive development, in accordance with the above mentioned policies.

**Amenity of Adjoining Occupiers**

- 6.29 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific it sets out that proposals should provide sufficient daylight and sunlight to surrounding housing, while also minimising overshadowing. Furthermore, new noise generating development should put in place measures to mitigate and manage noise impacts for neighbouring residents and businesses, in line with London Plan Policies D13 and D14.

- 6.30 Development proposals should ensure a high standard of privacy and amenity for a development’s users and neighbours, in accordance with DPD Policy DM1. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land. An appropriate amount of privacy should be provided to neighbouring properties by avoiding overlooking. DPD Policy DM1 also requires proposals to address issues of vibration, noise, fumes and odour.

Impacts on Existing Businesses

- 6.31 There are numerous commercial premises present in the vicinity of the site. It is considered that the proposed light industrial and storage & distribution uses would integrate well with the other commercial premises in the area. The noise generated by the proposed uses would not be substantially different to that created by the other industrial uses, and therefore it is considered that the operation of businesses in the area would not be materially harmed by noise generation from the proposed development.
- 6.32 The QRP did raise concerns regarding the relationship between the proposed development and the Maynards building to the south-west. It is acknowledged that the Maynards building does have numerous windows present on its north-eastern elevation, which faces the site. However, it is important to note that this building is in commercial use, and therefore the assessment of sunlight/daylight is not as stringent, as it would be for residential properties. Notwithstanding this, it is considered that sufficient spacing would be retained between Block C and the main flank elevation of Maynards building, so as to ensure that the use of this commercial space would not be compromised. This spacing is demonstrated in figure 5.
- 6.33 The operation and functioning of neighbouring and nearby businesses would not be materially harmed by the proposed development. Therefore, from this perspective, the proposal would comply with the relevant policies.

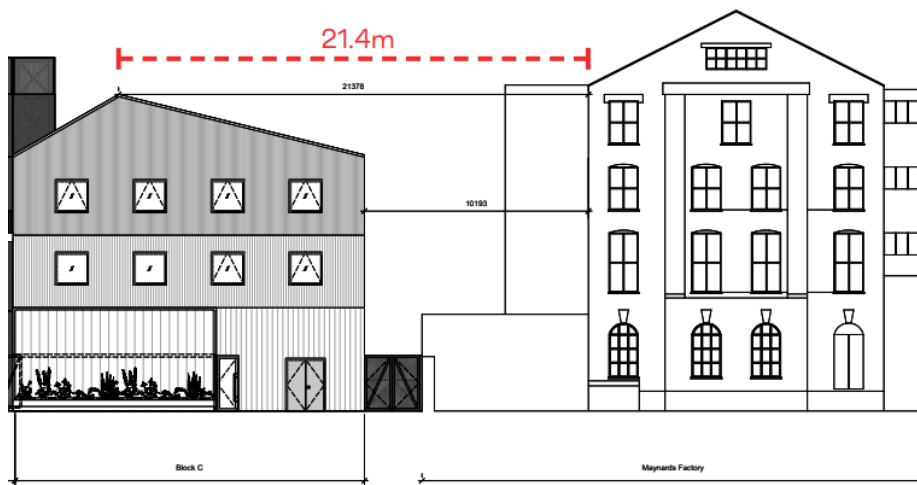


Figure 5: Elevation demonstrating distance to Maynards building

Impacts on Nearby Residential Properties

- 6.34 The nearby residential properties do not directly adjoin the site or the Florentia Clothing Village. It is considered that the proposed new buildings would be a sufficient distance from residential properties, so to avoid: harmful losses of sunlight/daylight, excessive overshadowing, undue restriction of outlook or overbearing impacts. This assessment, in terms of impacts on daylight and sunlight, is backed up by the submitted 'Daylight, Sunlight Report'. This document concludes that there is a good level of compliance with BRE guidance. The separation distance between the new buildings and the nearest residential properties would ensure that inappropriate overlooking from the units would not occur. Therefore, there would not be an invasion of the privacy of neighbouring properties.
- 6.35 An Acoustic Report has been provided in support of this application, and this includes a Noise Survey. Levels of noise at various points within, and adjacent to, the site have been measured through this Noise Survey. Noting the results of this survey, the Acoustic Report sets limits for noise levels at the nearest noise sensitive premises (residential properties at Pacific House, Florentia Clothing Village and on Hermitage Road). Subject to noise levels not exceeding the limits outlined in the Acoustic Report, it is considered that the living conditions of nearby residential properties would be protected against noise generation from the new commercial units. A condition is recommended requiring that all plant and machinery is designed, so to not exceed the limits outlined in the Acoustic Report.
- 6.36 The amenity and living conditions of the nearby residential properties would not be compromised, and therefore the proposal would comply with the aforementioned policies.

**Parking and Highway Safety**

- 6.37 London Plan Policy T4 explains that proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. In terms of cycling, London Plan Policy T5 requires developments to provide appropriate levels of cycle parking, which should be fit for purpose, secure and well located. Cycle parking should be provided in accordance with the minimum standards in Table 10.2 of the London Plan. London Plan Policy T6 sets out that car parking should be restricted in line with the levels of existing and future public transport accessibility and connectivity. Developments should be designed to provide the minimum necessary car parking. The maximum parking standards, outlined in Table T6.2 of the London Plan, should be applied to this proposal. The standards for non-residential disabled persons parking are identified in Table 10.6 of the London Plan.
- 6.38 Local Plan Policy SP7 outlines that the Council aims to tackle climate change, enhance environmental quality and improve transport safety by promoting public transport, walking and cycling. High trip generating developments should be



located where public transport accessibility is high and car parking is minimised, in accordance with DPD Policy DM31.

Trip Generation

- 6.39 As previously noted, the site has a PTAL of 2, which indicates that access to public transport is 'poor'. The submitted Transport Assessment estimates that approximately 720 daily trips (including walking, cycling, public transport and private vehicle) would be associated with the new industrial units. This uplift in trips is acknowledged, however the Transport Assessment highlights that a large portion of journeys to the existing Florentia Clothing Village are undertaken via walking, cycling and public transport. It is anticipated that such sustainable journeys would also be adopted by the occupiers of the new units. In addition to this, the scheme proposes a low level of on-site car parking, which would limit the attractiveness of travelling to the site by car. A Travel Plan should be provided and secured via a S106 Legal Agreement, so to ensure that sustainable travel to the site is confirmed. Subject to this, it is considered that the development would suitably support sustainable transport.

Third party comments have been received raising concerns regarding possible increased traffic on Overbury Road, Hermitage Road and Vale Road. These representations are acknowledged, however the Council's Transportation Officers have not raised concerns regarding traffic generation. Furthermore, the submitted Transport Statement notes that the development would not adversely impact the capacity of the local highway network. As such, there is no evidence that the proposal would harmfully increase traffic or congestion in the area.

Car Parking

- 6.40 The submitted Transport Statement explains that parking would be shared between the existing Florentia Clothing Village and the new development, with all the car parking serving both sites delivered on the application site. A total of 41 parking spaces (including 2 accessible parking bays) would be provided for the existing businesses at Florentia Clothing Village and for the occupiers of the new commercial units. An additional 12 car parking spaces would be provided for visitors and deliveries. This level of car parking is significantly below the maximum car parking standards, in accordance with London Plan Policy T6. The Council's Transportation Team have considered this quantity of parking provision and support the level proposed. It is considered that this reduced level of parking would support a shift to more sustainable travel for those working at Florentia Clothing Village and occupying the new units. The proposed car parking provision is considered appropriate for the development.
- 6.41 A total of 2 accessible car parking spaces would be provided within the yard area. This level of accessible car parking would meet the requirements of Table 10.6 of

the London Plan, which requires 5% of all parking spaces to be designated as disabled persons parking bays.

- 6.42 The applicant's Transport Note from 29 April 2022 sets out an intention to supply 10 electric vehicle charging spaces. The latest comments from the Council's Transportation team support this provision. It is officers' view that this number of charging points is sufficient to meet the requirements of the London Plan, which requires appropriate provision for electric or other ultra-low emission vehicles.

Cycle Parking

- 6.43 The submitted Transport Statement explains that 86 cycle parking spaces would be supplied to share between the proposed development and the existing Florentia Clothing Village. This level of cycle parking provision complies with the London Plan requirements. The Council's Transportation Team have queried the type and form of cycle storage. Noting this, a condition is recommended requiring further details of the proposed cycle storage facilities. This will enable officers to ensure that the cycle storage installed meets the requirements of the London Cycling Design Standards (2014).

- 6.44 The cycle storage would be provided in two separate areas. Firstly, it is proposed to install cycle storage within the yard area and this is acceptable. The second area of cycle storage would be located to the front of the existing main Florentia Clothing Village building. This cycle storage would replace an existing security hub. It is noted that this cycle storage would be sited close to the footway on Vale Road. In order to ensure that the cycle storage, and the associated access, would not obstruct the footway, a condition is recommended requiring details of the exact location of the cycle storage.

Access Arrangements

- 6.45 There are currently four accesses from Vale Road into the site. The Transport Statement outlines that it is proposed to retain one of these existing accesses. The Transportation Team are content with this, however note that the applicant will be required to enter into a Section 278 agreement with the Highway Authority, so to reinstate kerbs and the footway. A condition should be attached restricting occupation of the units until an agreement is in place to remove these three redundant accesses and reinstate the footway.

Delivery & Servicing

- 6.46 All delivery and servicing is proposed to take place within the yard area. Vehicles would access the site from Vale Road, before temporarily parking in the designated delivery bays. Following this, vehicles would leave the site onto Overbury Road. This arrangement would enable vehicles to access and leave the site all in forward gear. Such movements are considered appropriate and would allow the free flow of delivery and service vehicles through the site.

- 6.47 The Transportation Team has queried the dimensions of the internal route through the site, particularly with regard to the potential for conflicts between vehicles and pedestrians. A swept path analysis has been provided by the applicant and this is shown in figure 6. This demonstrates that large vehicles would be capable of moving through the site. The latest response from the applicant (TN07) explains that the internal yard is proposed to be a shared space between vehicles and pedestrians. Clearly designated routes for pedestrians are intended to be painted onto the surface. Furthermore, the applicant explains that vehicles would travel slowly through the site, with a 5mph speed limit suggested.
- 6.48 Shared spaces between pedestrians and vehicles are not uncommon in industrial areas. In addition, the low speed limit stated should limit the risk of conflict between pedestrian and vehicles. The Transportation Team have noted the latest response from the applicant and this consultee now recommends the inclusion of a condition securing details of safety measures within the site. Subject to suitable details being provided through condition, it is not considered that there would be an undue risk of conflict between pedestrians and vehicles. Therefore, the internal route through the site is considered acceptable.



Figure 6: Swept Path for Large Vehicle

#### Construction Phase

- 6.49 A comprehensive draft of the Construction Logistics Plans has been provided as part of the Transport Statement. The Transportation Team are generally content with this, and the final Construction Logistics Plan should be secured via condition.

## Energy and Climate Change

- 6.50 London Plan Policy SI2 outlines that all major developments should be net zero carbon, and a detailed energy strategy should be provided with such proposals, so to demonstrate how the zero-carbon target will be met. This policy also sets out that a minimum on-site reduction of at least 35% beyond Building Regulations is required. London Plan Policy SI4 notes that major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating.
- 6.51 Local Plan Policy SP4 requires all new developments to take measures that reduce energy use and carbon emissions. Sustainable design and construction techniques should be adopted, in line with Local Plan Policy SP11 and DPD Policy DM21.

### Carbon Reduction

- 6.52 The applicant has submitted an Energy Statement in support of this application, and this has been reviewed by the Council's Climate Change Officer. Photovoltaic panels are proposed to be incorporated into the south facing roofs of the blocks, and high thermal standards are intended for the building fabric. It is proposed to provide a temporary communal gas-fired heating system, prior to connection to the decentralised energy network (DEN), when this becomes available. The applicant has confirmed that a Building Control notice has been obtained to allow this system under Building Regulations.
- 6.53 The overall predicted reduction in carbon dioxide emissions is 89%, and this is supported by the Council's Climate Change Officer. A carbon offset contribution is required to achieve 'zero carbon', and this should be secured via Section 106 legal agreement. In order to optimise carbon emission mitigation and sustainability, conditions should be attached regarding adherence to the Energy Statement, and requiring further details of the Energy Strategy. Subject to the conditions and the legal agreement, the proposal would comply with the relevant policies.

### Overheating

- 6.54 A Ventilation and Overheating Strategy has been provided with this application. This document explains that all of the units tested pass the overheating requirements, and the Council's Climate Change Officer confirms that the overall overheating strategy is considered acceptable. A condition is required to be attached to secure measures that would reduce the risk of overheating. Subject to this, the proposal would not be at risk of overheating, and would accord with the previously mentioned policies.

## Flood Risk and Drainage

- 6.55 London Plan Policy SI12, Local Plan Policy SP5 and DPD Policy DM23 all require development proposals to minimise, manage and reduce the risk of flooding. The site is within a Critical Drainage Area, and DPD Policy DM25 requires proposals in such areas to reduce the overall risk from flooding. In addition, development should ensure that surface water run-off is managed as close to its source as possible, in accordance with London Plan Policy SI13.
- 6.56 The site is located within Flood Zone One, and as such there is a low probability of flooding. Noting this, and given the 'less vulnerable' nature of the proposed uses, it is not considered that the development would be at undue risk of flooding. A Surface Water Drainage Strategy has been outlined in the submitted Flood Risk Assessment. This explains that the site currently comprises of impermeable hardstanding. Whereas, the proposed scheme would use permeable paving for all hardstanding areas. The use of permeable paving will provide improved water attenuation on site, reducing the risk of surface water flooding. The Surface Water Drainage Strategy also explains that it is intended to discharge water into the public sewer. Officers do not object to this arrangement, however this will be subject to agreement and approval from Thames Water.
- 6.57 The risk from flooding on site would not be increased, as a result of the development. Management of surface water would be improved, when compared with the existing conditions. Therefore, the scheme would comply with the relevant policies.

### **Ecology and Biodiversity**

- 6.58 London Plan Policy G6 and Local Plan Policy SP13 explain that proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. In addition, proposals on sites which are, or are adjacent to, internationally designated sites, Sites of Special Scientific Interest, Local Nature Reserves, Sites of Importance for Nature Conservation or Ecological Corridors, should protect and enhance nature conservation value, in accordance with DPD Policy DM19.
- 6.59 The land is not designated for nature conservation. Internationally, nationally or locally designated wildlife sites would not be adversely impacted by the proposed development. The submitted Ecological Assessment outlines that no protected species would be harmed by the proposed works. The site is of low ecological value, and biodiversity net gain can be achieved through implementing the measures identified in Section 5 of the Ecological Assessment. A condition is to be attached to secure the biodiversity enhancements outlined in the Ecological Assessment.
- 6.60 London Plan Policy G5 outlines that major developments should contribute to the greening of London by including urban greening as a fundamental element of the site and building design. The Mayor recommends that an urban greening factor of 0.3 should be achieved for commercial development.

- 6.61 The submitted Planning Statement explains that the scheme would achieve an urban greening factor (UGF) of 0.012. It is acknowledged that this UGF is below the London Plan target, however officers are of the view that the applicant has made every attempt to limit the levels of hardstanding within this industrial setting. In addition, the provided Ecological Assessment explains that the proposal would deliver a biodiversity net gain of 352.87% on the site, with a notable amount of this net gain being a result of new planting. New planting is proposed within the site and across the frontage with Vale Road. In this instance, it is considered that the failure to achieve the London Plan's UGF targets would be outweighed by the highlighted ecological and landscaping benefits of the scheme. Therefore, from an ecological and landscaping perspective the proposal would be acceptable.

### **Fire Safety**

- 6.62 London Plan Policy D12 requires new developments to achieve the highest standards of fire safety. To this effect, a Fire Statement should be provided with all major developments.
- 6.63 A Fire Strategy has been submitted in support of the application. This document explains that the fire appliance could enter the site from Vale Road. A fire appliance tracking drawing included at Appendix C of the Fire Strategy shows that a route of 4.2 metres in width would be provided within the site. This route would allow the fire appliance to move through the site. Therefore, this plan demonstrates that fire vehicles could adequately access the site. The Fire Strategy also outlines evacuation plans, indicates escape routes and sets out the intention to install an alarm system. Subject to adherence with the measures identified in the Fire Strategy, it is considered that the development would be acceptable, in respect of fire safety.

### **Waste and Recycling**

- 6.64 London Plan Policies SI7 and SI8 indicate the Mayor's support for waste reduction, resource conservation, recycling and material re-use. In addition, Local Plan Policy SP6 and DPD Policy DM4 require development proposals to make suitable provision for waste storage and recycling storage, as well as collection.
- 6.65 The Design & Access Statement notes that the refuse and recycling storage would be located in the south-eastern corner of the site, close to the exit onto Overbury Road. A Refuse and Recycling Management Strategy has been outlined in the submitted Transport Statement. This notes that collection will be undertaken by an appointed contractor, and not by the Council. Refuse vehicles would enter via

the Vale Road access, park temporarily in the yard area to load refuse and recycling, before exiting the site onto Overbury Road. Therefore, it is proposed for refuse vehicles to follow the one-way route through the site, and this will ensure minimal disruption to the surrounding public highway. The Council's Waste & Street Cleansing team have reviewed the application, and they are content with the proposals. As such, the proposed refuse and recycling strategy is considered to accord with the relevant policies.

### **Land Contamination**

- 6.66 DPD Policy DM23 outlines that new developments will only be permitted where it is demonstrated that any risks associated with land contamination can be adequately addressed, in order to make the development safe.
- 6.67 A Phase II Ground Investigation Report has been submitted in support of this application. The Council's Pollution Officer has reviewed the provided documentation, and has not objected to the proposal. However, this Officer does not agree with the conclusion of the report, as it advises that no land remediation works are required. Instead, the Pollution Officer recommends that conditions are attached to any approval requiring further site investigation. These conditions are included within the recommendation of this report. Subject to these conditions, it is considered that the proposed development would comply with the relevant policies.

### **Employment and Training**

- 6.68 Local Plan Policies SP8 and SP9 aim to support local employment and facilitate training opportunities. The Planning Obligations SPD also requires the developer (and its contractors and sub-contractors) to notify the Council of job vacancies, and to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council).
- 6.69 The applicant has agreed to provide employment opportunities during the construction of the development, with this to be secured by the legal agreement.

### **Conclusion**

- 6.70 There is strong policy support for the provision of employment space and the intensification of industrial uses in this area, which forms part of a Locally Significant Industrial Site. The scheme would deliver high quality commercial space, an increased density of employment uses, new jobs and a range of unit sizes. These outcomes comply with the relevant planning policies along with aligning with the Council's wider economic strategy for the Borough.
- 6.71 The development would be of a high standard of design, which would respect the character and appearance of the site, the street scene and the wider area. The

scale of the development would complement the locality, whilst making best use of the available land. The materiality, form and detailing of the scheme would be reflective of the industrial setting and would also result in an appropriately distinctive appearance for the development. Overall, the scheme would improve on the appearance of the site and make a positive visual contribution to the wider locality.

- 6.72 The operation of nearby businesses would not be compromised, and the living conditions of residential properties would not be harmed.
- 6.73 The development would promote the use of sustainable transport. Sufficient car and cycle parking would be provided to ensure that sustainable travel would be prioritised. The arrangements for access, servicing and deliveries are appropriate, and would not harm highway safety.
- 6.74 The scheme has been designed to include a number of sustainability measures, delivering an 89% reduction in carbon emissions.
- 6.75 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

## **7. COMMUNITY INFRASTRUCTURE LEVY (CIL)**

- 7.1. Based on the information given on the plans, the Mayoral CIL charge will be £565,150.68 and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate.

## **8 RECOMMENDATION**

GRANT PERMISSION subject to conditions subject to conditions in Appendix 1 and subject to sec. 106 Legal Agreement

Applicant's drawing No.(s):

- PL-001 P1
- PL-002 P1
- PL-100 P1 (Existing Ground Floor Plan)
- PL-100 P1 (Proposed Floor Plans Block A)
- PL-100 P1 (Proposed Floor Plans Block B)
- PL-100 P1 (Proposed Floor Plans Block C)
- PL-100 P1 (Proposed Floor Plans Block D)
- PL-110 P1
- PL-111 P1
- PL-112 P1
- PL-112 P2



- PL-113 P1
- PL-200 P1 (Existing Sections & Elevations)
- PL-200 P1 (Proposed Elevations Block A)
- PL-200 P1 (Proposed Elevations Block B)
- PL-200 P1 (Proposed Elevations Block C)
- PL-200 P1 (Proposed Elevations Block D)
- PL-210 P1
- 2102018-GA01
- 2102018-TK01 B
- 2102018-TK02 B
- 2102018-TK03 B
- 2102018-TK04 B
- X-70-100 T3
- Design & Access Statement
- Acoustic Planning Report Version E
- Air Quality Assessment
- BREEAM 2018 Pre-Assessment Report Issue No.1
- Daylight, Sunlight Report
- Ecological Assessment Issue 2
- Energy Statement for Planning Issue 3
- RIBA Stage 3 – Fire Strategy Report Revision 04
- Flood Risk Assessment Revision A
- Phase II Ground Investigation Report Revision 02
- Soft Landscape & Planting
- Sustainability Report
- Transport Assessment Issue v1.0
- Ventilation & Overheating Strategy Rev 03

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## Appendix 1: Conditions and Informatives

### Conditions

#### *Three Year Time Limit*

- 1) The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

#### *Approved Plans*

- 2) The approved plans comprise drawing nos: PL-001 P1, PL-002 P1, PL-100 P1 (Existing Ground Floor Plan), PL-100 P1 (Proposed Floor Plans Block A), PL-100 P1 (Proposed Floor Plans Block B), PL-100 P1 (Proposed Floor Plans Block C), PL-100 P1 (Proposed Floor Plans Block D), PL-110 P1, PL-111 P1, PL-112 P1, PL-112 P2, PL-113 P1, PL-200 P1 (Existing Sections & Elevations), PL-200 P1 (Proposed Elevations Block A), PL-200 P1 (Proposed Elevations Block B), PL-200 P1 (Proposed Elevations Block C), PL-200 P1 (Proposed Elevations Block D), PL-210 P1, 2102018-GA01, 2102018-TK01 B, 2102018-TK02 B, 2102018-TK03 B, 2102018-TK04 B, X-70-100 T3, Design & Access Statement, Acoustic Planning Report Version E, Air Quality Assessment, BREEAM 2018 Pre-Assessment Report Issue No.1, Daylight Sunlight Report, Ecological Assessment Issue 2, Energy Statement for Planning Issue 3, RIBA Stage 3 – Fire Strategy Report Revision 04, Flood Risk Assessment Revision A, Phase II Ground Investigation Report Revision 02, Soft Landscape & Planting, Sustainability Report, Transport Assessment Issue v1.0 and Ventilation & Overheating Strategy Rev 03.

The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details.

#### *Use Restriction*

- 3) As per the approved plans, the units/space shall be restricted to flexible light industrial uses (Class E(g)) and storage & distribution (Class B8) uses only, and shall not be used for any other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any

statutory instrument revoking and re-enacting that Order with or without modification), unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that an appropriate type of development is provided in connection with this designated employment site, in accordance with Policy SP8 of the Haringey Local Plan 2017.

*Use Restriction (Units D1, D2, D3, D4 and D5)*

- 4) As per the approved plans, the units within Block D at ground floor and mezzanine floor, which front onto Vale Road (Units D1, D2, D3, D4 and D5) shall be restricted to light industrial (Class E(g)) use only, and shall not be used for any other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that an active frontage onto Vale Road is provided, in the interests of visual amenity, and in accordance with Policy DM1 of The Development Management DPD 2017.

*Samples of Materials*

- 5) Prior to commencement of above ground construction works, the following details and materials in relation to the new buildings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority:
- a) Samples and manufacturer's details of all materials to be used in the external surfaces of the new buildings, including: masonry, cladding, roofing material, cement panels and window frames.
  - b) Detailed drawings at a scale of 1:20 or 1:10 of: doors, windows, roller shutter doors, external stairs, walkways (including their columns, decks and balustrades), building corners, roof eaves, ridges and parapets.
- The development shall thereafter be carried out in accordance with the approved details.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity, consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

*Details of Gates*

- 6) Prior to installation of pedestrian and vehicle gates, manufacturer's details and detailed drawings at a scale of 1:20 or 1:10 of the gates fronting onto Vale Road shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order for the Local Planning Authority to retain control over the exact materials and in the interests of visual amenity, consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

*Electric Charging*

- 7) Prior to commencement of above ground construction works, details and locations of the parking spaces equipped with active electric vehicle charging points (EVCPs) and the passive EVCP provision shall be submitted to and approved in writing by the Local Planning Authority. At least 10 EVCPs, as outlined in TN05 – Response to Haringey Comments (Motion, dated: 29/04/2022), shall be provided. The details shall include:

- a) Location of active and passive charge points;
- b) Specification of charging equipment; and
- c) Operation/management strategy.

Thereafter, the approved EVCPs shall be retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To support the transition to low-carbon transport, in accordance with Policy T6 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

*Delivery and Servicing Plan*

- 8) Prior to commencement of above ground construction works, a final Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:

- a) Identifying where safe and legal loading and unloading can take place;
- b) Ensuring delivery activities do not hinder the flow of traffic on the public highway;
- c) Managing deliveries to reduce the number of trips, particularly during peak hours;
- d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and
- e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).

Thereafter, the development should operate in line with the final Delivery and Servicing Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that delivery and servicing activities are adequately managed such that the local community, pedestrians, cyclists and other highway users experience minimal disruption and disturbance, in accordance with Policy T7 of the London Plan 2021.

*Construction Environmental Management Plan*

- 9) Prior to commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.
- a) The CEMP shall include a Construction Logistics Plan (CLP) and a Air Quality & Dust Management Plan (AQDMP).
  - b) The CEMP shall provide details of how construction works are to be undertaken and shall include:
    - i. A construction method statement which identifies the stages and details of how works will be undertaken;
    - ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays with no working on Sundays or Bank Holidays;
    - iii. Details of plant and machinery to be used during demolition/construction works;
    - iv. Details of an unexploded ordnance survey;
    - v. Details of the waste management strategy;
    - vi. Details of community engagement arrangements;
    - vii. Details of any acoustic hoarding;
    - viii. A temporary drainage strategy and performance specification to control surface water runoff and a Pollution Prevention Plan (in accordance with Environment Agency guidance);
    - ix. Details of external lighting; and,
    - x. Details of any other standard environmental management and control measures to be implemented.
  - c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
    - i. Monitoring and joint working arrangements, where appropriate;
    - ii. Site access and car parking arrangements;
    - iii. Delivery booking systems;
    - iv. Agreed routes to/from the site;
    - v. Timing of deliveries to, and removals from, the site (to avoid peak times, as agreed with Highways Authority, 0700 to 0900 and 1600 to 1800, where possible);
    - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the site during the demolition and construction phase; and
    - vii. Joint arrangements with neighbouring developers for staff parking, lorry parking and consolidation of facilities such as concrete batching.
  - d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
    - i. Mitigation measures to manage and minimise construction dust emissions during works;
    - ii. Details confirming the plot has been registered at <http://nrmm.london>;
    - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority inspection;

- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry parking details, in joint arrangement where appropriate.

The development should 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.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

#### *Contamination*

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

- a) Using the information already submitted in the Phase II Ground Investigation Report (reference R-GI-23675-01-02, Revision 02, prepared by JPP Geotechnical & Environmental Ltd, dated: December 2021), chemical analyses on samples of the near surface soil, in order to determine whether any contaminants are present in the un-investigated part of the site and to provide an assessment of classification for waste disposal purposes, shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary.
- b) Prior to the remediation being carried out on site, the risk assessment and refined Conceptual Model, along with the site investigation report, shall be submitted to and approved in writing by the Local Planning Authority.
- c) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
- d) A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety, in accordance with Polciy DM23 of The Development Management DPD 2017.

#### *Unexpected Contamination*

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

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources, in accordance with Policy DM23 of The Development Management DPD 2017.

*BREEAM Certificate*

**12)** a) Prior to commencement of above ground construction works, a design stage accreditation certificate(s) for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

b) Within six months after completing construction, a post-construction certificate issued by the Building Research Establishment must be submitted to the Local Authority for approval, confirming this standard has been achieved. In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with Policies S12, S13 and S14 of the London Plan 2021 and Policy SP4 of the Haringey Local Plan 2017.

*Energy Strategy*

**13)** The development hereby approved shall be constructed in accordance with the Energy Statement (Energy Report, dated: 18 March 2022, Issue 3) delivering a minimum 89% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, temporary communal heating solution with measures in place to allow for a future connection to the Decentralised Energy Network and a minimum 240kWp solar photovoltaic (PV) array.

- a) Prior to commencement of above ground construction works, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This shall include:
  - i. Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;



- ii. Confirmation of the necessary fabric efficiencies to achieve a minimum 26% reduction in SAP10 carbon factors, including details to reduce thermal bridging;
- iii. Details of the specification, efficiency, layout and capacity of temporary gas boiler plant and thermal store;
- iv. Details of the solar 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);
- v. A metering strategy.

The development shall be carried out strictly in accordance with the approved details prior to first operation, and the details shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

- b) Within six months of first occupation, evidence that the approved solar PV capacity and monitoring equipment has been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array and a six-month energy generation statement.
- 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.

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 Policy SI2 of the London Plan 2021 and Policy SP4 of the Haringey Local Plan 2017.

#### *DEN Connection*

- 14)** Prior to commencement of above ground construction works, details relating to the future connection to the DEN shall be submitted to and approved by the Local Planning Authority. This shall include:
- a) Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
  - b) Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
  - c) Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;

- d) A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;
- e) Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
- f) Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
- g) Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue; and
- h) Details of a future pipework route from the temporary boiler location to the plant room.

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 Policy SI2 of the London Plan 2021 and Policy SP4 of the Haringey Local Plan 2017.

#### *Overheating*

- 15)** Prior to first occupation of the development, the following overheating measures, outlined in the Ventilation & Overheating Strategy (David Webb Associates Ltd, dated: 28/04/2022, Rev 03) shall be installed:
- a) Natural ventilation or fan-assisted natural ventilation (through low-energy wall or roof fans);
  - b) Mechanical ventilation for wet areas; and
  - c) Glazing g-value of 0.56 or lower.

No active cooling shall be installed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter, the above overheating measures shall be retained.

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with Policy SI4 of the London Plan 2021 and Policy SP4 of the Haringey Local Plan 2017.

#### *Biodiversity Net Gain*

- 16)** Prior to first occupation of the development, the biodiversity enhancement measures outlined in Section 5.3 of the Ecological Assessment (The Ecology Practice, dated: December 2021) shall be fully provided. These measures shall

thereafter be retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure biodiversity net gains on the site, in accordance with Policy G6 of the London Plan 2021.

*External Lighting*

- 17)** Prior to first occupation of the development, full details of all proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include: appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. Lighting is to be restricted to those areas where it is necessary with additional shielding to minimise obtrusive effects. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

*Secured by Design Accreditation*

- 18)** Prior to the commencement of above ground works to 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. The development shall only be carried out in accordance with the approved details.

Reason: To ensure a safe and secure development and reduce crime.

*Secured by Design Certification*

- 19)** Prior to the first occupation of each building or part of a building, 'Secured by Design' certification shall be obtained for such building or part of such building.

Reason: To ensure a safe and secure development and reduce crime

*Parking Management Plan*

- 20)** Prior to the first occupation of the development, a final Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan should detail how the on-site car parking spaces and proposed operational parking would work on a daily basis, especially the interaction between the cars parked on site and the delivery/servicing vehicles entering the site.

Reason: To ensure that functional car parking spaces are available for the proposed use.

*Cycle Parking*

- 21)** Prior to the first occupation of the development, details of the location and type of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until a minimum of 86 cycle parking spaces for users of the development and existing Florentia Clothing Village, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with Policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

*Internal Route Safety Measures*

- 22)** Prior to the first occupation of the development, full details of the safety measures in place within the site to limit the possibility of conflict between vehicles and pedestrians shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:
- a) the location and appearance of painted pedestrian routes;
  - b) the location and type of speed limit signage; and
  - c) any other safety measures.

These measures shall thereafter be retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a safe development and to reduce the risk of a conflict between vehicles and pedestrians.

*Removal of Redundant Accesses*

- 23)** The commercial units hereby approved shall not be occupied until an agreement is in place with the Highway Authority to remove the three redundant vehicle crossovers into the site from Vale Road and reinstate the footway and kerbs.

Reason: To remove potential points of conflicts between vehicles and pedestrians and to secure the benefits to highways safety, in accordance with Policy SP7 of the Haringey Local Plan 2017.

*Planting of Street Trees*

- 24)** The commercial units hereby approved shall not be occupied until an agreement is in place with the Council for the planting of street trees on Vale Road.

Reason: To secure the benefits to the character and appearance of the street scene, in accordance with with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of the Development Management DPD 2017.

*Noise (Plant)*

**25)**Noise emitted from plant and equipment in relation to the buildings shall not exceed a level 10dBA below the existing lowest LA90(10min) background noise level at any time when the plant is operating. The noise emitted shall be measured or predicted at 1.0m from the facade of the nearest neighbouring residential premises. The plant shall be serviced regularly in accordance with the manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained. If at any time the plant is determined by the Local Planning Authority to be failing to comply with this condition, it shall be switched off upon written instruction from the Local Planning Authority and not used again until it is able to comply.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

*Storage*

**26)**No goods or materials shall be permanently placed or stored in the yard area within the site, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the free flow of vehicles within and through the site.

**Informatives**

**INFORMATIVE: Land Ownership**

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

**INFORMATIVE: Party Wall Act**

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

**INFORMATIVE: Hours of Construction Work**

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

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays or Bank Holidays.

**INFORMATIVE: Numbering**

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable addresses.

**INFORMATIVE: Asbestos**

Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

**INFORMATIVE : Signage & Advertisement Consent**

The Applicant is advised that deemed consent for any business related signage applies for signs up to 0.3sqm. Any larger signage will require advertisement consent. This is in accordance with section 2 (b) of the Town and Country Planning Act (Control of Advertisements) Regulations 2007.

**INFORMATIVE: Thames Water**

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

**INFORMATIVE: Designing Out Crime Officer**

The applicant must seek the continual advice of the Metropolitan Police Service (MPS) 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](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

**Appendix 2: Plans and Images**

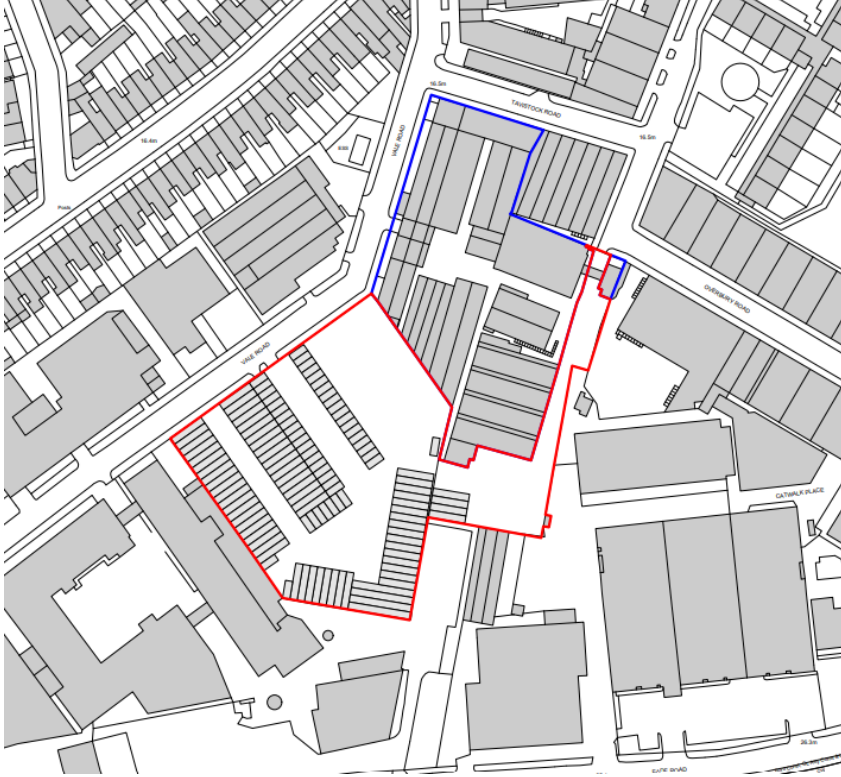


Figure 7: Site Location Plan



Figure 8: Proposed Ground Floor Plan



Figure 9: Proposed Mezzanine Floor Plan



Figure 10: Proposed First Floor Plan



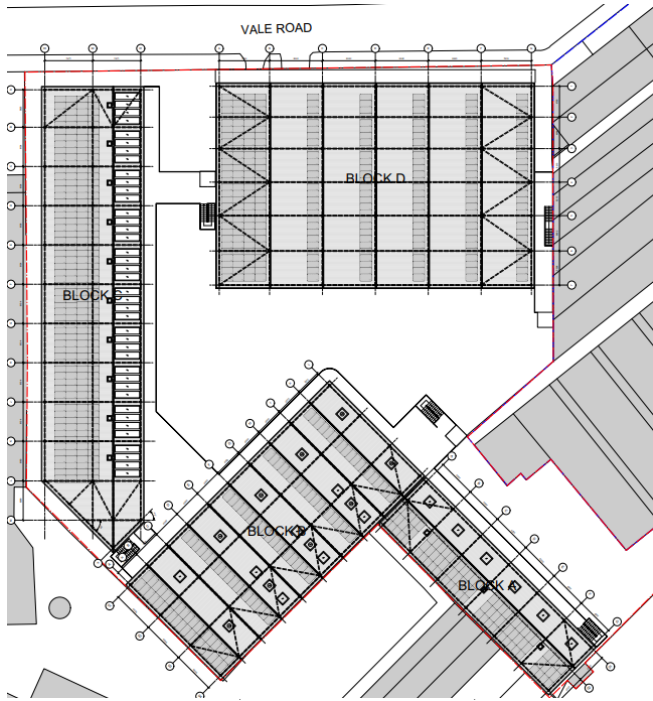


Figure 11: Proposed Roof Plan



Use Class Areas Key Name	Area (sq m)	Area (sq ft)
Flexible Use Class B8 / E GIA	4627	49784
Use Class E GIA	3929	42281
Flexible Use Class B8 / E GEA	5073	54582
Use Class E GEA	4383	47164

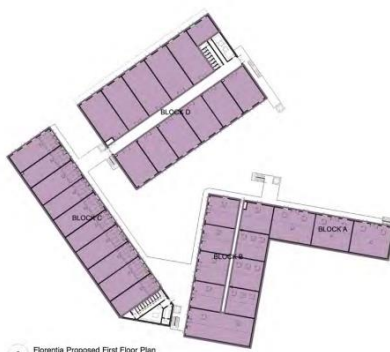
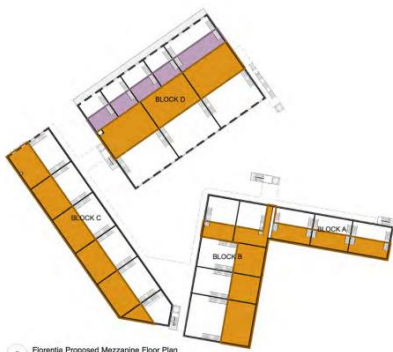


Figure 12: Use Class Layout

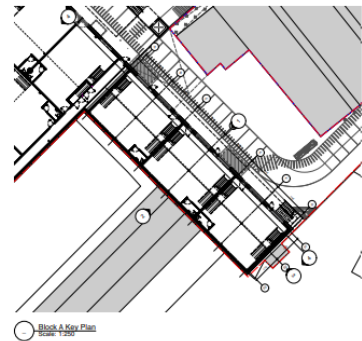
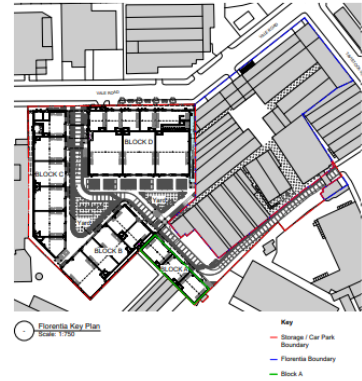
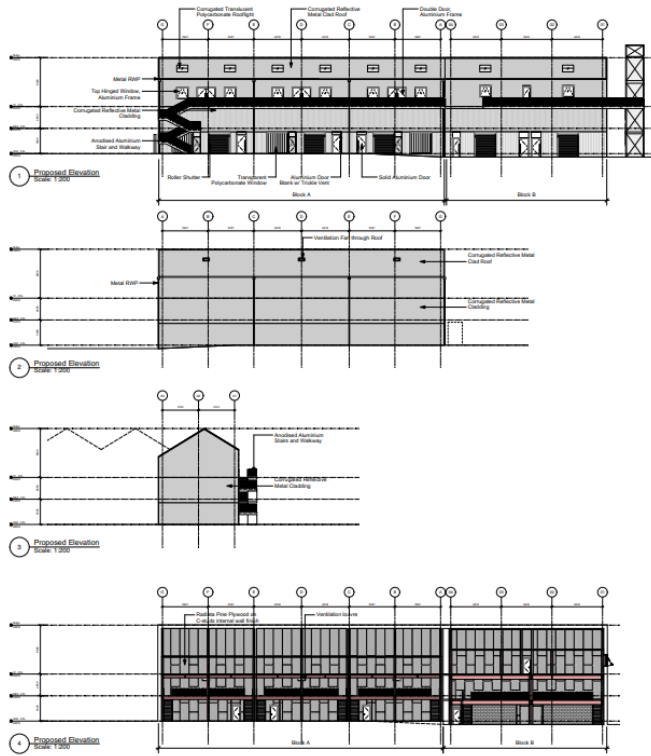


Figure 13: Block A – Proposed Elevations

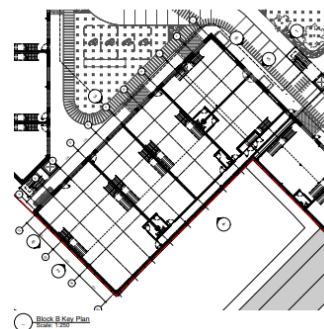
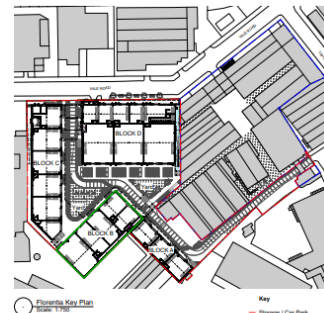
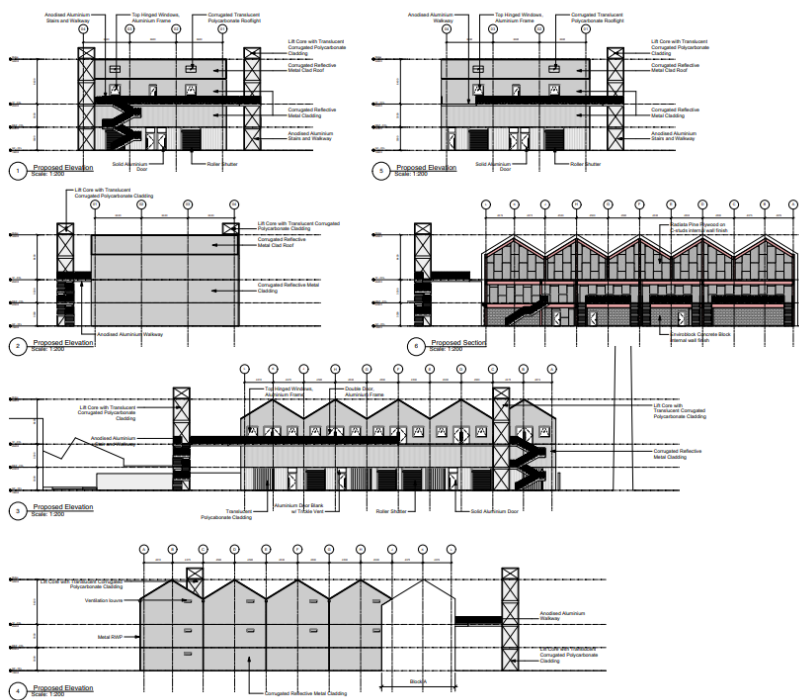


