

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 5th December, 2022, 7.00 pm - George Meehan House, 294 High Road, Wood Green, London, 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 14 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. MINUTES

To confirm and sign the minutes of the Planning Sub Committee held on 5 September 2022 as a correct record. **(To follow)**

7. 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.

8. HGY/2022/0823 AND HGY/2022/2816 - BROADWATER FARM ESTATE, N17, AND TANGMERE, WILLAN ROAD, N17 6NA (PAGES 1 - 232)

Proposal – Planning Permission (HGY/2022/0823): 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.

Recommendation: GRANT

Proposal – Listed Building Consent (HGY/2022/2816): Listed building consent for the removal of Grade II listed mosaic mural to facilitate its re-erection in a new location.

Recommendation: GRANT

9. HGY/2022/2354 - WOODRIDINGS COURT, CRESCENT ROAD, N22 7RX (PAGES 233 - 346)

Proposal: Redevelopment of the derelict undercroft car park behind Woodridings Court and provision of 33 new Council rent in four and five storey buildings. Provision of associated amenity space, cycle and wheelchair parking spaces, and enhancement of existing amenity space at the front of Woodridings Court, including new landscaping, refuse/recycling stores and play space.

Recommendation: GRANT

10. PRE-APPLICATION BRIEFINGS

The following items are pre-application presentations to the Planning Sub-Committee and discussion of proposals.

Notwithstanding that this is a formal meeting of the Sub-Committee, no decision will be taken on the following items and any subsequent applications will be the subject of a report to a future meeting of the Sub-Committee in accordance with standard procedures.

The provisions of the Localism Act 2011 specifically provide that a Councillor should not be regarded as having a closed mind simply because they previously did or said something that, directly or indirectly, indicated what view they might take in relation to any particular matter. Pre-application briefings provide the opportunity for Members to raise queries and identify any concerns about proposals.

The Members' Code of Conduct and the Planning Protocol 2016 continue to apply for pre-application meeting proposals even though Members will not be exercising the statutory function of determining an application. Members should nevertheless ensure that they are not seen to pre-determine or close their mind to any such proposal otherwise they will be precluded from participating in determining the application or leave any decision in which they have subsequently participated open to challenge.

11. PPA/2022/0020 - LAND ADJACENT TO 341 AND 339 & 341A ('CARA HOUSE'), SEVEN SISTERS ROAD, AND TO THE REAR OF 341 & 343 SEVEN SISTERS ROAD (PAGES 347 - 382)

Proposal: Construction of two linked buildings - one of 10 storeys on land adjacent to 341 Seven Sisters Rd and one of 4 storeys to the front of Cara House (Eade Road) both containing ground floor café / workspace uses and Warehouse Living accommodation with associated waste storage and cycle parking; and ten stacked shipping containers to a height of 2 storeys containing workspace / artist uses to the rear of 341 & 343 Seven Sisters Rd with associated toilet facilities, waste storage and cycle parking.

The proposals include landscaping works including the widening and remodelling of the public footpath alongside 341 Seven Sisters Rd and works to Tewksbury Road. And the creation of rain gardens, greening, seating, signage, and artworks and other associated infrastructure works, including the removal of an existing, and the construction of a new, substation.

12. UPDATE ON MAJOR PROPOSALS (PAGES 383 - 398)

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.

13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

To advise the Planning Committee of decisions on planning applications taken under delegated powers. **(To follow)**

14. NEW ITEMS OF URGENT BUSINESS

15. DATE OF NEXT MEETING

To note the date of the next meeting as 9 January 2023.

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

Friday, 25 November 2022

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Planning Sub Committee – 5 December 2022

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference Nos: HGY/2022/0823 & 2816

Ward: West Green

Address: Broadwater Farm Estate N17 and Tangmere, Willan Road, N17 6NA

Proposal – Planning Permission: 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.

Proposal – Listed Building Consent: Listed building consent for the removal of Grade II listed mosaic mural to facilitate its re-erection in a new location.

Applicant: London Borough of Haringey

Ownership: Council

Officer contact: Christopher Smith

Date received – Application for Planning Permission: 22/03/2022

Date received – Application for Listed Building Consent: 27/10/2022

1.1 The applications are being reported to the Planning Sub-Committee for determination as the Planning Application is a major application where the Council is the applicant, and it is considered appropriate to determine the associated Listed Building Consent application at the same time.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development would deliver much-needed new homes for Council rent, including a large proportion of family homes, and would replace buildings where demolition is urgently required for safety reasons.
- The development would provide a 'right to return' for existing residents and a 'fair deal' for leaseholders and follows the aims and objectives of the Mayor of London's Good Practice Guide to Estate Regeneration.
- The development would deliver on the aspirations of Site Allocation SA61 by providing improvements to the quality of homes within the Broadwater Farm Estate, and by providing improvements to the overall design and pedestrian/cycle connectivity within and through the Estate. The provision of an Urban Design

Framework ensures that the development would meet the masterplanning requirements of SA61.