Figure 14: Block B – Proposed Elevations

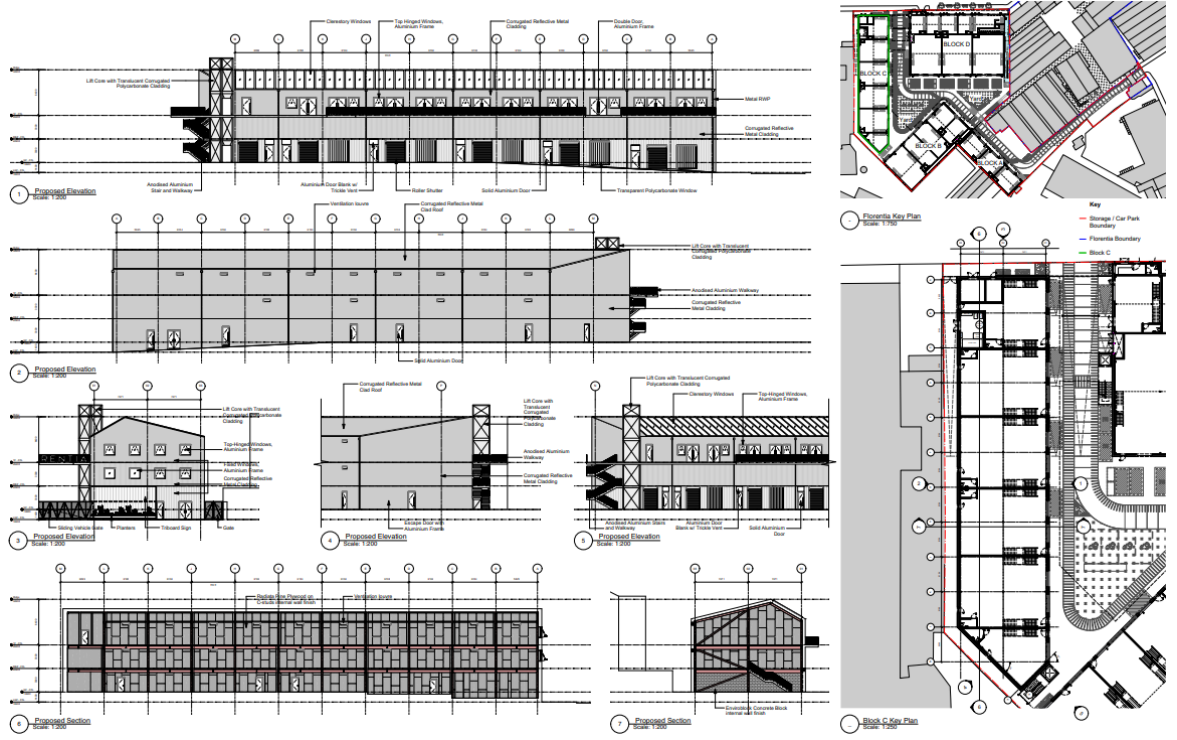


Figure 15: Block C – Proposed Elevations

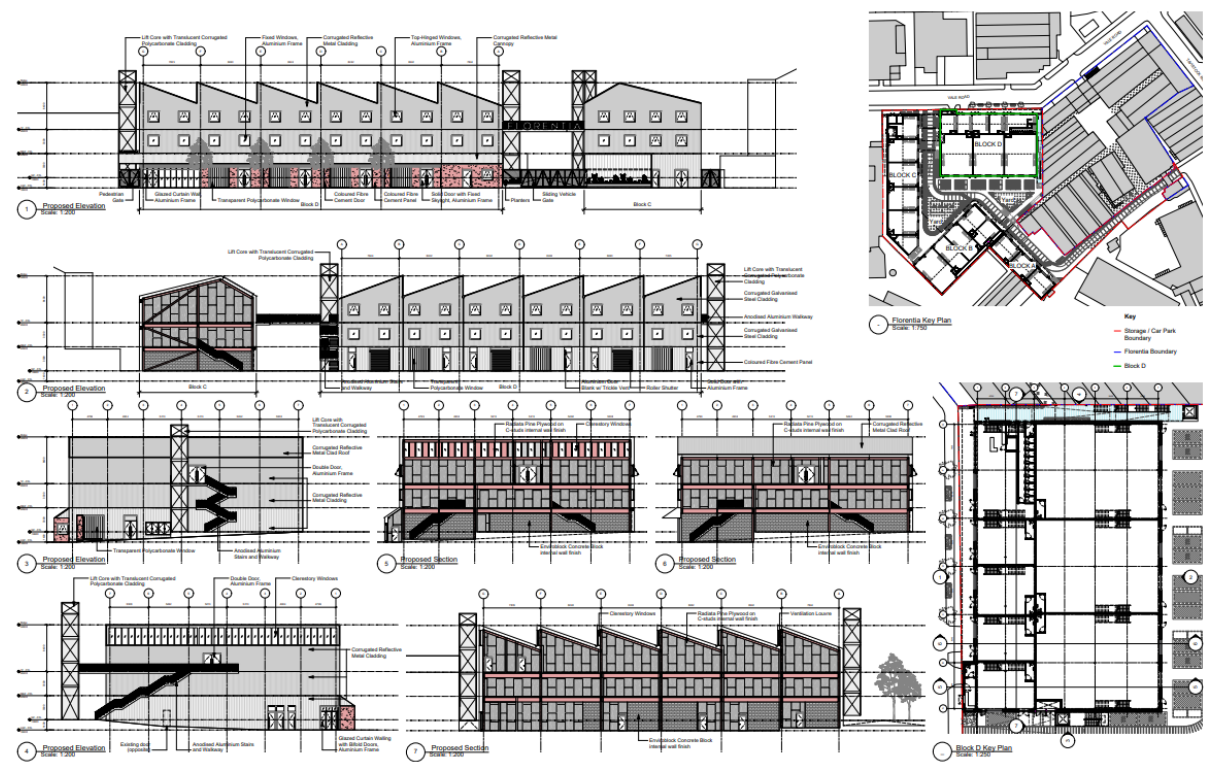


Figure 16: Block D – Proposed Elevations



Figure 17: Street Scene Image – Vale Road



Figure 18: Overview Landscaping Plan



### Appendix 3: Consultation Responses – Internal and External Consultees and Representations

Stakeholder	Question/Comment	Response																					
INTERNAL																							
Carbon Management	<p><b>Energy</b> The development achieves a reduction of 89% carbon dioxide emissions on site with SAP10 carbon factors, which is supported. The GLA have advised that SAP10 carbon factors are the most appropriate for developments connecting to the DEN in the future, in preparation for Building Regulations Part L 2021 coming into effect. Previously a 108% reduction in emissions was reported with SAP2012 carbon factors.</p> <p><b>Energy - Overall</b> The carbon offset contribution is estimated at £23,370 + 10% management fee.</p> <table border="1" data-bbox="470 646 1600 873"> <thead> <tr> <th data-bbox="470 646 905 678"><i>(SAP10 carbon factors)</i></th> <th data-bbox="905 646 1052 678">tCO<sub>2</sub></th> <th data-bbox="1052 646 1600 678">%</th> </tr> </thead> <tbody> <tr> <td data-bbox="470 678 905 711"><b>Baseline emissions</b></td> <td data-bbox="905 678 1052 711">76.7</td> <td data-bbox="1052 678 1600 711"></td> </tr> <tr> <td data-bbox="470 711 905 743"><b>Be Lean savings</b></td> <td data-bbox="905 711 1052 743">20</td> <td data-bbox="1052 711 1600 743">26%</td> </tr> <tr> <td data-bbox="470 743 905 776"><b>Be Clean savings</b></td> <td data-bbox="905 743 1052 776">-1.3</td> <td data-bbox="1052 743 1600 776">-2%</td> </tr> <tr> <td data-bbox="470 776 905 808"><b>Be Green savings</b></td> <td data-bbox="905 776 1052 808">49.8</td> <td data-bbox="1052 776 1600 808">65%</td> </tr> <tr> <td data-bbox="470 808 905 841"><b>Cumulative savings</b></td> <td data-bbox="905 808 1052 841">68.4</td> <td data-bbox="1052 808 1600 841">89%</td> </tr> <tr> <td data-bbox="470 841 905 873"><b>Carbon shortfall to offset (tCO<sub>2</sub>)</b></td> <td data-bbox="905 841 1052 873">8.2</td> <td data-bbox="1052 841 1600 873"></td> </tr> </tbody> </table> <p>The unregulated load of electricity is calculated at 180,821 kWh/year.</p> <p><b>Energy – Be Clean</b> The applicant has confirmed that a Building Control notice was obtained to enable this scheme to be signed off under Building Regulations Part L 2013. This will allow for the temporary communal gas-fired system to be implemented before a DEN connection.</p> <p>Further documents submitted show an indicative plant area with buffer vessels to serve a base heating load estimated at 253 kW, and an additional capacity of 200 kW for future expansion.</p> <p>The DEN connection scenario has been calculated with a carbon factor of 0.0726 kgCO<sub>2</sub>e/kWh, which is based on 92% heat demand to be met by waste from heat power station and 8% from 90% efficient gas boilers. This shows a 102% carbon reduction on site with SAP10 carbon factors for the remaining energy sources. An updated carbon factor may need to be used at the Energy Plan stage to reflect the updated DEN delivery plans.</p>	<i>(SAP10 carbon factors)</i>	tCO <sub>2</sub>	%	<b>Baseline emissions</b>	76.7		<b>Be Lean savings</b>	20	26%	<b>Be Clean savings</b>	-1.3	-2%	<b>Be Green savings</b>	49.8	65%	<b>Cumulative savings</b>	68.4	89%	<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	8.2		<p>Support for reduction in carbon emissions noted.</p> <p>Carbon offset contribution noted. This should be considered through a Legal Agreement.</p>
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Stakeholder	Question/Comment	Response																									
	<p>Site plans to show the connection point, plant room layout and plant room schematic have been included in the appendices.</p> <p><b>Energy – Be Green</b> The revised report has reduced the solar photovoltaic capacity from 265 kWp to 240 kWp. The roof space should be maximised to deliver the highest amount of renewable energy generated on site.</p> <p><b>Energy – Carbon Offset Contribution</b> A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built.</p> <p>The applicant should present two carbon reduction table scenarios:</p> <ul style="list-style-type: none"> <li>• Scenario 1: Connection to the DEN scenario (residual tCO<sub>2</sub> over 30 years)</li> <li>• Scenario 2: Communal heating and gas boilers (residual tCO<sub>2</sub> over 30 years)</li> </ul> <p>Two carbon offset payments will be calculated. The carbon offset contribution for scenario 1 will be due at the commencement of development and the difference in the offset contribution between the first and second scenarios will be deferred and indexed accordingly.</p> <ol style="list-style-type: none"> <li>1. Payment for the residual emissions in the DEN scenario (Scenario 1) would be due at commencement of development.</li> <li>2. A deferred carbon offset contribution is calculated through the difference in the offset contribution: Scenario 2 – Scenario 1 = Deferred Payment.</li> <li>3. If, after 10 years the development has <u>not</u> connected to the DEN, the deferred payment (+ indexation) is due.</li> <li>4. If, after 10 years the development has connected to the DEN, the deferred payment would not be due but this amount would be available as a connection charge to the DEN.</li> </ol> <table border="1" data-bbox="470 1157 1465 1378"> <thead> <tr> <th></th> <th colspan="2">Site-wide heating solution with gas boiler</th> <th colspan="2">Future DEN connection (energy from waste)</th> </tr> <tr> <th><i>(SAP10 carbon factors)</i></th> <th>tCO<sub>2</sub></th> <th>tCO<sub>2</sub></th> <th>%</th> <th>%</th> </tr> </thead> <tbody> <tr> <td><b>Baseline emissions</b></td> <td>76.7</td> <td></td> <td>76.7</td> <td></td> </tr> <tr> <td><b>Total cumulative savings</b></td> <td>68.4</td> <td>89%</td> <td>-2.7</td> <td>102%</td> </tr> <tr> <td><b>Shortfall in emissions to offset</b></td> <td>8.2</td> <td></td> <td>0</td> <td></td> </tr> </tbody> </table>		Site-wide heating solution with gas boiler		Future DEN connection (energy from waste)		<i>(SAP10 carbon factors)</i>	tCO <sub>2</sub>	tCO <sub>2</sub>	%	%	<b>Baseline emissions</b>	76.7		76.7		<b>Total cumulative savings</b>	68.4	89%	-2.7	102%	<b>Shortfall in emissions to offset</b>	8.2		0		<p>Requirement to maximise roof space noted. Further details should be secured via condition.</p>
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<b>Pollution</b>	<p data-bbox="470 1224 1665 1399">Having considered all the relevant supportive information on pollution especially the Energy Statement with reference J01880 Issue 2 prepared by Energy Report Ltd dated 9th December 2021, Air Quality Assessment Report with reference J10/12876A/10/1/F2 prepared by Air Quality Consultants Ltd dated 8th December 2021 taken note of sections 5 (Baseline Conditions), 6 (Construction Phase Impact</p>	<p data-bbox="1682 1224 2049 1297">Comments noted and addressed in report.</p> <p data-bbox="1682 1338 2049 1399">Recommended conditions have been</p>																	



Stakeholder	Question/Comment	Response
	<p>Assessment), 7 (Operational Phase Impact Assessment), 8 (Air Quality Neutral), 9 (Mitigation), 10 (Conclusions) and Phase II Ground Investigation Report with reference R-GI – 23675 – 01 – 02 Revision 02 prepared by JPP Geotechnical Ltd dated December 2021 taken note of sections 5 (Ground Investigation), 6 (Ground Conditions), 8 (Contamination Assessment), 9 (Preliminary Conceptual Model), 10 (Generic Quantitative Assessment) and 13 (Summary and Recommendations), we have no objection to the proposed development.</p> <p>However, our recommendations below are based on the need for installing an ultra – low gas fired boiler of 24mg/kwh NOx at the energy centre and bearing in mind that whilst the TPH concentrations recorded was deemed to be as a result of volatile or liquid contaminants in HD04 as alluded in section 10.4.2 of the Phase II Ground Investigation Report with reference R-GI – 23675 – 01 – 02 Revision 02 prepared by JPP Geotechnical Ltd dated December 2021, we wouldn't consider completion of two rounds of gas monitoring has been sufficient to make an inform decision on the site gas characteristics been 1 as stated in in sections 10.6.1 and 10.6.2 of the report. Moreover, irrespective of the site proposed end use (industrial), it is proposed there is a need for suitable capping for elevated lead exceedance as noted in section 10.7.3 and 10.7.4 of the report with the possibility of a barrier water pipe due to some elevated concentrations of chemical contaminants as stated in section 10.8.1 and the existence of an underground tanks which had not been encountered during the current investigation as stated in section 10.9.4. Therefore, the idea of the applicant consultant stating there wouldn't be any need for any land remediation work for an industrial site with incomplete site investigation, communal yard with soft landscaping and planting is not acceptable.</p> <p>For the above reasons, please be advise that whilst we have no objection to the proposed development in respect to air quality and land contamination, the following planning conditions and informative are recommend should planning permission be granted.</p>	<p>considered and included where relevant.</p>
<b>Transportation</b>	<p>This site is located to the south eastern side of Vale Road, within the Harringay Warehouse district, adjacent to the Florentia Clothing village site. It has a PTAL value</p>	<p>Conditions and obligations</p>

Stakeholder	Question/Comment	Response
	<p>of 2 which is considered 'poor' accessibility to public transport services. 4 bus services are accessible within 6 to 8 minutes walk. Seven Sisters Station is 17 minutes walk away, which is outside of the walk distances included for the calculation of the PTAL value (12 minutes/960m). Harringay Green Lanes Station is just outside of this distance at 13 minutes walk away. The site is within the Green Lanes 'B' CPZ, which has operating hours of 8am to 6.30pm Monday to Friday.</p> <p>Existing arrangements At present, the site is set up as a storage facility with a mix of open space and shipping containers. There are apparently 130 self storage units in use at the site. There are three crossovers accessing the site off Vale Road, although it appears only one is in active use. There is existing vehicle access into the site from Tavistock/Overbury Road to the northern end of the site.</p> <p>Transportation considerations A Transportation Assessment (TA) accompanies this application. This does include the appropriate topics for consideration of this application, and comments follow below.</p> <p>Proposed access arrangements It is proposed for access to the Site for pedestrians, cyclists and vehicles to be from Vale Road. The proposed pedestrian access is located to the north east side of the site, with the vehicular entrance situated to the north west. At present there are four crossovers off Vale Road accessing the overall Florentia site. It appears with these proposals that only two are retained, so there will be Highways works required to reinstate kerbs and footway to the appropriate height. The applicant will need to enter into the appropriate Highways Act agreement and meet all of the associated costs. With respect to vehicle access, the proposals comprise of a one-way delivery and servicing route, from Vale Road through Florentia Village (both existing and proposed extension), exiting at Overbury Road. This will enable vehicles to enter and exit the Site in forward gear. The existing Florentia Clothing Village will also have use of this arrangement plus retain their existing vehicle access at Vale Road. Whilst there are a</p>	<p>recommended have been reviewed and included where relevant.</p> <p>Latest comments from Transportation have recommended a condition requiring details of safety measures within the site, so to ensure that the internal route would be safe. This condition forms part of this recommendation.</p>

Stakeholder	Question/Comment	Response
	<p>number of drawings within the application for this arrangement, there do not appear to be any that show widths/dimensions of the access way and the associated walking route/footways that will be used by employees and visitors, and will be used to move waste to the internal collection points. Swept path plots have been provided within the TA for visiting refuse vehicles and larger delivery vehicles (17t trucks) and smaller rigid. These do appear to show that at corners the swept path takes up the full width of the access way. This does cause concerns with regards to safety of pedestrians and cyclists that may be using the walk routes internally. More information is required, including dimensions of the access way, the foot route and at key points where there may be potential conflicts. A description of how potential safety issues can be managed or mitigated will be required, including localised widening if appropriate. Transportation will not be able to fully comment on the proposal without sight of this information. It is also noted within the Design and Access statement that a Fire Appliance is able to access the site internally via the access route, the emergency services should however comment on the proposals.</p> <p>Parking stress survey  A Parking Stress Survey (PSS) has been carried out and presented within the TA. This recorded existing levels of parking in the locality of the site, within a 500m walk of it as required by the Lambeth Methodology. This PSS recorded stresses of 46% in the streets local to the site, during the daytime periods (appropriate given the employment considerations/function of the development). In particular 64 spaces were recorded as available within Vale Road out of the 123 spaces recorded. For the whole survey area 388 spaces were recorded as available out of the 716 in place. The parking stress survey recorded 'observed spaces' or 5m or greater when the surveys were undertaken. At pre application stage the applicant was advised that a 6m car length iteration/sensitivity should also be included, this has not been done. This was considered appropriate to reflect the potential for visiting vans and larger cars and driver behaviour. Given the PSS did record considerable spare capacity, and there is adequate car parking proposed within the site, in this instance, it is not considered problematical that a 6m sensitivity has not been included.</p>	<p>Support noted.</p>

Stakeholder	Question/Comment	Response
	<p>Parking considerations</p> <p>At present, there is an area for contract parking on the site, which accommodates 40 spaces. This is apparently used by non employees as well as employees working at the site. In addition to this there are 37 car parking spaces plus 2 delivery vehicle bays within the site. This makes a total of 79 spaces at the existing site. All vehicle and cycle parking spaces with this redevelopment are to be provided at ground floor level, accessed via Vale Road. A total of 53 vehicle parking spaces (including 2 accessible parking spaces) and 86 cycle parking spaces are proposed across the whole Site. This is a site wide reduction of 26 spaces in total however some of the existing onsite parking is not utilised by employees or visitors. With respect to London Plan Parking standards, for outer London, development such as these default to the standards for office parking which are up to 1 space per 100 sqm. Based on this the maximum provision would be 93 spaces for the new floor area. The proposed provision is less than this maxima and the proposed allocation/management of them is discussed below. The 53 car parking spaces are for the entirety of the Florentia Village site. On the whole these spaces are effectively proposed as a mix of retained (and reduced) parking for existing units/employees (19 spaces), plus operational parking spaces for vehicle trips to and from the units at the site to delivery and collect materials and the like. These new spaces are not intended for use as workplace commuter parking spaces. An element of them will be bookable for day visitors to the site associated with businesses operating there. Two blue badge spaces are included, the London Plan requires 5% minimum blue badge provision marked up from the outset, so three spaces should be provided out of the 53. An 'Operational Parking Management Plan' has been produced for the day to day management of the parking available at the site. The intended allocation/breakdown is shown below in table 5.3. extracted from the TA;</p> <p>Overall, with respect to existing and proposed parking provision, there will be a reduction in provision for existing employees and the remainder of the spaces will be for operational purposes. The provision is lower than the London Plan maximum, and will be reduced per employee compared to present, which should reduce mode shares for those working at the site that come by private vehicle. The existing parking</p>	<p>Support noted for reduced parking provision.</p>

Stakeholder	Question/Comment	Response
	<p>stresses recorded around the site do not indicate that local streets are stressed, so any additional parking demands beyond those catered for by on site parking are not expected to be problematical. It is suggested that the development be formalised as permit free with respect to the issue of Business Permits to further discourage vehicle trips to and from the site.</p> <p><b>Electric Vehicle Charging points</b> The London Plan requires provision of 20% active and 80% passive spaces for vehicle charging. The applicant has included proposals for 8 active charging spaces. This isn't 20% of the 53 spaces, 11 should be provided as active spaces. With respect to the charger arrangements, the applicant will need to carefully consider future operational needs of the occupiers at the site and how this will impact on what charging capacity should be installed on site. They should consider how far and how often vehicles need to drive as this will reflect the charging schedule, such as whether standard overnight chargers will be appropriate or faster chargers for vehicles covering greater distances perhaps. The applicant will need to provide their proposed regime for charger provision and this can be covered by condition.</p> <p><b>Trip generation</b> As commented earlier, there will be an increase in expected/predicted employee numbers from 130 to 240. The TA includes a trip generation derivation along with mode shares, based on surveyed information from employees collated during 2021. The existing mode shares and trip information from the employee survey shows healthy walking and cycling mode shares, and the predictions for both the future existing employees and new floor space show improved mode shares for walking and cycling to reflect the reductions in parking ratio compared to present that will be delivered by this development. The predicted number of car/vehicle arrivals and departures appears to indicate that external parking demands are unlikely. Delivery and servicing All delivery and servicing operations will take place off -street and vehicles will enter and exit the site in a forward gear. The site's internal route has been designed to accommodate large vehicles navigating within the site. The largest vehicle expected to be on site is a 10.5m refuse vehicle. Comments have been made</p>	<p>Details of electric charging secured via a condition.</p> <p>Again noted that details of safety measures within the site will be secured via condition.</p>

Stakeholder	Question/Comment	Response
	<p>earlier in this response with regards the proposed internal service and access routes, and more information is required with respect to this. Refuse and recycling It is noted that there will be single collection point within the development, from the internal access route, close to the Overbury Road exit. Whilst off street collections for recycling and refuse are welcomed, there are the queries raised earlier in this response with regards to the environment and space available for pedestrians whilst larger service vehicles are accessing the site.</p> <p><b>Delivery and servicing</b> All delivery and servicing operations will take place off -street and vehicles will enter and exit the site in a forward gear. The site's internal route has been designed to accommodate large vehicles navigating within the site. The largest vehicle expected to be on site is a 10.5m refuse vehicle. Comments have been made earlier in this response with regards the proposed internal service and access routes, and more information is required with respect to this.</p> <p><b>Refuse and recycling</b> It is noted that there will be single collection point within the development, from the internal access route, close to the Overbury Road exit. Whilst off street collections for recycling and refuse are welcomed, there are the queries raised earlier in this response with regards to the environment and space available for pedestrians whilst larger service vehicles are accessing the site. With regards to the storage and collection arrangements, the Council's internal Waste team will need to comment on the suitability and acceptability of the developer's proposals.</p> <p><b>Cycle parking</b> 76 long stay cycle parking spaces are proposed, along with 10 No. short stay. This exceeds London Plan numerical requirements. It is noted that two locations are proposed for the Long Stay cycle parking. 2 of the 76 spaces are to be for larger cargo cycles too. Long stay cycle parking is shown indicatively in two locations, one being close to the existing main Florentia access off Vale Road, and the remainder within the site including the short stay and larger cycle parking. There doesn't appear to be</p>	<p>Delivery and serving arrangements are considered appropriate.</p> <p>Waste Team has confirmed that arrangements relating to waste and recycling collection are acceptable.</p> <p>Details of cycle parking to be secured via condition.</p>

Stakeholder	Question/Comment	Response
	<p>any details provided showing the dimensional details, not the systems intended to be used for long stay storage and how parked cycles will be kept secure and weatherproof. This information is very important and should have accompanied this application, to demonstrate that the cycle parking arrangements proposed are of high quality, attractive to employees and visitors and are designed and laid out to meet the requirements of the London Cycle Design Standards as produced by TfL. The applicant should provide this information prior to any planning decision. High quality cycle parking is a contributory factor towards encouraging the uptake of cycling and achieving modal change towards active and sustainable travel modes.</p> <p>Motorcycle parking 10 motorcycle parking spaces are included in the proposals, located within the site. It is commented in the TA that there are 3 provided at present. There isn't a rationale for this provision, it doesn't appear to be backed up by the travel survey data of existing employees that has been used in the trip generation derivation.</p> <p>Travel Plan A draft of a Framework Travel Plan is included within the appendices to the TA. Overall, the proposed structure, scope and objectives appear sound. It is suggested that monitoring of usage of the cycle parking provided is included and a worked up final draft and implementation of a travel Plan can be covered by condition.</p> <p>Contribution towards improve access by sustainable and active travel modes to the site Given the uplift in employee numbers that would result from the implementation of this development, and to build on the already positive mode shares for active travel modes, it would be appropriate for this development to make a contribution towards improving facilities for active travel users that access the site. This could be either for specific active travel schemes and/or towards emerging LTN works in the locality and which will benefit the development and those travelling to it. The appropriate contribution can be determined.</p>	<p>Travel Plan to be secured via the legal agreement.</p>

Stakeholder	Question/Comment	Response
	<p>Construction phase</p> <p>A comprehensive draft of a Construction Logistics Plan has been included with the application. This provide much of the information that will be required for a final pre commencement plan. The applicant will need to liaise with the Council's Network Managers with respect to their CLP to ensure any requirements they have will be incorporated. The CLP can then be finalised, and covered by a pre commencement condition.</p> <p>Summary</p> <p>This application is for redevelopment of part of the Florentia site to add another 9363 sqm of floor space at the site. The predicted increase in employees working there will be from 130 to 240. In order to finalise transportation comments, more information is required, as described within this response, in particular with regards to the following aspects of the application;</p> <ul style="list-style-type: none"> <li>• Internal access arrangements</li> <li>• Cycle parking details</li> <li>• Motorcycle parking regime</li> <li>• Appropriate number of blue badge parking and charging point spaces to meet London Plan requirements</li> </ul> <p>Should the required information relating to the above points be satisfactorily provided, and planning colleagues are minded to grant permission, then the following conditions and S106 items will be appropriate;</p> <p>Conditions</p> <ul style="list-style-type: none"> <li>• Parking Management Plan</li> <li>• Cycle parking details (if not fully provided)</li> <li>• Delivery and servicing plan</li> <li>• Construction Logistics Plan</li> <li>• Electric vehicle charging points and appropriate charger provision</li> </ul>	



Stakeholder	Question/Comment	Response
	<p>It is noted that drafts of most of the above have been provided in the application and the conditions relate to provision of the final versions.</p> <p>S106 items</p> <ul style="list-style-type: none"> <li>• Framework travel plan and monitoring fee</li> <li>• Sustainable transport/active travel contribution</li> <li>• Section 278 agreement for highways works</li> <li>• Business permit free development</li> </ul> <p>June 2022</p> <p>I still consider the internal access arrangements quite tight, with the swept path plots showing in places larger vehicles (refuse vehicle and delivery trucks) getting quite close to and overrunning the pedestrian walkway particularly at bends. the applicant has provided a commentary on this, and suggested that the environment along this shared pedestrian/vehicle access will be acceptable given there will be colouring to delineate the pedestrian passageways across the shared surface, and that refuse vehicle arrivals will eb timed for the quieter parts of the day. They have also suggested including 5mph roundels on the surface. It is suggested that a condition be applied for the applicant to provide details of the safety/access measures they have proposed, to enable a review of the proposed arrangements (to include the colouring. roundels, maybe even rumble strips or similar as well. Written commentary on how a safe access environment will be provided in terms of management of arriving/departing vehicles and internal measures would also be appropriate. with regards the cycle parking envisaged for the edge of the highway at Vale Road, long stay cycle parking needs to be fully weatherproof and sufficiently secure. This isn't referenced in TN07. There's no clarity over the system intended for use (semi vertical and vertical are shown and there is reference to stacking as well) and no dimensioned drawings. This applicant needs to revisit this to provide full details and an acceptable arrangement. Long stay cycle parking as commented should be sufficiently secure and fully weatherproof. Ideally it should also be able to be accessed without temporarily</p>	

Stakeholder	Question/Comment	Response
	blocking any footways. The applicant needs to revisit this and submit new details. This can be covered by a pre commencement condition.	
<b>Waste Management</b>	<p>Having reviewed this I am satisfied that this acknowledges all the main requirements to ensure waste can be managed effectively from this development in operation. While the capacity/number of bins is below what would be required for a week storage of waste, required when there are issues affecting business continuity for waste collection sector, the bins are within a contained yard and there would be no/minimal impact on the public highway and wider street scene.</p> <p>I am therefore happy to support this application.</p>	Support for application acknowledged.
<b>EXTERNAL</b>		
<b>Metropolitan Designing Out Crime Officer</b>	<p>Thank you for allowing us to comment on the above planning proposal. With reference to the above application we have discussed the development with the architect and 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 have met with the project Architects to discuss Crime Prevention and Secured by Design (SBD) for the overall masterplan and have discussed concerns around counter terrorism &amp; crowd control. The Architects have made mention in the Design and Access Statement with reference to design out crime or crime prevention and have stated that they will be working in close collaboration with DOCOs and CTAs to ensure that the developed is designed to reduce crime at detailed design stage. At this point it can be difficult to design out fully any issues identified. At best crime can</p>	<p>Lack of objection is noted. Recommended conditions have been adapted and included.</p> <p>The concerns outlined at Appendix 1 of the response are acknowledged. These concerns can be 'designed' out of the scheme through communication with the Designing out Crime Officer, and through achieving Secure by Design Accreditation.</p>

Stakeholder	Question/Comment	Response
	<p>only be mitigated against, as it does not fully reduce the opportunity of offences. Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can be easily be mitigated early if the Architects ensure 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. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Appendix 1: Concerns and Comments  In summary we have overall site specific comments in relation to the following items which have been discussed with the architect. This list is not exhaustive and acts as initial observations on the masterplan based on the available plans from the architect and local authority planning portal.</p> <p>Site specific advice may change depending on further information provided or site limitations as the project develops:</p> <p>We had particular concerns about the following</p> <ul style="list-style-type: none"> <li>• Permeability of the site – front and rear access and the side gates (a drop barrier is insufficient and is only there for access of vehicles, not to prevent unauthorised access to the site.</li> <li>• CCTV coverage – only 2 cameras</li> <li>• Lighting – does not seem adequate as you go deeper into the site, a lighting engineer needs to review the site and lux levels are to be provided</li> </ul> <p>Gates</p> <ul style="list-style-type: none"> <li>• Both entrances to the development should be gated for both vehicle and pedestrian access for off peak times.</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Gates should be minimum of 2.1m in height and be accredited to LPS1175 SR, self closing, self-locking with fob access for unit leaseholders and audio visual access control for visitors ( via security office of individual units).</li> <li>• There are some (what appear to be side gates) leading to the rest of the estate and the new square, these should be self closing, self locking unless used for service only</li> </ul> <p>Doors</p> <ul style="list-style-type: none"> <li>• Unit Door - Doors to all of the individual units are required to be LPS1175SR2 ( or equivalent) or have an LPS1175 SR1 shutter in front of the door (2 layers of protection )</li> <li>• External doors – leading to a corridor of units or to areas of asset, such as plant room are required to be LPS1175SR2 (or equivalent).</li> <li>• Key locked door sets to the street should have an internal thumb turn for exit.</li> <li>• If louvre doors are used there should be a layer of steel mesh to the rear to prevent unauthorised access</li> <li>• The store should have motion sensor photo electric lighting within the store. <ul style="list-style-type: none"> <li>o No signage externally which would provide opportunity for other building users or passers-by to dump their rubbish or fly tipping.</li> </ul> </li> </ul> <p>Water supply - Protection of any mains water supply should be implemented as well as a Lockshield bib-cock tap.</p> <p>Lighting</p> <ul style="list-style-type: none"> <li>• Public realm lighting whether adopted highways/footpaths/private estate roads or car parks should meet BS 5489:2013 standard.</li> <li>• DOCOs will ask for a declaration of conformity by a competent lighting engineer. This will be demonstrated to at least ILP Level 3 or 4. Homes 2019 para 18.5</li> <li>• Internal lighting to be photo-electric unless there is no natural light in corridors in which case photo-electric with sensor</li> <li>• Lux level ratings of between 25% - 40% should be achieved along with a colour rendering of 60ra (minimum) on the Colour Rendition Index – certification will be required.</li> <li>• The lighting should be a white uniform light with dusk-till-dawn functionality via</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>photoelectric cell with a manual over ride.</p> <ul style="list-style-type: none"> <li>• Bollard lighting should be avoided due to history of vandalism and ease of removing light by covering.</li> <li>• Up lighters and decorative lighting can be used but only in unison with columns providing the required standards of light for good clear facial recognition illumination.</li> <li>• All entrance areas should have dusk till dawn lighting.</li> <li>• Any unit elevation that contains a doorset, including back doors should have dusk till dawn lighting.</li> <li>• Directional lighting should be present along footpaths and routes to be used through the development.</li> </ul> <p>CCTV: - there doesn't appear to be enough cameras covering the site</p> <ul style="list-style-type: none"> <li>• Site specific risk assessment dictates the need for CCTV, which can be monitored by security</li> <li>• System conform to BS EN 62676: 2014 - video surveillance systems - and where applicable BS 7958: 2015 CCTV management and operation COP.</li> <li>• The requirements of the Information Commissioner's Office should also be followed.</li> </ul> <p>As a result of issues arising elsewhere in the MPS, the Department of Legal Services have also agreed additional advice in relation to CCTV:</p> <ul style="list-style-type: none"> <li>• The MPS recommends that any CCTV system should undergo regular maintenance checks to ensure that it is still fit for purpose.</li> <li>• These checks should be undertaken by a CCTV engineer from a reputable company accredited either by the National Security Inspectorate (NSI) or the Security Systems and Alarms Inspection Board (SSAIB).</li> <li>• This maintenance should include not just software upgrades but also simple cleaning of camera lenses and their housing, the correct functioning and positioning of cameras and the ongoing recording of images suitable for facial identification of an individual.</li> <li>• Footage should be preserved for a minimum of 30 days.</li> <li>• Any CCTV system that captures footage of public areas must comply with the regulations outlined by the Information Commissioner's Office.</li> <li>• Access to Police must be within a minimum of 24 hours and a maximum of 48 hours for evidential purposes.</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Should be of good facial recognition and colour quality in both daylight and night vision.</li> <li>• Should be anti-vandal cameras and where potentially targeted could be within a reinforced shroud.</li> <li>• This will not stop a crime occurring and should not be a default to withdraw from providing security measures.</li> <li>• CCTV to be securely stored i.e. on a remote cloud system, or on locked and secured hard drive.</li> <li>• Appropriate signage should also be included highlighting its use.</li> </ul> <p>Windows</p> <ul style="list-style-type: none"> <li>• All easily accessible windows should be certificated to either PAS24:2016 P2A, STS204 Issue 3 2012, LPS1175 Issue 7:2010 Security Rating 1 or LPS 2081 Issue 1 Security Rating A and included an LPSSR1 shutter</li> <li>• Accessible windows includes any glass reached by climbing any number of floors via rain water pipes, balconies or via communal walkways (whether the walkway is accessed through a secure door or not).</li> <li>• It also includes any area which has a hand hold within three meters of the ground.</li> </ul> <p>All easily accessible windows should have key operated locks. Where windows are required under Building Regulations to act as a fire escape route, the opening window must not have key operated locks.</p> <ul style="list-style-type: none"> <li>• All ground floor and vulnerable windows must have a lockable window restrictor to prevent unauthorized access – however consideration needs to be given if the windows are escape windows.</li> <li>• Where curtain walling is proposed on the ground floor units the minimum standard that should be accepted is BS EN1627 RC3.</li> </ul> <p>Cycle outdoors - They should be positioned so as not to provide climbing aids to other vulnerable areas.</p> <p>Alarms – Should be included for each unit</p> <ul style="list-style-type: none"> <li>• For the purposes of SBD an alarm system only needs to meet BS EN 50131 which</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>can include wireless systems. It is only if a police response is required that compliance to the other standards is needed.  <a href="https://www.policesecuritysystems.com/images/downloads/ALARM_STANDARD_TECHNICAL_GUIDE_A4_web_2.pdf">https://www.policesecuritysystems.com/images/downloads/ALARM_STANDARD_TECHNICAL_GUIDE_A4_web_2.pdf</a></p> <ul style="list-style-type: none"> <li>• System should be compliant with PD6662 (which allows for wired and wireless systems) PD6662 is an insurance minimum and a requirement by NPCC security systems policy .  <a href="https://www.policesecuritysystems.com/">https://www.policesecuritysystems.com/</a></li> </ul> <p>General  Cycle Storage – We recommend that there should be 3 points of locking for the bikes and signage for residents advising to lock their bikes appropriately.</p> <ul style="list-style-type: none"> <li>• The bike store should not be advertised from the outside to further deter opportunistic crime and access should only be provided to those who register with the Managing Agency.</li> <li>• Bike stands should have three points of locking and signage put up advising people to lock them securely.</li> <li>• External signage should not advertise the usage of this space to try and reduce opportunistic theft.</li> <li>• External cycle racks should be positioned to avoid usage as seating or located.</li> </ul> <p>Pathways/Walkways – As the concept of the design is to provide safe spaces for people to walk and cycle at all times, it will be important to ensure all pathways allow good visibility, are wide, are a straight as possible, are well lit and are covered by adequate CCTV.</p> <p>Climbing Aids – Whilst climbing aids on the whole are not within the design, every effort should be made to ensure that the design does not inadvertently create opportunities to climb up to roof, balcony or amenity spaces. Review of the distances and materials should be taken into account across the site and designed in such a way that it cannot become a climbing aid.</p>	

Stakeholder	Question/Comment	Response
	<p>Adjoining Balconies – Adjoining balconies leave the residents more vulnerable to crime and ASB. Where possible it is recommended that balconies are suitably separated to ensure that climbing between them is not possible. Where this cannot be designed out it is advised that the doors and windows are to an enhanced standard to mitigate the risk.</p> <p>Postal Strategy – In order to prevent against postal theft, it is recommended that post be delivered to each unit or the control room out of hours. A strategy for bulky package delivery and where this will be stored securely should also be reviewed against the number of units who potentially may use this feature daily.</p> <p>Site specific advice may change depending on further information or site limitations as the project develops:</p>	



**Appendix 4: Representations from local residents**

<b>Matter Raised</b>	<b>Response</b>
Density of Development	The proposal would deliver a notable increase in the density of employment floor space on the site. The level of intensification and the resultant density of the development is considered to respect the character of the surrounding area and scale of built form in the locality, whilst also making best use of the available land. As such, the proposed density of the development is considered acceptable.
Lack of Units for Micro Businesses	It is accepted that the scheme would not deliver a large number of units suitable for micro businesses. However, a significant number of units would be suitable for small, medium and large sized enterprises. Overall, it is considered that the wider benefits of the scheme would outweigh the lack of units for micro businesses.
Numbering on Units	Officers do not consider that the addition of numbering to the proposed buildings would be visually intrusive. The numbering would be useful for navigation around the site, and as such would benefit the useability of the development.
Garrish and Intrusive Colours	There is no objection to the colours proposed throughout the scheme. The bright colours intended to be incorporated would contribute to the distinctive character of the development, whilst also suitably relating to the adjacent Florentia Clothing Village.
Traffic on Overbury Road, Heritage Road and Vale Road	The Council's Transportation Team has not objected to the application on the basis of increased traffic. Furthermore, the submitted Transport Assessment considers that the capacity of the local highway network would not be compromised. Therefore, there is no indication that there would be a severe impact on the local highway network, in terms of traffic or congestion.
Lack of Parking	The level of parking has been deliberately limited, so to promote more sustainable travel to the site. This

	aspiration is supported by officers.
Biodiversity	The scheme would deliver a tangible net gain in biodiversity, and this is considered acceptable.
Lack of Waste Storage	Sufficient storage for waste would be provided within the site. This has been confirmed by the Council's Waste Team which has not objected to the development.
Storage for Existing Businesses	The Council cannot control how the owners of the site market, advertise or rent out the proposed units. This matter falls outside the remit of the planning process.
Lack of Consultation	Public consultation was carried out by the Local Planning Authority in accordance with the Council's Statement of Community Involvement. The Council always encourages developers to widely consult the community, prior to submission of an application. The developer has provided a Statement of Community Involvement, which demonstrates that notable community engagement has occurred.

**CONFIDENTIAL**



FRAME PROJECTS

**London Borough of Haringey Quality Review Panel**

**Report of Chair's Review Meeting: Florentia Creative Workspace**

Wednesday 16 February 2020  
Selby Centre, Selby Road, Tottenham, N17 8JL

**Panel**

Hari Phillips (chair)  
Marie Burns

**Attendees**

Tobias Finlayson	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Joe Brennan	Frame Projects
Adrian Harvey	Frame Projects

**Apologies / report copied to**

Deborah Denner	Frame Projects
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	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.

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### 1. Project name and site address

108 Vale Rd, Haringay Warehouse District, London N4 1TD

### 2. Presenting team

Carl Turner	Turner Works
Raphael Arthur	Turner Works
Jacob Sandelson	General Projects
Victoria Orbart	DP9

### 3. Planning authority briefing

The existing Florentia Clothing Village campus sits to the south of Vale Road and comprises a mix of low-rise industrial buildings currently used for a variety of creative and start-up businesses comprising light industrial, studio workspace and residential uses. The application site sits to the west of the existing village and is currently occupied by Storage for London consisting of 130 self-storage units. The site is neither listed nor within a conservation area. It has a PTAL value of two which is considered 'poor' accessibility to public transport services.

The proposal is for the redevelopment of the site to provide four buildings comprising flexible light industrial floorspace (Class E) and storage and distribution units (Class B8), together with car and cycle parking, plant and all highways, landscaping and other associated works. Officers would welcome the panel's views on the quality of the proposed architecture and materiality, the relationship to the street and wider connections made, and the extent to which the proposals green the site. In addition, comments are sought on the approach to sustainability adopted, particularly with regard to ventilation and overheating.



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### 4. Quality Review Panel's views

#### *Summary*

The panel thanks the design team for their presentation, which set out clearly the improvements that have been made to the scheme since the last review. The panel welcomes in particular the changes made to the through-route and yard, including the introduction of greater greenery, as well as the refinement of the architecture. The ambitions for environmental sustainability are positive, but the panel notes that further work is required to ensure that these ambitions are realised. While noting the design team's reassurances, the panel still has some concerns about the relationship with the neighbouring property and it would like to see this rigorously tested.

#### *Landscape design*

- The panel welcomes the ambition to introduce greenery in the yard but questions the viability of 'grasscrete' within such a heavily used area and would like to see this tested to ensure it will be a success.
- The use of permeable asphalt, which could be beneficial in terms of surface water management, is also welcomed, but the panel feels that the implications of contaminants from the operation of the yard should be considered fully.
- The ambition to introduce street trees is welcome, but the panel notes that this is beyond the application site. The applicant and local authority should work together to ensure the trees are provided. Alternative streetscape solutions should be considered, if necessary.

#### *Building form and architecture*

- The panel feels that the crisp architecture has the potential to be successful, but notes that the specification of materials and high-quality detailing will be critical. It would encourage the planning authority to secure key details within the planning application to safeguard the quality.
- The panel welcomes the provision of smaller units and feels that the introduction of daylighting to the upper units will greatly enhance the working environment.
- The panel feels that the roofscape has improved markedly since the last review.

#### *Connections and boundaries*

- The scheme's approach to making connections to and through the wider area is a key strength of the proposals, and the panel is pleased that access to the yard and pedestrian through-routes are to be controlled at night.



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- The panel has some remaining concerns about the relationship to the neighbouring property to the west, and it would like reassurance that the scheme neither compromises the daylight of the current occupant nor prejudices future development on that site.

### *Sustainable design*

- The targeting of BREEAM Excellent is to be commended, as is the ambition to achieve net zero carbon. The panel would like to see lower carbon materials considered, but welcomes the thought given to disassembly as a contribution to a circular economy approach.
- The panel notes that, even though some tenants will choose to take their bikes to their units, the scheme will still need to provide sufficient shared bike stores to be compliant with the London Plan.

### *Next Steps*

The panel is confident that the design team, working with Haringey officers, can resolve the issues identified by the review, and does not need to see the scheme again.



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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.



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## Appendix 6 – Pre-Application Committee Minutes

PPA/2021/0026 - FLORENTIA CLOTHING VILLAGE STORAGE PARK, VALE ROAD, N4 1TD

The Committee considered the pre-application briefing for the provision for five new blocks of light industrial floor space (GEA equates to circa 9,880sqm).

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

- The Committee commented that the site was commonly referred to as a village, rather than a campus, and was a tribute to the wife of a local Greek Cypriot resident. Tom Horne, DP9 (Planning Agent), acknowledged the concept of the site as a village. He explained that there was a contractual commitment to retain the name and that it was aimed to invest and expand in the ethos and spirit of the existing site.
- Some members of the Committee expressed disappointment in the designs which resembled warehouses converted into workshops with corrugated roofs. They had no objection to the surface treatment and spaces but stated that the shape looked like a Heavy Goods Vehicle (HGV) depot. It was acknowledged that design was subjective but it was suggested that the site provided an opportunity to create something interesting and modern.
- The applicant team set out the process for the proposed design. It was explained that, following discussions with existing occupiers and consideration of the existing buildings, the application aimed to build on the current offer and respond to what was needed locally. It was noted that there would be green and pedestrian spaces as well as working spaces. It was stated that the buildings on the site did not have an overall design but had emerged over a number of years; the proposals would try to pull the buildings together, alongside additional planting and colour. It was added that the buildings would be modernised and this would include better insulation. It was commented that the design of the proposal would aim to reflect the wider, Haringey warehouse district. It was also noted that there was a need for this type of space in the area.
- In relation to scale and massing, it was noted that the existing village was between two and four storeys and that the proposals were largely 3 storeys. It was acknowledged that the majority of the images provided focused on the new buildings and it might be useful to provide more detail about the views and connections between the existing and new buildings.
- Some members of the Committee asked the applicant team to ensure that the proposals recognised and honoured the historic connection of the site with the Cypriot community and the rag trade. The applicant team noted that they agreed with this and added that sites of this nature worked best when the occupiers supported the site and encouraged others to work there as well.

The Chair thanked the applicant team for attending

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Planning Sub Committee – 4 July 2022

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2022/0011

**Ward:** Noel Park

**Address:** 573-575 Lordship Lane N22 5LE

**Proposal:** Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.

**Applicant:** Radia Arkay Windows

**Ownership:** Private

**Case Officer Contact:** Christopher Smith

**Date received:** 22/12/2021

#### **Drawing number of plans:**

PL-001, PL-005, PL-010, PL-011, PL-031, PL-050, PL-099, PL-100, PL-101, PL-102, PL-103, PL-104, PL-201, PL-301, PL-302, PL-401, PL-402.

#### **Supporting documents also of relevance to the application:**

Design and Access Statement, Planning Statement, Heritage Statement, Statement of Community Involvement, Fire Statement, FRA & SuDS Strategy Report, London Sustainable Drainage Proforma, Daylight & Sunlight Report, Air Quality Assessment, Phase I Site Appraisal, Energy & Sustainability Statement, Tree Survey and Tree Constraints Plan, Urban Greening Factor, Transport Statement, Framework Residential Travel Plan.

1.1 This application is being reported to the Planning Sub Committee as it is a major application recommended for approval.

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

- The development would be acceptable in land use terms as the loss of employment floorspace would be outweighed by the provision of much needed new affordable housing on a small non-designated employment site that is no longer suitable for modern employment purposes within a predominantly residential area.

- The development would provide a high-quality design that reflects the character and appearance of the surrounding area and preserves and enhances the setting of the nearby conservation areas.
- The development has been designed to ensure that a redevelopment of the adjacent petrol station can come forward in the future, without prejudicing the ongoing use of the petrol filling facilities in the short term in accordance with Agent of Change principles.
- The development would provide 17 new high-quality affordable residential units in a suitable mix of housing, including 11% family-sized homes and 11% wheelchair accessible homes, that would contribute to the provision of mixed and balanced communities in the local area.
- The development would not have a material adverse impact on the amenity of adjoining residential occupiers. The internal layout of the development would be of an acceptable quality.
- Car-free development (except for two wheelchair-accessible parking spaces) is acceptable in this highly sustainable location and would be supported by an appropriate number of cycle parking spaces within dedicated, secure and covered storage areas.
- The development would incorporate measures to minimise carbon on-site and would provide an appropriate carbon off-setting payment, in addition to securing other sustainability measures including a green roof, on-site planting and biodiversity improvements.
- All other relevant policies and considerations, including equalities, have been taken into account.

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

## **2. RECOMMENDATION**

2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a Section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.

2.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31<sup>st</sup> July 2022 or within such extended time as the Head

of Development Management or the Assistant Director of Planning, Building Standards & Sustainability shall in her/his sole discretion allow; and

- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions; and
- 2.4 That delegated authority be granted to the Assistant Director of Planning, Building Standards & Sustainability/Head of Development Management to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

### **Conditions**

- 1) Three years to commence
- 2) In accordance with plans
- 3) Materials details
- 4) Wheelchair accessible units
- 5) Satellite dish or antenna
- 6) Secured by design
- 7) External lighting
- 8) Accessible parking spaces
- 9) Parking restrictions
- 10) Construction logistics plan
- 11) Interim travel plan
- 12) Full travel plan
- 13) Boundary treatments
- 14) Landscaping details
- 15) Access from Moselle Avenue
- 16) Equipment noise limits
- 17) Sound insulation
- 18) Cycle parking
- 19) Delivery and servicing plan
- 20) Contamination investigation
- 21) Unexpected contamination
- 22) Environmental management plans
- 23) Considerate constructor scheme
- 24) Energy statement
- 25) Overheating mitigation
- 26) Living roofs
- 27) Ecological enhancements
- 28) Electric vehicle parking
- 29) Site drainage management

30) District energy network connection

**Informatives**

- 1) Proactive statement
- 2) Signage
- 3) Naming and numbering
- 4) Asbestos survey
- 5) Water pressure
- 6) Designing out crime contact
- 7) Environmental permit

**Section 106 Heads of Terms:**

1) Affordable Housing

- 100% affordable housing
- 60% London Affordable Rent, 40% intermediate sale/shared ownership
- Council has time-limited first option to purchase homes

2) Loss of Employment Floor Space

- Payment of a financial contribution of £24,711 towards promoting employment and adult education in Haringey

3) Car Free Development

- No users of the residential units will be entitled to apply for residents, business or visitor parking permits in the vicinity of the development
- The relevant Traffic Management Order (TMO) controlling local on-street parking must be amended for which a sum of £4,000 is required

4) Car Club Memberships

- Establishment of a car club scheme in the vicinity of the development
- Two years free membership for all residents
- £50 credit per year for first two years for all residents
- Enhanced membership (three years free membership and £100 credit per year) for occupiers of the three-bedroom residential units, up to a maximum of two occupiers per unit

5) Travel Plan Monitoring

- The review and monitoring of the Travel Plan Statement (secured by condition) over a period of five years starting from the submission of the Full Travel Plan Statement (including the baseline staff travel survey). A

financial contribution of £3,000 will be required to be paid in full to this effect.

6) Zero Carbon Measures

- Submission of a revised Energy Statement prior to implementation
- Submission of a Sustainability Statement within three months of occupation
- Carbon Offsetting contribution of £17,744 (including 10% management fee), 50% (plus management fee) to be paid on implementation and 50% on final approval of Sustainability Statement referenced above

7) Employment and Skills Plan

- Submit an ESP to the Council for its written approval 28 days prior to the implementation of the development
- Commit a named individual to engage with the Council's Employment and Skills Team and Construction Partnership Network
- Minimum 20% of the peak on-site workforce to be Haringey residents for a minimum of 26 weeks
- Provision for the delivery of bespoke skills-based training (20%) and traineeships (5%) for Haringey priority groups. These opportunities must be open to candidates (including priority groups) nominated by the Council (or another agency as agreed by the Council)
- Provision of apprenticeships nominated by the Council at one per £3m development cost (max. 10% of total construction workforce) supported by a fee of £1,500 per apprentice placement to cover the recruitment process
- Provision of work placements for unemployed and/or economically inactive Haringey residents
- Provision of STEM and/or Career Inspirational workshop sessions in agreement with the Council's Employment and Skills Team
- Other initiatives as recommended by the Council's Employment and Skills Team and Construction Partnership
- Support for suppliers and businesses which are based in Haringey to tender for such works as may be appropriate for them to undertake and/or support for locally based social enterprises including capacity building assistance through advice, business planning, mentoring and the purchase of products or services.

8) Monitoring Contributions

- £500 for all non-financial heads of terms above (£1,000)
- Contributions to be provided on implementation of the development to enable adequate monitoring over the course of its lifetime

- 2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. The proposed development, in the absence of a legal agreement securing a financial contribution to mitigate for the loss of employment floor space, would fail to safeguard local employment opportunities. As such, the proposal is contrary to Policy DM40 of the Development Management DPD 2017 and Policy SP8 of the Local Plan 2017.
  2. The proposed development, in the absence of a legal agreement securing the provision of affordable housing, would fail to secure mixed and balanced communities in the local area. As such, the proposal is contrary to Policy DM13 of the Development Management DPD 2017 and Policy SP2 of the Local Plan 2017.
  3. The proposed development, in the absence of a legal agreement securing parking permit restrictions and other parking control measures, would create an excess of on-street parking in the local area to the detriment of highway and public safety. As such, the proposal is contrary to Policy DM32 of the Development Management DPD 2017.
  4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policy SI2 of the London Plan, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management DPD 2017.
  5. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.5) above, the Head of Development Management (in consultation with the Chair of the Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- i. There has not been any material change in circumstances in the relevant planning considerations, and



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

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**APPENDICES:**

Appendix 1: List of Conditions and Informatives

Appendix 2: Plans and Images

Appendix 3: Consultation Responses from Internal and External Agencies

Appendix 4: Consultation Responses from Local Residents

Appendix 5: Quality Review Panel Response

### 3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

#### 3.1 Proposed development

- 3.1.1 This application seeks planning permission for the demolition of the existing buildings on site and erection of a four-storey building with 17 residential units. The building would be accessed from Moselle Avenue via Coldham Court.



- 3.1.2 The residential accommodation would be 100% affordable housing in 60% London Affordable Rent and 40% intermediate sale tenure. Ten one-bedroom units, five two-bedroom units and two three-bedroom units (11.7%) are proposed. Two units would be wheelchair user homes (11.7%).
- 3.1.3 The development would be car-free. Two wheelchair-accessible car parking spaces would be provided in front of the building. High-quality cycle parking spaces are also proposed.
- 3.1.4 The building would be finished in two different tones of red brick, grey zinc roof cladding, and grey metal windows, doors and balustrades. The building would be sited within a landscaped setting with a significant amount of new planting including the provision of several new trees.

#### 3.2 Site and Surroundings

- 3.2.1 The application site is 0.08 hectares in area and is located on a back-land site between Lordship Lane (north) and Moselle Avenue (south). It is currently occupied by two storey industrial-type buildings in warehouse and workshop use

with ancillary offices. To the north of the site is the Esso petrol station. To the north-east are two storey buildings fronting onto Lordship Lane and to the south-east are two storey buildings fronting onto Moselle Avenue. To the west of the site is a three-storey block of flats, which forms part of Coldham Court, and its associated car park.

- 3.2.2 The surrounding area, other than the petrol station, is predominantly residential consisting of two, three and four storey buildings. There are some commercial properties a short distance away from the site to both the west and the east. The site is a short walk from Wood Green Town Centre and has a PTAL rating of 5.
- 3.2.3 The site is bordered on two sides by conservation areas. To the north-east of the site is the Lordship Lane Conservation Area and to the south-east is the Noel Park Conservation Area. There are no listed or locally listed buildings on the site or in its immediate vicinity. The Moselle Brook watercourse runs in a culvert to the rear of the site and this watercourse is part of a Blue Ribbon Network. The site is also located within a Ground Source Protection Zone 2.

### **3.3 Relevant Site Planning History**

- 3.3.1 The application site shares its address with the adjacent petrol station. The only planning application submitted since the 1970s relating to this site is described below.
- 3.3.2 HGY/2000/0573. Erection of side extension to existing building to house - MOT and exhaust centre. Permission granted 13/06/2000.

## **4. CONSULTATION RESPONSE**

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

- 4.2 The proposal was presented to the QRP on 24<sup>th</sup> February 2021. The Panel expressed general support for residential development of the scale proposed in this location. It recommended that further design work focussed on maximising the residential and environmental quality of the development.
- 4.3 The Panel's comments are set out in full in Appendix 3. An analysis of how the Panel's key comments have been addressed is provided within a table in the design section of this report below.

### **4.4 Planning Application Consultation**

- 4.5 The following were consulted regarding this planning application:
- 4.6 INTERNAL

4.7 Design Officer

4.8 Supports the development which is well designed and appropriate for the site.

4.9 Conservation Officer

4.10 The proposed development would preserve the character and appearance of the conservation areas and there would be no adverse impact on their significance. No objection from a conservation perspective.

4.11 Transportation

4.12 No objections raised, subject to conditions and legal requirements.

4.13 Regeneration

4.14 No objections.

4.15 Climate Change Officer

4.16 No objections, subject to conditions.

4.17 Housing

4.18 No objections.

4.19 Pollution

4.20 No objections, subject to conditions and informatives.

4.21 Waste Management

4.22 No objections.

4.23 Lead Flood and Water Management Officer

4.24 No objections.

4.25 Employment and Skills

4.26 No objections. The Council's employment and skills obligations should be secured.

4.27 Tree Officer

4.28 No objections, subject to conditions.

4.29 EXTERNAL

4.30 Environment Agency

4.31 No objections, subject to informatives.

4.32 Canal and River Trust

4.33 No comments to make.

4.34 Thames Water

4.35 No objections raised, subject to informatives.

4.36 London Fire Brigade

4.37 No comments received.

4.38 Metropolitan Police

4.39 No objections raised, subject to conditions requiring the scheme to achieve Secured by Design certification.

## **5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

- 92 neighbouring properties
- Public notices were put up in the vicinity of the site

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

5.3 Responses from individual addresses (5)

- 5 in Objection/Comment

5.4 The following local groups/societies made representations:

- None

5.5 The following local representatives also commented:

- None

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

- Loss of privacy

- Loss of daylight
- Increased noise disturbance
- Low residential quality
- Loss of parking
- Loss of safety and security
- Disturbance from construction works

5.7 The following issues raised are not material planning considerations:

- Not all neighbours notified of application (Officer note: 92 neighbouring residents have been consulted via letter which covers all residential properties in the immediate vicinity of the site. Public notices have also been posted close to the site. Consultations have been undertaken in accordance with the Council's Statement of Community Involvement)

## **6 MATERIAL PLANNING CONSIDERATIONS**

The main planning issues raised by the proposed development are:

1. Principle of the Development
2. Affordable Housing Provision and Mix
3. Design and Appearance
4. Heritage Impact
5. Residential Quality
6. Impact on Neighbouring Amenity
7. Parking and Highways
8. Carbon Reduction
9. Flood Risk, Drainage and Waterways
10. Biodiversity and Urban Greening
11. Air Quality and Land Contamination
12. Fire Safety

### **6.1 Principle of the Development**

#### *Policy Framework*

6.1.1 The National Planning Policy Framework 2021 (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

#### *Regional Policy – The London Plan*

- 6.1.2 The London Plan 2021 is the overall strategic plan for London that sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. It sets out a range of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPG) documents that provide further guidance and policy advice.
- 6.1.3 The London Plan has provided Haringey with a target of 15,920 homes to be completed over the ten-year period of 2019 to 2029. This is an annualised target for Haringey of 1,592 homes.
- 6.1.4 Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites. London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

*Local Policy*

- 6.1.5 The Haringey Local Plan Strategic Policies DPD 2017 (hereafter referred to as Local Plan) sets out the long-term vision of the development of Haringey by 2026 and also sets out the Council's spatial strategy for achieving that vision.
- 6.1.6 Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the minimum target including securing the provision of affordable housing.
- 6.1.7 The Development Management DPD 2017 (hereafter referred to as the DM DPD) supports proposals that contribute to the delivery of the strategic planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed. Policy DM10 seeks to increase housing supply and seeks to optimise housing capacity on individual sites. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on all sites. Policy DM40 states that non-designated employment land in highly accessible locations will be considered acceptable for mixed-use employment-led development. It also says that the loss of employment land may be permitted where it is no longer suitable for continued employment use.
- 6.1.8 The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application which states for decision-taking this means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed



against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration)

### *Land Use Principles*

#### Provision of New Affordable Homes

- 6.1.9 Policy DM10 of the DM DPD states that windfall housing sites will be considered acceptable where they comply with the relevant policies.
- 6.1.10 The 17 affordable residential would contribute towards the Council's overall housing targets in a sustainable and appropriate location. Therefore, the provision of a new residential development of 100% affordable housing on this site is supported subject to compliance with all other relevant design, residential quality and amenity standards, etc, and the loss of employment on the site which are assessed in the sections below.

#### Loss of Existing Employment Floor Space

- 6.1.11 The site is a non-designated employment site. Policy DM40 of the Development Management Development Plan Document (DM DPD) states that on non-designated employment sites in accessible locations the Council will support proposals for mixed-use development. Whilst this site is highly accessible (PTAL of 5) in respect of its proximity to public transport its back land location behind a petrol station and residential properties means it does not have a clear frontage onto the public realm and is accessed over the private land of either the petrol station or Coldham Court. Therefore, the quality of employment space that can be provided is constrained and the provision of affordable housing has been prioritised.
- 6.1.12 Policy DM40 continues to state that where employment land would be replaced entirely this will only be acceptable where the site is no longer suitable for continued employment use, with regard to: (a) feasible alternative employment uses; (b) the age/condition of existing buildings and their potential for refurbishment and adaptation; (c) site layout, access and relationship to neighbouring uses; (d) periods of long-term vacancy, and; (e) evidence of recent site marketing. Furthermore, where the loss of employment is considered acceptable by the Council the provision of community uses on site should take priority, with a financial contribution towards employment initiatives required if no non-residential units are provided on site as part of the proposed development.

The existing buildings are dated and in need of considerable renovations to bring them up to modern standards. The site lacks a direct vehicle access as it is currently accessed over the forecourt of the adjacent petrol station. The site is also

surrounded on its other three sides by residential properties. Although the site is still occupied by the applicant's business, they plan to relocate their operations to another more suitable site. Given the characteristics of this site as having significant access and neighbouring use constraints, noting the type and age of the existing buildings on site and given the site's location away from a cluster of other industrial-type business operations, it is considered that the redevelopment of this site is outweighed by the provision of an affordable housing development.

6.1.13 For similar reasons the site is also considered unsuitable for community uses. In order to compensate for the loss of employment land uses on this site the applicant will be required, in accordance with policy DM40 of the DPD, to provide a financial contribution towards employment initiatives in the local area and this will be secured by legal agreement.

6.1.14 As such, the proposed development is acceptable in land use terms.

## 6.2 Affordable Housing Provision and Mix

### *Affordable Housing Provision*

6.2.1 Policy SP2 of the Local Plan identifies a Borough-wide affordable housing target of 40%. Policy DM13 of the DM DPD states that developments with capacity to accommodate more than ten dwellings should provide the maximum reasonable amount of affordable housing on-site. It also states that developments should seek the provision of 60% affordable rent and 40% intermediate housing.

6.2.2 The proposed development would include 17 (100%) affordable housing units with a 60:40 split between London Affordable Rent and intermediate sale tenures which complies with the requirements of Policy DM13 of the DM DPD. The applicant is in discussions with the Council about providing these homes as social rented properties in the future. The Council would have a first option to purchase the block and provide these homes for Council rent and this would be secured through legal agreement.

### *Affordable Housing Mix*

6.2.3 London Plan Policy H10 states that developments should generally consist of a range of unit sizes in order to ensure that mixed and balanced communities are delivered. This policy position is supported by Policy SP2 of the Local Plan and Policy DM11 of the Development Management DPD.

6.2.4 17 dwellings are proposed and two of these would be three-bedroom units (11.7% of the overall number of dwellings). Two wheelchair accessible units would also be provided. The site is highly constrained by existing residential properties and a petrol station on all four sides. The amount of space available for ancillary features to support family-sized housing, such as amenity and play space, is therefore very

limited in this location. As such, it is not possible to provide more three-bedroom units in this development. Furthermore, the surrounding area includes a large proportion of family-sized terraced dwelling houses.

- 6.2.5 As such, it is considered that the proposed mix of dwellings would not lead to an overconcentration of one and two bedroom homes in this area and would contribute towards the provision of mixed and balanced communities. The development is therefore in accordance with the policies referenced above.

### 6.3 Design and Appearance

- 6.3.1 The NPPF states that the creation of high-quality buildings and places is fundamental to what the planning process should achieve and that good design is a key aspect of sustainable development. The London Plan includes a requirement to optimise site capacity through a design-led approach through Policy D6.

- 6.3.2 Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area, and that developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing.

#### *Height and Massing*

- 6.3.3 The proposed development would be three storeys in height with a set back fourth storey. The materials take cues from other buildings in the area, including the grey slate roofs and red brickwork of houses on Moselle Avenue. There are several other four storey buildings in proximity to the site and within the immediate local area, including 591 and 606 Lordship Lane, and the housing blocks at Andrula Court (fronting Lordship Lane) and Pickering Court (fronting Granville Road). The building is located on a back-land site and thus would not appear prominent in the street frontages of Lordship Lane and Moselle Avenue.

#### *Architectural Expression, Fenestration & Materiality*

- 6.3.4 The proposals have been designed with a distinct base, middle and top, which is articulated through a change in finishing materials, for example darker brick at ground level, lighter brick in the centre, and a light-grey metal roof. Fenestration is orderly and well-proportioned with vertical emphasis to match the context of the Noel Park Estate.
- 6.3.5 Despite being a modestly sized development, views of the proposals have been carefully considered, especially from the south-east and south west, through the entrance to Coldham Court from Moselle Avenue and through the gap between

the end of Moselle Avenue and the neighbouring Lordship Lane estate block (across back gardens), in recognition of their Conservation Area status.



6.3.6 The elevation of the building fronting onto the petrol station appears purposeful. It is reasonable to assume that the petrol station would be redeveloped at a point in the future when this proposed building would then be substantially hidden from all public areas by neighbouring buildings. The design has been influenced by this assumption, with main habitable rooms windows and amenity areas located on the southern, western and eastern sides of the building. In the meantime, the building would not appear as just a blank wall onto the petrol station. Rather, the appearance of northern elevation has been considered in much detail.

6.3.7 The brick materials would contrast with one another and accord with the darker brick finishes of other blocks in the surrounding area, whilst also referencing the Noel Park Estate. The stair core would be picked out in the darker brick, offering visual interest and highlighting this circulation feature, and would offer bespoke detailing in the form of hit-and-miss patterned brickwork, offering glimpses of form, light and movement on the stairwell behind it. Windows have also been included to further articulate this northern elevation, which would bring activity and offer passive surveillance to this otherwise low-quality functional space fronting onto Lordship Lane.



*Quality Review Panel (QRP)*

6.3.8 The proposal was presented to the QRP for review on 24<sup>th</sup> February 2021. The Panel's summary comments are provided below:

6.3.9 *"The panel supports the development's residential use and overall scale but urges the team to consider the residents' experience and environmental quality more fully. One crucial aspect is improving daylight and cross ventilation in the units and the access galleries, to ensure high-quality living spaces. Dual-aspect flats should be prioritised wherever possible, and elevations should respond to their orientation, context and individual conditions. The internal layout of the flats should better consider the relationship between private and common areas within each unit. Further, there is an opportunity to improve the design of the entrance of the building and access to the shared garden.*

6.3.10 *The relationship of the development with the adjacent conservation areas also needs further consideration. The panel feels that the architecture could be softer and less dominating, using materials that relate to the houses on Moselle Avenue; balconies could be lighter in both form and materials. The landscape design needs a more robust and cohesive narrative, carefully considering all of the site's edges and the large existing tree to the east. The green roof also requires a clearer rationale and careful detailing, and a green wall on the north boundary could anticipate future development on the petrol station's site. A potential for creating a connecting path with Coldham Court's gardens should also be investigated."*

6.3.11 The Panel's response confirmed that a single review was sufficient for this development and that the comments raised could be addressed in discussions with Council officers.

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

<b><i>Panel Comments</i></b>	<b><i>Officer Response</i></b>
<i>Summary</i>	
Development use and scale is supported subject to residential quality, architecture and landscaping improvements.	Comments noted.
<i>Design approach and architecture</i>	
The panel supports the development's overall design approach. It feels it is appropriate to treat the building as an extension of Coldham Court and that the heights and scale are suitable to the site.	Comments noted.
The proposed single aspect units have poor daylight and ventilation, especially since the primary glazing is south facing and overhung by deep balconies. The panel urges the team to revisit the design and provide as many dual-aspect units as possible.	The number of single aspect units has been reduced with windows provided on all elevations to maximise aspect and ventilation. 59% (10) dual aspect units have now been provided.
The elevations should respond to their orientation, context and individual conditions. For example, there is an opportunity to create openings on the east side to increase daylight and ventilation, and to create a visual connection with the neighbouring yard.	Windows have now been included on all elevations to improve daylight and ventilation.
The team should investigate alternative designs for the balconies. Lighter elements could allow more daylight while still providing shading, and soften the appearance of the south facade.	Balconies are now more visually permeable, appearing lighter, and the façade has been softened as a result.
The panel urges the team to rethink the residents' circulation spaces, including the access galleries and	Galleries are now shorter with increased access to light through the widened stair core with hit and

<p>staircase. They should be more open and provide enough daylight and ventilation, contributing to a welcoming experience.</p>	<p>miss brickwork allowing natural light to penetrate through.</p>
<p>The main entrance currently faces the disabled car park. There is an opportunity to improve the experience of arrival by rethinking the relationship between the entrance and its immediate surroundings.</p>	<p>Disabled parking must be provided as close to the development entrance as possible. The main access has been moved to the corner of the development providing clarity of access and increasing the size of the garden area for amenity use.</p>
<p>The access to the shared garden is also via the disabled car park. It is essential the residents can access the gardens from within the building, ensuring a pleasant experience and safety for children.</p>	<p>Residents of ground floor units can access gardens directly and some have their own private gardens. Due to site constraints access to the garden remains through the front entrance for residents of upper floors.</p>
<p>The panel questions the value of the green roof. The comparative benefits of alternative elements, such as solar voltaic cells, should be evaluated. If proceeding with the green roof, it requires careful detailing, including the revision of widths, to ensure its viability.</p>	<p>Green roof and solar panels will now be provided on the same roof, which can improve the performance of panels by enabling their cooling. The Council's Carbon Reduction Officer is satisfied with the arrangement and a condition will be included that ensures the green roof will be of a good quality.</p>
<p><i>Layout</i></p>	
<p>The layout of the 2-bed flats should be revised to improve the quality of the accommodation provided. For example, the kitchen is notably distant from the living spaces and creates tension between the private and living areas.</p>	<p>Living and dining areas are now better connected as the building form is not as long as it was previously and the flats have a squarer plan.</p>
<p>The panel also questions the symmetry of the scheme layout. The units should respond to the different conditions of the building's orientation, especially the east and west facades.</p>	<p>East and west elevations are now markedly different, with balconies and amenity spaces on the eastern side of the site and oriel windows to the west.</p>

<p>The panel highlights the risk that the current layout will damage the existing tree on the east boundary. It recommends that the building line should be pulled back from the boundary, to ensure this valuable mature tree survives.</p>	<p>The building has been pulled away from the eastern elevation to be further from the existing tree on that site boundary.</p>
<p><i>Conservation area</i></p>	
<p>The development will have an impact on views from the adjacent conservation area. In particular, the relatively short distance to the houses on Moselle Avenue, and the concentration of balconies and openings facing the conservation area, risks appearing dominant.</p>	<p>The building has been pulled away further from the houses fronting Moselle Avenue. The balconies have been lightened in appearance, reduced in number and re-sited so as not to be clearly visible in views from within the conservation areas.</p>
<p>The panel suggests the houses on Moselle Avenue could inform the design to achieve a lighter architectural expression. Yellow bricks with red detailing, for example, could help soften the impact of the development on the conservation area.</p>	<p>Yellow brick was considered as an option and rejected as the building failed to integrate successfully with the character of the adjoining conservation areas. During subsequent pre-application discussions it was recommended that a contemporary development with cues taken from the conservation area materials and designs, would be a better design option.</p>
<p><i>Landscape and ecology</i></p>	
<p>There needs to be a more robust and comprehensive landscape strategy, covering the entire site, to ensure high-quality shared spaces.</p>	<p>Further detailing of the landscaped areas, including the addition of hedging, has been provided.</p>
<p>A green wall, for example using creepers, between the building and the petrol station could soften the blank north facade and create a better relationship with any future development on the petrol station site.</p>	<p>The northern wall would receive little sunlight and if a future development is built on the petrol station daylight to a green wall would also be severely reduced. Other design measures to enliven the appearance of the northern wall have been integrated, including a</p>



	varied material palette, windows and hit and miss brickwork.
The narrow strip of green on the north boundary requires further thought regarding maintenance and access.	This strip would have been difficult to manage and maintain and as such has been removed from the scheme.
The panel welcomes the idea of opening the Moselle Brook, which has potential to contribute to biodiversity. However, the team should seek advice regarding its viability and integration with the shared garden.	Surveys have shown that this waterway is predominantly located in the rear gardens of the properties on Moselle Avenue and not within this site. The Environment Agency agree that de-culverting is not possible as part of this development.
The tree on the eastern boundary of the site should be retained, as it is of significant biodiversity and amenity value. The design team should therefore ensure an exclusion zone to protect its roots.	The building has been moved away from the tree on the eastern boundary and it will be retained and protected.
<i>Relationship to surroundings: access and integration</i>	
Since the development relies on access via the driveway to Coldham Court, there needs to be clarity regarding its management and maintenance once the project is delivered.	Coldham Court is owned and managed by the Council. The applicant must agree how the access road will be improved and managed through discussions with the Council's Housing team prior to the first occupation of the development.
There is an opportunity to connect the new garden created by the development, with the existing gardens at Coldham Court. This should be explored, as a means of integrating the scheme into the local community.	The new garden would not adjoin Coldham Court directly and thus this recommendation would not be feasible.

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

*Conclusion*

6.3.14 The proposal would deliver a high-quality contemporary residential development that provides good-quality residential accommodation on a constrained site. The height, massing and elevational treatments would combine to form a building that would appear as a positive feature within the local built environment context. The building accords well with the character and appearance of the surrounding area as a result.

6.3.15 Therefore, it is considered that the proposal is acceptable in design terms.

**6.4 Heritage Impact**

6.4.1 The application site is not located within a Conservation Area but does border two conservation areas – the Lordship Lane Conservation Area to the east and the Noel Park Conservation Area to the south. There are no listed or locally listed buildings on or close to the site.

*Policy Context*

6.4.2 London Plan Policy HC1 seeks to ensure that development proposals affecting heritage assets and their settings should conserve their significance. This policy applies to designated and non-designated heritage assets. Local Plan Policy SP12 and Policy DM9 of the DM DPD set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.

6.4.3 Policy DM9 of the DM DPD states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account.

*Legal Context*

6.4.4 There is a legal requirement for the protection of Conservation Areas. The legal position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: "In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or

appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.

- 6.4.5 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”
- 6.4.6 The *Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council* case tells us that “Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.4.7 The judgment in the case of the Queen (on the application of *The Forge Field Society*) v *Sevenoaks District Council* says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in *Barnwell*, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.4.8 The Authority’s assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in *Barnwell*, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.9 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given “considerable importance and

weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

*Assessment of Impact on Heritage Assets and their Setting*

- 6.4.10 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'conserve and enhance' the conservation area and its setting.
- 6.4.11 The design, built form and materiality of the proposed development have been informed by the character and appearance of the surrounding conservation areas, including the three-storey scale of buildings on Lordship Lane (Lordship Lane Conservation Area) and the materiality and design detailing of houses on Moselle Avenue (Noel Park Conservation Area).
- 6.4.12 The proposed building would only be visible in glimpses through the gaps in the buildings within the conservation areas including between 211 and 217 Moselle Avenue and between 251 Moselle Avenue and 551 Lordship Lane. During parts of the year the building would be significantly screened from public views by existing tree and other planting.



6.4.13 The Council's Conservation Officer has commented on this application, stating that: *"it is considered that the proposed development would preserve the character and appearance of the conservation areas and there would be no adverse impact on their significance. Therefore, there is no objection from a conservation perspective."*

6.4.14 As such, it is considered that the development would not create any harm to any heritage assets or their setting and therefore the application is acceptable in terms of its heritage impact.

## 6.5 Residential Quality

6.5.1 The Mayor of London's Housing SPG sets out a range of detailed design requirements for new dwellings in London. Policy DM1 of the DM DPD requires developments to provide a high standard of amenity for its occupiers.

### *Layout, Residential Aspect, Private Amenity Space and Play Space*

6.5.2 Standard 29 of the Housing SPG states that developments should minimise the number of single aspect dwellings. Where these cannot be avoided single aspect dwellings should not face north or be exposed to high noise levels. Units with three or more bedrooms should not be single aspect. Standard 26 of the Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for each dwelling, with larger spaces provided for units of three or more bedrooms.

6.5.3 All homes would meet the internal layout requirements of the London Plan. Ten of the homes (59%) would have dual or triple aspect. None of the single aspect dwellings would face north or towards a noisy environment. All three-bedroom units would have dual or triple aspect. All homes would have direct access to a private amenity space area of at least 5sqm in size in addition to shared access to a communal garden on the southern side of the building. The three-bedroom dwellings would benefit from an additional private garden or balcony space.

6.5.4 The anticipated child yield from the proposed development exceeds ten, which triggers a requirement for on-site play space (104sqm). A dedicated play area has been shown on the eastern side of the shared garden which covers 140sqm. Exact details of the size and quantum of play space provision can be secured by condition.

6.5.5 As such, it is considered that the overall residential quality of the proposed development would be good.

### *Accessibility, Safety and Security*

6.5.6 Policy D7 of the London Plan requires 10% of new housing to be wheelchair user dwellings in accordance with M4(3) of the Building Regulations. Two (11.7%) of

the properties would be wheelchair user dwellings which exceeds this policy requirement. One of these would be on the ground floor and the other can be reached via a wheelchair accessible lift.

- 6.5.7 Policy DM2 of the DM DPD states that developments should be safe, easy to access and accessible by all. The development would be reached from Moselle Avenue via Coldham Court. There is a gated entrance from Moselle Avenue which occupiers of the development would share with the residents of Coldham Court. Residents would reach the development via a pavement that leads from this gate. The main residential access would be from a visually open and glazed wide and level doorway on the corner of the ground floor of the block which would face towards the car parking area. The entrance offers increased lighting and natural surveillance over the existing car park.
- 6.5.8 The Metropolitan Police Designing Out Crime Officer has been engaged prior to the submission of this application and his comments integrated into the building layout and detailed design. The Designing Out Crime Officer has commented on this application and raises no objections subject to conditions. A further condition will also be added to ensure that access arrangements from Moselle Avenue are reviewed and improved prior to the first occupation of the development.

*Sun and Daylight, Outlook and Privacy*

- 6.5.9 The BRE guidelines for day/sunlight were updated in June 2022. The updated guidance includes a new methodology for assessing day and sunlight levels within proposed development. On the date this application was submitted the former BRE guidelines from 2011 were still relevant. The *Daylight & Sunlight Report* submitted with this application has modelled the development against the 2011 guidelines. Although these former guidelines have now been replaced the Council considers that they still provide appropriate thresholds against which to assess the quality of new residential development in respect of day and sunlight levels.
- 6.5.10 All proposed homes would meet the BRE's guidelines for levels of daylight. 14 (82%) of the proposed main living rooms would achieve the recommended levels of annual and winter probable sunlight hours thus meeting the 2011 BRE guidelines entirely. The remaining three main living rooms would all meet the annual sunlight hours target but would not meet the BRE winter sunlight hours target (5%), each achieving 3-4% instead. This shortfall is because the affected units are located on the northern side of the building where there is significantly less sunlight availability. The shortfall for these three units is also small resulting in a maximum 2% shortfall of sunlight in winter only, against the BRE's 2011 guidelines. It is considered that a slight shortfall in sunlight during winter for three of the homes is acceptable in the circumstances.



6.5.11 The separation distance from the proposed building towards the main rear wall of the existing dwellings to the south on Moselle Avenue is at least 17 metres, which is sufficient to prevent excessive overlooking within an urban area.

6.5.12 The separation distance between the buildings on Lordship Lane to the east and the nearest habitable room in the proposed development is at least 13 metres. The relationship between these two buildings is at an angle so any overlooking from neighbouring properties would not be directly into the proposed living areas.

6.5.13 The flats on the eastern side of Coldham Court do not have side windows and thus there is no overlooking from that building. There are no large windows on the northern side of the proposed block that would enable overlooking from the flats within the Coldham Court blocks into the habitable rooms located within this proposed building. Outlook from the proposed flats would be excellent with uninterrupted space above ground floor level and planted green spaces for flats on the ground floor.

6.5.14 As such, the outlook, privacy and provision of day/sunlight for the proposed units are of a good quality and are therefore considered to be acceptable.

*Air Quality, Noise and Light Disturbance*

6.5.15 The surroundings on the eastern, western and southern sides of the application site are of a low-rise residential character and as such no disturbance to future residents of the site is expected from these areas. Light spill from existing homes would not be significant enough to cause disturbance to future residents of the proposed homes.

6.5.16 The new homes would be located close to a petrol station to the north and the public highway on Lordship Lane is 35 metres away from the site to the north. The *Air Quality Assessment* submitted with the application has assessed potential air pollution levels from the nearby road and the air pollution modelling undertaken has shown that the development is expected to fall well within the required air quality objectives. The 35 metre separation distance of the building from Lordship Lane would ensure that noise levels from traffic are low. The main windows and amenity spaces for the dwellings face south to maximise residential amenity provision on the quieter sides of the development.

6.5.17 The pumps at the petrol station would be likely to emit some benzene fumes. Local Air Quality Management Technical Guidance (Defra, 2021) states that there is no concern regarding resident exposure to benzene unless dwellings are within 10 metres of the pumps. The proposed development is more than 13 metres from the existing petrol pumps. The risk of fire or explosion from petrol stations is considered low as these facilities are governed by strict regulations.

#### *Agent of Change*

6.5.18 London Plan Policy D13 states that development should be designed to ensure that established noise generating uses remain viable.

6.5.19 As described in the design section above the adjacent petrol station is expected to be developed in the long-term, but in the short-term the facility is a viable commercial operation that serves vehicle users in the local area and this viability must not be prejudiced by new residential development.

6.5.20 The detailed design of the proposed building has responded to the potential residential amenity impacts that could occur from a petrol station including from noise and fumes as described above. Good quality amenity spaces and main habitable rooms are located on the eastern and southern sides of the development, away from the petrol station operations. A scheme of sound insulation will be required for the northern elevation to ensure noise to adjacent rooms is kept to a minimum. The building's orientation and high quality should therefore ensure that there is no pressure on the operator to reduce their business activities as the result of this development.

## **6.6 Impact on Neighbouring Amenity**

6.6.1 Policy DM1 of the DM DPD requires developments to ensure a high standard of privacy and amenity for its users and neighbours.





#### *Daylight and Sunlight Impact*

6.6.2 The *Daylight & Sunlight Report* submitted with the application shows that there would not be a significant reduction in daylight and sunlight received at any properties surrounding the site, including those at 13-23 Coldham Court, 211 Moselle Avenue, 217-241 (odd) Moselle Avenue and 557-571 Lordship Lane. None of the rooms in the properties studied would see a reduction in their daylight beyond 80% of the existing level as recommended by the BRE and as such good levels of daylight to neighbouring properties would be retained. All rooms studied would also have high levels of sunlight.

#### *Overshadowing*

6.6.3 The orientation of this building to the north of existing residential gardens for the dwellings on Moselle Avenue means that there would not be significant overshadowing of these neighbouring amenity areas. There may be some additional overshadowing of the existing garden areas to the east and west of the site but would not be significant. The garden areas for the properties fronting Lordship Lane to the east would still receive ample sunlight from the south and west, and the Coldham Court gardens would continue to be well-lit from the east and west, as they are currently.

#### *Outlook and Privacy*

6.6.4 The plan form of the proposed building would generally align with that of the building immediately to the west on Coldham Court. There are no windows in the

eastern side of that building. As such, the residents in that building would not be affected by this proposal in terms of a loss of outlook or privacy.

- 6.6.5 The separation distance between the proposed building and the main rear walls of the existing dwellings to the south on Moselle Avenue is at least 17 metres. This is a significant separation distance for an urban area and comparable to that between the two blocks of Coldham Court on the adjacent land to the west. It is noted that the main habitable rooms for the dwellings on Moselle Avenue are located to the front (south) of those dwellings and as such the amenity of these rooms would not be affected by the proposed development. As such, it is considered that any overlooking from the proposed development would not be so significant as to lead to a reason for refusal in this case.
- 6.6.6 The distance between the properties on Lordship Lane to the proposed development is at least 12 metres to the east. The new homes would face the backs of those neighbouring properties directly. Outlook from the rooms and amenity areas above ground floor level would be significantly screened by the existing tree. As such, there would be no significant overlooking from the proposed living areas into the main living areas of neighbouring properties.
- 6.6.7 Therefore, it is considered that existing residential properties close to the site would not be materially affected by the proposal in terms of loss of day/sunlight, outlook or privacy.

#### *Other Amenity Considerations*

- 6.6.8 Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.6.9 The submitted *Air Quality Assessment (AQA)* states the development would be air quality neutral with respect to transport-related and building-related emissions. External lighting installations would be designed to minimise light spill towards neighbouring properties and create a secure environment in the local area. An excessive increase in noise disturbance is not expected from the entirely residential development proposed and noise from plant associated with the development shall be controlled by condition to ensure nearby residential properties would not be affected.
- 6.6.10 Therefore, it is considered that the amenity of neighbouring properties would not be materially affected from unacceptable levels of air, noise and light pollution.

#### **6.7 Parking and Highways**

- 6.7.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. Policy T2 of

the London Plan states that development proposals should promote walking and cycling and should reduce car dominance. This approach is continued in Policies DM31 and DM32 of the DM DPD.

- 6.7.2 Policy T6 of the London Plan states that car free development should be the starting point for all development proposals that are well-connected by public transport.
- 6.7.3 The site has a good public transport accessibility level (PTAL) of 5 due to its close proximity to Wood Green underground station and the high availability of bus routes in the vicinity.
- 6.7.4 The Council's Transportation Officer has considered the potential parking and highway impact of this proposal and their comments are referenced in the assessment below.

#### *Access Arrangements*

- 6.7.5 All pedestrian, cycle and vehicular access would be via Coldham Court. The Transportation Officer raises no objections to this arrangement. Swept path diagrams have been provided that show that vehicles will be able to manoeuvre satisfactorily into, within and out of the site. An emergency access would also be provided onto the petrol station forecourt area.

#### *Car Free Development and Accessible Parking*

- 6.7.6 The proposed development would be car-free except for two wheelchair-accessible parking spaces provided at the front of the site (accessed off Coldham Court car park). Both parking spaces would be provided with electric vehicle charging points. The site is located within the Wood Green Outer Controlled Parking Zone (CPZ), which means it is eligible to be car free development given the site's PTAL.
- 6.7.7 Residents of the development would not be able to request on-street parking permits and this can be secured by legal agreement. Visitor parking could be accommodated on local streets. Residents would also not be eligible to use the existing car parking spaces on Coldham Court and details of how this would be managed must be secured through a car parking management plan secured by condition.

#### *Cycle Parking*

- 6.7.8 Policy T5 of the London Plan requires residential development to provide one cycle parking space per one-person dwelling (or studio flat), 1.5 spaces per two-person dwelling and two spaces for each unit with two or more bedrooms. Two spaces are also required for 'short stay' visitor parking for a development of this size.

6.7.9 The proposed development would provide 30 long-stay and 2 short-stay cycle parking spaces, which is in line with the minimum London Plan cycle parking standards. Larger cycles are catered for within the cycle store and the number of doors between the residential access and the cycle store has been kept to a minimum. Compatibility with the London Cycle Design Standards will be sought by condition.

*Waste Management, Deliveries and Servicing*

6.7.10 The Council's Waste Management team has reviewed the size of the waste store and the collection methodology, which will be via Coldham Court as with existing collections for the Coldham Court flats, and considers these arrangements to be acceptable. A detailed delivery and servicing plan will be secured by condition. Details of construction works would also be secured by condition.

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

**6.8 Carbon Reduction**

6.8.1 Policy SP4 of the Local Plan requires all new development to be zero carbon (i.e. a 100% improvement beyond Building Regulations Part L (2013)). The London Plan also supports this objective in Policy SI2. Policy DM21 of the DM DPD states that all new development will be expected to consider and implement sustainable design, layout and construction techniques.

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

6.8.3 The proposed development incorporates a range of passive and active design measures to reduce the demand for energy. Solar photovoltaic panels at roof level will provide significant carbon savings via renewable energy. Air source heat pumps would provide heating to the residential properties. The development must be designed to enable a future connection to a district energy system when this is available. This can be secured by condition.

6.8.4 The applicant has demonstrated cumulative carbon savings of 73% for the development. The remaining carbon for this development must therefore be offset by way of a financial contribution at a rate of £95 per tonne over 30 years. This figure is currently estimated to be £17,744, which includes a 10% management fee.

*Overheating*

- 6.8.5 The development would include high g-value glazing, openable windows and enable cross ventilation to maximise the provision of low-energy heat reduction methodologies in the development. The Council's Carbon Reduction Officer supports these methodologies in principle. Further modelling of overheating is required to ensure the most up-to-date climate models and building regulations have been considered as part of the overheating mitigation for this development proposal, and to ensure all appropriate mitigation measures would be secured.
- 6.8.6 As such, the Council's Climate Change Officer has recommended that a revised overheating strategy is secured through condition.
- 6.8.7 Therefore, subject to conditions the application is acceptable in terms of its sustainability and carbon impact.

**6.9 Flood Risk, Drainage and Waterways**

- 6.9.1 London Plan Policies SI12 and SI13 require measures to reduce and manage flood risk and ensure sustainable drainage. Local Plan Policy SP5, and Policies DM24 and DM25 of the DM DPD, state that development shall reduce forms of flooding and implement sustainable urban drainage systems (SUDS) where possible to improve water attenuation, water quality, and local amenity.

*Flood Risk and Drainage*

- 6.9.2 The site is located within Flood Zone 1 and is therefore considered to have a low probability of flooding. The development would significantly improve drainage on site by providing a planted garden area and green roof on a site that was previously covered entirely by hardstanding. The Council's Local Lead Flood Authority Officer has assessed the proposed development and raises no objections to the scheme. Thames Water also raises no objections to the site drainage arrangements.

*Moselle Brook Culvert*

- 6.9.3 Policy DM28 states that new development must be set back at least 5 metres from any watercourse unless otherwise agreed by the Environment Agency. The applicant has considered the potential for de-culverting the Moselle Brook which is located at the southern end of the site, running east to west.
- 6.9.4 The site includes a very small part of the culverted watercourse. It is understood that most of the watercourse flows underneath the back gardens of the properties on Moselle Avenue. Naturalisation of the channel would not currently be possible on both sides of the watercourse due to the large amount of land this requires and the siting of the adjacent residential garden areas. Maintenance of any de-culverted area would also be required from these residential gardens. It is also

understood that water quality in the culvert is not of a quality that would be beneficial to the health of residents. As such, noting that full de-culverting is technically very difficult to achieve and is also not desirable in this location the Environment Agency has raised no objections to the proposed development. Instead, the land adjacent to the culvert can be used as amenity space for residents.