- The development would re-provide existing non-residential uses, including new retail facilities to support the existing and new residential community, and would provide new local employment opportunities.
- The development would be of a high-quality design which responds appropriately to the local context, and which has been designed through consultation with the local community. The development is supported by the Council's Quality Review Panel.
- The proposed removal, refurbishment and re-erection of the Grade II listed mural on Tangmere would result in heritage benefits from the development resulting from the restoration of the mural and its relocation to a more visually prominent location.
- The development would provide high-quality residential accommodation of an appropriate size and mix within an enhanced public realm environment including new streets and a new park in the heart of the estate. The increased public activity and natural surveillance would significantly improve safety and security on the estate.
- The development has been designed to avoid any material adverse impacts on the amenity of nearby residential occupiers in terms of loss of sunlight and daylight, outlook or privacy, excessive noise, light or air pollution. There would also be no negative impact on the local wind microclimate.
- The development would provide 91 car parking spaces within the site and additional parking spaces would be available within the wider estate, this is sufficient to support the parking requirements of residents within the new homes.
- The proposal includes car parking for occupiers of the proposed 10% wheelchair accessible dwellings and high-quality cycle parking.
- The development has been designed to achieve a significant reduction in carbon emissions, would improve the sustainability of the wider estate and would incorporate a replacement energy centre for the estate which could in turn connect to a district heating network in the future. The development would achieve a suitable urban greening factor and substantial improvements in biodiversity whilst also protecting and enhancing local ecology.

2. RECOMMENDATIONS

Planning Permission – HGY/2022/0823

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards and Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to the agreement of planning obligations 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 Planning, Building Standards and Sustainability to make any

alterations, additions or deletions to the recommended heads of terms and/or recommended conditions (planning permission) 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 agreement referred to in resolution (2.1) above is to be completed no later than 23rd December 2022 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability shall in her/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 (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Listed Building Consent – HGY/2022/2816

- 2.5 That the Committee resolve to GRANT listed building consent and that the Head of Development Management or the Assistant Director of Planning, Building Standards and Sustainability is authorised to issue the listed building consent and impose conditions and informatives.
- 2.6 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended conditions (listed building consent) 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.

Summary of Conditions and Planning Obligations

Planning Permission – HGY/2022/0823

Conditions

- 1) Three years to commence works
- 2) Drawing numbers
- 3) Use class restrictions
- 4) Permitted development restrictions
- 5) Finishing materials
- 6) Wheelchair user dwellings
- 7) Aerial restrictions
- 8) Secured by design residential
- 9) Secured by design commercial
- 10) External lighting
- 11) Ecological appraisal
- 12) Landscaping
- 13) Plant noise limitations
- 14) Cycle parking
- 15) Delivery and servicing
- 16) Council rented homes
- 17) Highway works
- 18) Electric vehicle charging
- 19) Architect retention

- 20) Contamination remediation
- 21) Unexpected contamination
- 22) Considerate constructor scheme
- 23) Construction environmental management plan
- 24) Surface water drainage scheme
- 25) Drainage management and maintenance plan
- 26) Construction phase fire strategy
- 27) Occupation phase fire strategy statement
- 28) Evacuation lifts details
- 29) Updated air quality assessment
- 30) Road safety audits
- 31) Car parking management strategy
- 32) Piling method statement
- 33) Water network upgrades
- 34) Play space details
- 35) Balcony screens
- 36) Digital connectivity infrastructure
- 37) Arboricultural method statement
- 38) Highway condition survey
- 39) Courtyard access controls
- 40) Moselle culvert maintenance and improvements
- 41) Moselle culvert survey
- 42) Boundary treatments and access controls
- 43) Energy statement
- 44) Energy assessment
- 45) Energy centre details
- 46) District energy network
- 47) Energy monitoring
- 48) Residential overheating report
- 49) Non-residential overheating report
- 50) Building user guide
- 51) BREEAM new construction
- 52) Living roofs
- 53) Circular economy monitoring
- 54) Whole life carbon assessment
- 55) Ecological enhancement measures
- 56) Pre-demolition audit
- 57) Climate change mitigation measures

Informatives

- 1) Proactive statement
- 2) CIL
- 3) Signage
- 4) Naming and numbering
- 5) Asbestos survey
- 6) Water pressure
- 7) Designing out crime
- 8) Environmental permits
- 9) Groundwater protection

- 2.7 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.8 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.
- 2.9 It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliances with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
- 2.10 The Council cannot impose conditions on planning permissions requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.
- 2.11 Summary of the planning obligations for the development is provided below:
- Affordable housing – provision of all new homes at Council rents
 - Affordable workspace
 - Parking permit restrictions
 - CPZ re-instatement, review and expansion contribution (£30,000)
 - Amendments to traffic management order (£5,000)
 - Residential and commercial travel plans
 - Travel plan monitoring (£10,000)
 - Highway works agreement (in consultation with TfL)
 - Stopping up works agreement
 - Walking and cycling improvements contributions (£100,000)
 - Accident reduction strategy for local road junctions (£150,000)
 - Future connection to district heating network
 - Carbon offsetting contribution if no connection to energy network
 - Management and maintenance of public realm
 - Delivery of social value measures secured through procurement process
 - Obligations monitoring contribution

Listed Building Consent – HGY/2022/2816

Conditions

- 1) Three years to commence works
- 2) Drawing numbers
- 3) Notification of each phase of work
- 4) Information prior to detachment of mural
- 5) Information prior to storage of mural
- 6) Information prior to restoration works
- 7) Information prior to completion of restoration

- 8) Information prior to re-erection of mural
- 9) Inspection, maintenance plan and photographic record

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7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION

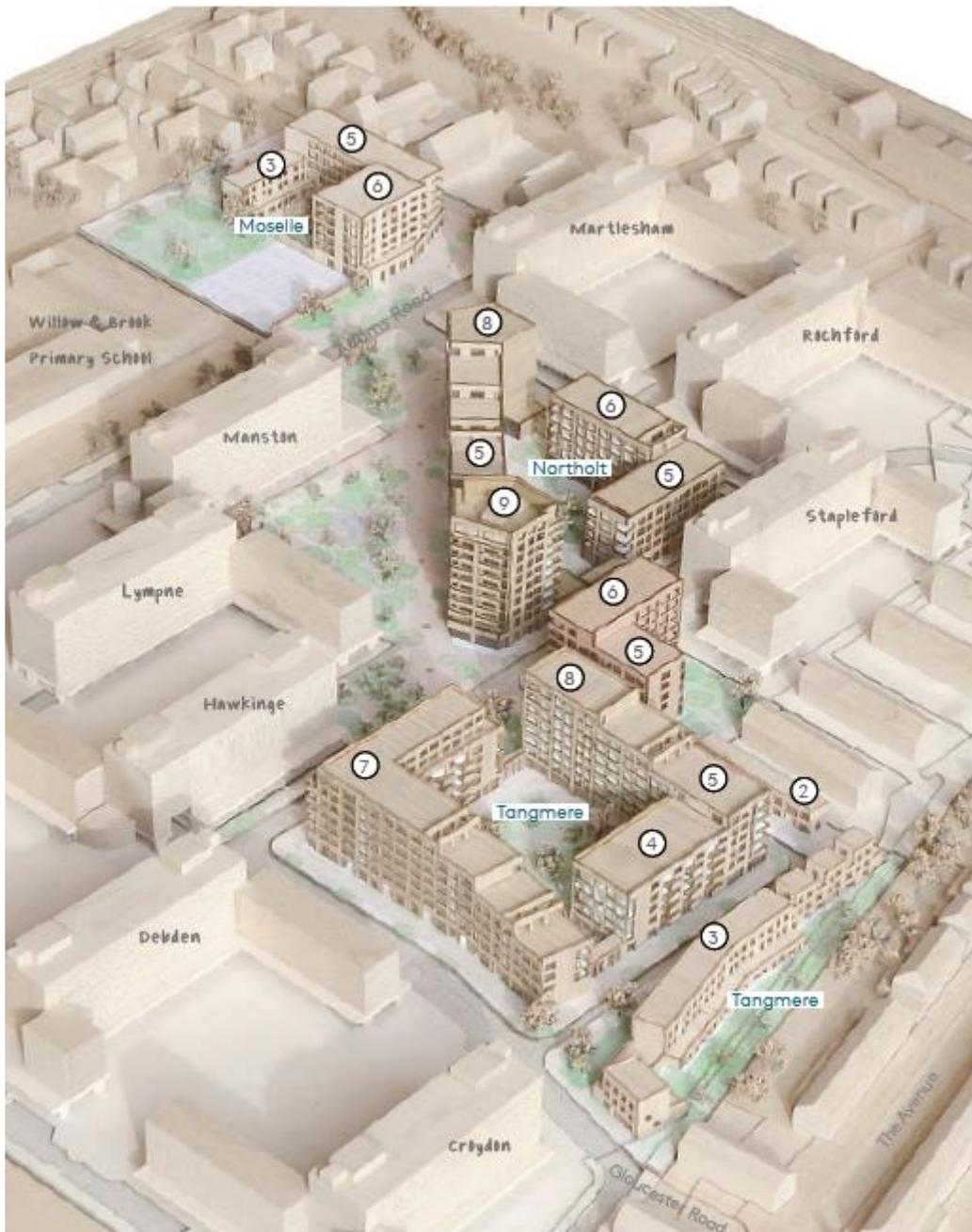
APPENDICES:

- Appendix 1 Conditions and Informatives
- Appendix 2 Plans and Images
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- Appendix 8 Pre-application Committee Minutes

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

Proposed development

- 3.1 This is an application for the demolition of the existing Tangmere, Northolt, Stapleford North, enterprise centre, medical centre and energy centre buildings and erection of 294 new homes (Use Class C3) for Council Rent in a mix of houses and flats within buildings ranging from two to nine storeys in height. 1,282sqm of non-residential uses would also be provided in the form of a wellbeing hub, a replacement enterprise centre and a retail unit.



- 3.2 The development would be provided in three distinct parts. The existing seven storey Tangmere building and medical centre would be replaced with a new building of a maximum eight storeys in height and an adjacent building of a maximum six storeys in height. It would include 127 new homes, with the larger building set around a

landscaped internal courtyard. The new wellbeing hub and enterprise space would be provided at ground floor level. A further 17 homes would be provided in the form of new terraced houses to the south and east of the new Tangmere building.

- 3.3 The Grade II listed mural on Tangmere would be carefully removed, restored and relocated within the Estate.
- 3.4 The existing nineteen storey Northolt building and the five storey Stapleford North building would be replaced with a building that would be a maximum nine storeys in height and would include 100 new homes and enterprise space set around a triangular courtyard. It would be located adjacent to a new publicly accessible open space. The new building on the site of the former Moselle School (max. two storeys in height) would be a maximum six storeys in height and would include 40 new homes and a retail unit at ground floor.
- 3.5 The overall development would include 84 one-bedroom homes, 106 two-bedroom homes, 60 three-bedroom homes and 44 homes of four or more bedrooms. 30 homes (10%) would be wheelchair accessible. The homes would meet all relevant internal and amenity space standards.
- 3.6 91 car parking spaces would replace the existing 225 car parking spaces and 560 cycle parking spaces would also be provided. The development would be low carbon and would be supported by a replacement communal heating system and is expected to connect to the borough-wide district energy network when this becomes available.
- 3.7 The development has been designed in a contemporary manner that respects the character of the existing estate and would use a palette of robust finishing materials including brick walls with concrete detailing, with coloured windows, doors and metalwork.
- 3.8 The development would provide many public realm improvements to the estate including removal of the existing undercroft parking areas, safer and more pedestrian friendly street layouts, new street planting, and new public squares and courtyards.
- 3.9 The application is supported by an Urban Design Framework that describes how the development proposal would fit within a long-term vision for the wider estate including details of potential future public realm improvements, block refurbishments and other projects that would ensure the estate is developed in future in accordance with a clear strategy that is supported by residents.