6.9.5 As such, it is considered that the proposal is acceptable in terms of its flood risk, drainage and impact on the culverted watercourse.

## 6.10 Biodiversity and Urban Greening

6.10.1 Policy DM21 of the DM DPD states that proposals should maximise opportunities to enhance biodiversity on site, including through appropriate landscaping measures. Policy G5 of the London Plan requires urban greening to be sought as a fundamental element of site and building design. The target for a predominantly residential development is an urban greening factor of 0.4.

6.10.2 The application site is entirely covered by existing building and hardstanding areas and as such there are no trees or landscaped features on the existing site. The proposal would provide a new landscaped garden area including extensive green roofs, new tree planting and hedging. In addition to the amenity grass area provided this gives the site an urban greening factor of 0.402 which meets the target set out in Policy G5.

6.10.3 Planting will be designed to be suitably robust with appropriate species installed that will thrive in an urban environment. Planting will be supported by management strategies that are to be secured by condition. The provision of new planting and green roof areas would also lead to a clear biodiversity net gain on the site. Further biodiversity improvements could be installed in the form of bird boxes. These can be secured by condition.

6.10.4 The Council's Tree Officer has reviewed the Arboricultural Tree Survey submitted with the application and agrees with its findings. The large sycamore tree adjacent to the site would not be impacted by the proposed development. The Tree Officer recommends conditions to ensure that the landscaped areas have appropriate plant species provided and a maintenance plan in place.

6.10.5 As such, the application would improve the site's biodiversity and provide new landscaping that meets the required urban greening policy targets. The proposal is therefore acceptable for these reasons.

## 6.11 Air Quality and Land Contamination

6.11.1 London Plan Policy S11 states that developments should not lead to further deterioration of existing poor air quality or create unacceptable risk of exposure to poor air quality. The whole of the borough is an Air Quality Management Area.

6.11.2 Policy DM23 requires development proposals to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors.

6.11.3 The development would be air quality neutral with respect to both building-related and transport-related emissions. The Phase I Site Appraisal submitted with the application has indicated that there is a low to moderate risk of contamination at this site. The moderate risks are potentially from hydrocarbon contamination buried in the soil. The Council's Pollution Officer has assessed the submitted documentation and raises no objections subject to a suite of conditions that would secure further ground investigations with associated reporting and monitoring in order to mitigate these risks, detailed demolition and construction management plans, and limits to the emissions from site equipment. As such, the Pollution Officer has raised no objections to the proposal in respect of its contamination risks.

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

## 6.12 Fire Safety

6.12.1 Policy D12 of the London Plan states that all development proposals must achieve the highest standards of fire safety. To this effect major development proposals must be supported by a fire statement.

6.12.2 The Fire Statement submitted with the application confirms the building would be provided with an evacuation lift. Fire vehicles would access the site via Moselle Avenue and Coldham Court. The building would be finished in natural brick which is a highly fire-rated material.

6.12.3 As such, the application is acceptable in respect of its fire safety.

## 6.13 Conclusion

- The development would be acceptable in land use terms as the loss of employment floorspace would be outweighed by the provision of much needed new affordable housing on a small non-designated employment site that is no longer suitable for modern employment purposes within a predominantly residential area.

- The development would provide a high-quality design that reflects the character and appearance of the surrounding area and preserves and enhances the setting of the nearby conservation areas.
- The development has been designed to ensure that a redevelopment of the adjacent petrol station can come forward in the future, without prejudicing the ongoing use of the petrol filling facilities in the short term in accordance with Agent of Change principles.
- The development would provide 17 new high-quality affordable residential units in a suitable mix of housing, including 11% family-sized homes and 11% wheelchair accessible homes, that would contribute to the provision of mixed and balanced communities in the local area.
- The development would not have a material adverse impact on the amenity of adjoining residential occupiers. The internal layout of the development would be of an acceptable quality.
- Car-free development (except for two wheelchair-accessible parking spaces) is acceptable in this highly sustainable location and would be supported by an appropriate number of cycle parking spaces within dedicated, secure and covered storage areas.
- The development would incorporate measures to minimise carbon on-site and would provide an appropriate carbon off-setting payment, in addition to securing other sustainability measures including solar panels, a green roof, on-site planting and biodiversity improvements.
- All other relevant policies and considerations, including equalities, have been taken into account.

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

#### **6.14 Community Infrastructure Levy**

6.14.1 Based on the information submitted with the application the Mayoral and Haringey CIL charges would be nil as the development is for 100% affordable housing and would be eligible for social housing relief.

6.14.2 CIL charges can be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment. An informative will be attached to the decision notice advising the applicant of the above stated position on CIL charges.



**7 RECOMMENDATION**

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

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## Appendix 1 – List of Conditions and Informatives

### Conditions

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

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

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

PL-001, PL-005, PL-010, PL-011, PL-031, PL-050, PL-099, PL-100, PL-101, PL-102, PL-103, PL-104, PL-201, PL-301, PL-302, PL-401, PL-402.

Supporting documents also of relevance to the application:

Design and Access Statement, Planning Statement, Heritage Statement, Statement of Community Involvement, Fire Statement, FRA & SuDS Strategy Report, London Sustainable Drainage Proforma, Daylight & Sunlight Report, Air Quality Assessment, Phase I Site Appraisal, Energy & Sustainability Statement, Tree Survey and Tree Constraints Plan, Urban Greening Factor, Transport Statement, Framework Residential Travel Plan.

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

- 3) Prior to the commencement of above ground works (excepting demolition) detailed drawings (including sections) to a scale of 1:20 to confirm the detailed design and materials of the:
  - a) Detailed elevational treatment;
  - b) Detailing of roof and parapet treatment;
  - c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10), which shall include a recess of at least 115mm;
  - d) Details of entrances and porches which shall include a recess of at least 115mm;
  - e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
  - f) Details of balustrading;
  - g) Facing brickwork: sample panels of proposed brickwork to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
  - h) Details of cycle, refuse enclosures and plant room; and
  - i) Any other external materials to be used;

together with a full schedule of the exact product references for all materials shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be carried out solely in accordance with the approved details.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017.

- 4) All residential units on site shall be built to Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2013 (as amended), and at least 10% (two dwellings) shall be wheelchair accessible or easily adaptable for wheelchair use in accordance with Part M4(3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

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

- 5) The placement of a satellite dish or television antenna on any external surface of the development is precluded, with an exception provided for a communal solution only. Details of any communal dish/antenna must be submitted to the Local Planning Authority for its written approval prior to the first occupation of any residential unit within the development hereby approved. The communal dish/antenna solutions provided shall thereafter be retained as installed.

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

- 6) (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 guidelines at the time of above grade works of each building or phase of said development.  
(b) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development. Confirmation of the certification shall be submitted to and approved in writing by the Local Planning Authority.

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

- 7) Prior to first occupation of the development hereby approved details of all external lighting to the approved building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the

Local Planning Authority, in consultation with the Council's Senior Lighting Engineer. Such details shall include location, height, type and direction of sources and intensity of illumination, demonstrated through a lux plan. The agreed lighting scheme shall be installed as approved and retained/maintained as such thereafter.

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

- 8) The car parking spaces for the development shall be provided for use of 'blue badge' holders and occupiers of the wheelchair user dwellings only. In the event that there are no 'blue badge' holders residing in the development that require use of the parking spaces, the parking spaces may be utilised by occupiers of the three-bedroom units.

Reason: To ensure there is sufficient wheelchair accessible parking on site in accordance with Policy T6 of the London Plan 2021.

- 9) Prior to the first occupation of the development hereby approved the occupiers of the new units will be made aware through their tenancy agreements or conveyancing contracts for purchase of the reserved access to the adjacent Coldham Court car park, which may only be used by the occupiers of Coldham Court.

Reason: To ensure access to the car parking facilities adjacent to the site remains for the sole use of the Coldham Court residents and is kept unobstructed by any vehicles of the site residents.

- 10) Prior to the commencement of development, a Detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall follow the best practice guidelines as set out in the Construction Logistics and Community Safety (CLOCS) standard requirements and CLOCS and Transport for London's Construction Logistics Planning (CLP) Guidance (2021).

The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
- b) The estimated peak number and type of vehicles per day and week;
- c) Estimates for the number and type of parking suspensions that will be required; and
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development,

encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.

- 11) The owner shall no later than three months prior to occupation submit to the Council for approval an Interim Travel Plan Statement for the future residents and visitors of the development, based on the principles set out in the Framework Travel Plan. Without the prior agreement of the Council, the owner shall not allow the development to be occupied until the Interim Travel Plan Statement has been approved by the Council.

Following approval of the Interim Travel Plan Statement, the owner and all residents of the development shall comply with the approved Interim Travel Plan Statement.

Reason: To ensure the Travel Plan Statement is appropriately implemented, reviewed and monitored, to maximise its benefits for the users of the development and minimise any adverse impacts of the development upon the local transport networks.

- 12) Following approval of the Interim Travel Plan Statement, unless otherwise agreed with the Council, the owner shall submit to the Council a Full Travel Plan Statement for the residents and visitors of the development (including a baseline resident travel survey and updates to the mode share targets) no later than six months after first occupation or as soon as 75% of the dwellings become occupied, whichever is sooner.

Following approval of the Full Travel Plan Statement, the owner and all residents of the development shall comply with the approved Full Travel Plan Statement.

The owner shall undertake a review of the Full Travel Plan Statement annually to be submitted to the Council no later than the anniversary of the approval of the Full Travel Plan Statement or on a reasonable alternative date requested or approved by the Council and notified to the owner.

The owner shall have regard to any reasonable recommendations made by the Council upon the operation of the Travel Plan Statement following each annual review and discussion of the same with the Council.

Reason: To ensure the Travel Plan Statement is appropriately implemented, reviewed and monitored, to maximise its benefits for the users of the development and minimise any adverse impacts of the development upon the local transport networks.

- 13) Prior to the first occupation of the development full details of the boundary treatments to be used to secure the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect local biodiversity and ecology in accordance with London Plan Policy G6 and Policy DM19 of the Development Management DPD 2017.

- 14) Prior to the first occupation of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved.

Details shall include information regarding, as appropriate:

- a) Proposed finished levels or contours;
- b) Hard surfacing materials;
- c) Play equipment;
- d) Minor artefacts and structures (e.g. Furniture, refuse or other storage units, signs, lighting etc.); and

Soft landscape works shall be supported by:

- e) Planting plans;
- f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees).

The soft landscaping scheme shall include detailed drawings of:

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

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

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy DM1 of the Development Management DPD 2017 and Policy SP11 of the Local Plan 2017.

- 15) Prior to the first occupation of the development hereby approved details of access arrangements for residents from Moselle Avenue to the front door of

the development shall be submitted to the Local Planning Authority for its written approval. These details shall include information on fob access arrangements, lighting and the safety and security of the route (including for people in wheelchairs), with improvements to these elements provided where possible. Any improvements shall be implemented once approved and retained/maintained as such thereafter.

Reason: To ensure the development can be accessed safely and easily by all in accordance with Policy DM1 of the Development Management DPD 2017.

- 16) Noise arising from the use of any plant and associated equipment shall not increase the existing background noise level (LA90 15mins) when measured (LAeq 15mins) 1 metre external from the nearest residential or noise sensitive premises. The applicant shall also ensure that vibration/structure borne noise derived from the use of any plant or equipment does not cause nuisance within any residential unit or noise sensitive premises.

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

- 17) Prior to the commencement of the development hereby approved details of a scheme of sound insulation to the walls of the flats on the northern side of the development to protect their occupants from noise associated with the adjacent petrol station shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented and retained as such thereafter.

Reason: To protect the amenity of the residents of the development.

- 18) Prior to the commencement above ground works for the development hereby approved scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until a minimum of 30 long-stay and 2 short-stay cycle parking spaces for the residents and visitors of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards.

- 19) The approved development shall not be occupied until a Delivery and Servicing Plan (DSP) has been submitted to and approved in writing by the Local Planning Authority. The DSP shall be in broad conformity with the approved Delivery and Servicing Plan (submitted alongside the Transport Assessment) and Transport for London's Delivery and Servicing Plan Guidance (2020). It shall also include details of vehicle tracking for delivery vehicles within the site. The DSP shall be updated in writing and re-submitted



to the Local Planning Authority within the first six months of occupation or at 75% occupancy, whichever comes first. The development shall thereafter be implemented in accordance with the approved details.

Reason: To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing. In accordance with Policy DM21 of the Development Management DPD 2017.

20) Prior to the commencement of the approved development (other than for investigative work):

- a) Using the information already submitted in Phase I Site Appraisal with reference A19242/DTS/Rev O prepared by Patrick Parsons dated 30th April 2021, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements
- b) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site
- c) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and
- d) A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

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

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 183 of the National Planning Policy Framework.

22) Demolition works shall not commence within the development until (a) a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the Local Planning Authority. Development shall not commence (other than demolition) until (b) a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The DEMP/CEMP shall include a Construction Logistics Plan (CLP), Air Quality and Dust Management Plan (AQDMP) and details of how demolition/construction works are to be undertaken, as appropriate. These documents shall also include: (i) A construction method statement which identifies the stages and details how works will be undertaken; (ii) Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays; (iii) Details of plant and machinery to be used during demolition/construction works; (iv) Details of an Unexploded Ordnance Survey; (v) Details of the waste management strategy; (vi) Details of community engagement arrangements; (vii) Details of any acoustic hoarding; (viii) A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); (ix) Details of external lighting; and, (x) Details of any other standard environmental management and control measures to be implemented.

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

The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include: (i) Mitigation measures to manage and minimise demolition/construction dust emissions during works; (ii) Details confirming the Plot has been registered at <http://nrmm.london>; (iii) Evidence of Non-Road Mobile Machinery (NRMM) and plant (of net power between 37kW and 560 kW) registration shall be available on site in the event of Local Authority Inspection; (iv) An inventory of NRMM currently on site and continually updated as necessary (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection, all plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NO<sub>x</sub> and PM emissions); (v) A Dust Risk Assessment for the works; and (vi) Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details as well as the details of mitigation as described in the submitted Air Quality Report Section 8.

Reason: To protect local air quality and to provide the framework for understanding and managing construction vehicle activity into and out of the proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Local Planning Authority and TfL an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety. In accordance with Policy DM21 of the Development Management DPD 2017.

- 23) 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.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

- 24) The development hereby approved shall be constructed in accordance with the Energy & Sustainability Statement prepared by eb7 delivering a minimum 73% improvement on carbon emissions over Building Regulations Part L 2013, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 11.88 kWp solar photovoltaic (PV) array.

(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:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;
- Location, specification, flow and return temperatures, 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;
- 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);
- A metering strategy.

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. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(b) Within six months of first occupation, evidence that the solar PV array and ASHPs installations have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

(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.

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.

25) Prior to the commencement of development, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) and demonstrate how the overheating risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained thereafter for the lifetime of the development. Air conditioning will not be supported unless exceptional justification is given. The report will include:

- Details of the design measures incorporated within the scheme following the Cooling Hierarchy to show compliance with mandatory DSY1 2020s weather file and more extreme weather files where feasible within the proposed construction, to ensure adaptation to higher temperatures is addressed, the spaces do not overheat, and the use of active cooling is avoided, including details of the feasibility of prioritising passive cooling and ventilation measures;
- Details of the modelled pipework heat losses;
- Details of security measures to the accessible habitable rooms relying on night-time ventilation demonstrating compliance with Building Regulations Part O;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.
- A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming 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) and include any replacement / repair cycles and the annual running costs for the occupiers;
- Annotated floorplans showing which dwellings have been modelled.

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.

26)(a) Prior to the 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) A roof plan identifying where the living roofs will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
- ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> 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 1m<sup>2</sup>, rope coils, pebble mounds of water trays;
- iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vi) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs 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.

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.

27)(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be

submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

Development shall accord with the details as approved and retained for the lifetime of the development.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

28) All parking spaces shall be provided with electric vehicle charging points. Details of the charging infrastructure shall be submitted to the Local Planning Authority for its written approval prior to installation. The infrastructure shall be installed in accordance with the approved documentation and retained as such thereafter.

Reason: In order to ensure low carbon and low air quality impact of the development.

29) The development shall be built, managed and maintained as per the submitted FRA & SuDS Strategy Report.

Reason: To ensure adequate surface water drainage for the lifetime of the development.

30) Prior to the commencement of above ground of construction work, details relating to the future connection of the development to Haringey's district energy network must be submitted to and approved by the Local Planning Authority. These details shall include:

- Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary to be delivered as part of this proposal, including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
- A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat

substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation.

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 SI3, Local Plan (2017) Policy SP4 and Development Management DPD Policy DM22.

## **Informatives**

1. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. The applicant is reminded that this planning permission does not infer consent for any signage that may be attached to the development hereby approved and separate advertisement consent may need to be sought.
3. The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3797 / email: [street.naming@haringey.gov.uk](mailto:street.naming@haringey.gov.uk)) to arrange for the allocation of a suitable address.
4. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
5. 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.
6. The applicant must seek the 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](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.
7. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:
  - on or within 8 metres of a main river (16 metres if tidal)
  - on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
  - on or within 16 metres of a sea defence
  - involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
  - in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03702 422 549 or by emailing [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk). The applicant should not assume that a permit will automatically be forthcoming once planning

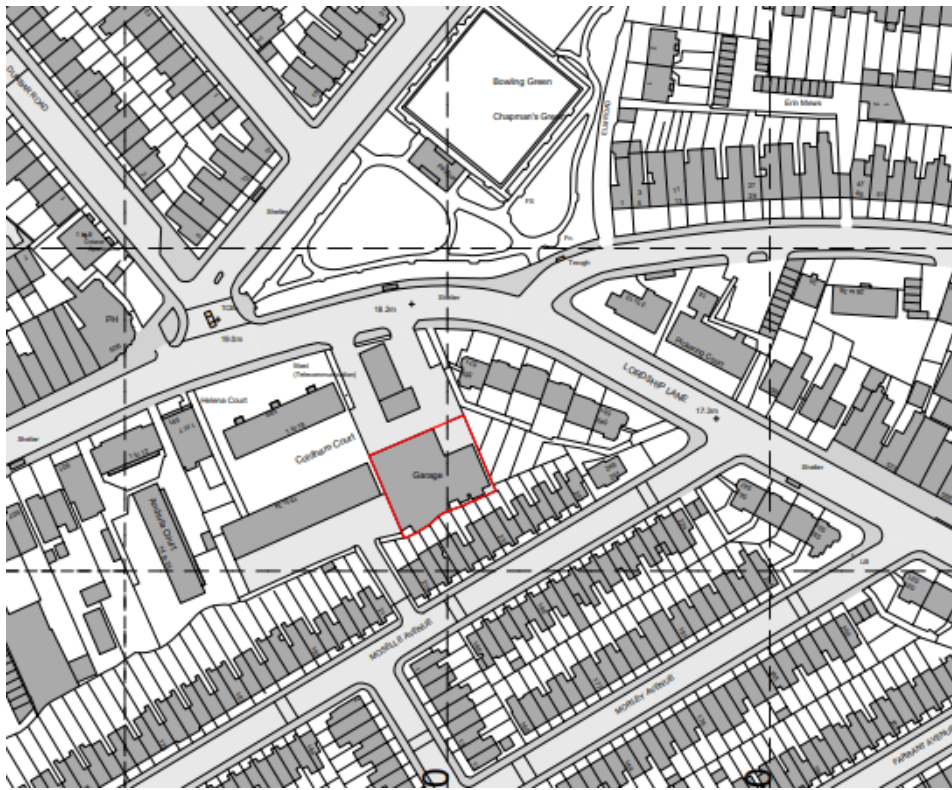


permission has been granted, and we advise them to consult with us at the earliest opportunity.

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## Appendix 2 – Plans and Images

### Existing Site Location Plan



### View from Coldham Court



View from Lordship Lane



View from Moselle Avenue



Aerial View from South-West



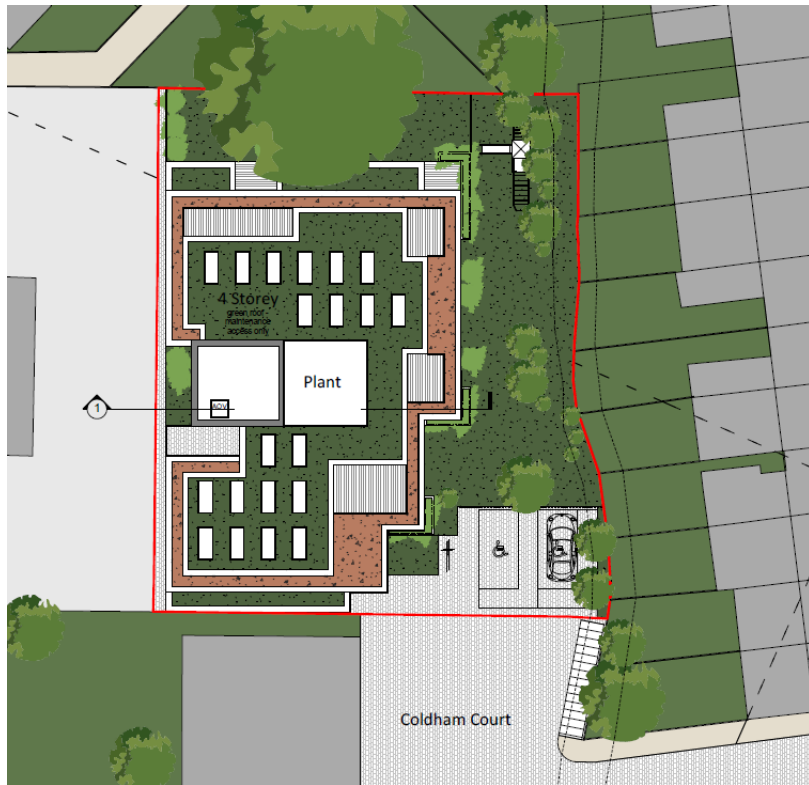
Proposed Ground Floor Plan



Proposed Upper Floor Plan



Proposed Roof Plan



### Appendix 3 – Consultation Responses from Internal and External Agencies

Stakeholder (LBH)	Comments	Response
<p><b>Design Officer</b></p>	<p><b><u>Context</u></b></p> <ol style="list-style-type: none"> <li>1. The proposals are for replacement of an industrial unit behind a petrol station with residential. The petrol station fronts Lordship Lane, one of the main east-west link roads in the borough, which connects Wood Green with Tottenham. The site is closer to the Wood Green end of Lordship Lane, an approximately 10 minute walk away, whilst there are several small local shops in short parades on Lordship Lane short distances to the east and west of the site. Opposite the petrol station is Chapmans Green, a modest sized local public park, whilst the other three sides of the site are in residential use.</li> <li>2. Neighbouring the site to its east is a block from the Lordship Lane Estate, an early 20th century council estate of four, 2-3 storey blocks lining the south side of Lordship Lane, in a striking Arts and Crafts style, of good enough quality to be designated a Conservation Area of the same name. They consist of ground floor flats with their own front doors, with maisonettes over on the 1st floor and into their steeply pitched roofs; each flat having a private back garden, some of which back onto the eastern boundary of the site. The southern boundary, which is also the line of the culverted River Moselle, backs onto the Noel Park Estate, a pioneering late 19th century philanthropic dwellings company estate of terraced two and three storey cottages, also of a consistent high quality design and also a conservation area of its same name.</li> <li>3. The western boundary is to Coldham Court, a post-war council estate of three and four storey blocks, the nearest two of which are both parallel to Lordship Lane, with communal landscaping to the main street frontage and between the two, and a parking court south of the southern block. This is accessed through a gap in Moselle</li> </ol>	<p>Comments have been taken into account. Materials and design detailing would be controlled by condition.</p>

Stakeholder (LBH)	Comments	Response
	<p data-bbox="533 276 1742 379">Avenue, the Noel Park Estate street south of this site, and provides access to residents' garages on the ground floor of this block. The site and location is therefore well suited to residential development.</p> <p data-bbox="465 419 976 451"><b><u>Street / Block Layout and Access</u></b></p> <p data-bbox="483 496 1720 935">4. In this application scheme, the proposal is a single new residential block parallel to the frontage to Lordship Lane to the north and back of the houses on Moselle Road to the south, pulling back from the boundary to the back gardens of the Lordship Lane Estate to the east, but starting from close to the boundary of Coldham Court, where there is a blank flank wall to its southern block, to which it would act as a continuation. The proposed residential building would, sensibly, turn its back on the petrol station, to protect residents from noise and pollution. This entails accessing the new block from Moselle Avenue, via Coldham Court's car park, for which the applicants have entered into an agreement with the council's Housing Department. This layout and access will be beneficial to Coldham Court and wider community integration, enlivening and bringing passive surveillance to the currently car dominated car park access point to Coldham Court</p> <p data-bbox="483 975 1733 1375">5. The application site layout leaves private gardens for ground floor flats to the west side, where the set-back avoids overshadowing of neighbouring private gardens and protects a large tree. To the south, up to the culvert of the Moselle and the back gardens of Moselle Avenue is proposed as a private communal garden and childrens playspace; it will be open to and passively surveilled from the entrance to existing Coldham Court and this new development, promoting integration of the development with neighbours and allowing potential for future deculverting of The Moselle. Back gardens of properties along Moselle Avenue will be protected by their existing high brick garden walls and site landscaping but will gain an open planted neighbour in place of a two storey industrial unit. The main front door to the development is located to be visible from the approach into Coldham Court from Moselle Avenue,</p>	



Stakeholder (LBH)	Comments	Response
	<p>providing an excellent clear route and passive surveillance of the whole parking court, communal garden and entrance area.</p> <p><b><u>Principal of Development and Masterplanning</u></b></p> <p>6. The loss of employment on the site is positive from a design point of view, as it will be a more compatible neighbour to the predominantly residential neighbours. It is not likely that more modern employment uses would be attracted to this site if they had to enter the site across the petrol station forecourt or from Coldham Court, deep in the “residential hinterland”. This is notwithstanding that, whilst the petrol station itself may be a viable business at the moment, given that petrol driven cars will be withdrawn from sale within the next 10 years, it is likely that it will need to change use, and probably be redeveloped itself, within the next 10-20 years. If it was redeveloped now, the urban design recommendation for the site would be commercial or community use on the ground floor, generating employment and active frontage onto Lordship Lane, with three or four floors of residential above.</p> <p>7. These proposals therefore accommodate both continued use of the petrol station, albeit that that is likely to be only in the short to medium term, and likely redevelopment as described above. The proposals have only a single access door and a few small secondary upper floor windows onto the petrol station, so that an L- or T-shaped block plan on the petrol station site could be built up to the boundary of this building, possibly with complete ground floor coverage for non-residential uses. The access door maintains the landowners’ right of way, and would be used for refuse collection for this development, but not for residents’ or visitors’ access.</p> <p><b><u>Architectural Expression, Fenestration &amp; Materiality</u></b></p> <p>8. The proposals are for a four storey building, with a distinct ground floor “Base”, two storey “Middle” and set back “Top”; the latter in lightweight grey metal cladding of a more roof-like appearance contrasting with the predominantly red bricks to the base</p>	

Stakeholder (LBH)	Comments	Response
	<p>and middle, with a darker red used for the Base and for details around windows. This, and in particular these brick tones, picks up on and aims to match materials used in the vicinity, particularly in the Noel Park Estate. The height up to the set-back top floor matches those of Coldham Court, and is one floor higher than those of Moselle Avenue, a reasonable step up for a development that will have a reasonable separation from it. There are buildings of three, four and five storeys along Lordship Lane in the close vicinity.</p> <p>9. Fenestration is orderly and proportioned with vertical emphasis to match the context, particularly of the Noel Park Estate. Despite being a modestly sized development, views of the proposals are carefully considered, especially from the south-east and south west, through the entrance to Coldham Court from Moselle Avenue and through the gap between the end of Moselle Avenue and the neighbouring Lordship Lane estate block (across back gardens), in recognition of their Conservation Area status, and the proposal is considered to harmonise in height, proportions and materials with neighbouring buildings of both Conservation Areas.</p> <p>10. From the north, the proposal makes a purposeful back onto the petrol station forecourt. As discussed elsewhere, it is reasonable to assume there is a high likelihood that this site will be redeveloped some time in the medium term future, when this will be hidden by adjoining buildings, that could be built right up to this without any detrimental impact. In the interim and/or absence, the petrol station will not form an attractive sight, but the proposals will not be <i>just</i> a blank wall onto it; divided into three distinct vertical elements, in two contrasting bricks, with the stair core picked out in the darker brick of the base, along with hit-and-miss patterned brick, offering glimpses of form, light and movement behind, as well as a couple of small kitchen and bathroom windows, it will form a harmless and sufficiently interesting backdrop to improve even this ugly space.</p> <p><b><u>Residential Quality (flat, room &amp; private amenity space shape, size, quality and aspect)</u></b></p>	

Stakeholder (LBH)	Comments	Response
	<p>11. With four flats on the ground floor, five on the first and second and three on the third floor, the proposed new homes are considered to provide an excellent standard of residential accommodation. All flats have at least dual aspect, albeit that some south facing one bedroom flats rely for their second aspect on windows facing west or south from projections beside balconies. In the case of those on the south side, facing west, these are also their primary outlook onto their balconies, which themselves are primarily oriented west, with screening to their routh to reduce overlooking to the rear elevations and back gardens of the existing neighbouring houses on Moselle Avenue, notwithstanding that the nearest habitable room windows of those house are 18m or more away from windows in the proposal, 18m being the maximum distance at which the human face can be recognised.</p> <p>12. All flats have generous balconies, roof terraces or private ground floor gardens. In addition, as mentioned above, all flats will benefit from access to a shared communal soft landscaped external amenity space, including within playable landscaped features and play equipment for younger children, meeting the definition of doorstep play. As is to be routinely expected, all flat, relevant room and storage sizes, area and height, meet or exceed statutory minima in the Nationally Described Space Standards, and indeed generally go beyond, to meet the standards set in the Council's Housing Team Design Standards.</p> <p><b><u>Daylight and Sunlight</u></b></p> <p>13. The applicants provided Daylight and Sunlight Reports on levels within their development and the effect of their proposals on relevant neighbouring buildings, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide".</p>	

Stakeholder (LBH)	Comments	Response
	<p>14. All habitable rooms exceed the minimum recommended in The BRE Guide for daylight. Three of the 14 living rooms in the proposed development fall short of the recommended levels for sunlight. These three are each one bedroom flats in the north-east corner of the proposed development, on the ground, first and second floors. These flats' main outlook is east-north-east (about 10° north of due east), with a secondary window and door facing south-south-east into their deeply recessed balcony. The BRE Guide only counts windows facing within 90° of due south, meaning only the windows onto recessed balconies in these cases, whilst the rooms will receive good early sunlight, as well as having generously sized, at least partially sunlit, external amenity space.</p> <p>15. The applicants day and sunlight consultants have also assessed the effect of their development on other existing neighbours that could conceivably be affected by this development, namely Coldham Court, Moselle Avenue and 557-571 Lordship Lane. This found NO noticeable adverse effects on daylight or sunlight for any neighbouring dwellings, a very good result that really strongly demonstrates the suitability of the development form, bulk and height to the site context.</p> <p>16. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected, albeit that it is pretty much achieved in this exemplary proposal.</p>	

Stakeholder (LBH)	Comments	Response
	<p><b><u>Summary</u></b></p> <p>These proposals are well designed and appropriate to the site. They are of a form, bulk and mass appropriate to the location and context, fitting like a glove, with <i>no</i> adverse impacts on neighbours. In proportions, fenestration and materials that are compatible with the two neighbouring conservation areas, it will have an attractive appearance from within the conservation areas and neighbouring residential streets and estates, and an acceptably enlivened temporary backdrop to the petrol station. It will provide good quality homes within well landscaped spaces and providing improvements to the currently poor quality approach to Coldham Court from Moselle Avenue.</p>	
<p><b>Conservation Officer</b></p>	<p>The application site is located adjacent to two conservation areas, Noel Park Conservation Area to the south, and Lordship Lane Conservation Area to the east. The proposals are for replacement of an industrial unit, comprising one and two storey buildings, with a residential development of four storeys.</p> <p>The proposed development has been discussed extensively with Officers during pre-application meetings. The principle of the proposed development is acceptable. The proposed height, mass and scale take into consideration the prevailing urban scale and have been tested in views from the conservation areas towards the site.</p> <p>The design, built form and materiality of the proposed development have been informed by the character and appearance of the surrounding conservation areas.</p> <p>Overall, it is considered that the proposed development would preserve the character and appearance of the conservation areas and there would be no adverse impact on their significance. Therefore, there is no objection from a conservation perspective.</p>	<p>Comments have been taken into account in the assessment of this application.</p>

Stakeholder (LBH)	Comments	Response
<p><b>Transportation Officer</b></p>	<p><b>Transport Statement</b></p> <p><u>Existing Trip Generation</u></p> <p>The existing trip generation is focussed on vehicles and does not examine other modes of travel. Based on Census journey-to-work modal share data (table WP7103EW), a multi-modal trip generation could have been established by deriving all non-vehicle modes from the volume of vehicle trips calculated from TRICS. Nevertheless, by underestimating the volume of existing trips, the assessment is robust in terms of net trips.</p> <p><u>Development Proposals</u></p> <p>The development proposals are for the demolition of the existing 830sqm light-industrial building and the construction of a residential block comprising 17 flats, of which 10No. 1-bed, 2-person units, 5No. 2-bed, 3-person units and 2No. 3-bed, 4-person units. A total of 2 units are proposed to be wheelchair-accessible.</p> <p><u>Proposed Pedestrian and Cycle Access</u></p> <p>Pedestrian and cycle access would be gained via Coldham Court, off Moselle Avenue. Secondary access would be granted on the north side of the proposed building, via the petrol filling station.</p> <p><u>Proposed Vehicular Access</u></p> <p>All vehicular access would be via Coldham Court. The swept paths provided show that vehicles could manoeuvre satisfactorily into, within and out of the site.</p> <p><u>Proposed Car Parking</u></p>	<p>Comments have been taken into account. The recommended conditions and obligations will be secured.</p>

Stakeholder (LBH)	Comments	Response
	<p>The proposed development would be car-free, with the exception of 2 wheelchair-accessible parking spaces located in the site's southwest corner and accessed via Coldham Court. Both spaces would benefit from electric vehicle charging points.</p> <p>The site is located in the Wood Green Outer Controlled Parking Zone (CPZ) operating Monday-Saturday 08:00-18:30. The site's Public Transport Accessibility Level is 5. In line with Policy DM32: Parking of the Development Management DPD, the proposed development would indeed qualify for a car-free status. The Council would not issue any residents of the proposed development with on-street resident parking permits due to its car-free nature. The Council would use legal agreements to require the landowners to advise all occupiers of the car-free status of the proposed development.</p> <p>It is noted that the parking spaces serving the Coldham Court development adjacent to the site are private and the future residents of the proposed development would not have access to those spaces. A planning condition may be sought to prevent the future residents from parking there.</p> <p><u>Parking Stress Survey</u></p> <p>The parking stress survey undertaken as per the Lambeth methodology within 200m of the site has shown that all surveyed streets are largely below the 85% occupancy threshold, with the busiest street being Gladstone Avenue (75% occupancy). The parking stress levels have been assessed based on the typical 5m bay length advocated by the methodology; from experience, driver parking habits in the borough mean that sometimes the bay length required to park a vehicle is closer to 6m. However, it is expected that, even with a 6 bay length, there would remain significant spare capacity in the locality.</p> <p>Therefore, whilst the proposed development would be made car-free, it could still give rise to additional parking demand (through visitor parking permits) which could be easily accommodated in the site's vicinity due to sufficient residual on-street parking capacity.</p>	

Stakeholder (LBH)	Comments	Response
	<p><u>Proposed Cycle Parking</u></p> <p>The proposed development would provide 30 long-stay and 2 short-stay cycle parking spaces, which is in line with the minimum London Plan (2021) cycle parking standards.</p> <p>Additionally, 5% of the 30 long-stay spaces (equating to 1.5 spaces, rounded to 2 spaces) should be provided for larger cycles in the form of a double-sided Sheffield stand. We would also expect to see 20% of the 30 spaces to be in the form of Sheffield stands. Hybrid solutions with Sheffield stands in the lower part and racks in the upper part should be explored at this stage.</p> <p>Once an indicative layout has been agreed, we would seek to secure the adequacy of the cycle parking and access arrangements by planning condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on a plan.</p> <p><u>Proposed Trip Generation</u></p> <p>The proposed trip generation methodology is accepted. The delivery and servicing trips used in the Transport Statement are based on LGV trip rates. The TRICS output appended to the document shows that the dedicated ‘Servicing Vehicles’ trip rates should have been used instead, but it is acknowledged that the difference between the two methodologies would have been small considering the scale of the proposed development and the resultant number of trips.</p> <p><u>Net Change in Trips and Transport Impact</u></p>	



Stakeholder (LBH)	Comments	Response
	<p>The net trip generation shows a decrease in the number of vehicle trips, and an increase in the number of walking, cycling and public transport trips. A more accurate calculation would have obtained if the existing trip generation had been more refined to take account of non-vehicle modes. However, the assessment is robust as it underestimates the number of existing trips, thus overestimating the net trip estimates.</p> <p>The impact of the proposed development upon the local transport networks would not be significant.</p> <p><b>Construction Management and Logistics Plan</b></p> <p>A Construction Management and Logistics Plan (CMLP) would be secured by planning condition. The purpose of the CMLP is to help the developer minimise the construction impacts related to both on-site activity and the transport arrangements for vehicles servicing the site, whilst setting out the detailed procedures, sequencing and methodology to be followed by the project team.</p> <p>The document covers a number of management considerations, including community liaison, transport (traffic routes, traffic volume, access and egress, delivery times, loading and unloading, highway interventions etc.) and environmental (noise, vibration, dust, air quality, emissions, contamination, waste and material, ecology etc.) impacts and mitigation measures.</p> <p>The CMLP outlines the methodology for each phase of the planned demolition and construction works, as well as the anticipated timescales. It must give consideration to any cumulative impacts arising from local construction activity. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The CMLP must follow the best practice guidelines as set out in the Construction Logistics and Community Safety (CLOCS) standard requirements and CLOCS and Transport for London's Construction Logistics Planning (CLP) Guidance (2021).</p> <p><b>Framework Travel Plan</b></p> <p>It's unclear why it has been provided as the number of units means the scheme is under the TfL threshold for a Travel Plan Statement, and the proposed development is not mixed-use. However, we welcome the provision of a Travel Plan Statement.</p> <p>I have no specific comments on the Framework Travel Plan, which is overall acceptable. Some observations to note:</p> <ul style="list-style-type: none"> <li>- It is not certain that the Travel Plan Co-ordinator will be internal to the Council or Homes for Haringey, depending on the final ownership/management arrangements in place upon first occupation. This should be kept under review for future iterations of the Travel Plan Statement. We may decide to secure these by means of planning conditions or the Section 106 agreement.</li> <li>- Monitoring would not be limited to travel surveys and mode share targets. The use of the cycle parking facilities would also have to be closely monitored.</li> </ul> <p>We would not object to the planning application being granted permission on transport grounds, subject to planning conditions and obligations:</p> <p><b>Planning Conditions</b></p> <p>1) <u>Cycle Parking Details</u></p>	

Stakeholder (LBH)	Comments	Response
	<p>No development shall take place until scaled drawings with details of the location and dimensions of secure cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until a minimum of 30 long-stay and 2 short-stay cycle parking spaces for the residents and visitors of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.</p> <p><u>Reason:</u> To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.</p> <p>2) <u>Construction Management and Logistics Plan</u></p> <p>Prior to the commencement of development, a Detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall follow the best practice guidelines as set out in the Construction Logistics and Community Safety (CLOCS) standard requirements and CLOCS and Transport for London's Construction Logistics Planning (CLP) Guidance (2021).</p> <p>The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> <li>a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;</li> <li>b) The estimated peak number and type of vehicles per day and week;</li> <li>c) Estimates for the number and type of parking suspensions that will be required; and</li> <li>d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.</li> </ul>	

Stakeholder (LBH)	Comments	Response
	<p><u>Reason:</u> To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.</p> <p>3) <u>Car Parking Management</u></p> <p>Prior to occupation, any prospective occupiers of the new units will be made aware through their tenancy agreements or conveyancing contracts for purchase of the reserved access to the adjacent Coldham Court car park, which may only be used by the occupiers of Coldham Court.</p> <p><u>Reason:</u> To ensure access to the car parking facilities adjacent to the site remains for the sole use of the Coldham Court residents and is kept unobstructed by any vehicles of the site residents.</p> <p>4) <u>Interim Travel Plan Statement</u></p> <p>The owner shall no later than three months prior to occupation submit to the Council for approval an Interim Travel Plan Statement for the future residents and visitors of the development, based on the principles set out in the Framework Travel Plan. Without the prior agreement of the Council, the owner shall not allow the development to be occupied until the Interim Travel Plan Statement has been approved by the Council.</p> <p>Following approval of the Interim Travel Plan Statement, the owner and all residents of the development shall comply with the approved Interim Travel Plan Statement.</p>	

Stakeholder (LBH)	Comments	Response
	<p><u>Reason:</u> To ensure the Travel Plan Statement is appropriately implemented, reviewed and monitored, to maximise its benefits for the users of the development and minimise any adverse impacts of the development upon the local transport networks.</p> <p>5) <u>Full Travel Plan Statement</u></p> <p>Following approval of the Interim Travel Plan Statement, unless otherwise agreed with the Council, the owner shall submit to the Council a Full Travel Plan Statement for the residents and visitors of the development (including a baseline resident travel survey and updates to the mode share targets) no later than six months after first occupation or as soon as 75% of the dwellings become occupied, whichever is sooner.</p> <p>Following approval of the Full Travel Plan Statement, the owner and all residents of the development shall comply with the approved Full Travel Plan Statement.</p> <p>The owner shall undertake a review of the Full Travel Plan Statement annually to be submitted to the Council no later than the anniversary of the approval of the Full Travel Plan Statement or on a reasonable alternative date requested or approved by the Council and notified to the owner.</p> <p>The owner shall have regard to any reasonable recommendations made by the Council upon the operation of the Travel Plan Statement following each annual review and discussion of the same with the Council.</p> <p>The review and monitoring of the implementation of the Travel Plan Statement will span over a period of five years starting from the submission of the Full Travel Plan Statement (including the baseline staff travel survey). A financial contribution of £3,000 will be required to be paid in full to this effect.</p>	

Stakeholder (LBH)	Comments	Response
	<p><u>Reason:</u> To ensure the Travel Plan Statement is appropriately implemented, reviewed and monitored, to maximise its benefits for the users of the development and minimise any adverse impacts of the development upon the local transport networks.</p> <p><b>Section 106 Planning Obligations or Unilateral Undertaking</b></p> <p>1) <u>Car-Capped Development</u></p> <p>The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car-free” and therefore no residents therein will be entitled to apply for a resident’s parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4,000 (four thousand pounds) towards the amendment of the TMO for this purpose.</p> <p><u>Reason:</u> To ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p>2) <u>Car Club Membership</u></p> <p>The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of:</p> <ul style="list-style-type: none"> <li>• two years’ free membership for all residents and £50 (fifty pounds in credit) per year for the first 2 years; and</li> <li>• an enhanced car club membership for the family-sized units (3-plus bed units) including 3 years’ free membership and £100 (one hundred pounds in credit) per year for the first 3 years.</li> </ul>	