Site and Surroundings

Site Context

- 3.10 The application site is an irregular shaped plot within the central part of the Broadwater Farm Estate that includes the Tangmere, Northolt, Stapleford North, the enterprise centre, medical centre and energy centre buildings and their surrounding public realm areas. The site also includes a currently vacant plot that formerly included the Moselle School which has been replaced by the Brook and Willow Schools to the west of this plot.
- 3.11 The existing Tangmere block is a ziggurat-style building of up to seven storeys that comprises 116 homes. The existing Northolt block is a nineteen-storey building, which

is connected to the five storey Stapleford North wing and the existing energy centre. These buildings contain 126 homes. The Broadwater Farm Community Health Centre is a single storey building located to the west of Tangmere block and is home to the Broadwater Farm Medical Practice and Connected Communities services. The Enterprise Centre is a series of nineteen single storey commercial units fronting onto Willan Road.

- 3.12 Within and surrounding the application site are several green courtyard spaces, paths, roads and other public realm areas. To the south of Tangmere block is the Memorial Gardens comprising a hardstanding area with tree planting and seating.
- 3.13 The Broadwater Farm Estate is a large residential estate consisting of twelve different blocks of varying heights up to 19 storeys and close to 1100 dwellings. It was first occupied in the 1970s. The buildings were originally connected via a series of walkways at first floor level. These walkways were dismantled in the 1990s. The ground floor level of the estate buildings is predominantly used for undercroft car parking.
- 3.14 The wider estate also includes a range of community facilities including a community centre, a primary school, a children's centre and a church.
- 3.15 The area surrounding the Estate is predominantly residential consisting of terraced and semi-detached housing. Lordship Recreation Ground is immediately to its west. Lordship Lane is a short walk to the north and the commercial area of Bruce Grove is further to the east.

Development Context

- 3.16 The Broadwater Farm Estate was constructed in the 1960s and early 1970s using the Large Panel System method, which has subsequently been found to have inherent structural defects in certain circumstances. In 2017, the Council commissioned comprehensive structural surveys to fully consider the condition of all blocks on the Estate. These surveys identified significant structural defects for the Tangmere and Northolt blocks, which failed tests relating to their ability to withstand the force of a vehicular strike to the building or from a bottled gas explosion, with a subsequent risk of progressive collapse. The option of carrying out extensive structural works to and refurbishment of these blocks was considered but was found to be prohibitively expensive and it was subsequently concluded that demolition was the only viable option. Following consultation with residents of the blocks, in November 2018 the Council resolved to demolish them. Both Tangmere and Northolt buildings have now been evacuated.
- 3.17 The Council has been working closely with residents on the estate to create and deliver a comprehensive and wide-reaching estate improvements programme which includes the potential delivery of replacement and new high-quality Council homes, comprehensive block refurbishments and substantial public realm improvements.

Planning Policy Designations

- 3.18 The Estate forms the southern part of Site Allocation SA61 within the Site Allocations DPD 2017 which is identified for improvements to its housing stock, overall design, and routes through the area.

- 3.19 The site is partially designated as part of the Blue Ribbon Network (the culverted Moselle Brook runs underneath the estate). The western side of the estate is a Flood Zone 2 and the northern part of it is located within a Critical Drainage Area. The adjacent Recreation Ground is Metropolitan Open Land and a Site of Importance for Nature Conservation (Local). The Estate has a low PTAL rating of 1b-2, although the W4 bus route does run directly through the site.
- 3.20 The Estate is not located within a conservation area. It does not contain any locally listed buildings. The Mural on Tangmere block is Grade II listed. There are no other listed buildings on site Estate. The Tower Gardens Conservation Area is 190 metres to the north of the site. The Peabody Cottages Conservation Area is also a short walk to the north of the site. The Bruce Castle and Bruce Grove Conservation Areas are nearby to the north-east and east respectively.
- 3.21 There are several listed and locally listed buildings within the Bruce Castle and Bruce Grove Conservation Areas, including the Grade I listed Bruce Castle.

Relevant Planning and Enforcement history

- 3.22 The buildings within the application site and the wider Estate have an extensive planning history. The planning applications relevant to the buildings within or adjacent to the site that have been submitted in recent years (since 2005) are described below:

Application Site

- 3.23 HGY/2022/0647. Request for an Environmental Impact Assessment (EIA) Screening Opinion in relation to proposals for the redevelopment of land within the above Estate in accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended. EIA not required 30th September 2022.

Tangmere building only

- 3.24 HGY/2021/0742. Prior notification for demolition of the existing 6-storey residential block (Tangmere). Prior approval not required 1st April 2022.

Northolt building only

- 3.25 HGY/2019/2162. Replacement of the existing ventilation louvres on the west elevation of the building with larger acoustic louvres and the addition of a new double door in the south elevation. Permission granted 5th December 2019.

Moselle School

- 3.26 HGY/2021/1835. Prior notification: Demolition. Permission granted 23rd July 2021.

Wider Estate

- 3.27 HGY/2019/3067. Erection of a free standing brick built electrical substation. Permission granted 15th October 2020.

- 3.28 HGY/2018/2708. Certificate of lawfulness for the installation of new external pipework encased in a weatherproof duct to exterior of each of the blocks. Permission granted 15th October 2018.
- 3.29 HGY/2009/2123. Demolition of Broadwater Farm Primary School and William C Harvey Special School, and redevelopment of the site to provide a purpose-built two storey inclusive learning centre (520 places, primary age) to incorporate Broadwater Farm Primary, William C Harvey and Moselle School Special Schools with associated car parking, external landscaping and new pedestrian and vehicle access from Adams Road. Permission granted 16th March 2010.

4. CONSULTATION RESPONSE

4.1 Quality Review Panel

4.2 The scheme has been presented to Haringey's Quality Review Panel on three occasions. The Panel's written responses are attached in Appendix 6.

4.3 Planning Committee Pre-Application Briefing

4.4 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 17th March 2022. The minutes are attached in Appendix 8.

4.5 Development Management Forum

4.6 A virtual meeting was held on 16th March 2022. The main topics raised were around loss of housing and health services on the Estate. Details and summaries of the comments made and how they were addressed are available in Appendix 7.

4.7 Planning Application Consultation

4.8 The following were consulted regarding the application:

Internal

- 1) LBH Design: No objections.
- 2) LBH Conservation: No objections to the planning application. Supports the listed building consent application.
- 3) LBH Housing: No objections.
- 4) LBH Transportation: No objections, subject to conditions.
- 5) LBH Carbon Management: No objections, subject to conditions.
- 6) LBH Regeneration: No objections.
- 7) LBH Nature Conservation: No objections, subject to conditions.
- 8) LBH Tree Officer: No objections, subject to conditions.
- 9) LBH Flood and Water Management: No objections, subject to conditions.

- 10)LBH Community Safety: No objections.
- 11)LBH Waste Management: No objections.
- 12)LBH Pollution: No objections, subject to conditions.
- 13)LBH Parks: No comments to make.
- 14)LBH Policy: No objections.
- 15)LBH Street Lighting: No comments to make.
- 16)LBH Noise: No objections subject to conditions.
- 17)LBH Public Health: No objections.

External

- 18)Greater London Authority (GLA): Stage 1 comments can be viewed in full in Appendix 4. The GLA's summary comments are provided below.

London Plan policies on housing, affordable housing, urban design, heritage, inclusive design, sustainable development, green infrastructure, and transport are relevant to this application. Whilst the proposal is supported in principle, the application does not currently fully comply with some of these policies, as summarised below

- *Land Use Principles:* The redevelopment of part of the estate for residential, community and employment floor space along with public realm improvements is supported. Overall, and subject to Council securing floorspace and suitable rent levels, the estate renewal meets with the requirements of the London Plan and the GPGER [Good Practice Guide to Estate Regeneration].
- *Housing:* The proposal will increase the quantum of housing within the estate, all of which (100%) will be social rent affordable units which is strongly supported. The unit mix provides a good range of housing type and sizes, however the Council should confirm that it meets housing need.
- *Urban Design and Heritage:* The scheme raises no strategic concerns with regards to layout, scale, appearance and accessibility and the new improved public realm with substantial playspace is welcome. The scheme will not harm any nearby heritage assets. The fire strategy must meet with the London Plan requirements and be secured.
- *Transport:* The number of car parking spaces on site should be reduced. A station and line impact analysis on the Underground system is required. Discussions between the Council and TfL are required regarding a contribution towards the Healthy Streets proposals. Further details of long stay cycle parking, travel plan and details affecting the safeguarding of the W4 bus route are required. Management Plans, details of blue badge and EVCP provision should be secured.

- *Sustainability and Environment*: The scheme will meet with urban greening and biodiversity requirements. Further information on energy, WLC [Whole Life Cycle carbon] and circular economy is required, and mitigation measures on flood risk and air quality should be secured by condition.

19)Transport for London: No objections, subject to conditions and obligations.

20)Health & Safety Executive: Raised some concerns.

21)Canal and River Trust: No comments to make.

22)Thames 21: No comments made.

23)Environment Agency: No objections, subject to conditions and informatives.

24)Natural England: No objections.

25)Thames Water: No objections, subject to conditions and informatives.

26)Greater London Archaeological Advisory Service: No archaeological requirements or objections.

27)Metropolitan Police Designing Out Crime Officer: No objections, subject to conditions.

28)Historic England: Supports the listing building consent proposals. No comments made on the planning application.

Local Interest Groups

29)Broadwater Farm Residents Association: Object to the application (comments are summarised below and responded to in the main body of the report).

30)Friends of Lordship Rec: No comments received.

31)Bruce Grove Residents Network: No comments received.