Stakeholder (LBH)	Comments	Response																								
	<p><u>Reason:</u> To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p>																									
<p><b>Climate Change Officer</b></p>	<p><b>Carbon Management Response 24/06/2022</b></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Response from the applicant to CM comments dated 23<sup>rd</sup> April 2022</li> <li>• Energy &amp; Sustainability Statement prepared by eb7 (5<sup>th</sup> April 2022), including: <ul style="list-style-type: none"> <li>○ TM59 Overheating Analysis prepared by eb7 (dated October 2021)</li> </ul> </li> <li>• Relevant supporting documents.</li> </ul> <p><b>Energy</b></p> <p>The table below has been updated by the applicant, modelling a 73% reduction in regulated carbon emissions.</p> <table border="1" data-bbox="468 868 1561 1289"> <thead> <tr> <th data-bbox="472 871 904 906"><i>(SAP10 emission factors)</i></th> <th data-bbox="904 871 1055 906"><b>tCO<sub>2</sub></b></th> <th data-bbox="1055 871 1556 906"><b>%</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="472 906 904 943"><b>Baseline emissions</b></td> <td data-bbox="904 906 1055 943">16.91</td> <td data-bbox="1055 906 1556 943"></td> </tr> <tr> <td data-bbox="472 943 904 979"><b>Be Lean savings</b></td> <td data-bbox="904 943 1055 979">1.77</td> <td data-bbox="1055 943 1556 979">10.47%</td> </tr> <tr> <td data-bbox="472 979 904 1016"><b>Be Clean savings</b></td> <td data-bbox="904 979 1055 1016">0</td> <td data-bbox="1055 979 1556 1016">0%</td> </tr> <tr> <td data-bbox="472 1016 904 1053"><b>Be Green savings</b></td> <td data-bbox="904 1016 1055 1053">10.57</td> <td data-bbox="1055 1016 1556 1053">62.51%</td> </tr> <tr> <td data-bbox="472 1053 904 1090"><b>Cumulative savings</b></td> <td data-bbox="904 1053 1055 1090">12.34</td> <td data-bbox="1055 1053 1556 1090">72.97%</td> </tr> <tr> <td data-bbox="472 1090 904 1174"><b>Carbon shortfall to offset (tCO<sub>2</sub>)</b></td> <td colspan="2" data-bbox="904 1090 1556 1174">4.57</td> </tr> <tr> <td data-bbox="472 1174 904 1286"><b>Carbon offset contribution (incl. 10% management fee)</b></td> <td colspan="2" data-bbox="904 1174 1556 1286">£95 x 30 years x 4.57 tCO<sub>2</sub>/year = £13,024.50 + 10% (£1,613) = £17,744</td> </tr> </tbody> </table> <p><b>Energy - Be Lean</b></p>	<i>(SAP10 emission factors)</i>	<b>tCO<sub>2</sub></b>	<b>%</b>	<b>Baseline emissions</b>	16.91		<b>Be Lean savings</b>	1.77	10.47%	<b>Be Clean savings</b>	0	0%	<b>Be Green savings</b>	10.57	62.51%	<b>Cumulative savings</b>	12.34	72.97%	<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	4.57		<b>Carbon offset contribution (incl. 10% management fee)</b>	£95 x 30 years x 4.57 tCO <sub>2</sub> /year = £13,024.50 + 10% (£1,613) = £17,744		<p>Comments have been taken into account. The recommended conditions and obligations will be secured.</p>
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	<p>With SAP2012 carbon factors the Be Lean carbon reduction is also 10%, which is policy compliant. Although the response document stated that the Be Lean strategy had been updated, no changes were found.</p> <p><b>Energy - Be Clean</b> The applicant confirmed verbally that an ambient loop (low-temperature system) is not being proposed, which is acceptable. A plantroom has been allocated on the basement floor plan. Further detail of infrastructure to be delivered as part of this development to enable a future DEN connection will need to be submitted at planning condition stage.</p> <p><b>Energy - Be Green</b> The solar PV array has been increased to 36 panels, with a peak capacity of 11.88 kWp (equivalent to a reduction of 2.28 tCO<sub>2</sub>/year). This is supported.</p> <p><b>Overheating</b> The applicant has not modelled the development with the London Weather Centre file. This is not consistent with other developments in the borough and it will not account for the higher risk of heat within Haringey.</p> <p>The report states that the TM59 analysis assumes restricted window opening for safety at height and preventing the risk of entry at ground floor. However, no detail has been provided to demonstrate how that will comply with Building Regulations Part O and whether these windows can be assumed to be partly openable at night.</p> <p>The top floor communal corridor was modelled, passing the requirements. It has an assumed heat loss of 9.12 W/m from the 22mm communal heating pipework and the heat interface units (HIUs). A further assessment on the acceptability of this heat loss will be undertaken at detailed design stage.</p>	



Stakeholder (LBH)	Comments	Response
	<p><b>Sustainability – Biodiversity</b> The design team did not add any further comments on the biodiversity benefits to be delivered on site. Biodiversity benefits should be maximised on site.</p> <p><b>Planning Obligations Heads of Terms</b></p> <ul style="list-style-type: none"> <li>- Be Seen commitment to uploading energy data</li> <li>- Energy Plan and Sustainability Review</li> <li>- Estimated carbon offset contribution (and associated obligations), plus a 10% management fee (based on £2,850 per tonne of carbon emissions) – with a revised offset contribution calculated at Energy Plan and Sustainability Review stage, payment 50% due at commencement and remaining 50% post-occupation</li> </ul> <p><b>Planning Conditions</b> To be secured:</p> <p><u>Energy strategy</u> <i>The development hereby approved shall be constructed in accordance with the Energy &amp; Sustainability Statement prepared by eb7 (5th April 2022) delivering a minimum 73% improvement on carbon emissions over Building Regulations Part L 2013, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 11.88 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"> <li>- <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i></li> <li>- <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;</i></li> <li>- <i>Location of equipment, specification, flow and return temperatures, and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of</i></li> </ul>	

Stakeholder (LBH)	Comments	Response
	<p><i>Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework, plant room layout and noise and visual mitigation measures;</i></p> <ul style="list-style-type: none"> <li>- <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);</i></li> <li>- <i>A metering strategy.</i></li> </ul> <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. 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>(b) Within six months of first occupation, evidence that the solar PV array and ASHPs installations have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</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.</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><u>Future DEN Connection</u>  <i>Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</i></p>	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> <li>• <i>Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary to be delivered as part of this proposal, including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;</i></li> <li>• <i>A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation.</i></li> </ul> <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 SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u>Overheating</u>  <i>Prior to the commencement of development, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) and demonstrate how the overheating risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained thereafter for the lifetime of the development. Air conditioning will not be supported unless exceptional justification is given.</i></p> <p><i>The report will include:</i></p> <ul style="list-style-type: none"> <li>- <i>Details of the design measures incorporated within the scheme following the Cooling Hierarchy to show compliance with mandatory DSY1 2020s weather file and more extreme weather files where feasible within the proposed construction, to</i></li> </ul>	

Stakeholder (LBH)	Comments	Response
	<p><i>ensure adaptation to higher temperatures is addressed, the spaces do not overheat, and the use of active cooling is avoided, including details of the feasibility of prioritising passive cooling and ventilation measures;</i></p> <ul style="list-style-type: none"> <li>- <i>Details of the re-modelled pipework heat losses;</i></li> <li>- <i>Details of security measures to the accessible habitable rooms relying on night-time ventilation demonstrating compliance with Building Regulations Part O;</i></li> <li>- <i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i></li> <li>- <i>A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming 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) and include any replacement / repair cycles and the annual running costs for the occupiers;</i></li> <li>- <i>Annotated floorplans showing which dwellings have been modelled.</i></li> </ul> <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><u>Living roof</u></p> <p><i>(a) Prior to the 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"> <li><i>i) A roof plan identifying where the living roofs will be located;</i></li> </ul>	

Stakeholder (LBH)	Comments	Response
	<p><i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm;</i></p> <p><i>ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate</i></p> <p><i>iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> 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 1m<sup>2</sup>, rope coils, pebble mounds of water trays;</i></p> <p><i>iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);</i></p> <p><i>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vi) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs 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.</i></p>	

<b>Stakeholder (LBH)</b>	<b>Comments</b>	<b>Response</b>
	<p><i>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><u>Biodiversity</u></p> <p><i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> <p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the 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>	
<b>Housing Officer</b>	<p>The Housing Department supports this proposal for a 100% affordable scheme and has been pleased with the way the owner / developer has worked with the Councils Housing Team to develop this proposal.</p>	<p>Comments have been taken into account in the</p>

Stakeholder (LBH)	Comments	Response
		assessment of this application.
<b>Pollution</b>	<p>Having considered all the relevant submitted supportive information i.e. Air Quality Assessment prepared by eb7 Ltd dated 17<sup>th</sup> November 2021 taken note of sections 5 (Baseline Air Quality), 6 (Potential Impacts), 7 (Air Quality Neutral Assessment), 8 (Mitigation) and 9 (Summary &amp; Conclusions), Energy &amp; Sustainability Statement prepared by eb7 Ltd dated 1<sup>st</sup> October 2021 taken note of section 8 (Conclusions) on the use of PV array roof top level &amp; heat pump driven heating &amp; DHW systems as well as the Phase I Site Appraisal with reference A19242/DTS/Rev O prepared by Patrick Parsons dated 30<sup>th</sup> April 2021 taken note of sections 2 (Phase I Desk Study), 3 (Phase I Conceptual Model), 4 (Recommendations), 5 (Further Work &amp; Conclusions) of the need for site investigation, chemical analysis and gas monitoring, <b>please be advise that we have no objection to the proposed development in relation to AQ and Land Contamination but the following planning conditions and informative are recommend should planning permission be granted.</b></p> <p><b>1. <u>Land Contamination</u></b>  Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> <li>a. Using the information already submitted in Phase I Site Appraisal with reference A19242/DTS/Rev O prepared by Patrick Parsons dated 30<sup>th</sup> April 2021, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.</li> <li>b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which</li> </ol>	Comments have been taken into account. The recommended conditions will be secured.

Stakeholder (LBH)	Comments	Response
	<p>shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;</p> <p>d. 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> <p><b><u>Reason:</u></b> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><b>2. <u>Unexpected Contamination</u></b></p> <p>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><b><u>Reasons:</u></b> 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><b>3. <u>NRMM</u></b></p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <a href="http://nrmm.london/">http://nrmm.london/</a>.</p>	



Stakeholder (LBH)	Comments	Response
	<p>Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p><b>b.</b> An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p><b>Reason:</b> To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p><b>4. Demolition/Construction Environmental Management Plans</b></p> <p><b>a.</b> Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p><b>b.</b> Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/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;</p>	

Stakeholder (LBH)	Comments	Response
	<p>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;</p> <p>iii. Details of plant and machinery to be used during demolition/construction works;</p> <p>iv. Details of an Unexploded Ordnance Survey;</p> <p>v. Details of the waste management strategy;</p> <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. Dust Monitoring and joint working arrangements during the demolition and construction work;</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 demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/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 demolition/construction dust emissions during works;</p>	

Stakeholder (LBH)	Comments	Response
	<p>ii. Details confirming the Plot has been registered at <a href="http://nrmm.london">http://nrmm.london</a>;</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><b>The development shall be carried out in accordance with the approved details as well as on the applicant submitted proposed mitigation in the Air Quality Report in section 8 (Mitigation).</b></p> <p><b>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.</b></p> <p><b>Reason:</b> 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><b>Informative:</b></p> <ol style="list-style-type: none"> <li>1. Prior to the demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</li> </ol>	

<b>Stakeholder (LBH)</b>	<b>Comments</b>	<b>Response</b>
<b>Waste Management</b>	<p>I have had an initial look at this one this morning and it appears that waste provision and collection have been well considered in the planning of this development.</p> <p>The bin store shows as having a footprint on 18.9m<sup>2</sup>. This is sufficient to accommodate the 3 x 1100l refuse bins, 2 x 1100l x mixed dry recycling bins and 1 x 140l food waste bin that will be needed to serve the 17 proposed units in operation. All waste streams/bins will be collected weekly. There will also be space for bulky waste which will need to be collected on request via booked collections.</p> <p>Coldham Court is already serviced by our flats/estates collection services. RCV access will therefore not be a problem here. The proposed bins store location is within 10m distance from where the RCV can safely pull up.</p>	<p>Comments have been taken into account. Collection methodologies will be secured by condition.</p>
<b>Lead Local Flood Authority</b>	<p>Having reviewed applicant's submitted Flood Risk Assessment and SuDS Strategy report dated 17<sup>th</sup> November 2021 prepared by EB7 Ltd, we have no observation to make on the above planning application. We are satisfied that sufficient information has been received and if the application site is to be built, manage and maintain as per the submitted FRA and SuDS strategy report, we are content that the impacts of surface water drainage will be addressed adequately.</p>	<p>Comments have been taken into account in the assessment of this application.</p>
<b>Employment and Skills Officer</b>	<p>The standard s106 wording would apply to this development.</p>	<p>Comments have been taken into account and the recommended obligations will be secured.</p>

Stakeholder (LBH)	Comments	Response
Tree Officer	<p>From an arboricultural point of view, I hold no initial objections to the proposal.</p> <p>The case has been supplied with an Arboricultural Tree Survey carried out by eight associates and dated 20/10/2021. The report has been carried out to British Standard 5837 Trees in relation to design, demolition and construction- Recommendations. I concur with the findings within the report, and the tree quality classifications. The report provides a tree constraint's plan but makes no recommendations or conclusions.</p> <p>No trees need to be felled, the existing foundations, and hardstand do not compromise the root protection areas of the trees on site that can be incorporated into the development.</p> <p>The following conditions should be applied:</p> <ul style="list-style-type: none"> <li>• Landscape plans are finalised with species list</li> <li>• Aftercare programme in place to establish landscaping</li> </ul> <p>We will also need confirmation if the adjacent Sycamore tree T9 will have enough clearance from the new structure, and the future roof garden or if any facilitating pruning is required?</p> <p><u>Additional Comments</u></p> <p>That answers and satisfies the query.</p>	<p>Comments have been taken into account. Relevant conditions will be secured.</p>

Stakeholder (External)	Comments	Response

<p><b>Environment Agency</b></p>	<p>Based on a review of the submitted information, <b>we have no objections</b> to the proposed development. However we do ask that you please include the below informative for any permission granted due to the sites proximity to the Moselle Brook.</p> <p><b>Informative - Flood Risk Activity Permit</b>  The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> on or within 8 metres of a main river (16 metres if tidal)</li> <li><input type="checkbox"/> on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)</li> <li><input type="checkbox"/> on or within 16 metres of a sea defence</li> <li><input type="checkbox"/> involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert</li> <li><input type="checkbox"/> in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.</li> </ul> <p>For further guidance please visit <a href="https://www.gov.uk/guidance/flood-risk-activities-environmental-permits">https://www.gov.uk/guidance/flood-risk-activities-environmental-permits</a> or contact our National Customer Contact Centre on 03702 422 549 or by emailing <a href="mailto:enquiries@environment-agency.gov.uk">enquiries@environment-agency.gov.uk</a>. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.</p> <p><b>Advice to LPA Water Resources</b>  Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell</p>	<p>Comments have been taken into account. The recommended informative will be secured.</p>
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	<p>their homes. For the homeowner lower water usage also reduces water and energy bills.</p> <p>We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.</p> <p>All new residential development are required to achieve a water consumption limit of a maximum of 125 litres per person per day as set out within the Building Regulations &amp;c. (Amendment) Regulations 2015.</p> <p>However, we recommend that in areas of serious water stress (as identified in our report Water stressed areas - final classification) a higher standard of a maximum of 110 litres per person per day is applied. This standard or higher may already be a requirement of the local planning authority.</p>	
<p><b>Canal and River Trust</b></p>	<p>This application falls outside the notified area for its application scale. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.</p>	<p>Comments have been taken into account in the assessment of this application.</p>
<p><b>Thames Water</b></p>	<p>Waste Comments</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. With regard to SURFACE WATER drainage, Thames Water would advise that if</p>	<p>Comments have been taken into account. The recommended informative will be secured.</p>

	<p>the developer follows the sequential approach to the disposal of surface water we would have no objection.</p> <p>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. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</a>. There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-ourpipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-ourpipes</a>.</p> <p>Water Comments</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. 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 <a href="https://thameswater.co.uk/buildingwater">thameswater.co.uk/buildingwater</a>.</p>	
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<p><b>London Fire Brigade</b></p>	<p>No comments received.</p>	<p>Comments have been taken into account in the assessment of this application.</p>
<p><b>Metropolitan Police Designing Out Crime Officer</b></p>	<p><b><u>Section 1 - Introduction:</u></b></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 have met with the project Architects and agent to discuss Crime Prevention and Secured by Design at both feasibility and pre-application stage and have discussed our concerns around the design and layout of the development. The Architects have made mention in the Design and Access Statement referencing design out crime or crime prevention and have stated that they will be working in close collaboration with DOCOs to ensure that</p>	<p>Comments have been taken into account. The recommended conditions and informatives will be secured.</p>

	<p>the development is designed to reduce crime at detailed design stage. At this point it can be difficult to design out fully any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure 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><b><u>Section 2 - Secured by Design Conditions and Informative:</u></b></p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p><b><u>Conditions:</u></b></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 '<b>Secured by Design Accreditation</b>'. Accreditation must be achievable according to current and relevant <b>Secured by Design</b> guide lines at the time of above grade works of each building or phase of said development.</p>	
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	<p>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, '<b>Secured by Design</b>' 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><b><u>Informative:</u></b></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 <b>free of charge</b> and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><b><u>Section 3 - Conclusion:</u></b></p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final <b>Decision Notice</b>, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p>	
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## Appendix 4 – Consultation Responses from Local Residents

LOCAL REPRESENTATIONS:	Summary of objection	Response
<p><b>5 INDIVIDUAL RESPONSES IN OBJECTION / COMMENT</b></p>	<p><b>Material planning considerations</b></p>	
	<ul style="list-style-type: none"> <li>• Loss of privacy</li> </ul>	<p>The proposed building is well-separated from nearby homes to a degree that is typical of an urban residential area.</p>
	<ul style="list-style-type: none"> <li>• Loss of daylight</li> </ul>	<p>Daylight impact has been assessed and there would be no significant loss of daylight to nearby homes.</p>
	<ul style="list-style-type: none"> <li>• Increased noise disturbance</li> </ul>	<p>The development is for residential use which is not significantly noise-creating. Plant and equipment noise would be controlled by condition.</p>
	<ul style="list-style-type: none"> <li>• Low residential quality</li> </ul>	<p>The internal space and amenity standards meet the requirements of the Mayor’s Housing SPG. Most flats are dual aspect, and all have access to a communal garden. The residential quality is therefore considered to be good.</p>
	<ul style="list-style-type: none"> <li>• Loss of parking</li> </ul>	<p>There is no parking on the site at present other than for business-related vehicles. Two new parking spaces would be provided.</p>

	<ul style="list-style-type: none"> <li>• Loss of safety and security</li> </ul>	The Met Police have been involved in the design of the building and support the proposals. The building would be well-lit with lots of natural surveillance.
	<ul style="list-style-type: none"> <li>• Disturbance from construction works</li> </ul>	Construction works are a temporary nuisance and would be controlled by non-planning legislation. A condition is also included to ensure works are managed to minimise disturbance.
	<b>Non-planning considerations</b>	
	<ul style="list-style-type: none"> <li>• Insufficient resident notification</li> </ul>	92 neighbouring residents have been consulted via letter which covers all residential properties in the immediate vicinity of the site. Public notices have also been posted close to the site. Consultations have been undertaken in accordance with the Council's Statement of Community Involvement.

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## Appendix 5 – Quality Review Panel Response

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### **London Borough of Haringey Quality Review Panel**

Report of Chair's Review Meeting: 573-575 Lordship Lane

Wednesday 24 February 2021

Via video conference

#### **Panel**

Peter Studdert (chair)

Phyllida Mills

#### **Attendees**

Katerina Koukouthaki	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Christopher Smith	London Borough of Haringey
Kiki Ageridou	Frame Projects
Deborah Denner	Frame Projects
Carolina Eboli	Frame Projects

#### **Apologies / report copied to**

Dean Hermitage	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Elisabetta Tonazzi	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.

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### 1. Project name and site address

573-575 Lordship Lane, Wood Green, London, N22 5LE

### 2. Presenting team

Abigail Alderson	Sphere25
Peter Jeffery	Sphere25
Viktor Rohacs	RnH Architects Limited

### 3. Planning authority briefing

The proposal is a redevelopment of a light industrial site into 17 affordable residential units. The site is located off the southern side of Lordship Lane, neighbouring Coldham Court and behind an existing petrol station. It currently hosts a double-glazing company within one and two-storey buildings.

The site does not form part of any site allocation, nor is it within a conservation area or contain a listed or locally listed building. However, it is located immediately adjacent to two conservation areas: Lordship Lane Conservation Area to the east and Noel Park Conservation Area to the south. The Moselle Brook, a designated Blue Ribbon with a presumption for de-culverting, is located to the site's southern end.

The surrounding area is predominantly residential, aside from the adjacent petrol station fronting Lordship Lane. Three and four-storey blocks of flats front onto Lordship Lane, while Moselle Avenue (to the south) is lined with two-storey terraced houses.

The panel's comments are sought on the scale, massing and layout of the proposed development, along with its materiality and detailed design in relation to its heritage context. Officers also asked for the panel's views on the proposed access and parking arrangements, the potential relationship with adjoining buildings, the residential quality offered and the quality of landscape provision.



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### 4. Quality Review Panel's views

#### *Summary*

The panel supports the development's residential use and overall scale but urges the team to consider the residents' experience and environmental quality more fully. One crucial aspect is improving daylight and cross ventilation in the units and the access galleries, to ensure high-quality living spaces. Dual-aspect flats should be prioritised wherever possible, and elevations should respond to their orientation, context and individual conditions. The internal layout of the flats should better consider the relationship between private and common areas within each unit. Further, there is an opportunity to improve the design of the entrance of the building and access to the shared garden. The relationship of the development with the adjacent conservation areas also needs further consideration. The panel feels that the architecture could be softer and less dominating, using materials that relate to the houses on Moselle Avenue; balconies could be lighter in both form and materials. The landscape design needs a more robust and cohesive narrative, carefully considering all of the site's edges and the large existing tree to the east. The green roof also requires a clearer rationale and careful detailing, and a green wall on the north boundary could anticipate future development on the petrol station's site. A potential for creating a connecting path with Coldham Court's gardens should also be investigated. These comments are expanded below.

#### *Design approach and architecture*

- The panel supports the development's overall design approach. It feels it is appropriate to treat the building as an extension of Coldham Court and that the heights and scale are suitable to the site.
- The proposed single aspect units have poor daylight and ventilation, especially since the primary glazing is south facing and overhung by deep balconies. The panel urges the team to revisit the design and provide as many dual-aspect units as possible.
- The elevations should respond to their orientation, context and individual conditions. For example, there is an opportunity to create openings on the east side to increase daylight and ventilation, and to create a visual connection with the neighbouring yard.
- The team should investigate alternative designs for the balconies. Lighter elements could allow more daylight while still providing shading, and soften the appearance of the south facade.
- The panel urges the team to rethink the residents' circulation spaces, including the access galleries and staircase. They should be more open and provide enough daylight and ventilation, contributing to a welcoming experience.

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- The main entrance currently faces the disabled car park. There is an opportunity to improve the experience of arrival by rethinking the relationship between the entrance and its immediate surroundings.
- The access to the shared garden is also via the disabled car park. It is essential the residents can access the gardens from within the building, ensuring a pleasant experience and safety for children.
- The panel questions the value of the green roof. The comparative benefits of alternative elements, such as solar voltaic cells, should be evaluated. If proceeding with the green roof, it requires careful detailing, including the revision of widths, to ensure its viability.

### *Layout*

- The layout of the 2-bed flats should be revised to improve the quality of the accommodation provided. For example, the kitchen is notably distant from the living spaces and creates tension between the private and living areas.
- The panel also questions the symmetry of the scheme layout. The units should respond to the different conditions of the building's orientation, especially the east and west facades.
- The panel highlights the risk that the current layout will damage the existing tree on the east boundary. It recommends that the building line should be pulled back from the boundary, to ensure this valuable mature tree survives.

### *Conservation area*

- The development will have an impact on views from the adjacent conservation area. In particular, the relatively short distance to the houses on Moselle Avenue, and the concentration of balconies and openings facing the conservation area, risks appearing dominant.
- The panel suggests the houses on Moselle Avenue could inform the design to achieve a lighter architectural expression. Yellow bricks with red detailing, for example, could help soften the impact of the development on the conservation area.

### *Landscape and ecology*

- There needs to be a more robust and comprehensive landscape strategy, covering the entire site, to ensure high-quality shared spaces.
- A green wall, for example using creepers, between the building and the petrol station could soften the blank north facade and create a better relationship with any future development on the petrol station site.
- The narrow strip of green on the north boundary requires further thought regarding maintenance and access.

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- The panel welcomes the idea of opening the Moselle Brook, which has potential to contribute to biodiversity. However, the team should seek advice regarding its viability and integration with the shared garden.
- The tree on the eastern boundary of the site should be retained, as it is of significant biodiversity and amenity value. The design team should therefore ensure an exclusion zone to protect its roots.

### *Relationship to surroundings: access and integration*

- Since the development relies on access via the driveway to Colham Court, there needs to be clarity regarding its management and maintenance once the project is delivered.
- There is an opportunity to connect the new garden created by the development, with the existing gardens at Coldham Court. This should be explored, as a means of integrating the scheme into the local community.

### *Next steps*

The panel is confident the comments above can be addressed in discussion with Haringey officers.

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Planning Sub Committee – 4 July 2022

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2022/0081

**Ward:** Northumberland Park

**Address:** 15-19 Garman Road N17 0UR

**Proposal:** Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10 No. self-contained design studio offices on the third floor. (Full Planning Application)

**Applicant:** Mr Ross Inanc

**Ownership:** Private

**Case Officer Contact:** Kwaku Bossman-Gyamera

**Site Visit Date:** 1st June 2022

**Date received:** 17/01/2022

**Last amended date:** N/A

1.1 The application is being reported to the Planning Committee as it is for a major commercial development of over 1,000 sqm.

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is strong policy support for employment space within a site designated strategic Industrial Site;
- The proposed scale and design of the development is appropriate within the context of the site and would be of good quality and have a positive impact on the visual appearance of the area;
- There would be no material adverse impacts on the amenity of surrounding residents;
- The development would provide a sufficient number of appropriately located car and cycle parking, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway;
- Further sustainability measures are secured via conditions and a Carbon Offset contribution;

## 2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 16/06/2022 or within such extended time as the Head of Development Management or the Assistant Director of Planning, Building Standards and Sustainability shall in his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

**Conditions** (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Land contamination
- 4) Unexpected contamination
- 5) NRMM
- 6) Waste and recycling
- 7) Restrictive in use classes
- 8) Parking Design and management plan
- 9) External lighting
- 10) Secure by design
- 11) Energy Strategy
- 12) Future DEN Connection
- 13) Overheating (office spaces)
- 14) BREEAM Certificate
- 15) Living Roofs
- 16) Cycle parking Design and Layout
- 17) Drainage

- 18) Materials
- 19) Noise
- 20) CMP
- 21) Servicing and delivery plan

**Informatives**

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Hours of construction
- 6) Fire Brigade
- 7) Thames Water
- 8) Thames Water
- 9) Signage
- 10) Asbestos

**Section 106 Heads of Terms:**

- 1. Section 278 Highways works for crossover relocation and contribution of £4,000.00 toward the amendment of traffic management order;
  - 2. Carbon offsetting contribution of £76,950; and
  - 3. Section 106 Monitoring Contribution.
- 2.5 In the event that member choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
- 1. *The proposed development, in the absence of a legal agreement to secure amendments to the traffic management order, by reason of its lack of measures to ensure the free flow of traffic and conditions of general safety along the neighbouring highway and would be detrimental to the amenity of local residents. As such, the proposal is contrary to Policies SP7 of the Local Plan 2017 and Policy DM13 of the Development Management Development Plan Document 2017.*
  - 2. *The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2 and SI 4 of Planning Sub-Committee Report the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.*

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

(i) There has not been any material change in circumstances in the relevant planning considerations, and

(ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

(iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.



**CONTENTS**

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
4. CONSULTATION RESPONSE
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION
9. PLANNING CONDITIONS & INFORMATIVES

**APPENDICES:**

- |            |   |
|------------|---|
| Appendix 1 | Planning Conditions and Informatives  |
| Appendix 2 | Plans and Images  |
| Appendix 3 | Consultation Responses – Internal and External Consultees and Representations |

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

#### **3.1 Proposed development**

- 3.1.1. This is an application for the demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse and distribution uses with ancillary offices on the ground, first and second floor frontage together with 10 self-contained design studio offices on the third-floor level.
- 3.1.2. The existing site comprises a mix of industrial and storage and distribution units measuring approximately 1,692sqm with access from Garman Road.
- 3.1.3. The proposal seeks demolition of the existing buildings and the construction of a new building measuring approximately 3,197sqm for a range of storage, distribution and general industrial uses (Use Class B2/B8) along with ancillary offices). The proposal includes on-site car parking for 4 cars, with associated cycle parking and refuse stores facilities.

#### **3.2 Site and Surroundings**

- 3.1.4. The site is located in the Garman Road Industrial Area and covers an area of 1,692 sqm with access taken from Garman Road. There is currently no onsite parking, with two vehicular crossovers onto Garman Road which allow loading to take place.
- 3.1.5. To the south-east lies Unit 15-19 which abuts the A1055/Watermead Way. To the north, south and west are other warehouse buildings. An application has also been resolved to grant permission for the part of the site immediately to the north (unit 7 Unicorn Works 21-25 Garman Road Reference: HGY/2020/3186).
- 3.1.6. The site is designated as Strategic Industrial Land and within Flood Zone 2. The adjacent land to the east is within the Lea Valley Regional Park and designated as a SINC Grade I land. The site lies within the Tottenham Area Action Plan and is within an Archaeological Priority Area.

#### **3.4 Relevant Planning and Enforcement history**

##### 15-19 Garman Road

- 3.1.1. HGY/2021/2851 - Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10No. Self-contained design studio offices on the third floor. (Outline Planning Application). This application has been withdrawn following officers advice.  
27-31 Garman Road

- 3.1.1. HGY/2021/2248 - Erection of two replacement B1/B2/B8 units following fire damage and demolition of the original units (Amended drawings). This decision is pending

#### 4. CONSULTATION RESPONSE

4.1 Application Consultation

4.2 The following were consulted regarding the application:

Internal:

- 1) LBH Transport: No objection subject to obligations and conditions to secure section 278 for road works and Construction Management Plan.
- 2) LBH Carbon Management: No objection, subject to
  - A carbon offsetting sum has been agreed at £76,950
  - Energy and sustainably plan are agreed by condition prior to implementation.
- 3) LBH Cleansing: No objections to conditions
- 4) LBH Drainage: No objection subject to condition
- 5) LHB Pollution: No objection, subject to conditions.
- 6) LBH Building Control: No objection.
- 7) LBH Employment and Skills: No comments to date
- 8) LBH Economic Regeneration: No comments to date

External:

- 9) Thames Water: No objections, subject to informative/s regarding sequential approach, sewers, groundwater discharge etc.

#### 5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

37 Neighbouring properties

1 site notices were erected close to the site

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

No of individual responses: 1

5.3 Cllr Bevan: submitted the following comments:

- Development to comply with standard requirement and building regulation;
- Mowlem Estate on Leaside Road N17 0QJ, which was recently built to a very high standard in many aspects. This development should achieve the same standard including the green fencing
- Request that the site comes forward in uniformity of design and materials with others nearby in the interest of visual amenity.

## **6 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of the development
2. The impact on the amenity of adjoining occupiers
3. Design and appearance
4. Parking and highway safety
5. Energy and Climate Change
6. Flood risk and drainage
7. Waste and recycling
8. Air quality and Land contamination
9. Employment and Training

### **6.2 Principle of the development**

6.2.1 The site is identified as designated Strategic Industrial Land (DEA2) (SIL) which safeguards the land for a range of industrial uses – Classes ranging from (B1 (now class E(g)), B2 and B8).

6.2.2 The London Plan Policy (2021) E5 states that development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities and their ability to operate on a 24-hour basis.

6.2.3 The London Plan (2021) Policies E4 and E5 states that the retention, enhancement and provision of additional industrial capacity should be prioritised in locations that:

- 1) are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport

- 2) provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population
- 3) provide capacity for micro, small and medium-sized enterprises
- 4) are suitable for 'last mile' distribution services to support large-scale residential or mixed-use developments subject to existing provision
- 5) support access to supply chains and local employment in industrial and related activities.

6.2.4 Strategic Policy SP8 of the Local Plan indicates that there is a presumption to support industry and business in the borough through safeguarding designated land for a range industrial uses The Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites, Local Employment Areas and other non-designated employment sites. The forecast demand is for an additional 23,800sqm of B Class floor space up to 2026. This forecast demand is to be met through:

- The reconfiguration and re-use of surplus employment designated land in B2 and B8 Use Classes;
- The intensification of the use of existing employment sites (where possible);
- The provision of B1a/b floor space as part of mixed-use development on suitable sites, including town centre sites; and
- The protection of existing viable B Class Uses on designated and non-designated sites.

6.2.5 In addition, the Council will also:

- Support local employment and regeneration aims;
- Support environment polices to minimise travel to work;
- Support small and medium sized businesses that need employment land and space; and
- Contribute to the need for a diverse north London and London economy including the need to promote industry in general in the Upper Lea Valley and in particular, promote modern manufacturing, business innovation, green/waste industries, transport, distribution and logistics.

6.2.6 The application site is within the North East Industrial Estate which is part of a Strategic Industrial Location (SIL). The application would re-provide and increase the industrial floorspace on site. The proposed net increase in internal floorspace would be approx. 2,711sqm based on the information submitted in the application form. Therefore, the site would provide enhanced employment use and economic benefits particularly in terms providing for a more intensive use and securing a

modern, viable use of the site. The proposal has been designed to meet the needs of various types and sizes of occupiers and will secure the redevelopment of this site and contribute to the delivery of good quality employment floorspace in Haringey. This is supported by policy E6 of the London Plan.

Adjoining SINC and LVRP

- 6.2.7 The site is adjacent to designated SINC and the Lee Valley Regional Park areas. The height and scale of the proposed building would not be significantly larger than the proposal on adjoining site, which is resolved to grant permission and the nature of the business would remain within the same use classes. As such it is not considered to significantly impact these areas.

**6.3 Impact on the amenity of adjoining occupiers**

- 6.3.1 The London Plan (2021) Policy D4 Architecture states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.
- 6.3.2 The nearest residential property is some 200 metres from the site. The use of the site would not change from that of the previous use of the site and will be wholly compatible with the Strategic Industrial Land designation of the site. First floor / upper level windows are shown in the building - on the front and side elevations, but these are for providing natural daylight to the main warehouse works space rather than for outlook. Windows would also be inserted into the roof. Regardless, this is an industrial site and given the significant distance of the nearest residential properties from the site, the location of the windows would not give rise to any material levels of overlooking.
- 6.3.3 In terms of noise, it is not proposed to restrict the hours of operation, The previous use was not restricted. Restricting operating hours is considered unnecessary - an assessment of the existing ambient and background noise levels has been undertaken from the nearest residential properties to the north and south of the proposal and assessed against the likely levels of noise that would result from a development of this type and scale.

- 6.3.4 The assessment shows that the impact from operations on the site, when assessed against national guidance and existing noise levels, could operate without restrictions on operating hours. The site being on an industrial estate, any potential noise would blend into existing ambient noise of the area and as such, the development itself would not generate noticeable unacceptable level of noise and disturbance in the area.
- 6.3.5 A condition is recommended to be imposed on any grant of planning permission so to ensure that any noise from proposed plants or equipment to be used in association with the use of the site would not result in any material noise levels or nuisance to any neighbouring occupiers in line with statutory guidelines.

#### **6.4 Design and appearance**

- 6.4.1 DM Policy (2015) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan (2016) Policies 7.4 and 7.6.
- 6.4.2 The proposal would replace the existing industrial unit in its entirety and cover the extent of its full footprint. Given that this is consistent with the existing situation in terms of plot occupation, this is considered acceptable. The existing built form of the locality is fairly dense and there are tight relationships between buildings. The relationship with the buildings to the immediate north and south would maintain the existing gap, used for access, which accords with the established grain and pattern of development found locally.
- 6.4.3 The proposed replacement building would be the height of a 4-storey building whereas the existing building is a maximum of 2 storey high and most surrounding buildings are of a similar height, whilst the proposed building would rise above the current context there are higher buildings proposed and approved (planning Ref: HGY/2020/3186 further to the north and south and the proposal would be of a similar height to this proposal. Given the proposal would not be the highest on the estate, it would not detract from the character and appearance of the surrounds.
- 6.4.4 The proposed external materials of the building would be clad in metal cladding reflecting the more modern warehouses in the surrounding area and the colour

scheme would blend within the mix of colours, also observed on different buildings. The western elevation which would form the principal elevation along Garman Road reflects commercial nature of the proposal but has been designed to ensure that the fenestration 'breaks up' the elevation to provide an appropriate design along this frontage.

- 6.4.5 Overall, it is considered that the proposal would be a general improvement to the character of the space and the appearance of the area as well as, maintaining an appropriate industrial built form in keeping with the aesthetics of the locality.

## **6.5 Parking and highway safety**

- 6.5.1 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.
- 6.5.2 It is proposed to merge the two existing vehicle crossovers and accesses to form a singular access point which will provide access into a forecourt parking area comprising 4 car parking spaces and a loading. The proposed highways works would be covered by a Section 278 legal agreement.
- 6.5.3 An additional access is provided to the rear of the proposed building via the industrial estate to the south, and the vehicle swept path analysis how this would operate.
- 6.5.4 The submitted transport statement states that in terms of travel to and from the site, most employees will travel to work by public transport or cycle. However, as this is a major development, a travel plan is proposed to be secured via a S106 legal agreement.
- 6.5.5 Cycle parking and storage provision for 16 bicycles are proposed and are located within the units. Details of the secure and sheltered provision are to be secured by condition.
- 6.5.6 A construction management plan and service and delivery plan, for approval prior to implementation of the development, will be secured by a condition. Accordingly, the proposal is considered acceptable in transport terms and provides an improvement for better pedestrian and cycle access.

## **6.6 Energy and Climate Change**

- 6.7 The NPPF and London Plan Policies 5.1, 5.2, 5.3, 5.7, 5.8, 5.9, 5.10 and 5.11, and Local Plan Policy SP4 sets out the approach to climate change and requires



developments to meet the highest standards of sustainable design, including the conservation of energy and water; ensuring designs make the most of natural systems and the conserving and enhancing the natural environment. The London Plan requires all new homes to achieve a zero-carbon target beyond Part L 2013 of the Building Regulations.

6.8 The London Plan also sets a target of 25% of the heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Where an identified future decentralised energy network exists in close proximity to a site it will be expected that the site is designed so that it can easily be connected to the future network when it is delivered.

6.9 New development is expected to achieve the necessary energy and CO2 requirements within the London Plan and Haringey Council's Local Plan on site and pay an offset payment for the remainder. The applicant has submitted Sustainability and Energy Statements, including the following measures:

- Compliance with building regulations such as thermal bridging reduction
- Photo voltaic systems
- CHP
- Ground and Air Source heating

6.10 In order to optimise carbon emission mitigation and sustainability, pre-commencement energy and sustainability plans are secured via condition. In addition, a carbon offsetting contribution has been agreed for £76,950, (and secured via legal agreement) to achieve a zero-carbon development.

#### 6.11 **Urban Greening Factor**

6.12 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. The policy states that non-residential development should meet an urban greening factor target of 0.3. Urban Greening Factor

6.13 The existing site is predominantly covered in hardstanding and therefore has an urban greening factor of zero. The application site is highly constrained with the proposed replacement building extending close to the existing site boundaries. As such, the options for urban greening on the site are limited. The development would include an extensive green roof covering on the proposed roof area. Extensive green roofs have an urban greening factor of 0.7, which is one of the highest factors available. The applicant has submitted a calculation which shows the urban greening factor for this development would be 0.3, which meets the London Plan urban greening target for non-residential development.

6.14 As such, the urban greening factor of the development is acceptable.

## 6.15 Flood Risk and Drainage

6.15.1 London Plan (2021) Policy SI13 (Sustainable drainage) and Local Plan (2017) Policy SP5 (Water Management and Flooding) require developments to utilise Sustainable Urban Drainage Systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

6.15.2 Policy also requires drainage to be designed and implemented in ways that deliver other policy objectives, including water use efficiency and quality, biodiversity, amenity and recreation. Further guidance on implementing Policy 5.13 is provided in the Mayor's Sustainable Design and Construction SPG (2014) including the design of a suitable SUDS scheme.

6.15.3 The site is located within a Flood Zone 2. The DPD Policy DM24 seeks that *"All proposals for new development within Flood Zone 2 and 3a will be required to provide sufficient evidence for the Council to assess whether the requirements of the Sequential Test and Exception Test, where required, have been satisfied."* In this instance the site is previously developed and no further hardstanding is proposed. As such no flood risk assessment was considered to be required in this instance. Accordingly, a condition to secure a drainage system and its details is recommended.

6.15.4 The site is within a critical drainage area but the area of hardstanding does not increase. DPD Policy DM26 states that *'All proposals for new development within a Critical Drainage Area (CDA) will be required to incorporate measures to reduce the overall level of flood risk in the CDA.'* A condition is recommended in order to secure future adequate levels beyond those existing.

6.15.5 Comments have been provided from Thames Water relating to their utilities and ensuring sustainability from the use. These comments have been brought to the attention of the applicant and an informative attached.

6.15.6 Accordingly, the proposed development is considered to comply with local drainage policies.

## 6.16 Waste and Recycling

6.16.1 London Plan Policy 5.16 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4., requires development proposals make adequate provision for waste and recycling storage and collection.

6.16.2 As this is a commercial building refuse collection would be dealt with through a private arrangement. A condition to secure details of the location and facility for waste and recycling facilities on site is recommended.

## **6.17 Air Quality and Land contamination**

### Air quality

6.17.1 London Plan Policy SI1 states that development shall minimise increased exposure to existing poor air quality, make provision to address local problems of air quality and promote sustainable design and construction.

6.13.2 The Carbon Management/ Pollution Team has been consulted and raise no objection on these grounds.

### Land contamination

6.13.3 Local Plan Policy DM23 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors.

6.13.4 The supporting documents indicate that there is low risk to human health from potential contaminants in the made ground.

6.13.5 The Council's Pollution Officer has been consulted as part of the application and has raised no objections, subject to further investigations being made and this is to be secured by way of the imposition of conditions on any grant of planning consent.

## **6.18 Conclusion**

6.18.1 The proposed development is acceptable given it is an adequate replacement and enhancement of industrial / employment floorspace and the mix of uses proposed would be congruent with the character of the area. Other impacts related but not limited to highways, parking and traffic are mitigated by the signed Section 106 legal agreement and conditions were appropriate. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION

## **6.15 CIL**

6.15.1 Based on the information given on the plans, the Mayoral CIL charge will be £81,197.55 (1,341sqm x £60.55 x 1) and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate.

## **7.0 RECOMMENDATIONS**

- 7.1 GRANT PERMISSION subject to conditions subject to conditions in Appendix 1 and subject to sec. 106 Legal Agreement

## Appendix 1- Condition and Informatives

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications: N17\_15-19GR\_BP01; N17\_15-19GR\_LP01; N17\_15-19GR\_EX01; N17\_15-19GR\_EX02; N17\_15-19GR\_PP01A; N17\_15-19GR\_PP01B; N17\_15-19GR\_PP02A; N17\_15-19GR\_PP03A; N17\_15-19GR\_PP04A; N17\_15-19GR\_PP05A; N17\_15-19GR\_SP01; Energy & Sustainability Statement dated 6th September 2021; Appendix A (BRUKL Output Document); Appendix B (BRUKL Output Document); Appendix C (BRUKL Output Document); Appendix D ('Be Clean); Appendix D ('Be Green); Appendix D ('Be Lean); Appendix D (GLA Summary tables); BREEAM NC 2018 Pre-assessment dated 3rd September 2021; Design And Access Statement -January 2022, Part 2; Part 3; Part 4; Part 5; Part 6; HOL PROPERTIES (Studio Garman Development Plans); Transport Statement (HOL Properties (UK) Limited January 2022;). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

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

Land Contamination

3. Before development commences other than for investigative work:
  - a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
  - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

#### Unexpected contamination

4. 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.

Reasons: 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.

#### NRMM

5. a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO<sub>x</sub> and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

#### Waste and recycling

6. Prior to occupation of the development, a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Such a scheme as approved shall be implemented and permanently retained thereafter.

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

#### Restriction of use

7. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the premises shall be restricted to use classes Office/Light Industrial E(g)); industrial (Use Class B2); and/or storage and distribution (Use Class B8) purposes only and shall not be used for any other purpose including any purpose within Class B

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and in interests of neighbouring residential amenity.

#### Parking Management Plan

8. Before the site is occupied the applicant shall submit a Parking Management Plan detailing how the on-site car parking spaces and proposed operational parking would work on a daily basis, especially the interaction between the cars parked on site and the delivery and servicing vehicles entering the building or parking just outside of the site.

Reason: In order to reduce potential congestion on the highways network and to ensure that the car parking spaces are available for the proposed use.

#### External lighting

9. Prior to the commencement of above ground works on site full details of the all proposed external lighting have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. Lighting is to be restricted to those areas where it is necessary with additional shielding to minimise obtrusive effects. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

Secure by design accreditation

10. Prior to occupation of the development, details of full Secured by Design' Accreditation shall be submitted in writing to and for approval by the Local Planning Authority. The details shall demonstrate consultation with the Metropolitan Police Designing Out Crime Officers. The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason To ensure safe and secure development and reduce crime.

Energy Strategy

11. The development hereby approved shall be constructed in accordance with the Energy and Sustainability Statement prepared by eb7 (dated 30th May 2022 v2) delivering a minimum 60% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, VRF air source heat pumps (ASHPs) and a minimum 36.3 kWp solar photovoltaic (PV) array.

(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:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 44% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;
- Location, specification and efficiency of the proposed heating, ventilation and hot water system that will be compatible with the DEN in the future, with plans showing the pipework and plant location;
- 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);
- A metering strategy.



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. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(b) Within six months of first occupation, evidence that the solar PV installation has been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, and a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

(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.

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.

#### Future DEN Connection

12. Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:
- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
  - A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;
  - Plans and sections showing the pipe route from an agreed connection point in an adjacent road (where the DEN connection is expected to be made) to the plant room. The pipework route shall be coordinated with existing and services from the agreed connection to the plant room;
  - Detail of the pipe design, pipe sizes (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion.
  - Plans and sections showing the route for three 100mm diameter communications ducts from an agreed connection point in an adjacent road (where the DEN connection is expected to be made) to the plant room. The

duct route shall be coordinated with existing and services from the agreed connection to the plant room;

- Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
- Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
- Details of a future pipework route from the temporary plant location to the plant room

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 SI3, and Local Plan (2017) Policies SP4 and DM22.

#### Overheating (office spaces)

13. Prior to the commencement of development, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM52 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s) and demonstrate how the overheating risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained thereafter for the lifetime of the development. Air conditioning will not be supported unless exceptional justification is given.

This report will include:

- Details of the design measures incorporated within the scheme in line with the Cooling Hierarchy (including details of the feasibility of prioritising passive cooling and ventilation measures) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided.
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.
- A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming 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) and include any replacement / repair cycles and the annual running costs for the occupiers;
- Annotated floorplans showing which office spaces have been modelled. The report should model a top floor single-aspect south-facing office, a south-west and south-east facing office space.