5. LOCAL REPRESENTATIONS

5.1 The planning application has been publicised by way of a press notice, several site notices which were displayed in the vicinity of and around the site and 1,390 individual letters sent to surrounding local properties. The listed building consent application has been publicised by way of a site notice. 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: 5 (for both applications)
- Objecting: 1
- Commenting: 2
- Supporting: 2

- 5.2 The following local groups/societies (other than those consulted above) also made representations: None.
- 5.3 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:
- Development is not financially viable
 - Loss of health centre
 - Insufficient family-sized housing
 - Excessive loss of day/sunlight
 - Inadequate parking provision
 - Inappropriate internal kitchen layouts
- 5.4 The following issues raised are not material planning considerations:
- Individual request for a home within the new development (officer note: this is not a matter for the Local Planning Authority to consider and should be directed to the Council's Housing section).

6 MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise.

Considerations

- 6.2 The main planning considerations raised by the proposed development are:
1. Principle of development
 2. Affordable housing and affordable housing mix
 3. Design and appearance
 4. Heritage impact (including listed building consent matters)
 5. Residential quality
 6. Neighbouring amenity
 7. Parking and transport
 8. Open space, trees and urban greening
 9. Carbon reduction and sustainability
 10. Waterways and flood risk
 11. Land contamination
 12. Fire safety
 13. Equalities

Principle of development

National Policy

- 6.3 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

- 6.4 The London Plan 2021 Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.5 London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on all suitable sites, including through the redevelopment of surplus public sector sites.
- 6.6 London Plan Policy H4 requires the provision of more genuinely affordable housing. In Policy H5 the Mayor of London expects that residential proposals on public land should deliver at least 50% affordable housing on each site.
- 6.7 London Plan Policies H7 and H8 make clear that loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.
- 6.8 London Plan Policy H8 sets out detailed policy requirements for estate renewal schemes and is supported by the Mayor of London's Good Practice Guide to Estate Regeneration (GPGER). Together, this policy and the related guidance seek a consideration of alternative options before the demolition and replacement of affordable homes is sanctioned. The GPGER describes key principles of estate regeneration as being an increase in affordable housing, full rights to return for social tenants and a fair deal for leaseholders and freeholders. The guidance also requires a ballot of residents where the demolition of existing buildings occurs and extensive consultation of residents through the regeneration process.
- 6.9 London Plan Policy S1 seeks to ensure that social infrastructure needs of London's diverse communities are met and Policy S2 states that proposals should support new and enhanced health and social care facilities. London Plan Policy E2 seeks to resist the loss of business space and support re-provision and Policy E9 states that new retail facilities should be provided within town centres in the first instance.
- 6.10 London Plan Policy D3 seeks to optimise the potential of sites through a design-led approach. Policy D6 emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy

- 6.11 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.
- 6.12 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. Local Plan Policy SP2 also makes clear that the Council will bring forward a programme of renewal of Haringey's housing estates, with Broadwater Farm being identified as one of nine estates being in most need.

- 6.13 Local Plan Policies SP8 and SP9 seek to resist the loss of business space and support re-provision. SP14 states that new or improved health facilities will be supported. Local Plan Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough.
- 6.14 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, whilst also ensuring that any affordable housing that is lost is replaced with at least equivalent amounts of new affordable residential floorspace. Policy DM11 goes further to state that proposals for estate renewal will be required to re-provide the existing affordable housing on an equivalent habitable room basis, tailored to better meet housing needs and to better achieve more inclusive and mixed communities. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on all sites.
- 6.15 Policy DM55 identifies Broadwater Farm as an Estate Renewal site that should be supported by a masterplan developed through co-ordinated and community-based consultations.
- 6.16 Policy DM40 seeks to facilitate the renewal and regeneration of existing non-designated employment land and floorspace. Policy DM41 states that proposals for new retail uses outside of town centres should demonstrate that there are no suitable town or edge-of-centre sites available in the first instance and demonstrate that they would not harm nearby town centres. Local Plan Policy DM49 seeks to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community.

Site Allocation

- 6.17 The application site forms part of Site Allocation SA61 in the Site Allocations DPD 2017 and is identified as being suitable for development that provides improvements to its housing stock, improved routes through and an improved overall design.
- 6.18 SA61 has the following Site Requirements and Development Guidelines:

Site Requirements

- Development will be required to be in accordance with a masterplan, prepared with the involvement of residents and the Canal and River Trust.
- The SPD will be prepared in consultation with existing residents and will assess existing issues within the area and options to address these have regard to the following:
 - the form, function and quality of existing buildings on site
 - the potential for refurbishment
 - the principles under which demolitions would be considered
 - the different and distinct characteristics of areas within and adjacent to the Allocation area, including (but not limited to) Lido Square, Moira Place, and Somerset Close
 - the management and maintenance arrangements

- the community groups active on the site and their aspirations and needs
- opportunities to further improve the urban realm across the site.
- Where new development is proposed:
 - the optimum quantum of development to be provided
 - the requirement to replace affordable residential floorspace in accordance with Policy SP2
 - the housing mix in accordance with Policy DM11 and Council's Housing Strategy
 - the achievement of a high-quality development that integrates with its surroundings
 - housing decant considerations
 - the capacity of the existing community facilities to match any development, including existing shortfalls where they exist
 - the need to improve the transport accessibility of the site to serve the new development and the existing community, including public transport, cycling and walking, and alterations to the surrounding road network
 - consideration of feasibility and viability constraints; and
 - the delivery/implementation plan, including phasing strategy if necessary.
- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.

Development Guidelines

- There may be opportunities to link the open spaces in the area, particularly Lordship Recreation Ground, to benefit wider areas of the Borough through the Green Grid network.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

Housing Supply

The Council at the present time is unable to fully evidence its five-year supply of housing land. 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 for decision-taking 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).

Development Principles – Demolition and Estate Renewal

- 6.19 As described above the Mayor of London's Good Practice Guide to Estate Regeneration (GPGER) guidance document for estate regeneration describes three key principles which should be met in order to achieve better homes for local people within estates. These are: an increase in affordable housing within the estate, full rights to return for social tenants and a fair deal for leaseholders.
- 6.20 The guidance also states that prior to pursuing demolition as an option, the Council should consider whether there are alternative options that would provide an increase in affordable housing without requiring the potential disruption associated with demolition. The option to demolish and rebuild an estate should be set against the wider social and environmental impacts to ascertain whether demolition and rebuild is the most optimum solution.
- 6.21 Furthermore, the guidance requires estate regeneration projects which involve the demolition of existing affordable homes to demonstrate that they have secured resident support for their proposals through a ballot.

Alternatives to Demolition of Existing Homes

- 6.22 The Broadwater Farm Estate was constructed using a Large Panel System methodology, which has subsequently been found to have inherent structural defects in certain circumstances. As set out above in 2017 the Council commissioned comprehensive structural surveys to fully consider the condition of all blocks on the Estate. These surveys identified serious structural defects in the construction of the Tangmere and Northolt blocks. The blocks failed tests relating to their ability to withstand the force of a vehicular strike to the building or a bottled gas explosion, with the subsequent risk of a potential progressive collapse. The alternative option of carrying out extensive structural works to and refurbishment of these blocks was looked into and considered. However, this non-demolition option was identified as being prohibitively expensive. It was subsequently concluded that demolition was the only viable option for the Tangmere and Northolt buildings.
- 6.23 Following extensive consultation with residents of the blocks and with the above structural analysis in mind the Council resolved to demolish Tangmere and Northolt blocks in November 2018. Since that time the Council has taken steps to rehouse all secure Council tenants and acquire the interests from the owners and occupiers of those properties in order to enable the required demolition and redevelopment to occur with minimal disruption to residents.
- 6.24 Whilst Stapleford North block does not have the same structural problems that necessitate its immediate demolition its siting immediately to the south of Northolt block and the energy centre and between Northolt and Tangmere blocks (and given the age of the building) means that the opportunity has been taken, following a statutory consultation exercise with residents, to include the demolition of this building in the proposals in order to optimise the overall development and maximise the public benefits from the development in terms of the provision of affordable housing and comprehensive improvements in the public realm.

Provision of Affordable Housing

- 6.25 The Mayor of London's GPGER guidance sets out that, in addition to ensuring no net loss of affordable homes, estate regeneration schemes must provide as much

additional affordable housing as possible. This matches the requirement in Policy DM11 of the Development Management DPD which requires proposals for comprehensive renewal of social housing estates to re-provide the existing affordable housing on an equivalent habitable room basis, tailored to better meet current housing needs and the achievement of more inclusive and mixed communities.

- 6.26 The proposals will deliver 294 new homes as 100% affordable housing for council rent (subject to future purchase of individual homes by returning leaseholders). This represents an uplift of 52 additional council rent homes within the estate, with a potential net gain of up to 95 council rent homes (subject to the final number of returning leaseholders). The number of affordable habitable rooms within the application site would significantly increase from 852 to 1,242 and the number of bedspaces would also rise significantly from 687 to 1,164. The affordable residential floor space would increase from 11,243sqm to 24,580 sqm. This highlights how the new homes are substantially larger and provide more bedrooms than the existing homes that are to be demolished. All homes would be of a high quality in construction and physical design as described in the sections below.
- 6.27 New homes in council rented tenure are the greatest affordable housing need identified in the Council's Housing Strategy 2017-22 and as such this development proposal makes a substantial contribution to the Council's affordable housing objectives in line with Policy SP2 of the Local Plan and Policies DM10, DM11 and DM13 of the Development Management DPD.
- 6.28 The wider area is an established residential area which includes a range of tenures, including dwellings that are owner-occupied and those available for private rent. The proposal would therefore contribute to the creation of a mixed and balanced community in the local area.
- 6.29 As such, given that the development is for 100% council rented homes and provides a significant uplift in the number of affordable homes, habitable rooms and bedspaces on site, there is no net loss of affordable homes (rather a substantial increase) and it is also considered that the affordable floor space within the development has been maximised. Furthermore, the requirements of Policy DM11 have also been met with regard to meeting housing need and providing more inclusive and mixed communities.

'Right to Return' and a 'Fair Deal' for Leaseholders

- 6.30 London Plan Policy H8 states that affordable housing that is replacing existing social rented accommodation must be provided at social rent levels that facilitates a right of return for existing social rent tenants. Mayor of London's GPGER guidance states that replacement social rented accommodation should offer a 'fair deal' to resident leaseholders and freeholders, in the form of providing the right to a new home within the new development.
- 6.31 As already confirmed in the above sections of this report, the existing council rented homes and equivalent floorspace would all be replaced as part of this proposed development. The Council has successfully re-housed all secure tenants from Tangmere and Northolt and Stapleford North. It has been confirmed that under the Broadwater Farm Rehousing and Payments Policy (agreed at Cabinet in November 2018) all secure tenants that have moved off the estate have a guaranteed 'Right to Return'. This means that where residents are decanted into temporary alternative living accommodation and their original home is demolished, they may return to a

newly built homes on the estate on similar terms to their previous tenancy, with rents capped at no more than 10% above the average for similar properties on the estate. Also, under this agreement returning leaseholders would have the option of purchasing their new home.