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 S14 and Local Plan (2017) Policies SP4 and DM21.

#### BREEAM Certificate

14. (a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Excellent” outcome (or equivalent). This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

- (b) At least six months prior to occupation, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies S12, S13 and S14, and Local Plan (2017) Policies SP4 and DM21.

#### Living Roofs

15. (a) Prior to the commencement of development, details of the living roof 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) A roof plan identifying where the living roofs will be located;

- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> 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 1m<sup>2</sup>, rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has 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 roof has 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.

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.

#### Cycle Parking

16. No development shall take place until scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The proposed development shall not be occupied until 6 long-stay and 3 short-stay cycle parking spaces for the employees and visitors of the proposed development have been installed in accordance with the approved details and the London Cycling Design Standards. Such spaces shall be retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycle Design Standards.

#### Drainage

17. Prior to commencement of development on site a plan for sustainable drainage and improvements for the flood risk of the area and safe disposal and sustainable use of water on site. The development shall be provided as approved and retained as such thereafter.

Reason: To ensure the critical drainage and flood risk is improved in accordance with policies DM26 and DM27 of the DPD (2017).

#### Materials

18. Samples of materials to be used for the external surfaces hardstanding, gates and fencing, of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced. Samples should include sample panels or brick types, cladding, window frames and a roofing material sample combined with a schedule of the exact product references. The development shall be provided as approved and retained as such thereafter.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

#### Noise

19. The design and installation of new items of fixed plant hereby approved by this permission shall be such that, when in operation, the cumulative noise level LAeq 15 min arising from the proposed plant, measured or predicted at 1m from the facade of nearest residential premises shall be a rating level of at least 5dB(A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

20. Construction Management Plan (including Construction Logistics Plan)
- Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:
- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;
  - b) The estimated peak number and type of vehicles per day and week;
  - c) Estimates for the number and type of parking suspensions that will be required; and
  - d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.

#### Delivery and Servicing Plan

21. Prior to the commencement of development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:
- a) Identifying where safe and legal loading and unloading can take place;
  - b) Ensuring delivery activities do not hinder the flow of traffic on the public highway;
  - c) Managing deliveries to reduce the number of trips, particularly during peak hours;
  - d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and
  - e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).

Reason: To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal

disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.

**Informatives:**

**INFORMATIVE :** In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

**INFORMATIVE : CIL**

Based on the information given on the plans, the Mayoral CIL charge will be £80,941.76 (1,341sqm x £60.36) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

**INFORMATIVE :**

In this instance it is noteworthy that the development would be in place of floorspace that had previously existed on site, albeit not being demolished and re-provided as part of this application. An informative will advise that the applicant may wish to investigate applying for CIL exemption prior to commencement of development.

**INFORMATIVE :**

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre-application advice service and published development plan, comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

**INFORMATIVE: Land Ownership**

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Party Wall Act

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

INFORMATIVE: Hours of Construction Work

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

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

INFORMATIVE:

The London Fire Brigade strongly recommends that sprinklers are considered for new developments and major alterations to existing premises, particularly where the proposals relate to schools and care homes. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life. The Brigade opinion is that there are opportunities for developers and building owners to install sprinkler systems in order to save money, save property and protect the lives of occupier. .

INFORMATIVE: Thames Water

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE:

The applicant is advised that extensive comments have been provided by Thames Water outlining the responsibilities of owners of the site in development (available



on the application file online). The site is within 15m of waste water assets, so developers should be aware of the guidance on working near such assets. Likewise guidance on crossing public sewers should be reviewed. A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. Petrol / oil interceptors shall be fitted in all car parking / washing / repair facilities. The applicant shall demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer during construction and operation. Surface water drainage will require a sequential approach to disposal. If using mains water for construction then Thames Water should be contacted. Signage

INFORMATIVE :

The Applicant is advised that deemed consent for any business related signage applies for signs up to 0.3sqm. Any larger signage will require advertisement consent. This is in accordance with section 2 (b) of the Town and Country Planning Act (Control of Advertisements) Regulations 2007.

INFORMATIVE :

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.

Appendix 1 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response												
<b>INTERNAL</b>														
<b>Transportation</b>	<p>The plans and Transport Statement provided by the applicant have been reviewed and the following comments have been made in relation to transport planning matters.</p> <p><b>1. Overview</b></p> <p>The development proposals are for the demolition of existing industrial buildings and the construction of a new building for a range of storage, distribution and general industrial uses along ancillary offices and design studio offices. It is understood that the proposals are to uplift the total Gross Internal Area (GIA) from 1,482 to 2,953sqm, as follows:</p> <table border="1" data-bbox="428 852 1272 1084"> <thead> <tr> <th></th> <th>Existing GIA</th> <th>Proposed GIA</th> </tr> </thead> <tbody> <tr> <td>B8 – Storage and Distribution</td> <td>741</td> <td>1,224</td> </tr> <tr> <td>B2 – General Industrial</td> <td>741</td> <td>1,729</td> </tr> <tr> <td>Total</td> <td>1,482</td> <td>2,953</td> </tr> </tbody> </table> <p>The proposed areas are different in the 'Proposed Drawings' document. Any discrepancies will have to be clarified. Additionally, for the purpose of the planning application, all existing and proposed floorspaces will have to be expressed as Gross External Areas (GEAs), GIAs and Net Internal Areas (NIAs).</p> <p><b>2. Car Parking and Operational Parking</b></p>		Existing GIA	Proposed GIA	B8 – Storage and Distribution	741	1,224	B2 – General Industrial	741	1,729	Total	1,482	2,953	<p>Noted – additional information has been submitted by the applicant in addressing concerns raised by the Council's Highways officer. As such the Council's Highways officers are reviewing these report. It is likely that further conditions and obligations could be imposed these will be reported through an addendum.</p>
	Existing GIA	Proposed GIA												
B8 – Storage and Distribution	741	1,224												
B2 – General Industrial	741	1,729												
Total	1,482	2,953												

Stakeholder	Question/Comment	Response
	<p>A total of 4No. car parking spaces are proposed, with charging points. The site is located in the Upper Lea Valley Opportunity Area. As such, the maximum car parking provision is up to 1 space per 600sqm GIA. Based on the proposed GIA, a maximum of 5 spaces are allowed, therefore the proposals are compliant with the London Plan (2021) standards. One of the proposed spaces would be for wheelchair users, which is welcome, however any designated bay must be enlarged (2.4m x 4.8m plus a 1.2m strip to the side and the rear for boot access).</p> <p>The application form states that the proposed car parking spaces would be fitted with passive provision. At least one space should be fitted with active provision that could be used right from the outset.</p> <p>Additionally, the proposed development would require adequate delivery and servicing parking provision. The Design and Access Statement mentions that there is a “Loading Only” on-street area provided on the Garman Road frontage beside the existing pavement.” This is correct but the operational needs of the proposed development have not been assessed therefore it is not possible to say whether relying upon an existing on-street loading bay would be sufficient. In all likelihood, this would not be the case.</p> <p>As per London Plan Policy T6.2 Office Parking, “operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission</p>	

Stakeholder	Question/Comment	Response
	<p>vehicles”. The requirements should be reviewed based on the predicted needs of the proposed development.</p> <p>All proposed vehicle parking spaces would need to be tested by means of swept paths to demonstrate that vehicles can comfortably manoeuvre in and out between the spaces and the carriageway. It is not certain that there would be sufficient space to accommodate all proposed spaces. It should also be clarified whether delivery and servicing vehicles would actually enter the building. If so, the swept paths should also include these manoeuvres.</p> <p>A Parking Design and Management Plan may be required by planning condition, depending on the proposed parking arrangements to be clarified by the applicant.</p> <p><b>3. On-Street Parking Stress Survey</b></p> <p>We require an on-street parking stress survey of the vicinity of the site in accordance with the Lambeth methodology for commercial developments, within 500m of the site. Due to the site’s low Public Transport Accessibility Level of 2 and the absence of Controlled Parking Zone restrictions before 5pm on weekdays, it is important to understand the existing local parking pressures and how the proposed development could impact those.</p> <p><b>4. Cycle Parking</b></p> <p>A secure, covered cycle store for 16No. bicycles is proposed near the approach to the main entrance. The</p>	

Stakeholder	Question/Comment	Response
	<p>London Plan (2021) minimum car parking standards for land use classes B2-B8 require 1 long-stay space per 500sqm Gross External Area (GEA) and 1 short-stay space per 1,000sqm GEA. Although the proposed floorspace has not been expressed as GEAs, it is estimated that the proposed development should have a total of 6 long-stay and 3 short-stay spaces.</p> <p>The proposed quantum (16 spaces) exceeds the minimum requirements, however consideration should be given to relocate the long-stay cycle parking spaces into the building, in a secure area with access for employees only. Short-stay parking can be provided within the site's public realm as currently shown, near the entrance(s) to the building and as Sheffield stands.</p> <p>Both long-stay and short-stay cycle parking should be provided in line with the London Cycling Design Standards, including the minimum dimensional and spacing requirements. Lockers, showers and changing rooms with drying facilities should be considered for employees who cycle. Accessible toilet facilities for disabled cyclists should also be provided.</p> <p>Access to both long-stay and short-stay parking should avoid stairs, narrow doorways and passages of less than 1.2m in width. In the specific case of an internal cycle store, no more than two sets of doors should be passed through, with a recommended minimum external door width of 2m.</p> <p>The adequacy of the long-stay and short-stay cycle parking and access arrangements would be secured by planning</p>	

Stakeholder	Question/Comment	Response
	<p>condition. This would involve the provision of full details showing the parking systems to be used, access to them, the layout and space around the cycle parking spaces with all dimensions marked up on a plan.</p> <p><b>5. Transport Statement</b></p> <p>We require that a Transport Statement accompany the planning application and include the following:</p> <ul style="list-style-type: none"> <li>- Overview of the relevant planning policy and guidance (national, regional and local);</li> <li>- Description of the existing site and land uses;</li> <li>- Review of the local existing and future transport networks (pedestrian, cycle, public transport and highway) and on-street parking provision (including local Controlled Parking Zone arrangements);</li> <li>- Description of the development proposals, including proposed land use quantum, cycle parking, car parking and vehicular, cycle and pedestrian access arrangements;</li> <li>- Description of the proposed delivery, servicing and waste management arrangements, and calculation of the loading bay requirements of the proposed development;</li> <li>- Analysis of the parking stress survey and establishment of the spare on-street parking occupancy; and</li> <li>- Multi-modal trip generation assessment of the existing and proposed developments, and calculation of the net impact on the local transport networks and local on-street parking capacity.</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>The waste storage and management proposals will need to be consulted upon and accord with the advice given by the LBH Waste Officer. The latter should be reflected accordingly in the Transport Statement.</p> <p><b>6. Additional Documents</b></p> <p>A Commercial Travel Plan Statement (Interim and Full documents) would be secured by Section 106 planning obligations. Both a Delivery and Servicing Plan and a Construction Management and Logistics Plan would be secured by planning conditions.</p> <p><b>7. Highway Works and Public Highway Condition</b></p> <p>The development proposals do not appear to involve any highway works, the applicant needs to confirm this would indeed be the case. If highway works were required then a Section 278 legal agreement would be necessary and a detailed plan of the works would have to be provided alongside the other planning documents.</p> <p>Finally, we would seek to add a public highway planning condition so that surveys of the existing condition of the public highway outside the site would be undertaken prior to and after redevelopment.</p>	
<b>Carbon Management</b>	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Energy and Sustainability Statement prepared by eb7 (dated 30<sup>th</sup> May 2022, v2)</li> </ul>	Noted, conditions and obligation attached accordingly.

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Appendices to Energy Strategy, including:               <ul style="list-style-type: none"> <li>○ BRUKL Output Documents Shell and Core</li> <li>○ Be Lean, Clean and Green sheets</li> <li>○ GLA carbon emission reporting spreadsheet</li> <li>○ BREEAM New Construction 2018 Pre-Assessment report, prepared by eb7 (dated 3<sup>rd</sup> September 2021)</li> </ul> </li> <li>• Relevant supporting documents.</li> </ul> <p><b>Summary</b></p> <p>The development achieves a reduction of 60% carbon dioxide emissions on site, which is supported. Appropriate planning conditions have been recommended to ensure this development is policy compliant and delivers the appropriate benefits.</p> <p><b>Energy – Overall</b></p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO<sub>2</sub> emissions for the development shows an improvement of approximately 60% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of</p>	



Stakeholder	Question/Comment	Response																								
	<p>approximately 41 tonnes of CO<sub>2</sub> from a baseline of 68 tCO<sub>2</sub>/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are 93.4 tCO<sub>2</sub>. The overall reduction in carbon emissions when taking into account unregulated and regulated emissions is 44%.</p> <table border="1" data-bbox="428 634 1272 1086"> <thead> <tr> <th data-bbox="428 634 804 708"><i>(SAP10 emission factors)</i></th> <th data-bbox="804 634 995 708">tCO<sub>2</sub></th> <th data-bbox="995 634 1272 708">%</th> </tr> </thead> <tbody> <tr> <td data-bbox="428 708 804 743"><b>Baseline emissions</b></td> <td data-bbox="804 708 995 743">68</td> <td data-bbox="995 708 1272 743"></td> </tr> <tr> <td data-bbox="428 743 804 779"><b>Be Lean savings</b></td> <td data-bbox="804 743 995 779">24</td> <td data-bbox="995 743 1272 779">35.4%</td> </tr> <tr> <td data-bbox="428 779 804 815"><b>Be Clean savings</b></td> <td data-bbox="804 779 995 815">23</td> <td data-bbox="995 779 1272 815">0%</td> </tr> <tr> <td data-bbox="428 815 804 850"><b>Be Green savings</b></td> <td data-bbox="804 815 995 850">-7</td> <td data-bbox="995 815 1272 850">24.7%</td> </tr> <tr> <td data-bbox="428 850 804 886"><b>Cumulative savings</b></td> <td data-bbox="804 850 995 886">41</td> <td data-bbox="995 850 1272 886">60%</td> </tr> <tr> <td data-bbox="428 886 804 971"><b>Carbon shortfall to offset (tCO<sub>2</sub>)</b></td> <td colspan="2" data-bbox="804 886 1272 971">27</td> </tr> <tr> <td data-bbox="428 971 804 1086"><b>Carbon offset contribution (incl. 10% management fee)</b></td> <td colspan="2" data-bbox="804 971 1272 1086">£95 x 30 years x 27 tCO<sub>2</sub>/year = £76,950 + 10% = £7,695 = £84,645</td> </tr> </tbody> </table> <p><b>Energy – Lean</b> The applicant has proposed a saving of 44 tCO<sub>2</sub> in carbon emissions (44%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 15% reduction set in London Plan Policy SI2, so this is supported.</p>	<i>(SAP10 emission factors)</i>	tCO <sub>2</sub>	%	<b>Baseline emissions</b>	68		<b>Be Lean savings</b>	24	35.4%	<b>Be Clean savings</b>	23	0%	<b>Be Green savings</b>	-7	24.7%	<b>Cumulative savings</b>	41	60%	<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	27		<b>Carbon offset contribution (incl. 10% management fee)</b>	£95 x 30 years x 27 tCO <sub>2</sub> /year = £76,950 + 10% = £7,695 = £84,645		
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Stakeholder	Question/Comment	Response																								
	<p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="432 342 1276 1089"> <tbody> <tr> <td>Floor u-value</td> <td>0.12 W/m<sup>2</sup>K</td> </tr> <tr> <td>External wall u-value</td> <td>0.20 W/m<sup>2</sup>K</td> </tr> <tr> <td>Roof u-value</td> <td>0.20 W/m<sup>2</sup>K</td> </tr> <tr> <td>Door u-value</td> <td>1.50 W/m<sup>2</sup>K</td> </tr> <tr> <td>Window u-value</td> <td>1.40 W/m<sup>2</sup>K</td> </tr> <tr> <td>G-value</td> <td>0.45</td> </tr> <tr> <td>Air permeability rate</td> <td>3 m<sup>3</sup>/hm<sup>2</sup> @ 50Pa</td> </tr> <tr> <td>Ventilation strategy</td> <td>Natural ventilation for the office spaces</td> </tr> <tr> <td>HVAC system</td> <td>Low temperature hot water heating system through centralised gas boilers (94% efficient) – Be Lean only</td> </tr> <tr> <td>Hot water</td> <td>Point of use water heaters</td> </tr> <tr> <td>Thermal bridging</td> <td>Accredited Construction Details</td> </tr> <tr> <td>Low energy lighting</td> <td>100% LED lighting; PIR/presence controls for common areas and stairwells. Daylight dimming for naturally lit areas</td> </tr> </tbody> </table> <p>London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy. The report sets out what measures will reduce this overheating risk, including insulation,</p>	Floor u-value	0.12 W/m <sup>2</sup> K	External wall u-value	0.20 W/m <sup>2</sup> K	Roof u-value	0.20 W/m <sup>2</sup> K	Door u-value	1.50 W/m <sup>2</sup> K	Window u-value	1.40 W/m <sup>2</sup> K	G-value	0.45	Air permeability rate	3 m <sup>3</sup> /hm <sup>2</sup> @ 50Pa	Ventilation strategy	Natural ventilation for the office spaces	HVAC system	Low temperature hot water heating system through centralised gas boilers (94% efficient) – Be Lean only	Hot water	Point of use water heaters	Thermal bridging	Accredited Construction Details	Low energy lighting	100% LED lighting; PIR/presence controls for common areas and stairwells. Daylight dimming for naturally lit areas	
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Stakeholder	Question/Comment	Response
	<p>minimal glazing on the southern elevation, low g-values, 3.5m high ceilings, slab floors offering thermal mass, natural ventilation. No active cooling is expected to be required.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- As this is a major development, a dynamic thermal modelling assessment should be submitted to demonstrate that the overheating risk in the office spaces is minimised and the cooling demand and any need for active cooling is reduced as far as possible. This will be conditioned.</li> </ul> <p>Overheating is dealt with in more detail below.</p> <p><b>Energy – Clean</b></p> <p>The site is within reasonable distance of a proposed Decentralised Energy Network (DEN) as it is just located to the south of Meridian Water, where the Energy from Waste plant will be built to supply heat to Haringey’s DENs.</p> <p>The applicant is proposing to enable a connection to the DEN in the future, when this becomes available. This will be enabled through the provision of sufficient space at ground floor level for a plant room to distribute hot water and space heating to the site, safeguarding an identified route from the plant room to the property, tees and isolation valves, and flow and return temperatures that allow for a future connection. This detail will need to be conditioned.</p> <p><b>Energy – Green</b></p>	

Stakeholder	Question/Comment	Response
	<p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that solar photovoltaic (PV) panels and a VRF system are the most viable option to deliver the Be Green requirement. A reduction of 17 tCO<sub>2</sub> (25%) in emissions is proposed under Be Green measures.</p> <p>The solar array peak output would be 36.3 kWp, which is estimated to produce around 35,000 kWh/year of renewable electricity per year, equivalent to a reduction of 8 tCO<sub>2</sub>/year. The array of 110 panels would be mounted on the roof, facing south.</p> <p>A site-wide Variable Refrigerant Flow (VRF) system with air source heat pumps is proposed for the office spaces, to recover the solar/internal heat gains when cooling and redistribute these elsewhere. Their seasonal efficiencies are expected at 4.6 (heating), 6.7 (cooling). This type of system is not easily compatible with a DEN connection as it is not based on the circulation of hot water. VRF systems also allow for cooling, which needs to be designed out and minimised to comply with Policy SI4.</p> <p><b>Carbon Offset Contribution</b></p>	

Stakeholder	Question/Comment	Response
	<p>A carbon shortfall of 27 tCO<sub>2</sub>/year remains. The remaining carbon emissions will need to be offset at £95/tCO<sub>2</sub> over 30 years.</p> <p><b>Sustainability</b> Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques.</p> <p><b>BREEAM</b> Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p>The applicant has prepared a BREEAM Pre-Assessment Report for the commercial units. Based on this report, a score of 70.27 % is expected to be achieved, equivalent to 'Excellent' rating. This is supported.</p> <p><b>Urban Greening Factor</b> An Urban Greening Factor calculation was submitted demonstrating a factor of 0.32 which complies with the London Plan Policy G5 interim minimum target of 0.3 for predominantly non-residential developments. However, this proposal relies on living roofs with a substrate of 80mm, which is not sufficient to guarantee that the living roof will establish properly, provide the necessary benefits and thrive. A suitable condition has been added to ensure the greening and biodiversity benefits can be delivered.</p> <p><b>Whole Life Carbon</b></p>	

Stakeholder	Question/Comment	Response
	<p>Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. This application is not required to submit a full statement. No reference has been made to reducing whole-life carbon within the proposed development. The applicant is strongly encouraged to consider using low-carbon materials, sourced as local as possible.</p> <p><b>Circular Economy</b>            Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>This application is not required to submit a full statement. No reference has been made to consider and integrate circular economy principles within the proposed development. The applicant is strongly encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.</p> <p><b>Conclusion</b>            Overall, it is considered that the application <b>can be supported</b> from a carbon management and sustainability point of view.</p> <p>Proposed Planning Conditions</p>	

Stakeholder	Question/Comment	Response
	<p><u>Energy strategy</u>  The development hereby approved shall be constructed in accordance with the Energy and Sustainability Statement prepared by eb7 (dated 30<sup>th</sup> May 2022 v2) delivering a minimum 60% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, VRF air source heat pumps (ASHPs) and a minimum 36.3 kWp solar photovoltaic (PV) array.</p> <p>(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:</p> <ul style="list-style-type: none"> <li>- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</li> <li>- Confirmation of the necessary fabric efficiencies to achieve a minimum 44% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;</li> <li>- Location, specification and efficiency of the proposed heating, ventilation and hot water system that will be compatible with the DEN in the future, with plans showing the pipework and plant location;</li> <li>- 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);</li> <li>- A metering strategy.</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>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. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</p> <p>(b) Within six months of first occupation, evidence that the solar PV installation has been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, and a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</p> <p>(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.</p> <p>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.</p> <p><u>Future DEN Connection</u> Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</p>	



Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.</li> <li>• A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;</li> <li>• Plans and sections showing the pipe route from an agreed connection point in an adjacent road (where the DEN connection is expected to be made) to the plant room. The pipework route shall be coordinated with existing and services from the agreed connection to the plant room;</li> <li>• Detail of the pipe design, pipe sizes (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion.</li> <li>• Plans and sections showing the route for three 100mm diameter communications ducts from an agreed connection point in an adjacent road (where the DEN connection is expected to be made) to the plant room. The duct route shall be coordinated with existing and services from the agreed connection to the plant room;</li> <li>• Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;</li> </ul>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>• Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;</li> <li>• Details of a future pipework route from the temporary plant location to the plant room.</li> </ul> <p>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 SI3, and Local Plan (2017) Policies SP4 and DM22.</p> <p><u>Overheating (office spaces)</u> Prior to the commencement of development, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM52 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s) and demonstrate how the overheating risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained thereafter for the lifetime of the development. Air conditioning will not be supported unless exceptional justification is given.</p> <p>This report will include:</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- Details of the design measures incorporated within the scheme in line with the Cooling Hierarchy (including details of the feasibility of prioritising passive cooling and ventilation measures) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided.</li> <li>- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</li> <li>- A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming 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) and include any replacement / repair cycles and the annual running costs for the occupiers;</li> <li>- Annotated floorplans showing which office spaces have been modelled. The report should model a top floor single-aspect south-facing office, a south-west and south-east facing office space.</li> </ul> <p>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.</p> <p><u>BREEAM Certificate</u></p>	

Stakeholder	Question/Comment	Response
	<p>(a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Excellent” outcome (or equivalent). This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</p> <p>The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</p> <p>(b) At least six months prior to occupation, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</p> <p>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</p> <p>Reason: In the interest of addressing climate change and securing sustainable development in accordance with</p>	

Stakeholder	Question/Comment	Response
	<p>London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.</p> <p><u>Living Roofs</u></p> <p>(a) Prior to the commencement of development, details of the living roof 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:</p> <ul style="list-style-type: none"> <li>i) A roof plan identifying where the living roofs will be located;</li> <li>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);</li> <li>ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate</li> <li>iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> 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 1m<sup>2</sup>, rope coils, pebble mounds of water trays;</li> <li>iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);</p> <p>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</p> <p>vi) Management and maintenance plan, including frequency of watering arrangements.</p> <p>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has 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 roof has 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.</p> <p>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</p>	
<b>Building Control</b>	<p>This department has no objection to this application. This type of work will require a Building Regulation application to be made after Planning permission has been granted.</p>	Noted.

Stakeholder	Question/Comment	Response
	<p>You may also contact Haringey Building Control for Free Application advice/meeting to discuss the scheme further in particular B5 - fire brigade Access.</p>	
<b>Pollution</b>	<p>Having considered all the submitted supportive information, please be advise that we have no objection to the development in relation to AQ and Land Contamination but planning conditions are recommend should planning permission be granted considering the site is located on an unspecified factory work of medium risk and within a close proximity of other contaminated land use sites. However, with the nature of the proposed development i.e. light industrial unit, it might be possible that a minor work will be require been a similar replacement of existing planning end use.</p>	Noted conditions attached.
<b>Waste and Street Cleansing</b>	<p>Having reviewed the documents, the only reference to waste management is contained in section 4.4 of the D&amp;A statement. Here there is reference to a location being identified on the developments frontage next to the rolleshutter where wheeled bins would be stored in a line within an enclosure allowing kerbside collections of waste and recycling to be collected, presumably from Garman Road.</p> <p>The application is light on detail in terms of the type of waste that will be generated from the development in use and the number of bins that will be required. The waste generated will be commercial waste and therefore the owners/managers of the development are free to go to the market to find registered commercial waste companies and tailor collections to their requirements. This, as well as the activities of the occupants, will influence the number of bins</p>	Noted condition 6 attached requesting details of waste storage.

Stakeholder	Question/Comment	Response
	<p>needed at this development. It would however be helpful for an indicative number to be provided.</p> <p>The wheeled bins will not be able to be stored on the public footway and therefore the proposed enclosure would need to be on the footprint of the developments frontage. Some detail on the proposed bin enclosure/screening would be helpful to ensure that it is robust in its construction and acceptable visually. Collection vehicle can access Garman Road currently and as this development has no impact on the highway or access waste from the development will be able to be collected.</p>	
<b>EXTERNAL</b>		
<b>Thames Water</b>	<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. 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.  <a href="https://developers.thameswater.co.uk/Developing-a-largesite/Apply-and-pay-for-services/Wastewater-services">https://developers.thameswater.co.uk/Developing-a-largesite/Apply-and-pay-for-services/Wastewater-services</a></p> <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, and 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</p>	Noted, informatives attached.



Stakeholder	Question/Comment	Response
	<p>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>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <a href="https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-divertingour-pipes">https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-divertingour-pipes</a>.</p> <p>The proposed development is located within 15 metres of our underground waste water assets and as such we would</p>	

Stakeholder	Question/Comment	Response
	<p>like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</a>. Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a></p> <p>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>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> <p>Water Comments There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're</p>	

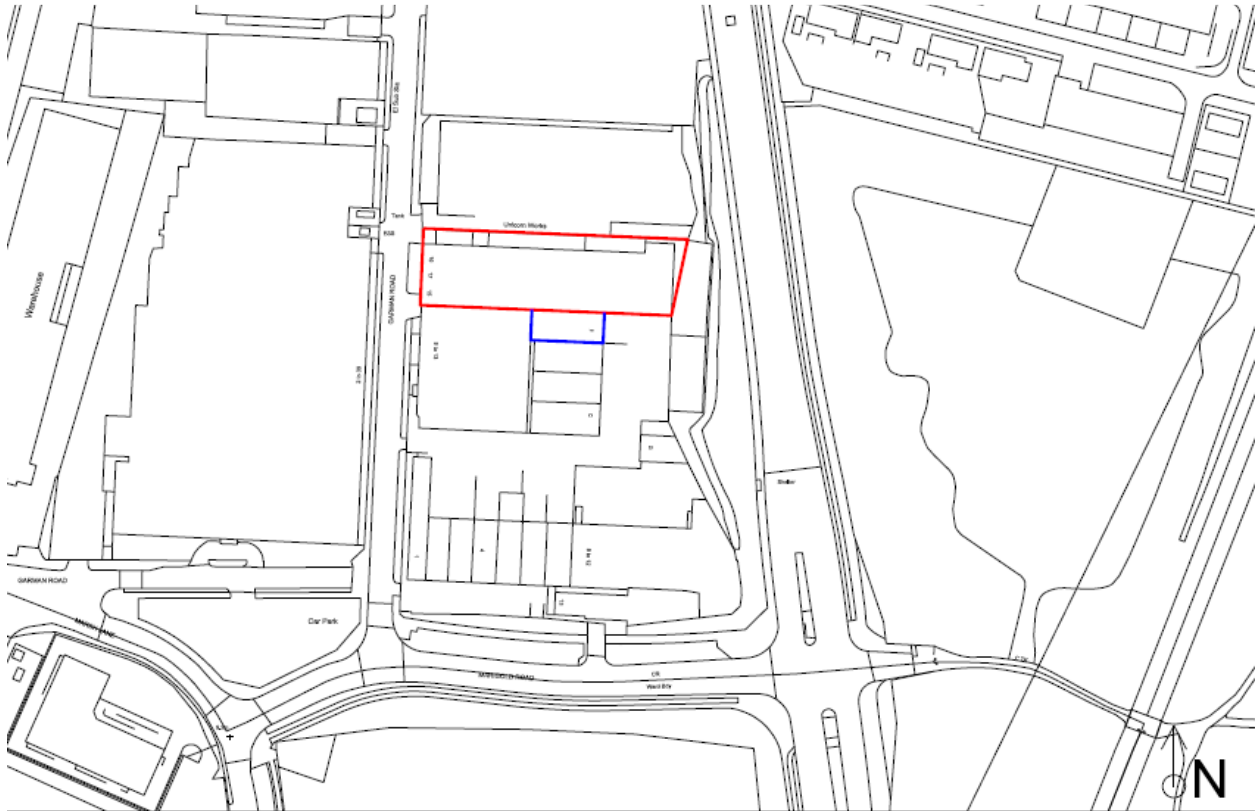
Stakeholder	Question/Comment	Response
	<p>planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.  <a href="https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-divertingour-pipes">https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-divertingour-pipes</a></p> <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 <a href="https://thameswater.co.uk/buildingwater">thameswater.co.uk/buildingwater</a>.</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>	
<b>Cllr Bevan</b>	<p>Comments: I note the previous applications for the adjacent / nearby fire damaged sites, my comments for these other previous applications. I have repeated below. As this application refers to a site that is nearby I am concerned</p>	<p>Design and comprehensive development addressed in para 6.4.1-5.</p> <p>A condition is attached requiring</p>

Stakeholder	Question/Comment	Response
	<p>that all future developments will have similar standards applied. This to achieve future uniformity of design and overall enhancement of all these adjacent developments / sites.</p> <p>I would draw attention to the industrial estate on Leaside Road, N17 0QJ, the Mowlem estate which has recently been developed and is to a very high standard in many respects. I would request that this development achieve the same high standards, including the green fencing, which ensures to some extent that the site does not look like a prison site. Assuming of course that fencing will be required for this development?</p> <p>I appreciate that this is an industrial site but I refer to the need for improved design and attractiveness that is now required by Haringey and The Mayor of London for all applications.</p> <p>In addition I now refer to the MAYOR of London's Supplementary Planning Guidance in particular I would require that this proposal will comply with the above guidance standards and indeed building regulations.</p> <p>I note the brick frontage to the existing which is of an attractive and interesting design, it would enhance the appearance of this development if this could be retained and incorporated into the new, this despite my comments re uniformity of design which would apply to the remainder of the site. Could also enhance the value / attractiveness of this project to future users / leaseholders / owners.</p>	<p>materials to be submitted for approval.</p>

Stakeholder	Question/Comment	Response
	I appreciate that this is an industrial site but I refer to the need for improved design and attractiveness that is now required by Haringey and The Mayor of London for all applications.	

**Appendix 2 Plans and Images**

**Location Plan**



**WillIngle Associates**  
ARCHITECTS & DEVELOPMENT CONSULTANTS

CONTACT DETAILS:  
35 Chesham Road, London, EC1M 6PX  
www.willingale.com  
arch@willingale.com

PROJECT:  
15-18 GARMAN ROAD, LONDON, N17

TITLE:  
LOCATION PLAN

DRAWING NUMBER:  
N17\_W14RGL\_P01

DATE:  
28/07/2021

SCALE:  
1:1250 @ A4



**View south along Garman Road**



**Side Access**



View north along Garman Road

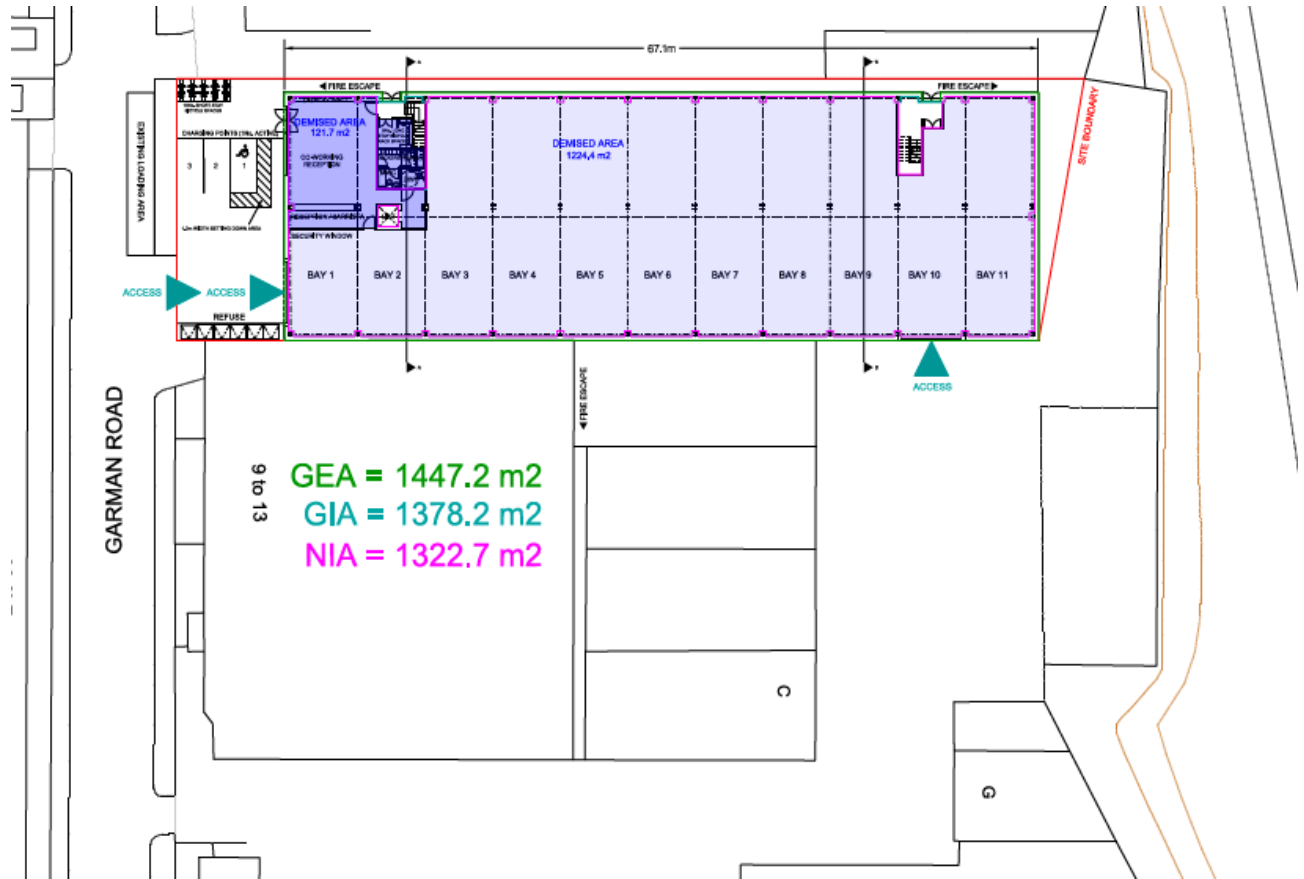


Aerial photo of site from North West

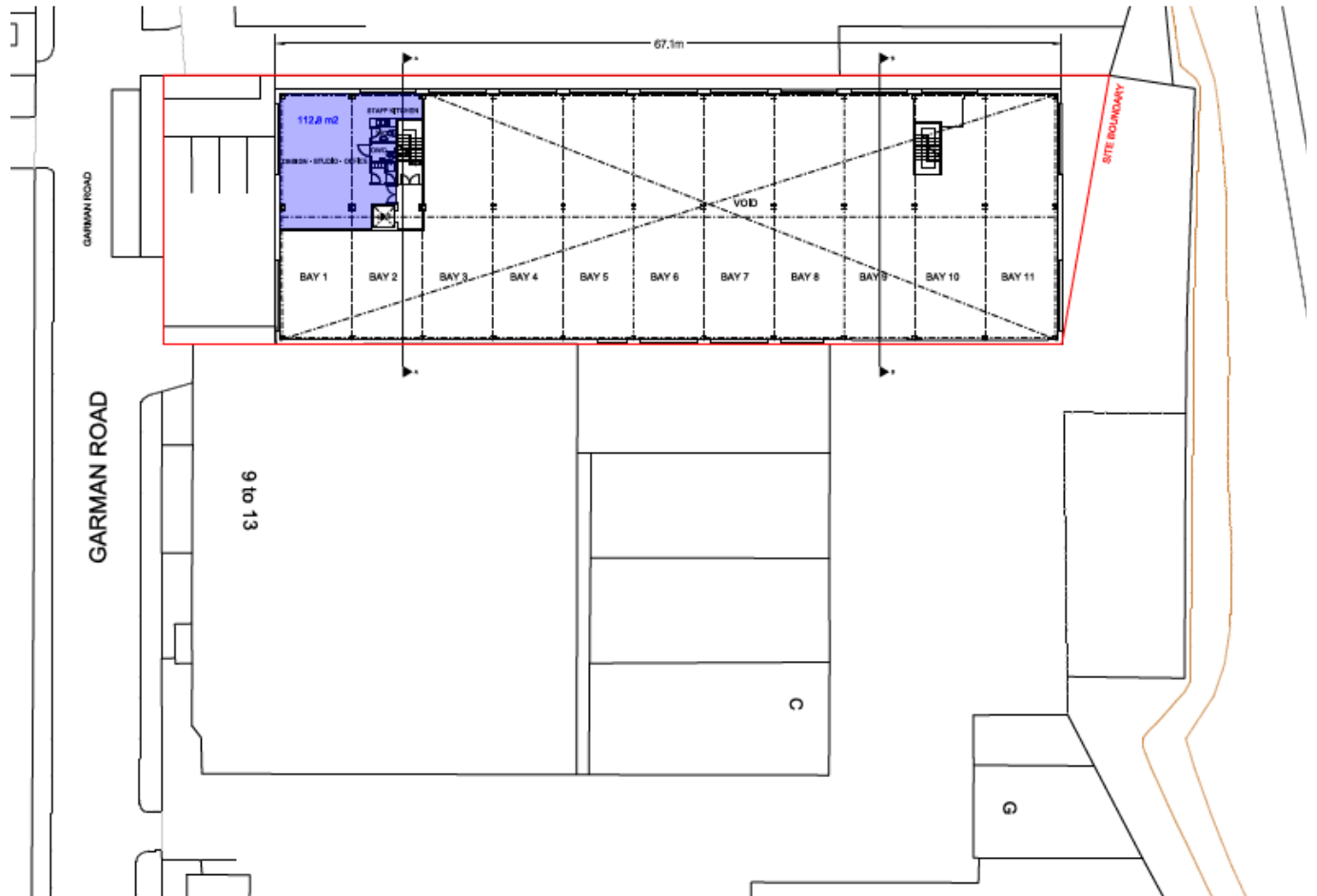




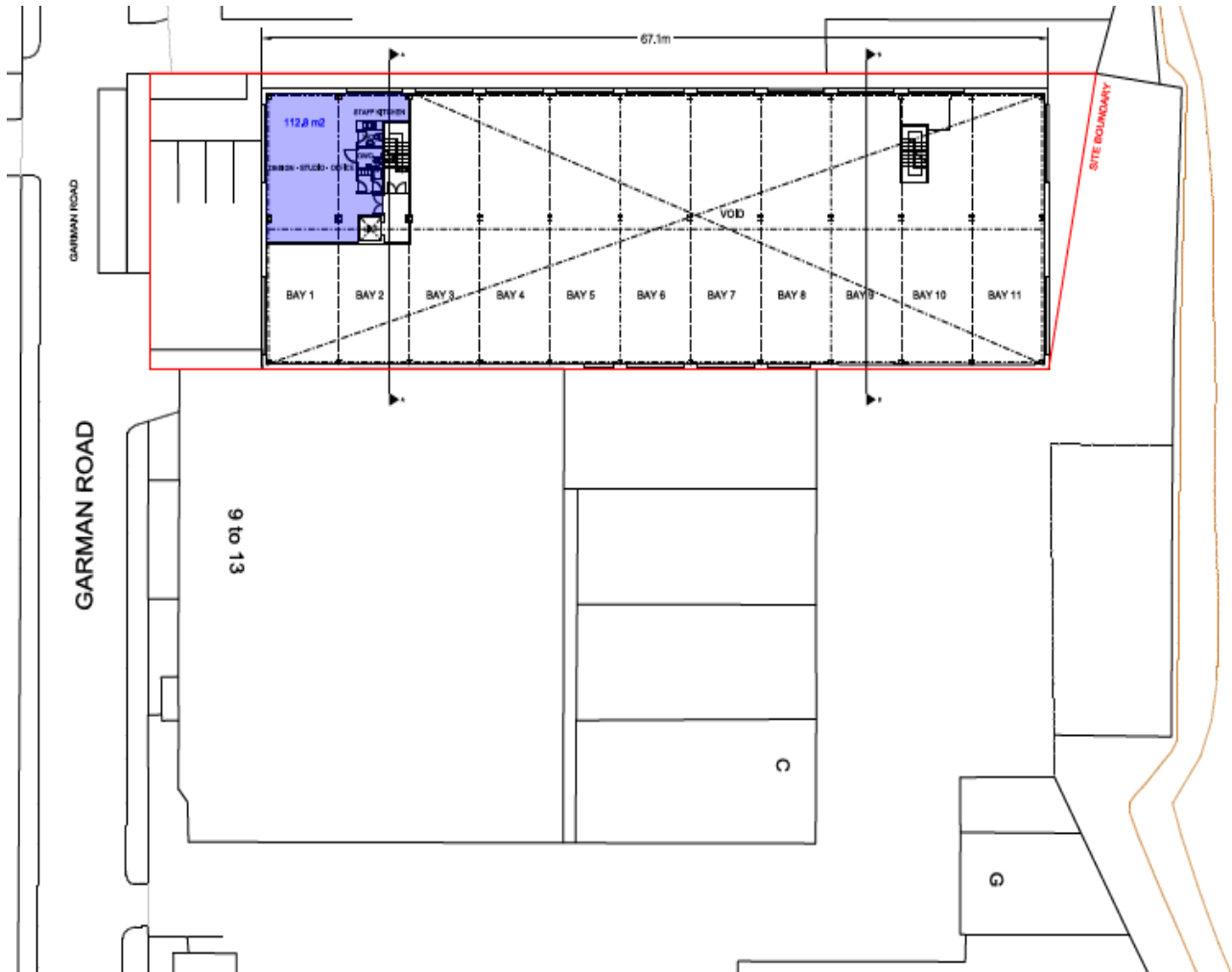
### Proposed Ground Floor Plan



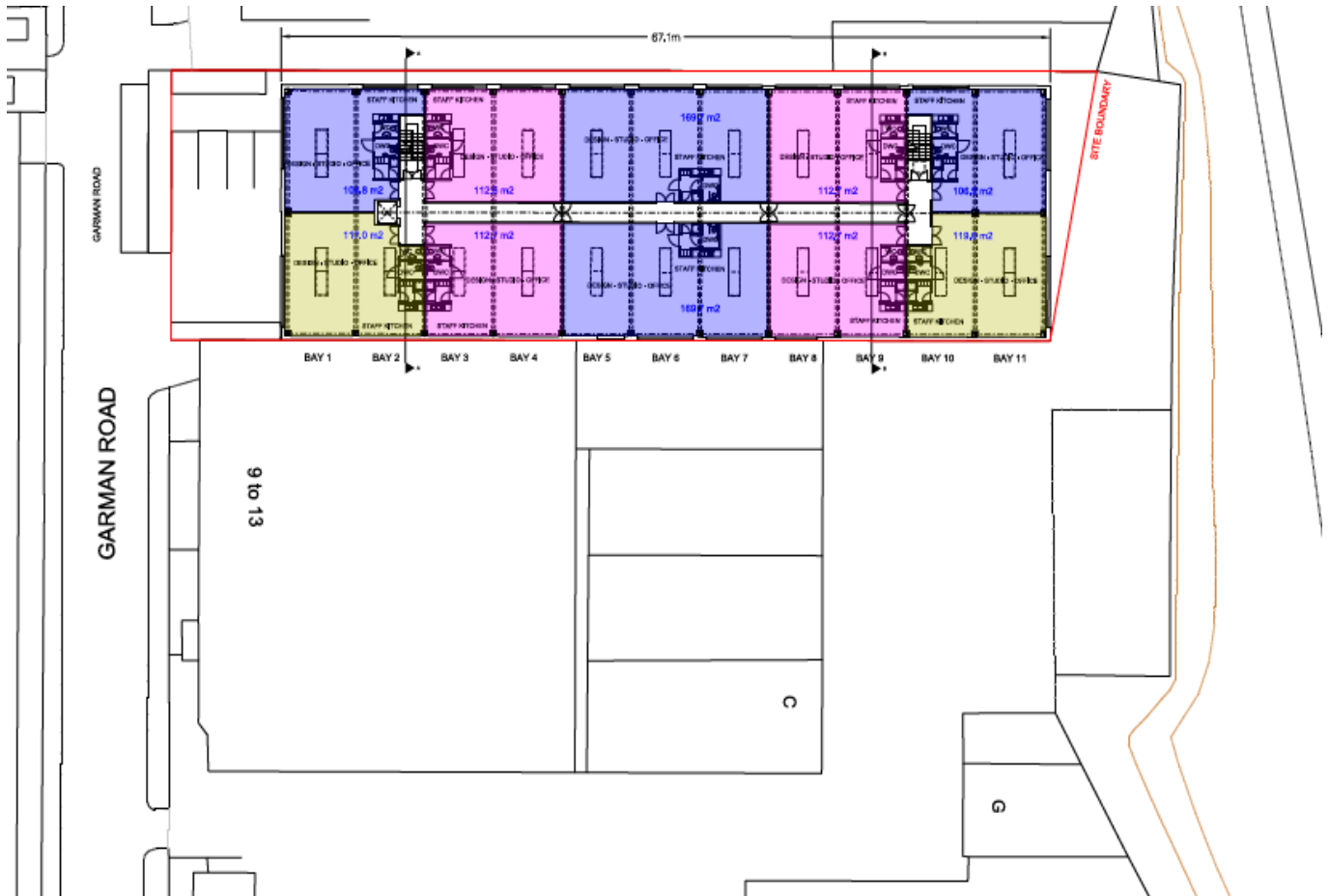
Proposed First Floor Plan



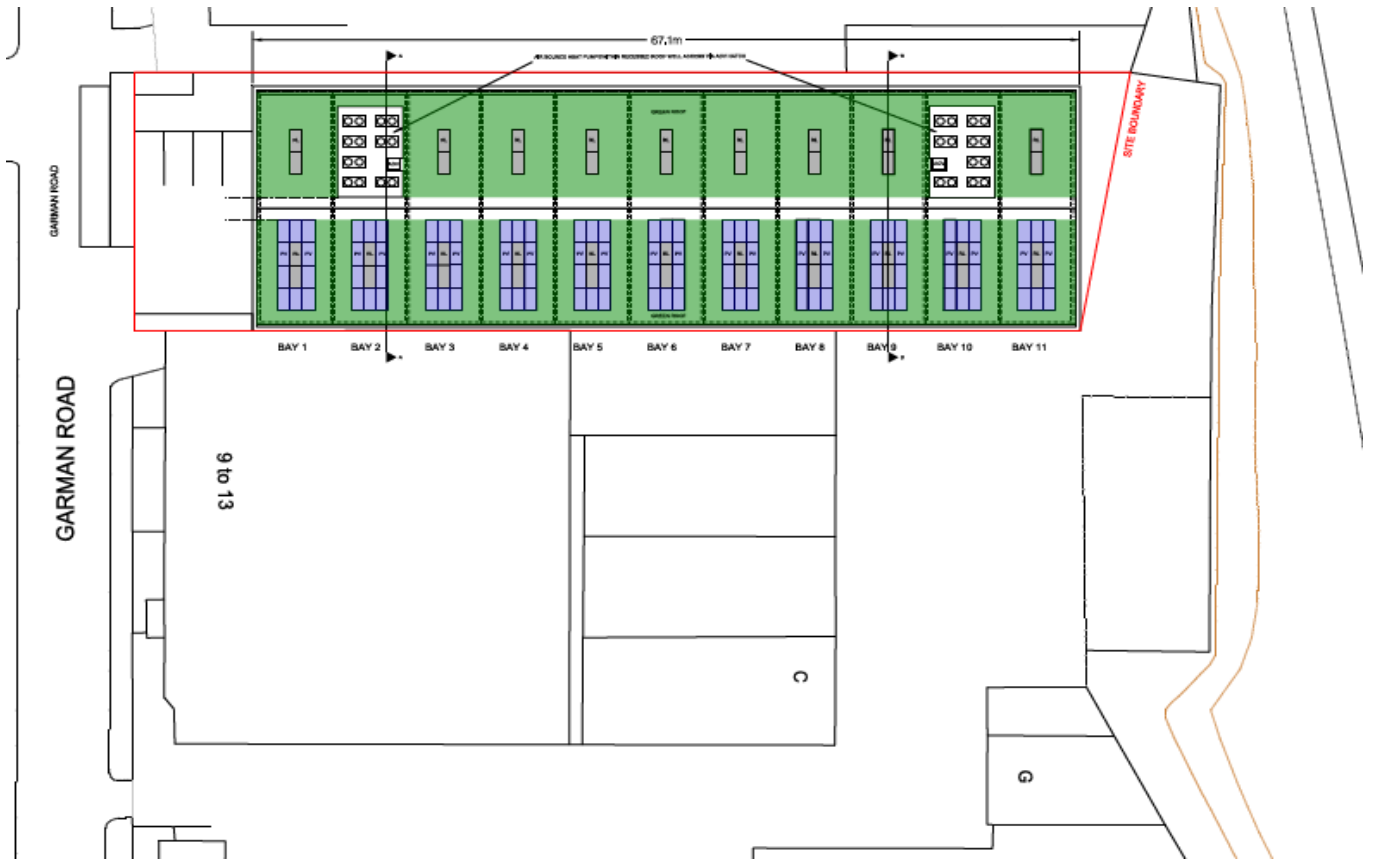
Proposed Second Floor Plan



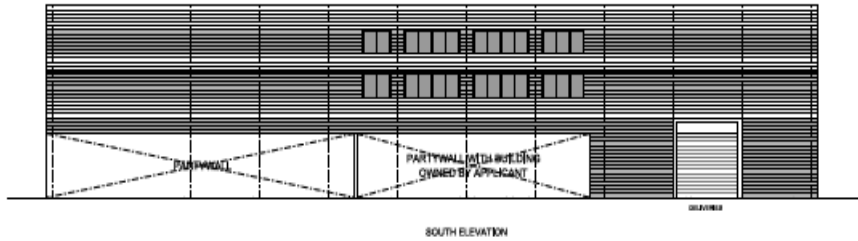
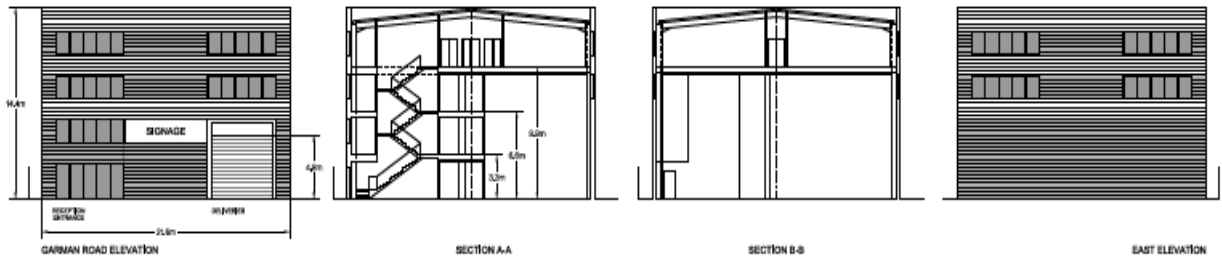
Proposed Third Floor Plan



Proposed Roof Plan



Proposed Sections & Elevations





<b>Report for:</b>	<b>Planning Sub Committee Date: 04 July 2022</b>	<b>Item Number:</b>	
<b>Title:</b>	<b>Update on major proposals</b>		
<b>Report Authorised by:</b>	<b>Robbie McNaugher</b>		
<b>Lead Officer:</b>	<b>John McRory</b>		
<b>Ward(s) affected:</b>  <b>All</b>	<b>Report for Key/Non Key Decisions:</b>		

## **1. Describe the issue under consideration**

- 1.1 To advise the Planning Sub Committee of major proposals that are currently in the pipeline. These are divided into those that have recently been approved; those awaiting the issue of the decision notice following a committee resolution; applications that have been submitted and are awaiting determination; and proposals which are the being discussed at the pre-application stage. A list of current appeals is also included.

## **2. Recommendations**

- 2.1 That the report be noted.

## **3. Background information**

- 3.1 As part of the discussions with members in the development of the Planning Protocol 2014 it became clear that members wanted be better informed about proposals for major development. Member engagement in the planning process is encouraged and supported by the National Planning Policy Framework 2019 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information



on major proposals so that members are better informed and can seek further information regarding the proposed development as necessary.

#### **4. Local Government (Access to Information) Act 1985**

- 4.1 Application details are available to view, print and download free of charge via the Haringey Council website: [www.haringey.gov.uk](http://www.haringey.gov.uk). From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.
- 4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.



Site	Description	Timescales/comments	Case Officer	Manager
<b>APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED</b>				
<b>19 Bernard Road HGY/2021/2160</b>	Demolition of the existing buildings and construction of a mixed use development providing 9 residential units, 3,488 sqm of commercial space and a gallery/café together with associated landscaping, refuse storage and cycle parking.  Negotiations on legal agreement ongoing.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.  Negotiations on legal agreement are ongoing.	Chris Smith	John McRory
<b>Units 1-6 Unicorn works, 21-25 Garman Road N17 HGY/2020/3186</b>	Reconstruction of the industrial unit (to replace the previously destroyed unit by fire).	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.  Negotiations on legal agreement are ongoing.	Tania Skelli	John McRory
<b>Banqueting Suite 819-821 High Rd (Printworks)</b>	New development on Banqueting Suite site.  Part of High Road West Masterplan Area.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.  Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
<b>Cranwood House, 100 Woodside Ave, N10 HGY/2021/2727</b>	Demolition of existing care home to provide 41 new homes for council rent and market sale in a mixture of apartments, maisonettes, and houses in buildings of three, four, and six storeys.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.	Chris Smith	John McRory

		Negotiations on legal agreement are ongoing		
<b>Mary Fielding Guild Care Home, 103-107 North Hill HGY/2021/3481</b>	Demolition of the existing Mary Feilding Guild Care Home (Use Classes Order C2) and the redevelopment of the site to provide a new 72 bed care home with ancillary communal facilities, services and amenities.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.  Negotiations on legal agreement are ongoing	Valerie Okeiyi	John McRory
<b>109 Fortis Green HGY/2021/2151</b>	Full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 x residential flats and 4 mews houses and 131m2 flexible commercial space in ground/lower ground floor unit, basement car parking and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
<b>APPLICATIONS SUBMITTED TO BE DECIDED</b>				
<b>573-575 Lordship Lane HGY/2022/0011</b>	Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.	To be presented to Members at committee in July 2022.	Chris Smith	John McRory
<b>Ashley Road Depot HGY/2022/0752</b>	Full planning application for the erection of 272 homes including 50% socially rented homes extending 4-13 storeys, 174sqm of flexible Use Class E floorspace along with a new vehicular access to the site, car parking and two pedestrian north south routes. The proposal	To be presented to Members at committee in July 2022.	Chris Smith	John McRory

	also includes both private and public hard and soft landscaping throughout the site.			
<b>Adj to Florentia Clothing Village Site Vale Road HGY/2022/0044</b>	Light industrial floorspace	To be presented to Members at committee in July 2022.	James Mead	Matthew Gunning
<b>29-33 The Hale HGY/2021/2304</b>	Redevelopment of site including demolition of existing buildings to provide a part 7, part 24 storey building of purpose-built student accommodation [PBSA] (Sui Generis); with part commercial uses [retail] (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures	Application submitted and under assessment. July committee date targeted.	Phil Elliott	John McRory
<b>High Road West N17 HGY/2021/3175</b>	Hybrid Planning application seeking permission for 1) Outline component comprising demolition of existing buildings and creation of new mixed-use development including residential (Use Class C3), commercial, business & service (Use Class E), leisure (Use Class E), community uses (Use Class F1/F2), and Sui Generis uses together with creation of new public square, park & associated access, parking, and public realm works with matters of layout, scale, appearance, landscaping, and access within the site reserved for subsequent	Under assessment – expected to be presented to members at Planning Committee in July.  Consultation on ES addendum, crowd flow info and other changes running until 1 <sup>st</sup> July.	Phil Elliott	John McRory

	<p>approval; and 2) Detailed component comprising Plot A including demolition of existing buildings and creation of new residential floorspace (Use Class C3) together with landscaping, parking, and other associated works (EIA development - ES viewable on Council website).</p> <p>1) Outline:</p> <ul style="list-style-type: none"> <li>* Demolition of most buildings (with retention of some listed &amp; locally listed heritage assets);</li> <li>* New buildings at a range of heights including tall buildings;</li> <li>* Up to 2,869 new homes in addition to Plot A (including affordable housing);</li> <li>* At least 7,225sqm of commercial, office, retail, &amp; community uses (incl. new library &amp; learning centre);</li> <li>* New public park (min 5,300sqm) &amp; New public square (min 3,500sqm); &amp;</li> <li>* Other landscaped public realm and pedestrian &amp; cycle routes.</li> </ul> <p>2) Detailed:</p> <ul style="list-style-type: none"> <li>* Plot A - Demolition of 100 Whitehall Street &amp; Whitehall &amp; Tenterden Community Centre and</li> </ul>			
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	erection of new buildings of 5-6 storeys containing 60 new affordable homes & open space.			
<b>44 Hampstead Lane HGY/2021/2703</b>	Use Class C2 high quality specialist dementia care with 82 en-suite bedrooms and communal facilities. EoT agreed for 16/03/2022.	Application submitted and under assessment.	Samuel Uff	John McRory
<b>Cross House, 7 Cross Lane N8 HGY/2021/1909</b>	Demolition of existing building; redevelopment to provide business (Class E(g)(iii)) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement, provision of 7 car parking spaces and refuse storage.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
<b>15-19 Garman Road HGY/2022/0081</b>	Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10No. self-contained design studio offices on the third floor. (Full Planning Application).	To be presented to Members at committee in July 2022.	Kwaku Bossman-Gyamera	Kevin Tohill
<b>550 White Hart Lane HGY/2022/0709</b>	Application for Variation / removal of condition 8 (Deliveries in respect of unit deliveries in respect of units 3, 4 and 5a as well as 1, 5b and 6) condition 22 (No loading/unloading outside units 3,4,& 5) and condition 23 (No	Application submitted and under assessment.	Valerie Okeiyi	John McRory

	loading/unloading of deliveries) attached to planning permission reference HGY/2014/0055			
<b>550 White Hart Lane HGY/2022/0708</b>	Application for Variation / removal of condition 1 (in accordance with the plans) condition 4 (Restriction of Use Class) and condition 6 (Deliveries) attached to planning permission reference HGY/2020/0100	Application submitted and under assessment.	Valerie Okeiyi	John McRory
<b>Broadwater Farm HGY/2022/0823</b>	Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing): Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate.	Application submitted and under assessment.	Chris Smith	John McRory
<b>313-315 Roundway and 8-12 Church Lane HGY/2022/0967</b>	Demolition of existing buildings and erection of a three to five storey building with new Class E floorspace at ground floor and residential C3 units with landscaping and associated works.	Application submitted and under assessment.	Chris Smith	Kevin Tohill

<p><b>The Goods Yard and The Depot 36 &amp; 44-52 White Hart Lane (and land to the rear), and 867-879 High Road</b></p> <p><b>HGY/2022/0563</b></p>	<p>Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use.</p>	<p>Application under assessment.</p> <p>Revised version of scheme refused in November 2021 – which is currently at appeal (Inquiry opening on 12<sup>th</sup> July)</p>	<p>Philip Elliott</p>	<p>John McRory</p>
<p><b>Barbara Hucklesby Close</b></p> <p><b>London N22 6PQ</b></p> <p><b>HGY/2022/0859</b></p>	<p>Demolition of existing eight bungalows and the construction of a part one, two and three-storey building to provide supported living accommodation (Use Class C2) comprising 14 one-bedroom homes, a support office and communal garden. Provision of two wheelchair accessible parking bays, refuse/recycling and cycle stores and landscaping.</p>	<p>Application submitted and under assessment.</p>	<p>Gareth Prosser</p>	<p>Kevin Tohill</p>
<p><b>IN PRE-APPLICATION DISCUSSIONS</b></p>				
<p><b>Sir Frederick Messer Estate</b></p> <p><b>Council Housing led project</b></p>	<p>Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market.</p>	<p>Initial pre-app meetings held. QRP held.</p> <p>Discussions ongoing.</p>	<p>Chris Smith</p>	<p>John McRory</p>
<p><b>Kerswell Close</b></p> <p><b>Council Housing led project</b></p>	<p>c.26 flats in two buildings of four and five storeys for 100% social rent.</p>	<p>Initial pre-app meetings held. 2 QRPs held.</p> <p>Discussions ongoing.</p>	<p>Chris Smith</p>	<p>John McRory</p>

<p><b>Wat Tyler House, Boyton Road, N8</b></p> <p><b>Council Housing led project</b></p>	<p>Council development of car park for block of 14 residential units and associated landscaping, play space, cycling and refuse stores.</p>	<p>Pre-application discussions ongoing discussions</p>	<p>TBC</p>	<p>John McRory</p>
<p><b>Reynardson Court</b></p> <p><b>Council Housing led project</b></p>	<p>Refurbishment and /or redevelopment of site for residential led scheme – 10 units.</p>	<p>Pre-application discussions taking place</p>	<p>TBC</p>	<p>John McRory</p>
<p><b>Arundel Court and Baldewyne Court</b></p> <p><b>Council Housing led project</b></p>	<p>Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and pram shed area and the erection of 3, 3 storey buildings, (3 at Arundel Court and 2 at Baldewyne Court) to provide 30 new residential units with associated improvements to the surrounding area.</p>	<p>Pre-application discussions taking place</p>	<p>Kwaku Bossman-Gyamera</p>	<p>Kevin Tohill</p>
<p><b>Woodridings Court - Crescent Road/Dagmar Road, N22</b></p> <p><b>Council Housing led project</b></p>	<p>Developing a disused underground car park to the rear of an existing 4 storey block of Council flats adjacent the railway line.</p>	<p>Pre-application discussions ongoing.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p><b>Brunel Walk and Turner Avenue</b></p> <p><b>Council Housing led project</b></p>	<p>Council development - Preliminary meeting to discuss matters of principle in relation to the siting, scale, massing of the proposed new development on Brunel Walk (c. 45 units) and the associated and comprehensive</p>	<p>Pre-application discussions ongoing.</p>	<p>Valerie Okeiyi</p>	<p>Kevin Tohill</p>



	improvement/reconfiguration of the public realm/landscaping treatment on the Turner Avenue Estate.			
<b>Gourley Triangle</b>	Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space.	Pre-app meetings held. QRP review held. GLA meeting held.  Discussions ongoing.	Chris Smith	John McRory
<b>St Ann's Hospital</b>	Circa 995 residential dwellings, commercial and community uses, retention of existing historic buildings, new public realm and green space, new routes into and through the site, and car and cycle parking.	Pre-app meetings held including with GLA. 4 QRP reviews held. Pre-app committee held.  DMF scheduled for 29 <sup>th</sup> June.  Submission expected in June 2022.	Chris Smith	John McRory
<b>Hornsey Police Station, 94-98 Tottenham Lane, N8</b>	Retention and change of use of main historic police station building, demolition of extensions and ancillary buildings and erection of new buildings to provide 25 new residential units.	Pre-application discussions ongoing	Valerie Okeiyi	John McRory
<b>Highgate School</b>	1. Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility	Pre-application discussions ongoing.	Tania Skelli	John McRory
<b>Jessica Buttons Factory Site, land at 9-36 Clarendon Road</b>	The proposed scheme for the Jessica Button site is a part two, part six, part eight and part eleven storey scheme with basement	Pre-application discussions ongoing.	TBC	John McRory

	comprising 51 residential units and 643.1 sqm of commercial floorspace.			
<b>Selby Centre</b>	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.  EIA screening opinion submitted.	Phil Elliott	John McRory
<b>Warehouse living proposals: Overbury/Eade Road, Arena Design Centre, Haringey Warehouse District</b>	Warehouse Living and other proposals across 2 sites.	Draft framework presented for Overbury/Eade Road Sites.  Discussions continuing.	Chris Smith	John McRory
<b>Warehouse living proposal - Omega Works Haringey Warehouse District</b>	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide a mix of commercial spaces, warehouse living and C3 residential.	Pre-application discussions ongoing.	Chris Smith	John McRory
<b>Station Road</b>	Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.	Pre-application discussions ongoing – to be presented to members at 7 <sup>th</sup> March committee	Conor Guilfoyle	John McRory
<b>Osborne Grove Nursing Home/ Stroud Green Clinic</b>  <b>14-16 Upper Tollington Park N4 3EL</b>	Demolition of a 32 bed respite home and clinic building. Erection of a new 70 bed care home and 10 studio rooms for semi-independent living, managed by the care home. Separate independent residential component comprising a mix of twenty self-contained 1 and 2 bedroom flats for older adults, planned on Happi	Pre-app advice issued  Discussions ongoing	Tania Skelli	John McRory

	principles. Day Centre for use of residents and the wider community as part of a facility to promote ageing wellness.			
<b>Drapers Almshouses Edmansons Close Bruce Grove London N17 6XD</b>	Redevelopment consisting of the amalgamation, extension and adaptation of the existing almshouses to provide 22 three bedroom family dwellings; and creation of additional units on site to provide one further three bedroom dwelling; seven two bedroom dwellings and 12 one bedroom dwellings (specifically provided for housing for older people).	Pre-app discussions ongoing.	TBC	John McRory
<b>Braemar Avenue Baptist Church, Braemar Avenue.</b>	Demolition of dilapidated church hall, to allow construction of part 3, part 4 storey building (over basement) comprising new church hall extensions (204m2) and 15 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
<b>Pure Gym, Hillfield Park</b>	Demolition of existing building and redevelopment with gym and residential units on upper floors	Pre-app advice note to be issued.	Valerie Okeiyi	John McRory
<b>(Part Site Allocation SA49) Lynton Road London, N8 8SL</b>	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	TBC	John McRory
<b>1 Farrer Mews London N8 8NE</b>	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Second pre-application meeting arranged following revised scheme	Tania Skelli	John McRory

<b>Far Field Sports Ground, Courtenay Avenue.</b>	Various re-surfacing works to field and associated infrastructure.	Pre-app advice issued.	Chris Smith	John McRory
<b>356-358 St. Ann's Road - 40 Brampton Road</b>	Demolition of two buildings on corner of St. Ann's Rd and of coach house and end of terrace home on Brampton Rd and replacement with increased commercial and 9 self-contained homes.	Pre-application meeting held 30/07.  No discussions since	Phil Elliott	John McRory
<b>157-159 Hornsey Park Road, Wood Green</b>	Redevelopment of existing dilapidated construction yard to provide 40 new-build self-contained flats.	Pre-app advice issued.	Valerie Okeiyi	John McRory
<b>35-37 Queens Avenue</b>	Reconfiguration of the existing internal layout and rear extension to create 16 self-contained flats and redevelopment of existing garages in rear garden to provide 4 additional flats.	Pre-app advice issued.	Valerie Okeiyi	John McRory
<b>Clarendon Gasworks</b>	Reserved Matters Phase 4 (H blocks).	Reserved matter discussions to take place	Valerie Okeiyi	John McRory
<b>Parma House Clarendon Road Off Coburg Road</b>	14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020).	Pre-app advice issued.	Valerie Okeiyi	John McRory
<b>Ashley House (Levenes)</b>	Demolition and rebuild as 20 storey tower for 90 units, with office space.	Pre-app meetings held and advice note issued.	Samuel Uff	John McRory

<b>36-38 Turnpike Lane London N8 0PS</b>	Erection of 9 residential flats and commercial space at ground floor. (Major as over 1000 square metres).  (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-application report issued.	Tania Skelli	John McRory
<b>Wood Green Corner Masterplan</b>	Masterplan for Wood Green Corner, as defined in draft Wood Green AAP as WG SA2 (Green Ridings House), SA3 (Wood Green Bus Garage) and SA4 (Station Road Offices).	Pre-app advice issued. Discussions to continue.	Samuel Uff	John McRory
<b>Mecca Bingo</b>	250-300 residential units, replacement bingo hall and other commercial uses.	Pre-app advice note issued.	Chris Smith	John McRory
<b>679 Green Lanes</b>	Redevelopment of the site to provide up to 121 new homes, new office and retail space.	Preapp note issued	Samuel Uff	John McRory
<b>13 Bedford Road</b>	Demolition of existing building and the erection of a part five part six storey building to provide 257 sq. m retail space on the ground floor with 18 flats with associated amenity space ion the upper floors together with cycle and refuse storage at ground floor level.	Pre-app advice note to be issued.	Valerie Okeiyi	John McRory
<b>25-27 Clarendon Road Off Hornsey Park Road</b>	Residential-led redevelopment of site, including demolition of existing buildings.	Pre-app advice note to be issued.	Valerie Okeiyi	John McRory
<b>Major Application Appeals</b>				

<b>Goods Yard White Hart Lane</b>	Proposal to amend previous proposals for Goods Yard and 867- 879 High Road  Part of High Road West Masterplan Area.	Application refused, appeal submitted. Inquiry opens 12 <sup>th</sup> July.		Robbie McNaugher & John McRory
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# HARINGEY COUNCIL

## PLANNING COMMITTEE

### APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 23/05/2022 AND 17/06/2022

#### BACKGROUND PAPERS

For the purpose of the Local Government (Access to Information) Act 1985, the background papers in respect of the following items comprise the planning application case file.

In addition application case files are available to view print and download free of charge via the Haringey Council website:  
[www.haringey.gov.uk](http://www.haringey.gov.uk)

From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am - 5.00pm, Monday - Friday.

Please see Application type codes below which have been added for your information within each Ward:

#### Application Type codes:

ADV	Advertisement Consent
CAC	Conservation Area Consent
CLDE	Certificate of Lawfulness (Existing)
CLUP	Certificate of Lawfulness (Proposed)
COND	Variation of Condition
EXTP	Replace an Extant Planning Permission
FUL	Full Planning Permission
FULM	Full Planning Permission (Major)
LBC	Listed Building Consent
LCD	Councils Own Development
LCDM	(Major) Councils Own Development
NON	Non-Material Amendments
OBS	Observations to Other Borough
OUT	Outline Planning Permission
OUTM	Outline Planning Permission (Major)
REN	Renewal of Time Limited Permission
RES	Approval of Details
TEL	Telecom Development under GDO
TPO	Tree Preservation Order application works

#### Recomendation Type codes:

GTD	Grant permission
REF	Refuse permission
NOT DEV	Permission not required - Not Development
PERM DEV	Permission not required - Permitted
PERM REQ	Development
RNO	Permission required
ROB	Raise No Objection

WARD: **Alexandra****CLUP Applications Decided: 2**

Application No: **HGY/2022/1221** Officer: Martin Cowie  
 Decision: PERM DEV Decision Date: 17/06/2022  
 Location: 93 The Avenue N10 2QG  
 Proposal: New driveway and vehicular access (certificate of lawfulness: proposed use)

Application No: **HGY/2022/1375** Officer: Martin Cowie  
 Decision: PERM DEV Decision Date: 15/06/2022  
 Location: 1 Donovan Avenue N10 2JU  
 Proposal: Single-storey rear extension (Certificate of Lawfulness: proposed use).

**FUL Applications Decided: 5**

Application No: **HGY/2022/0769** Officer: Tania Skelli  
 Decision: GTD Decision Date: 26/05/2022  
 Location: Fiftyfour And A Half Grove Avenue N10 2AN  
 Proposal: Erection of single storey rear extension with 4nos. rooflights. Roof extension to including 4nos. dormers

Application No: **HGY/2022/0847** Officer: Fatema Begum  
 Decision: GTD Decision Date: 24/05/2022  
 Location: Flat A 89 The Avenue N10 2QG  
 Proposal: 3 replacement windows to 1st floor flat

Application No: **HGY/2022/0916** Officer: Fatema Begum  
 Decision: GTD Decision Date: 09/06/2022  
 Location: 40 Rosebery Road N10 2LJ  
 Proposal: Erection of an infill rear dormer, x 3 roof lights to front roof-slope.

Application No: **HGY/2022/1067** Officer: Mark Chan  
 Decision: GTD Decision Date: 16/06/2022  
 Location: 92 Palace Gates Road N22 7BL  
 Proposal: Erection of a single story rear and side extension, alterations to existing rear extension and creation of a rear roof terrace on first floor level.

Application No: **HGY/2022/1083** Officer: Samuel Uff  
 Decision: GTD Decision Date: 07/06/2022  
 Location: 1 Donovan Court Donovan Avenue N10 2JY  
 Proposal: Conversion of garage to habitable room, with replacement window and brick surround.

**RES Applications Decided: 1**



Application No: **HGY/2022/0928** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 25/05/2022  
 Location: 20 Crescent Road N22 7RS  
 Proposal: Details pursuant to conditions 5 (cycle storage) and 6 (Construction Management Plan) of planning permission HGY/2018/3155 for the erection of three-storey mixed-use development comprising of a ground floor commercial unit with a 2-bed, 3-person self-contained residential unit on the two floors above.

**Total Applications Decided for Ward: 8**

WARD: **Bounds Green**

**CLFA Applications Decided: 1**

Application No: **HGY/2022/1527** Officer: Oskar Gregersen  
 Decision: PERM DEV Decision Date: 13/06/2022  
 Location: 105 Truro Road N22 8DH  
 Proposal: Certificate of lawfulness: Erection of a 4m deep two storey rear extension to a detached dwellinghouse.

**FUL Applications Decided: 4**

Application No: **HGY/2020/0789** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 25/05/2022  
 Location: Site at rear 457-461 High Road N22 8JD  
 Proposal: Demolition of lock up garages and erection of two x 3 bedroom houses. (Amended Description)

Application No: **HGY/2021/2973** Officer: Samuel Uff  
 Decision: GTD Decision Date: 13/06/2022  
 Location: Station Chambers Brownlow Road N11 2DJ  
 Proposal: Proposed additional storey with associated extension to external stairs to create 2 x self-contained flats, with associated bicycle and refuse store and associated works.

Application No: **HGY/2022/0599** Officer: Tania Skelli  
 Decision: REF Decision Date: 24/05/2022  
 Location: Lionel House and Palm Court Palmerston Road N22 8QN  
 Proposal: Erection of a lift and stair core at the rear of Palm Court and Lionel House, and erection of two refuse and recycling stores at front of the site.

Application No: **HGY/2022/1077** Officer: Samuel Uff  
 Decision: GTD Decision Date: 30/05/2022  
 Location: 34 Clarence Road N22 8PL  
 Proposal: Excavation of basement with front and rear lightwells; erection of part single, part two, part three storey rear extension; installation of PV roof panels; side and rear dormers; installation of flue; replace front rooflight and installation 4 x additional rooflights; replacement and re-positioning of front entrance (following demolition of porch); and replacement of windows (revised application similar to HGY/2021/2485)

**RES Applications Decided: 2**

Application No: **HGY/2022/0604** Officer: Tania Skelli  
 Decision: GTD Decision Date: 17/06/2022  
 Location: Land opposite 16 Park Road Edith Road N11

Proposal: Approval of details pursuant to condition 3 (Detailed design) attached to planning permission HGY/2020/0589 dated 3/7/2020 for the erection of part 2/3/4-storey block of 8no. houses and flats (affordable Council rent) with cycle and refuse storage facilities and associated amenity area and landscaping at former car parking site (Class use C3)

Application No: **HGY/2022/1057** Officer: Tania Skelli

Decision: GTD Decision Date: 30/05/2022

Location: Land opposite 16 Park Road Edith Road N11 2QE

Proposal: Approval of details pursuant to conditions 7 (Refuse) attached to planning permission ref: HGY/2020/0589 dated 3/7/2020 for the erection of part 2/3/4-storey block of 8no. houses and flats (affordable Council rent) with cycle and refuse storage facilities and associated amenity area and landscaping at former car parking site (Class use C3)

**TEL Applications Decided: 1**

Application No: **HGY/2022/1550** Officer: Kwaku Bossman-Gyamera

Decision: PERM DEV Decision Date: 15/06/2022

Location: Finsbury House Partridge Way N22 8DT

Proposal: Formal notification in writing of 28 days' notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended).

Northwest – Proposed 1no. Quadpod to accommodate:

- Proposed 2no. TEF Antenna
- Proposed 2m long lengths of handrail each side
- Proposed 4no. TEF RRH's and 1no. BOB

Southwest- Proposed 1no. Quadpod to accommodate:

- Proposed 2no. TEF Antenna
- Proposed 1no. 0.3m dish
- Proposed handrail each side
- Proposed 4no. TEF RRH's and 1no. BOB

Southeast - Proposed 1no. Quadpod to accommodate:

- Proposed 2no. TEF Antenna
- Proposed 1no. 0.3m dish
- Proposed handrail each side
- Proposed 4no. TEF RRH's and 1no. BOB
- Proposed 3no. Equipment Cabinets to be installed on new fixed grillage
- All other ancillary development associated with the proposal

**Total Applications Decided for Ward: 8**

WARD: **Bruce Grove**

**CLDE Applications Decided: 1**

Application No: **HGY/2022/1236** Officer: Christopher Smith

Decision: GTD Decision Date: 30/05/2022

Location: 255 Mount Pleasant Road N17 6HD

Proposal: Use of property as four self contained flats (Use Class C3). Certificate of lawfulness: existing use.

**CLUP Applications Decided: 1**

Application No: **HGY/2021/3208** Officer: Oskar Gregersen

Decision: PERM DEV Decision Date: 13/06/2022

Location: 20 Dongola Road N17 6EE

Proposal: Certificate of lawfulness for proposed development of formation of rear dormer and outrigger roof extensions, and the insertion of one rooflight on the front slope.

**FUL Applications Decided: 2**

Application No: **HGY/2022/0511** Officer: Gareth Prosser  
 Decision: GTD Decision Date: 09/06/2022  
 Location: Devonshire Chambers 567-577 High Road N17 6SB  
 Proposal: Addition of a window to the north and south elevations

Application No: **HGY/2022/1277** Officer: Emily Whittredge  
 Decision: REF Decision Date: 17/06/2022  
 Location: 19 Handsworth Road N17 6DB  
 Proposal: Proposed L-shaped dormer loft conversion with outdoor terrace surrounded by obscure glazed balustrade.

**LCD Applications Decided: 1**

Application No: **HGY/2022/0802** Officer: Emily Whittredge  
 Decision: GTD Decision Date: 15/06/2022  
 Location: Site under bridge adjacent to Bruce Grove Railway Station High Road N17 6QA  
 Proposal: Removal of an existing advertisement board and installation of a permanent 6m x 3m mosaic wall mural below Bruce Grove Bridge. The mural will be made up of 1m x 1m removable panels fixed to a metal support frame and will have a perimeter frame.

**Total Applications Decided for Ward: 5**WARD: **Crouch End****FUL Applications Decided: 6**

Application No: **HGY/2022/0908** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 26/05/2022  
 Location: 69 Shepherds Hill N6 5RE  
 Proposal: Erection of single storey rear extension and raised timber decked terrace to its rear with associated access steps and balustrade; Formation of rear roof dormer extension; Formation of rear roof hip-to-gable roof extension with gable window; Installation of roof lights; Associated alterations to windows and doors; Alterations to front garden including new replacement access stairs.

Application No: **HGY/2022/1009** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 09/06/2022  
 Location: 91 Claremont Road N6 5BZ  
 Proposal: Erection of single storey side 'infill' extension at rear of property and alterations to existing single storey rear extension

Application No: **HGY/2022/1158** Officer: Mercy Oruwari  
 Decision: REF Decision Date: 07/06/2022  
 Location: 40 Crouch Hall Road N8 8HJ  
 Proposal: Formation of vehicular crossover and creation of car parking space in front garden

Application No: **HGY/2022/1160** Officer: Mercy Oruwari  
 Decision: GTD Decision Date: 14/06/2022  
 Location: Ground Floor Flat 23 Glasslyn Road N8 8RJ  
 Proposal: Replacement of existing shed with a single storey rear garden outbuilding for use as a home office.

Application No: **HGY/2022/1165** Officer: James Mead  
 Decision: GTD Decision Date: 06/06/2022  
 Location: 32 Tivoli Road N8 8RE  
 Proposal: Erection of single storey side/rear infill extension and installation of new rear door.

Application No: **HGY/2022/1182** Officer: Mark Chan  
 Decision: GTD Decision Date: 16/06/2022  
 Location: 36 Landrock Road N8 9HL  
 Proposal: Erection of a single storey rear and side extension.

**NON Applications Decided: 1**

Application No: **HGY/2022/1581** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 15/06/2022  
 Location: Hillside 74 Crouch End Hill N8 8DN  
 Proposal: Non Material Amendment to planning permission reference HGY/2021/1971 to replace the top floor western side elevation window with a high-level horizontal window

**TEL Applications Decided: 1**

Application No: **HGY/2022/1392** Officer: Kwaku Bossman-Gyamera  
 Decision: PERM DEV Decision Date: 31/05/2022  
 Location: 31 Topsfield Parade Tottenham Lane N8 8PT  
 Proposal: Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended).  
 Description of Development: deployment of 2 no. microcell antennas, as part of a small cell system

**TPO Applications Decided: 3**

Application No: **HGY/2022/0869** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 26/05/2022  
 Location: Priory Court 47 Shepherds Hill N6 5QN  
 Proposal: Works to trees protected by TPOs: Group 6 Lime trees Reduce back to previous pruning points approx 3.00 M leaving no furnishings, 1 Acer Reduce height by 4.00 M and lateral and vertical growth by 2.00 M

Application No: **HGY/2022/0953** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 27/05/2022  
 Location: 52 Avenue Road N6 5DR  
 Proposal: Works to tree protected by a TPO: P1 Pear tree (front garden) - 30% reduction and thin of crown

Application No: **HGY/2022/1014** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 07/06/2022  
 Location: 54 Avenue Road N6 5DR  
 Proposal: Works to trees protected by a TPO: T1, T2 and T3- Three Lime trees- crown reduction back to most recent pruning points, approximately 3-4 m reduction. Reduce height of Ivy on tree on right by half a metre.

**Total Applications Decided for Ward: 11**WARD: **Fortis Green****CLDE Applications Decided: 1**

Application No: **HGY/2022/1109** Officer: Oskar Gregersen  
 Decision: GTD Decision Date: 27/05/2022  
 Location: 29 Everington Road N10 1HT  
 Proposal: Single-storey rear extension (Certificate of lawfulness: existing use)

**CLUP Applications Decided: 2**

Application No: **HGY/2022/0989** Officer: Martin Cowie  
 Decision: PERM DEV Decision Date: 14/06/2022  
 Location: 53 Twyford Avenue N2 9NR  
 Proposal: Rear dormer and roof extension associated with loft conversion and installation of three rooflights on front roof slope (Certificate of Lawfulness: Proposed use).

Application No: **HGY/2022/1220** Officer: Martin Cowie  
 Decision: PERM DEV Decision Date: 30/05/2022  
 Location: 57 Fortis Green Avenue N2 9LY  
 Proposal: Rear dormer roof extension associated with a loft conversion, installation of 3 rooflights on front roof slope, single storey rear extension and front entrance porch (certificate of lawfulness: proposed use).

**COND Applications Decided: 1**

Application No: **HGY/2022/1123** Officer: Zara Seelig  
 Decision: REF Decision Date: 08/06/2022  
 Location: 17 Kings Avenue N10 1PA  
 Proposal: Variation of condition 2 (approved plans) attached to planning permission HGY/2019/2738 to improve the layout and feasibility of the proposed works.

**FUL Applications Decided: 6**

Application No: **HGY/2022/0934** Officer: Conor Guilfoyle  
 Decision: REF Decision Date: 23/05/2022  
 Location: Cooden 199 Creighton Avenue N2 9BN  
 Proposal: Formation of vehicular crossover; Alterations to external elevation to replace garage door with window and door.

Application No: **HGY/2022/1020** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 31/05/2022  
 Location: 88 Barrenger Road N10 1JA  
 Proposal: Raise existing roof and loft conversion with rear dormer & front roof lights

Application No: **HGY/2022/1023** Officer: Mark Chan  
 Decision: GTD Decision Date: 01/06/2022  
 Location: 9 Wellfield Avenue N10 2EA  
 Proposal: Demolition of existing single and double garages and erection of a triple garage.

Application No: **HGY/2022/1167** Officer: James Mead  
 Decision: REF Decision Date: 31/05/2022  
 Location: 3 Beech Drive N2 9NX  
 Proposal: Single storey rear extension and part single and part double storey side extension, both to replace existing.

Application No: **HGY/2022/1204** Officer: Mark Chan  
 Decision: GTD Decision Date: 15/06/2022  
 Location: 11 Eastwood Road N10 1NL  
 Proposal: Erection of a single storey rear/side infill extension.

Application No: **HGY/2022/1205** Officer: Mark Chan  
 Decision: GTD Decision Date: 15/06/2022  
 Location: 13 Eastwood Road N10 1NL  
 Proposal: Erection of a single storey rear/side infill extension.

**RES Applications Decided: 1**

Application No: **HGY/2021/3439** Officer: Laurence Ackrill  
 Decision: GTD Decision Date: 30/05/2022  
 Location: 50 Lanchester Road N6 4TA  
 Proposal: Approval of details pursuant to condition 6 (Construction management plan) attached to planning permission HGY/2019/1070

**TPO Applications Decided: 1**

Application No: **HGY/2022/0876** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 27/05/2022  
 Location: 46 Fortismere Avenue N10 3BL  
 Proposal: Works to tree protected by a TPO: Holm oak (T1) - reduce stems leaning over the garden of number 48 Fortismere Avenue by 5m, reduce remaining crown by 2.5m, remove lowest branch over garden of 46 Fortismere Ave. The tree leans at 20 degrees off vertical, towards 3 neighbour's gardens. There is a bracket fungus at the base of the tree. There is concern that the tree may fail in strong winds. The crown reduction will reduce the load on the base of the tree, while retaining the overall shape and character of the tree. Current height of the tree 15m.

**Total Applications Decided for Ward: 12**WARD: **Harringay****CLDE Applications Decided: 2**

Application No: **HGY/2022/1121** Officer: Zara Seelig  
 Decision: GTD Decision Date: 08/06/2022  
 Location: 55 Hampden Road N8 0HX  
 Proposal: Use of the property as four self contained flats (certificate of lawfulness: existing use)

Application No: **HGY/2022/1598** Officer: Laina Levassor  
 Decision: REF Decision Date: 17/06/2022  
 Location: 9A Turnpike Lane N8 0EP  
 Proposal: Certificate of Lawfulness for the existing use as 4 self-contained units

**CLUP Applications Decided: 1**

Application No: **HGY/2022/1371** Officer: Martin Cowie  
 Decision: PERM DEV Decision Date: 13/06/2022  
 Location: 119 Sydney Road N8 0ET  
 Proposal: Dormer roof extension over main roof slope to rear and outrigger with French doors and Juliet Balcony and installation of 3 rooflights on front roof slope (Certificate of Lawfulness: proposed use).

**FUL Applications Decided: 5**

Application No: **HGY/2022/0510** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 17/06/2022  
 Location: 69 Warham Road N4 1AR  
 Proposal: Conversion of single family dwelling into two self-contained units and alterations at first floor level to include a Juliette balcony and inward opening doors including cycle storage.

Application No: **HGY/2022/0932** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 30/05/2022  
 Location: Flat B 29 Burgoyne Road N4 1AA  
 Proposal: Erection of outbuilding in rear garden in connection with existing flat.

Application No: **HGY/2022/1040** Officer: Laina Levassor  
 Decision: GTD Decision Date: 01/06/2022  
 Location: 27 Umfreville Road N4 1RY  
 Proposal: Erection of a single storey wrap around extension and part two storey side extension.

Application No: **HGY/2022/1124** Officer: Zara Seelig  
 Decision: GTD Decision Date: 26/05/2022  
 Location: 50 Duckett Road N4 1BN  
 Proposal: Installation of rooflights and reinstatement of front turret roof

Application No: **HGY/2022/1129** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 26/05/2022  
 Location: 87 Wightman Road N4 1RJ  
 Proposal: Conversion of a three storey dwelling into 1no. one-bed self-contained flat and 1no. three-bed flats, demolition and construction of rear single storey extension and amendments to rear dormers

**NON Applications Decided: 1**

Application No: **HGY/2021/3583** Officer: Tobias Finlayson  
 Decision: GTD Decision Date: 26/05/2022  
 Location: 590-598 Green Lanes N8 0RA  
 Proposal: Non-material amendment to full planning permission HGY/2016/1807 to amend the description following Transport for London's request to take back ownership of their land on the site, previously proposed as an area for car parking and to remove reference to the precise extent of flexible A1/A2/A3/B1/D1 or D2 floorspace to address an inconsistency in the existing description of development to the approved floorplans.

**RES Applications Decided: 1**

Application No: **HGY/2022/1200** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 26/05/2022  
 Location: Garage Colony rear of Mountview Court St Margarets Avenue N15 3DH  
 Proposal: Approval of details pursuant to condition 13 (part d) attached to planning permission HGY/2020/0181

**Total Applications Decided for Ward: 10**

WARD: **Highgate**

**CLDE Applications Decided: 1**

Application No: **HGY/2021/3096** Officer: Matthew Gunning  
 Decision: NOT DET Decision Date: 13/06/2022  
 Location: Winchester Hall Tavern 206 Archway Road N6 5BA  
 Proposal: Certificate of lawfulness to confirm the works as approved under application reference HGY/2014/1710 (and subsequent amendments) have been implemented with planning conditions complied in relation to cycle provision.

**FUL Applications Decided: 5**

Application No: **HGY/2021/0048** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 30/05/2022  
 Location: 15 Broadlands Road N6 4AE  
 Proposal: Demolition of existing rear ground and first floor timber extension and side garage, erection of new single storey side extension to ground floor, erection of part single, part two-storey rear extension, erection of rear dormer, installation of 2 side and 1 rear rooflights, replacement of entrance canopy (AMENDED DESCRIPTION).

Application No: **HGY/2022/1034** Officer: Tania Skelli  
 Decision: GTD Decision Date: 17/06/2022  
 Location: 34 Cholmeley Park N6 5ER  
 Proposal: Conversion of the existing garage into a living room with a new flat skylight and raising its roof with an offset from the street side, new windows and doors at lower ground floor level. Re-aligning the existing rear extension on south and east walls. The change of existing French doors into aluminium bi-folding doors and the division of a window at ground floor level. The creation of a terrace at first floor with a flat skylight, the change of the corridor window to the terrace into French door at first floor. The enlargement of existing rear new dormer, installation of PV panels and a flat skylight at the roof level. New gates on existing openings at street level.

Application No: **HGY/2022/1042** Officer: Tania Skelli  
 Decision: GTD Decision Date: 30/05/2022  
 Location: 269 Archway Road N6 5BT  
 Proposal: External works to rear yard including new external yard door and trellis fronting Highgate Avenue. Creation of new fire escape door from shop rear into yard and erection of new multi purpose office studio unit in yard.

Application No: **HGY/2022/1066** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 07/06/2022  
 Location: 1 Regency Terrace 66 North Hill N6 4RP  
 Proposal: Erection of a single storey rear extension.



Application No: **HGY/2022/1113** Officer: Tania Skelli  
 Decision: GTD Decision Date: 09/06/2022  
 Location: 2 Park Walk N6 4AU  
 Proposal: Insertion of door from cottage into the rear courtyard with associated steps, lower existing bedroom window sill onto enclosed courtyard.

**NON Applications Decided: 1**

Application No: **HGY/2022/1206** Officer: Tania Skelli  
 Decision: GTD Decision Date: 30/05/2022  
 Location: School House Bishopswood Road N6 4PP  
 Proposal: Non-Material Amendment following the grant of planning permission ref. HGY/2020/2772 dated 21st December 2020 for the refurbishment of the existing kitchen wing of main dining hall, including demolition of existing external refuse store replaced with new external waste & recycle store; addition of external covered open veranda; new external surfaces and landscaping, new gate to street and re-alignment of boundary and temporary catering accommodation for the duration of the works; namely to add an air condenser unit and omit the approved stainless steel boiler flue.

**RES Applications Decided: 5**

Application No: **HGY/2022/0166** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 01/06/2022  
 Location: Land At Townsend Yard N6 5JF  
 Proposal: Approval of details reserved by condition 11 (construction management and logistics plan) of planning permission HGY/2020/1326.

Application No: **HGY/2022/1326** Officer: Tania Skelli  
 Decision: GTD Decision Date: 31/05/2022  
 Location: Guildens Courtenay Avenue N6 4LP  
 Proposal: Approval of details pursuant to condition 5 (Archaeology) attached to planning permission ref. HGY/2019/1168 Allowed on appeal ref. APP/Y5420/W/19/3243272 dated 23/12/21 for the demolition of existing dwelling with retention of front facade and erection of replacement two-storey dwelling and associated extension to lower ground floor and the creation of a basement level.

Application No: **HGY/2022/1327** Officer: Tania Skelli  
 Decision: GTD Decision Date: 01/06/2022  
 Location: Guildens Courtenay Avenue N6 4LP  
 Proposal: Approval of details pursuant to condition 9 (Protection of trees) attached to planning permission ref. HGY/2019/1168 Allowed on appeal ref. APP/Y5420/W/19/3243272 dated 23/12/21 for the demolition of existing dwelling with retention of front facade and erection of replacement two-storey dwelling and associated extension to lower ground floor and the creation of a basement level.

Application No: **HGY/2022/1329** Officer: Tania Skelli  
 Decision: GTD Decision Date: 15/06/2022  
 Location: Guildens Courtenay Avenue N6 4LP  
 Proposal: Approval of details pursuant to condition 4 (Facade retention details) attached to planning permission ref. HGY/2019/1168 Allowed on appeal ref. APP/Y5420/W/19/3243272 dated 23/12/21 for the demolition of existing dwelling with retention of front facade and erection of replacement two-storey dwelling and associated extension to lower ground floor and the creation of a basement level.

Application No: **HGY/2022/1336** Officer: Tania Skelli  
 Decision: GTD Decision Date: 09/06/2022  
 Location: 38 Cholmeley Crescent N6 5HA  
 Proposal: Approval of details pursuant to condition 4 (EVCP) attached to planning permission ref. HGY/2022/0622 dated 19/5/2022 for works of alteration to create vehicular access onto front garden in association with new crossover.

**TPO Applications Decided: 7**

- Application No: **HGY/2021/3593** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 27/05/2022  
 Location: Orchard Mews 42 Orchard Road N6 5TR  
 Proposal: Works to tree protected by a TPO: T1 Lime - reduce by 6m in height (AMENDED DESCRIPTION).
- Application No: **HGY/2022/0858** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 31/05/2022  
 Location: 1 Oldfield Mews N6 5XA  
 Proposal: T1 - Beech tree (16m) - reduce branches on house side by up to 3m and check for deadwood and remove if present.
- Application No: **HGY/2022/0907** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 27/05/2022  
 Location: 9 Sheldon Avenue N6 4JS  
 Proposal: Works to tree protected by an Area TPO: Oak (T1) - Reduce overextended branch over garden of number 11 by 2.5m. To reduce chance of over extended limb failure.
- Application No: **HGY/2022/0957** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 27/05/2022  
 Location: Kempton House 52 Cholmeley Park N6 5AD  
 Proposal: Works to trees protected by a TPO: T1: Sycamore (14m): Re-pollard to previous points removing 2m of re-growth to keep tree at a size suitable for its location and as part of regular maintenance T2: Sycamore (14m): Re-pollard to previous points removing 2m of re-growth to keep tree at a size suitable for its location and as part of regular maintenance T3: Lime (14m): Re-pollard to previous points removing 2m of re-growth to keep tree at a size suitable for its location and as part of regular maintenance
- Application No: **HGY/2022/0991** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 07/06/2022  
 Location: 3 Jacksons Lane N6 5SR  
 Proposal: Works to tree protected by a TPO: T2 Common Oak. Reduce back to previous points of reduction retaining furnishing growth. As part of a routine maintenance schedule
- Application No: **HGY/2022/1039** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 13/06/2022  
 Location: Ridgemount Courtenay Avenue N6 4LR  
 Proposal: Works to trees protected by an Area TPO. T3 Oak Crown reduce by up to 3m. Reduce lateral limb on owners side by up to 3m. Remove deadwood - greater than 25 mm. Remove both crossing branches. T5 Oak Crown lift to 5.2 m for highway clearance. Remove deadwood - greater than 25 mm. Remove both crossing branches. T7 Beech Crown reduce by 5m to lessen wind loading on defective union. All works in line with BS3998 best arboricultural practice and duty
- Application No: **HGY/2022/1098** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 07/06/2022  
 Location: Flat 1 4 Stanhope Road N6 5LR  
 Proposal: Works to trees protected by TPOs. T1/T40 on survey London Plane (Stanhope Road) as discussed prune back extended sides Roadside and Building side to lessen end weight and contain excessive growth into neighbours trees and above building, remove dead wood/massaria infected branches and crown lift above highway and car park to 5.4 meters. T2/T43 on survey London Plane (Stanhope Road) Crown lift to 5.4 meters above public highway, remove dead? massaria infected branches. T3/T10 on survey Horse Chestnut (Hornsey Lane) Garden. Reduce crown to the latest reduction points due to torn out section, the tree has grown without management works and due to latest wind torn section the rest of the crown is now exposed and is growing over public highway. (AMENDED DESCRIPTION).

**Total Applications Decided for Ward: 19**WARD: **Hornsey****CLFA Applications Decided: 1**

Application No: **HGY/2022/1417** Officer: Mark Chan  
 Decision: PERM DEV Decision Date: 07/06/2022  
 Location: 25 Warner Road N8 7HB  
 Proposal: Certificate of Lawfulness for the proposed white silicone rendering of the front, rear and side elevations.

**FUL Applications Decided: 4**

Application No: **HGY/2022/0962** Officer: Oskar Gregersen  
 Decision: GTD Decision Date: 26/05/2022  
 Location: 24 Rosebery Gardens N8 8SH  
 Proposal: Single storey rear extension to flat

Application No: **HGY/2022/1164** Officer: James Mead  
 Decision: GTD Decision Date: 31/05/2022  
 Location: 60B Tottenham Lane N8 7EE  
 Proposal: Conversion of existing 3 bedroom flat into 2 self contained flats. Installation of new pv panels and rooflight to the rear.

Application No: **HGY/2022/1166** Officer: James Mead  
 Decision: GTD Decision Date: 31/05/2022  
 Location: 14 Boyton Close N8 7AY  
 Proposal: To erect an orangery to the rear of the property.

Application No: **HGY/2022/1187** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 10/06/2022  
 Location: 60 Tottenham Lane N8 7EE  
 Proposal: Erection of single storey extension in the side return passage (replacing existing) and to rear of property.

**RES Applications Decided: 2**

Application No: **HGY/2022/0646** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 08/06/2022  
 Location: 7 Cross Lane N8 7SA  
 Proposal: Approval of details pursuant to condition 16 (drainage systems) attached to planning permission HGY/2020/1724

Application No: **HGY/2022/0840** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 09/06/2022  
 Location: 7 Cross Lane N8 7SA  
 Proposal: Approval of details (partial) pursuant to part A of condition 8 (Secured by Design) attached to planning permission HGY/2020/1724

**Total Applications Decided for Ward: 7**WARD: **Muswell Hill****FUL Applications Decided: 7**

Application No:	<b>HGY/2022/0119</b>	Officer:	Conor Guilfoyle
Decision:	REF	Decision Date:	17/06/2022
Location:	71 Connaught Gardens N10 3LG		
Proposal:	First floor side extension		
Application No:	<b>HGY/2022/0846</b>	Officer:	Fatema Begum
Decision:	GTD	Decision Date:	24/05/2022
Location:	6 Etheldene Avenue N10 3QH		
Proposal:	Erection of a single storey rear extension.		
Application No:	<b>HGY/2022/1081</b>	Officer:	Oskar Gregersen
Decision:	REF	Decision Date:	13/06/2022
Location:	96A Priory Road N8 7EY		
Proposal:	Construction of a single storey rear extension and two storey side extension. Installation of new windows, externally applied insulation and solar panels to rear roof slope.		
Application No:	<b>HGY/2022/1125</b>	Officer:	Zara Seelig
Decision:	GTD	Decision Date:	08/06/2022
Location:	8 Farrer Road N8 8LB		
Proposal:	Erection of a single storey rear extension. Associated internal and external alterations.		
Application No:	<b>HGY/2022/1132</b>	Officer:	Kwaku Bossman-Gyamera
Decision:	GTD	Decision Date:	07/06/2022
Location:	Flats above Sainsburys 14-20a Fortis Green Road N10 3HN		
Proposal:	Proposed 5G Upgrade to Existing Telecommunication Equipments on the rooftop.		
Application No:	<b>HGY/2022/1170</b>	Officer:	James Mead
Decision:	REF	Decision Date:	30/05/2022
Location:	1 Onslow Gardens N10 3JT		
Proposal:	Erection of single storey rear infill extension. Alterations and roof extension of existing garage so to provide an annexe, with modification to the front elevation, lowering of ground level at the front and the addition of a sloping roof that is raised up to accommodate two storeys at the rear.		
Application No:	<b>HGY/2022/1179</b>	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	09/06/2022
Location:	1-9 Fortis Green Road N10 3HP		
Proposal:	Alterations to existing ground floor shopfronts and excavation of basement level below; erection of three additional storeys on top of the existing ground floor to provide 6 self-contained flats (5x1bed & 1x 3bed). [Repeat of planning permission reference HGY/2019/1143]		
<b>NON Applications Decided: 1</b>			
Application No:	<b>HGY/2022/1232</b>	Officer:	Conor Guilfoyle
Decision:	GTD	Decision Date:	10/06/2022
Location:	Flat A 37 Palace Road N8 8QL		
Proposal:	Non-Material Amendment to planning permission HGY/2018/0395 to replace the zinc finish on the approved rear dormer with a medium grey single ply membrane finish, with standing seam profiles to vertical elements (side walls and dormer face)		
<b>PNE Applications Decided: 1</b>			

Application No: **HGY/2022/0958** Officer: Oskar Gregersen  
 Decision: PN NOT REQ Decision Date: 26/05/2022  
 Location: 18 Farrer Road N8 8LB  
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 3.66m, for which the maximum height would be 3m and for which the height of the eaves would be 2.85m

**RES Applications Decided: 1**

Application No: **HGY/2022/1191** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 06/06/2022  
 Location: 47 Woodland Gardens N10 3UE  
 Proposal: Approval of details pursuant to condition 9 (landscaping) attached to planning permission HGY/2021/3385

**TPO Applications Decided: 1**

Application No: **HGY/2022/1256** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 13/06/2022  
 Location: 84 Muswell Hill Road N10 3JR  
 Proposal: Works to tree protected by a TPO: T1 - Extra Large Oak - Crown reduce height to approx 4-5 metre. - Selectively reduce lateral limbs by 4-5 meters. This will create a diminished sail area and, in turn, create a diminishment (by around 50%) on the wind load bending movement at the stem base. -Sever Ivy & shave off excess Ivy back to within 8 inches of main framework to wither & decay naturally.

**Total Applications Decided for Ward: 11**WARD: **Noel Park****ADV Applications Decided: 2**

Application No: **HGY/2022/0791** Officer: Gareth Prosser  
 Decision: GTD Decision Date: 25/05/2022  
 Location: 77-79 High Road N22 6BB  
 Proposal: Display an advertisement.

Application No: **HGY/2022/1101** Officer: Tania Skelli  
 Decision: GTD Decision Date: 15/06/2022  
 Location: Unit 2B Lymington Avenue N22 6JA  
 Proposal: Advertisement consent for the display of 2 x externally illuminated fascia signs and 1 x (550cm x 550cm) internally illuminated projecting sign.

**CLDE Applications Decided: 2**

Application No: **HGY/2021/3352** Officer: Oskar Gregersen  
 Decision: GTD Decision Date: 10/06/2022  
 Location: Flats 1, 2, 3, 4, 5, 5S, 6A, 6B, 7, 8, 9, 9A and 10, Whymark House 14 Whymark Avenue N22 6DJ  
 Proposal: Use of rear part of ground floor and all of first and second floors as 1 x split level 2 bedroom unit (Apartment 10), 1 x studio apartment (Apartment 5S), 3 x 1 bedroom units (Apartments 2, 5 and 9A), 8 x 2 bedroom units (Apartments 1, 3, 4, 6A, 6B, 7, 8 and 9) - certificate of lawfulness: existing use

Application No: **HGY/2022/1047** Officer: Martin Cowie  
 Decision: GTD Decision Date: 25/05/2022  
 Location: 179 Hornsey Park Road N8 0JX  
 Proposal: Use of property as two self-contained one-bedroom flats (Certificate of Lawfulness: existing use)

**FUL Applications Decided: 4**

Application No:	<b>HGY/2022/0880</b>	Officer:	Mercy Oruwari
Decision:	GTD	Decision Date:	15/06/2022
Location:	Alliance And Leicester Plc 67 High Road N22 6BU		
Proposal:	Installation of extractor fan in the premises as a restaurant/cafe (Class E use class)		
Application No:	<b>HGY/2022/0917</b>	Officer:	Fatema Begum
Decision:	REF	Decision Date:	25/05/2022
Location:	7 The Broadway N22 6DS		
Proposal:	Two storey rear extension and change of use from a house in multiple occupation (c4 use class) to 4 residential flats (c3 use class).		
Application No:	<b>HGY/2022/1079</b>	Officer:	Oskar Gregersen
Decision:	GTD	Decision Date:	25/05/2022
Location:	Ground Floor Flat 37 Hornsey Park Road N8 0JU		
Proposal:	Single storey rear extension		
Application No:	<b>HGY/2022/1112</b>	Officer:	Sarah Madondo
Decision:	REF	Decision Date:	01/06/2022
Location:	18 Park Ridings N8 0LD		
Proposal:	Erection of rear dormer and rear addition on the outrigger to facilitate a loft conversion including insertion 2 front roof slope.		

**LCD Applications Decided: 1**

Application No:	<b>HGY/2021/0366</b>	Officer:	Gareth Prosser
Decision:	GTD	Decision Date:	27/05/2022
Location:	89, 97, 99, 113 and 143 Moselle Avenue N22 6EU		
Proposal:	Replacement of the rear bathroom pods with new modular pods including an extension to the kitchen.		

**NON Applications Decided: 1**

Application No:	<b>HGY/2022/1257</b>	Officer:	Valerie Okeiyi
Decision:	GTD	Decision Date:	17/06/2022
Location:	Land at the Chocolate Factory and Parma House, 5 Clarendon Road N22 6XJ		
Proposal:	Non-material Amendment application for changes to the wording of Condition 13 (Piling Method Statement) attached to application ref: HGY/2017/3020		

**Total Applications Decided for Ward: 10**WARD: **Northumberland Park****CLUP Applications Decided: 2**

Application No:	<b>HGY/2022/1365</b>	Officer:	Oskar Gregersen
Decision:	PERM REQ	Decision Date:	30/05/2022
Location:	16 St Pauls Road N17 0NJ		
Proposal:	Certificate of lawfulness: proposed use. Change of use from Class C3(a) to C3(c).		

Application No: **HGY/2022/1373** Officer: Oskar Gregersen  
 Decision: PERM DEV Decision Date: 17/06/2022  
 Location: 59 Chalgrove Road N17 0JD  
 Proposal: Certificate of lawfulness: Use of site for administration of chauffeur business incidental to dwellinghouse

**FUL Applications Decided: 4**

Application No: **HGY/2021/3073** Officer: Mark Chan  
 Decision: GTD Decision Date: 25/05/2022  
 Location: 57 St Pauls Road N17 0ND  
 Proposal: Erection of part two storey / part single storey rear extension.

Application No: **HGY/2022/0567** Officer: Gareth Prosser  
 Decision: GTD Decision Date: 25/05/2022  
 Location: Block B Industrial Trading Estate 125 Brantwood Road N17 0XD  
 Proposal: Change of use from business warehouse to restaurant E(b), with a low ducting system.

Application No: **HGY/2022/1105** Officer: Christopher Smith  
 Decision: REF Decision Date: 14/06/2022  
 Location: 31 & 32 Nesta Works Peacock Industrial Estate White Hart Lane N17 8DT  
 Proposal: Extension on top of the existing property with an additional storey.

Application No: **HGY/2022/1230** Officer: Gareth Prosser  
 Decision: REF Decision Date: 09/06/2022  
 Location: 647 High Road N17 8AA  
 Proposal: Erection of Rear Outbuilding for Residential Use in Conjunction with HMO (increase to 10 occupiers)

**NON Applications Decided: 1**

Application No: **HGY/2022/1337** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 07/06/2022  
 Location: Land On The West Side Of 2 Kings Road N17 8NP  
 Proposal: Non-material amendment following a grant of planning permission ref: HGY/2021/3038 to amend to provide additional rear access, removal of outdoor bath, re-adjustment of layout of ground floor kitchen and bathroom to suit living needs.

**PND Applications Decided: 1**

Application No: **HGY/2022/1022** Officer: Christopher Smith  
 Decision: PN GRANT Decision Date: 15/06/2022  
 Location: Northumberland Park Garages Park Avenue Road N17 0HX  
 Proposal: Prior Approval: Demolition of building application

**Total Applications Decided for Ward: 8**WARD: **St Anns****FUL Applications Decided: 2**

Application No: **HGY/2022/1032** Officer: Laina Levassor  
 Decision: REF Decision Date: 31/05/2022  
 Location: Ground Floor Flat A 23 Kimberley Gardens N4 1LB  
 Proposal: Erection of single storey rear extension

Application No: **HGY/2022/1145** Officer: Emily Whittredge  
 Decision: GTD Decision Date: 15/06/2022  
 Location: Dave's Newsagents 68 Grand Parade N4 1DU  
 Proposal: Erection of a single storey ground floor rear extension to provide storage space for existing commercial unit.

**HHF Applications Decided: 1**

Application No: **HGY/2022/1127** Officer: Christopher Smith  
 Decision: GTD Decision Date: 31/05/2022  
 Location: 85 Woodlands Park Road N15 3SB  
 Proposal: Proposed porch and ground floor rear extension.

**LCD Applications Decided: 1**

Application No: **HGY/2022/0661** Officer: Zara Seelig  
 Decision: GTD Decision Date: 09/06/2022  
 Location: Library Cissbury Road N15 5PU  
 Proposal: The replacement of the existing lantern rooflight with new barreled rooflights, and installation of new handrails to the library roof.

**TEL Applications Decided: 1**

Application No: **HGY/2022/1393** Officer: Kwaku Bossman-Gyamera  
 Decision: PERM DEV Decision Date: 31/05/2022  
 Location: St Anns General Hospital St Anns Road N15 3TH  
 Proposal: Formal notification in writing of 28 days' notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposed upgrade consists of the removal and replacement of the existing 3no. antennas with 3no. new antennas on the existing headframe and ancillary works thereto.

**Total Applications Decided for Ward: 5**WARD: **Seven Sisters****CLDE Applications Decided: 3**

Application No: **HGY/2022/1002** Officer: Fatema Begum  
 Decision: GTD Decision Date: 06/06/2022  
 Location: Unit 9 Topper House, Vale Road N4 1TF  
 Proposal: Certificate of lawfulness: existing use as C3 dwelling

Application No: **HGY/2022/1172** Officer: Zara Seelig  
 Decision: GTD Decision Date: 23/05/2022  
 Location: 103 Leadale Road N15 6BJ  
 Proposal: Ground floor rear full width and partial first floor extension and an outbuilding at the rear of the garden (certificate of lawfulness: existing use)



Application No: **HGY/2022/1218** Officer: Martin Cowie  
 Decision: GTD Decision Date: 14/06/2022  
 Location: 64 Elm Park Avenue N15 6UY  
 Proposal: Use of property as two self-contained flats (Certificate of Lawfulness: existing use).

**CLUP Applications Decided: 1**

Application No: **HGY/2022/1202** Officer: Oskar Gregersen  
 Decision: PERM DEV Decision Date: 08/06/2022  
 Location: 45 Gladesmore Road N15 6TA  
 Proposal: Certificate of lawfulness: proposed use; Erection of roof extension and front porch in connection with use as a single-family dwelling.

**FUL Applications Decided: 7**

Application No: **HGY/2022/0897** Officer: Samuel Uff  
 Decision: GTD Decision Date: 07/06/2022  
 Location: 41 Wellington Avenue N15 6AX  
 Proposal: Erection of "Type 3" roof extension; first floor rear extension; 2 x front and 2 x rear rooflights.

Application No: **HGY/2022/1027** Officer: Laina Levassor  
 Decision: REF Decision Date: 15/06/2022  
 Location: 20 Ermine Road N15 6DB  
 Proposal: Erection of single storey rear extension (approved under application HGY/2021/3576) together with proposed wrap-around single storey element. Erection of three storey side extension (approved under application HGY/2021/3490) together with proposed front extension and front balcony across the full width.

Application No: **HGY/2022/1063** Officer: Laina Levassor  
 Decision: REF Decision Date: 01/06/2022  
 Location: 65 Ferndale Road N15 6UG  
 Proposal: Erection of single storey side and rear extension

Application No: **HGY/2022/1111** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 01/06/2022  
 Location: 137 Wargrave Avenue N15 6TX  
 Proposal: Alterations to the existing roof to form a Type 3 loft together with a two storey side extension, and external alterations.

Application No: **HGY/2022/1136** Officer: Samuel Uff  
 Decision: GTD Decision Date: 08/06/2022  
 Location: 79 Elm Park Avenue N15 6UZ  
 Proposal: Excavation of basement and associated front and rear lightwells.

Application No: **HGY/2022/1228** Officer: Emily Whittredge  
 Decision: GTD Decision Date: 15/06/2022  
 Location: 15 Grovelands Road N15 6BT  
 Proposal: Erection of "Type 3" second floor and roof extension.

Application No: **HGY/2022/1275** Officer: Emily Whittredge  
 Decision: REF Decision Date: 14/06/2022  
 Location: 22 Riverside Road N15 6DA  
 Proposal: First floor rear extension

**PNE Applications Decided: 2**

Application No: **HGY/2022/1036** Officer: Toby Williams  
 Decision: PN NOT REQ Decision Date: 06/06/2022  
 Location: 12 Grovelands Road N15 6BU  
 Proposal: Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.

Application No: **HGY/2022/1138** Officer: Oskar Gregersen  
 Decision: PN NOT REQ Decision Date: 10/06/2022  
 Location: 12 Clifton Gardens N15 6AP  
 Proposal: Extension of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

**RES Applications Decided: 2**

Application No: **HGY/2022/0403** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 07/06/2022  
 Location: 37 Clifton Gardens N15 6AP  
 Proposal: Approval of details pursuant to condition 3 (Sample of materials), condition 6 (secure and covered cycle parking facilities); condition 9 (Method of Construction Statement); condition 10 (Refuse, waste and recycling facilities) attached to planning permission HGY/2021/2863.

Application No: **HGY/2022/1092** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 24/05/2022  
 Location: 1A Eade Road N4 1DJ  
 Proposal: Approval of details reserved by a condition 4 (Materials) attached to planning reference HGY/2019/0099

**Total Applications Decided for Ward: 15**WARD: **Stroud Green****CLDE Applications Decided: 1**

Application No: **HGY/2022/1120** Officer: Zara Seelig  
 Decision: GTD Decision Date: 30/05/2022  
 Location: 22 Upper Tollington Park N4 3EL  
 Proposal: Use of property as 6 self-contained flats arranged as 5 x 1bed flats and 1 studio flat (certificate of lawfulness: existing use)

**FUL Applications Decided: 4**

Application No: **HGY/2022/0355** Officer: Mercy Oruwari  
 Decision: GTD Decision Date: 10/06/2022  
 Location: 77 Weston Park N8 9PS  
 Proposal: Alterations to single storey side extension with installation of 1x front roof slope and formation of rear roof terrace.

Application No: **HGY/2022/0616** Officer: Gareth Prosser  
 Decision: GTD Decision Date: 07/06/2022  
 Location: 85 Mount View Road N4 4JA  
 Proposal: Demolition of existing two-storey outrigger and external staircase. Construction of a new single storey extension at ground floor level and three new dormers to rear roof slope. Insertion of five rooflights to front slope. Replacement of existing single glazed timber sash windows with new double glazed timber sash windows. Removal of two existing trees.

Application No: **HGY/2022/1015** Officer: Mark Chan  
 Decision: GTD Decision Date: 25/05/2022  
 Location: 32 Stapleton Hall Road N4 3QD  
 Proposal: Conversion of single family dwellinghouse into two 3-Bedroom self-contained residential units.

Application No: **HGY/2022/1017** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 14/06/2022  
 Location: 74 Ridge Road N8 9LH  
 Proposal: A proposed external air conditioning unit to the roof.

**TPO Applications Decided: 3**

Application No: **HGY/2022/1033** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 07/06/2022  
 Location: Bridgemount Mews Mount Pleasant Villas N4 4AG  
 Proposal: Works to tree protected by a TPO: T1 Sycamore (Eastern End of Drive) Crown reduce by 2m to suitable growth points. Remove dead branches. (Current height 9m and after proposed works 7m)  
 (All other tree works in the application will be considered under Section 211 Notice ref CON/2022/0174)

Application No: **HGY/2022/1141** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 07/06/2022  
 Location: 23A Albert Road N4 3RR  
 Proposal: Works to tree protected by a TPO: Rear Garden - Back Boundary - T1 - London Plane: re-pollard to previous points by removal of up to approximately 2-3 metres of the branch length. Sever Ivy. Remove basal growth including Sycamore Saplings.  
 (All other tree works are being considered under a Section 211 Notice, reference CON/2022/0185)

Application No: **HGY/2022/1162** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 13/06/2022  
 Location: 10 Denton Road N8 9NS  
 Proposal: Works to tree protected by a TPO: Remove T1 Bay to the following specifications: Fell by way of controlled dismantle using rigging and climbing techniques carefully down to ground level or as close to grade as possible.  
 The tree is causing damage to the fence and landscaping.  
 The resident would like to replant with an Apple tree within this location.

**Total Applications Decided for Ward: 8**WARD: **Tottenham Green****FUL Applications Decided: 1**

Application No: **HGY/2021/3461** Officer: Christopher Smith  
 Decision: GTD Decision Date: 09/06/2022  
 Location: Apex Gardens 820 Seven Sisters Road N15 5JY  
 Proposal: Change of use at ground floor from market (sui generis) and flexible commercial floorspace (former Use Classes A2, A3, B1) to flexible Class E(a-d), (g) and (i) uses.

**NON Applications Decided: 1**

Application No: **HGY/2022/1290** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 25/05/2022  
 Location: Stainby Road Car Park adj 6 Stainby Road N15 4FJ  
 Proposal: Non-material amendment following a grant of planning permission ref: HGY/2021/0087 to alter the design of the flats to improve buildability and meet the requirements of building regulations.

**PND Applications Decided: 1**

Application No: **HGY/2022/0126** Officer: Tania Skelli  
 Decision: NPW Decision Date: 30/05/2022  
 Location: Community Centre Lomond Close N15 5DF  
 Proposal: Prior notification: Demolition of Lomond Hall

**RES Applications Decided: 5**

Application No: **HGY/2022/0898** Officer: Christopher Smith  
 Decision: GTD Decision Date: 09/06/2022  
 Location: Bernard Works Bernard Road N15 4NX  
 Proposal: Approval of details (partial) pursuant to condition 31 part (a) only (site investigation) attached to planning permission HGY/2017/3584.

Application No: **HGY/2022/0899** Officer: Christopher Smith  
 Decision: GTD Decision Date: 27/05/2022  
 Location: 52-68 Stamford Road N15 4PZ  
 Proposal: Approval of details pursuant to condition 30 (access to ultra-high speed broadband connection) attached to planning permission HGY/2019/1401.

Application No: **HGY/2022/0947** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 08/06/2022  
 Location: Redlands Summerhill Road N15 4HE  
 Proposal: Approval of details reserved by a condition 5c (Remediation) attached to the approved planning application HGY/2020/1779 which was non-materially amended through planning application HGY/2022/1239.

Application No: **HGY/2022/1294** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 15/06/2022  
 Location: 29 Colless Road N15 4NR  
 Proposal: Approval of details reserved by a condition 3 (Refuse & waste and recycling facilities) attached to planning reference HGY/2022/0192

Application No: **HGY/2022/1437** Officer: Sarah Madondo  
 Decision: GTD Decision Date: 15/06/2022  
 Location: 29 Colless Road N15 4NR  
 Proposal: Approval of details reserved by a condition 2 (Secure & covered parking facilities) attached to planning reference HGY/2022/0192

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**Total Applications Decided for Ward: 8**


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**WARD: Tottenham Hale**


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**CLUP Applications Decided: 1**

Application No: **HGY/2022/1154** Officer: Mercy Oruwari  
 Decision: PERM DEV Decision Date: 31/05/2022  
 Location: 6 Spencer Road N17 9UU  
 Proposal: Certificate of lawfulness for the erection of a rear dormer and roof extension including the insertion of 2x front rooflights - proposed use

**FUL Applications Decided: 1**

Application No: **HGY/2022/1150** Officer: Mercy Oruwari  
 Decision: GTD Decision Date: 30/05/2022  
 Location: 1 Tilson Road N17 9UY  
 Proposal: Erection of single storey side extension.

**NON Applications Decided: 1**

Application No: **HGY/2022/1103** Officer: Martin Cowie  
 Decision: GTD Decision Date: 27/05/2022  
 Location: Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N17  
 Proposal: Section 96A application for non-material amendments to Plot C (Welbourne site) of the Tottenham Hale Centre development planning permission (ref. HGY/2018/2223) dated 27 March 2019. The proposed amendments relate to minor external design associated with the ground floor health centre use including: addition of louvres on the northern and southern elevations of the building; replacement of five glazed panes with louvres on the internal courtyard elevation; minor relocation of a window panel on the building's eastern elevation; provision of an additional entrance to the health centre along Plot C's Park View Road frontage; and minor amendments to the substation and plant room doors on the western elevation of 'Block A'.

**RES Applications Decided: 3**

Application No: **HGY/2022/0656** Officer: Philip Elliott  
 Decision: GTD Decision Date: 27/05/2022  
 Location: Ashley Gardens Ashley Road N17 9LJ  
 Proposal: Approval of details pursuant to condition 26 Part C (Landscape Details) attached to planning permission HGY/2019/2804

Application No: **HGY/2022/0870** Officer: Martin Cowie  
 Decision: GTD Decision Date: 31/05/2022  
 Location: Strategic Development Partnership (SDP) Sites Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West Station Road N17  
 Proposal: Application for the partial approval (site investigation works only) of details pursuant to condition B21 (Written Consent for Piling or Other Intrusive Ground Works - Environment Agency) and condition B22 (Method of Piling - LBH Environmental Health) in relation to Plot B (Ferry Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.

Application No: **HGY/2022/1242** Officer: Conor Guilfoyle  
 Decision: GTD Decision Date: 07/06/2022  
 Location: Garage Colony St Marys Close N17 9UD  
 Proposal: Approval of details pursuant to condition 8 (car-free development) attached to planning permission HGY/2020/0136

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**Total Applications Decided for Ward: 6**


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**WARD: West Green****CLUP Applications Decided: 1**

Application No: **HGY/2022/1238** Officer: Martin Cowie  
 Decision: PERM DEV Decision Date: 27/05/2022  
 Location: 4 Langham Place N15 3NA  
 Proposal: Rear dormer roof extensions associated with loft conversion and installation of 2 rooflights on front roof slope (Certificate of Lawfulness: proposed use).

**FUL Applications Decided: 4**

Application No: **HGY/2021/3557** Officer: Gareth Prosser  
 Decision: GTD Decision Date: 27/05/2022  
 Location: Harris Primary Academy Philip Lane Site Philip Lane N15 4AB  
 Proposal: Installation of a flue on the north facing wall of a school building to support a modern condenser boiler.

Application No: **HGY/2022/1069** Officer: Laina Levassor  
 Decision: GTD Decision Date: 17/06/2022  
 Location: 30 Kirkstall Avenue N17 6PH  
 Proposal: Erection of single storey side extension.

Application No: **HGY/2022/1080** Officer: Oskar Gregersen  
 Decision: GTD Decision Date: 26/05/2022  
 Location: 75 Downhills Park Road N17 6AS  
 Proposal: The proposal is to build a single storey rear extension.

Application No: **HGY/2022/1131** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 27/05/2022  
 Location: 34 Carlingford Road N15 3EH  
 Proposal: Creation of a roof terrace

**PNE Applications Decided: 1**

Application No: **HGY/2022/1139** Officer: Oskar Gregersen  
 Decision: PN NOT REQ Decision Date: 10/06/2022  
 Location: 13 Sandringham Road N22 6RB  
 Proposal: Extension of single storey extension which extends beyond the rear wall of the original house by 4.3m, for which the maximum height would be 2.5m and for which the height of the eaves would be 2.5m

**RES Applications Decided: 3**

Application No: **HGY/2022/0570** Officer: Christopher Smith  
 Decision: GTD Decision Date: 09/06/2022  
 Location: 300-306 West Green Road N15 3QR  
 Proposal: Approval of details pursuant to condition 3 (External Materials) attached to planning appeal reference APP/Y5420/W/21/3266300 (original Haringey planning application reference HGY/2020/0158)

Application No: **HGY/2022/1130** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 27/05/2022

Location: 34 Carlingford Road N15 3EH

Proposal: Approval of details reserved by a condition 3 (Secure and covered cycle parking facilities) and condition 4 (Provision of refuse and waste/recycling facilities) attached planning permission ref: HGY/2022/0379.

Application No: **HGY/2022/1285** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 14/06/2022

Location: 418 West Green Road N15 3PU

Proposal: Approval of details pursuant to condition 3 (External Materials) attached to planning permission ref: HGY/2022/0089.

**Total Applications Decided for Ward: 9**

WARD: **White Hart Lane**

**NON Applications Decided: 1**

Application No: **HGY/2022/1195** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 14/06/2022

Location: 555 White Hart Lane N17 7RP

Proposal: Non-material amendment following a grant of planning permission HGY/2020/0635 to include amendments to the design of the gatehouse situated at the entrance of the business park; reorientation of electricity substation by 90 degrees; and minor additional details provided to approved layout plan for clarity (e.g. roof access points for maintenance)

**RES Applications Decided: 1**

Application No: **HGY/2022/1197** Officer: Valerie Okeiyi  
 Decision: GTD Decision Date: 09/06/2022

Location: 555 White Hart Lane N17 7RP

Proposal: Approval of details pursuant to condition 9 (Hard & Soft Landscaping) attached to planning permission HGY/2020/0635

**Total Applications Decided for Ward: 2**

WARD: **Woodside**

**FUL Applications Decided: 4**

Application No: **HGY/2022/0512** Officer: Gareth Prosser  
 Decision: GTD Decision Date: 17/06/2022

Location: 24 Park Avenue N22 7EX

Proposal: Roof terrace enlargement from previous planning application.

Application No: **HGY/2022/0756** Officer: Kwaku Bossman-Gyamera  
 Decision: REF Decision Date: 25/05/2022

Location: 73 Dunbar Road N22 5BG

Proposal: Formation of New house with basement and associated garden, bike and bin stores.

Application No: **HGY/2022/1087** Officer: Sarah Madondo  
 Decision: REF Decision Date: 26/05/2022  
 Location: 62 Arcadian Gardens N22 5AD  
 Proposal: Change of use of property from a dwelling (C3 use) to a 6-bedroom 8 persons house in multiple occupation (SUI GENERIS USE)

Application No: **HGY/2022/1122** Officer: Zara Seelig  
 Decision: GTD Decision Date: 26/05/2022  
 Location: 31 Stirling Road N22 5BL  
 Proposal: Roof extension, rear infill, exterior insulation, new enclosed front porch, and new windows.

**NON Applications Decided: 1**

Application No: **HGY/2022/1068** Officer: Kwaku Bossman-Gyamera  
 Decision: GTD Decision Date: 07/06/2022  
 Location: 43 Leith Road N22 5QA  
 Proposal: Non - material amendment following a grant of planning permission ref: HGY/2021/3543. Alterations to rear windows at 2nd floor level and ground floor level. Replacing the approved Velux roof window on the main front roof-slope with narrower Velux windows.

**RES Applications Decided: 2**

Application No: **HGY/2022/0729** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 01/06/2022  
 Location: Rear of 132 Station Road N22 7SX  
 Proposal: Approval of details pursuant to Condition 3 (Sample of Facing Materials) attached to planning permission ref: HGY/2020/3036

Application No: **HGY/2022/1061** Officer: Matthew Gunning  
 Decision: GTD Decision Date: 01/06/2022  
 Location: Rear of 132 Station Road N22 7SX  
 Proposal: Approval of details pursuant to condition 24 (Security Lighting) attached to planning permission ref: HGY/2020/3036.

**TEL Applications Decided: 1**

Application No: **HGY/2022/1391** Officer: Kwaku Bossman-Gyamera  
 Decision: PERM DEV Decision Date: 31/05/2022  
 Location: Green Riding House 245 High Road N22 8HR  
 Proposal: Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). installation of 3No. Antenna fixed to wall mounted poles at 25m together with installation of 2No. 0.6m Dish, 1No. GPS Antenna and ancillary development thereto.

**Total Applications Decided for Ward: 8**WARD: **Bounds Green****CLFA Applications Decided: 2**

Application No: **HGY/2022/1529** Officer: Zara Seelig  
 Decision: PERM DEV Decision Date: 14/06/2022  
 Location: 23 Braemar Avenue N22 7BY  
 Proposal: Certificate of lawfulness for proposed use for loft conversion consisting of the construction of a rear dormer occupying the full width of the roof and the height that does not exceed the existing ridge level.



**Application No:** HGY/2022/1434      **Officer:** Kwaku Bossman-Gyamera  
**Decision:** PERM DEV      **Decision Date:** 14/06/2022  
**Location:** 44 Shepherds Hill N6 5RR  
**Proposal:** Certificate of Lawfulness for proposed use for a single rear extension of 3m length, 4.3m wide and 3m height. All material to match existing in type, style and colour.

**CLUP Applications Decided: 1**

**Application No:** HGY/2022/1339      **Officer:** Toby Williams  
**Decision:** PERM DEV      **Decision Date:** 14/06/2022  
**Location:** 85 Raleigh Road N8 0JD  
**Proposal:** Certificate of lawfulness: erection of single storey rear extension, loft conversion with rear dormer and front skylights

**FUL Applications Decided: 1**

**Application No:** HGY/2022/1173      **Officer:** Toby Williams  
**Decision:** GTD      **Decision Date:** 30/05/2022  
**Location:** 76 Raleigh Road N8 0JA  
**Proposal:** Single storey rear extension to the side of the back addition

**NON Applications Decided: 1**

**Application No:** HGY/2022/1606      **Officer:** Matthew Gunning  
**Decision:** GTD      **Decision Date:** 17/06/2022  
**Location:** First Floor Flat 109 Warham Road N4 1AS  
**Proposal:** Non-Material Amendments to planning reference HGY/2019/1067 to add two rooflights to the front roofslope and adjust the rear dormer window.

**FUL Applications Decided: 1**

**Application No:** HGY/2022/1231      **Officer:** Toby Williams  
**Decision:** GTD      **Decision Date:** 13/06/2022  
**Location:** 16 Southwood Park Southwood Lawn Road N6 5SG  
**Proposal:** Replacement of all single glazed windows with double glazed alternatives to match in style and appearance as existing

**CLDE Applications Decided: 1**

**Application No:** HGY/2022/1210      **Officer:** Tania Skelli  
**Decision:** GTD      **Decision Date:** 10/06/2022  
**Location:** 77 Priory Road N8 8LR  
**Proposal:** Certificate of lawfulness: existing use of 2nd floor rear roof as roof terrace for amenity purposes

**CLUP Applications Decided: 1**

**Application No:** HGY/2022/1596      **Officer:** Emily Whittredge  
**Decision:** PERM DEV      **Decision Date:** 16/06/2022  
**Location:** 72 Hewitt Avenue N22 6QD  
**Proposal:** Single storey rear extension (Certificate of lawfulness)

**FUL Applications Decided: 2**

Application No: **HGY/2021/2004** Officer: Emily Whittredge  
 Decision: GTD Decision Date: 16/06/2022  
 Location: 11A Barry Avenue N15 6AD  
 Proposal: The excavation and formation of a basement ancillary to the dwelling house together with front and rear light wells.

Application No: **HGY/2022/1306** Officer: Toby Williams  
 Decision: REF Decision Date: 17/06/2022  
 Location: 62-64 Wellington Avenue N15 6BA  
 Proposal: Part single storey rear extension at No.64 together with first floor rear extension across No.62 and 64 Wellington Avenue

**PNE Applications Decided: 1**

Application No: **HGY/2022/1074** Officer: Toby Williams  
 Decision: PN NOT REQ Decision Date: 10/06/2022  
 Location: 45 Gladesmore Road N15 6TA  
 Proposal: Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m

**CLUP Applications Decided: 1**

Application No: **HGY/2022/1333** Officer: Toby Williams  
 Decision: PERM REQ Decision Date: 06/06/2022  
 Location: 154 Carlingford Road N15 3EU  
 Proposal: Certificate of lawfulness: Erection of ground floor rear and side extension, removal of side door and window and replacement with one new window.

**Total Applications Decided for Ward: 12**

WARD: **Not Applicable - Outside Borough**

**OBS Applications Decided: 3**

Application No: **HGY/2022/0087** Officer: Christopher Smith  
 Decision: RNO Decision Date: 10/06/2022  
 Location: Gas Holder Pinkham Way N11  
 Proposal: Installation of internally illuminated 96 sheet advertisement hoarding. (Observation to the Enfield Council)

Application No: **HGY/2022/0523** Officer: Christopher Smith  
 Decision: NOT DET Decision Date: 10/06/2022  
 Location: The O2 Masterplan Site Finchley Road NW3 6LU  
 Proposal: Detailed planning permission for Development Plots N3-E, N4, and N5 including demolition of existing above ground structures and associated works, and for residential development (Class C3) and commercial, business and service (Class E) uses in Development Plot N3-E, residential development (Class C3) and local community (Class F2) and commercial, business and service (Class E) uses in Development Plot N4, and residential development (Use Class C3) and commercial, business and service uses (Class E) uses in Development Plot N5 together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots.  
 Outline planning permission for Development Plots N1, N2, N3, N6, N7, S1 and S8 including the demolition of all existing structures and redevelopment to include residential development (Class C3) commercial, business and service uses (Class E), sui generis leisure uses (including cinema and drinking establishments) together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots. (Observations to L.B. Camden - their reference 2022/0528/P)

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Application No: **HGY/2022/0751**

Officer: Christopher Smith

Decision: RNO

Decision Date: 10/06/2022

Location: 1 Aylmer Road N2 0BS

Proposal: Roof extension including 2no. rear dormer windows, 1no. front dormer window and rooflights to both sides (Observations to L.B. Barnet - their reference 22/0581/HSE)

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**Total Applications Decided for Ward: 3**

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**Total Number of Applications Decided: 185**

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