- 6.32 The new council homes would be prioritised for Broadwater Farm residents. Priority access to the new homes would be given firstly to former residents of Tangmere and Northolt, then to former Stapleford North residents. Any homes that remain available following the first phase of prioritisation to former residents would then be offered to eligible Broadwater Farm Estate secure tenants through the Neighbourhood Moves Scheme (which prioritises existing residents within 250 metres of a Council home being demolished) based on housing need, with priority given to those on the Estate who are currently either under-occupying their current home or living in over-crowded homes.

Full and Open Consultation

- 6.33 The applicant has undertaken a series of public consultations in the form of a wide-ranging public engagement programme with residents of the estate over more than 18 months ahead of submitting this planning application. Comments received during the public consultations have influenced the content and design of this development proposal. Further details of the public consultation approach are set out in the Statement of Community Involvement submitted with the application.
- 6.34 A ballot of eligible residents on the estate was undertaken from 11th February to 7th March 2022 on the question “Do you support the redevelopment proposals within the Broadwater Farm Estate as set out in the Landlord Offer?”. The result was announced on 8th March 2022: on a turnout of 55% of eligible voters. 85% supported the proposal. This planning application has been submitted following the result of that ballot.

Demolition and Estate Renewal – Summary

- 6.35 The application meets the requirements of London Plan Policy H8 and the Mayor of London’s Good Practice Guide to Estate Regeneration guidance document by only demolishing buildings where there is no reasonable alternative, by providing a net increase in affordable housing in Council Rent tenure, by maximising the affordable housing on site, by providing a full right to return for social tenants and a fair deal for leaseholders and freeholders, and by comprehensively consulting estate residents on the proposed development scheme. The development proposal is fully supported by eligible residents following a ballot, as described above.
- 6.36 It is also noted that the GLA’s Stage 1 comments are supportive of the development proposal’s estate renewal principles. As such, it is considered that the demolition and renewal of the Estate is acceptable.

Site Allocation and Masterplanning

- 6.37 The application site forms part of SA61 which is seeks improvements to the housing stock, routes through and overall design of the site allocation. The site requirements and development guidelines of the site allocation are described in full above.
- 6.38 SA61 requires that any development must be ‘in accordance with a masterplan, prepared with the involvement of residents’ and also requires that a supplementary

planning document (SPD) be submitted that includes comprehensive information in respect of form, function, quality, refurbishment and demolition potential, character analysis and urban realm improvements in the local area. SA61 also requires any development to be supported by further information that clarifies additional matters including the provision of optimised development, provision of high-quality development, and transport, viability and phasing considerations.

- 6.39 Policy DM55 of the Development Management DPD states that development that forms part of a site allocation must be accompanied by a masterplan for the wider site and beyond that demonstrates the proposal will not prejudice the future development of other parts of the site or adjoining land and will not prejudice the delivery of the site allocation and its wider area outcomes.

Urban Design Framework

- 6.40 This application is supported by an Urban Design Framework (UDF) in lieu of an SPD and masterplan. The UDF covers the Broadwater Farm Estate only as the remainder of SA61 to the north would not be directly affected by either this proposal, or any future development on the estate. The UDF has been developed in consultation with the local community through a series of public consultation events and design workshops.



- 6.41 The UDF includes a set of urban strategies for the wider estate within which this development proposal will sit. These strategies aim to ensure safe and healthy streets, welcoming and inclusive open spaces, active ground floors, good quality homes and an appropriate character and scale for the estate. The UDF shows how the development proposals will fit into a longer-term investment strategy for the Broadwater Farm Estate, including building refurbishment projects, public realm improvement projects and details of phasing and maintenance, in order to deliver maximum benefits for residents.

- 6.42 The UDF, by providing a spatial and urban design analysis of the existing estate and its surroundings, and also given its collaborative design with significant input from residents, shows that the requirements of SA61 will be met. The UDF shows that this application would reinforce Adams Road and Willan Road as key active east-west links that will connect Lordship Recreation Ground with the existing residential neighbourhood via the new Civic Squares. The UDF also enables the quality of the new housing to be maximised and the visual appearance the existing estate to be improved through the proposed new developments and public realm interventions.
- 6.43 Therefore, by providing a comprehensive and logical long-term plan for the Broadwater Farm Estate as a whole in the form of the UDF produced in collaboration with existing estate residents through a series of public consultation events, it is considered that an appropriate masterplan for the future development of the estate has been provided which is in accordance with Policy DM55 and delivers the wider objectives of Site Allocation SA61.

Other Site Allocation Objectives

- 6.44 The masterplanning and estate renewal objectives of SA61 have been considered above and the other site allocation objectives, including the provision of an appropriate housing mix, land contamination considerations and connection to a district energy network will be discussed in the relevant sections below

Provision of Non-Residential Uses

Moselle School

- 6.45 Policy S3 of the London Plan states that there should be no net loss of education facilities unless it can be demonstrated that there is no ongoing or future need. The Moselle School has been closed since 2011 when pupils relocated to the adjacent Brook and Willow schools and the nearby Riverside School. It was demolished in early 2022. As pupils have been accommodated in other local schools and there is no longer a need for this school on the site.

Health Facilities

- 6.46 Policy S2 of the London Plan states that new high-quality and enhanced health and social care facilities that meet an identified need and provide new models of care should be supported. Policy DM49 of the Development Management DPD seeks to protect existing social and community facilities unless a replacement facility is provided which meets the needs of the community.
- 6.47 The utilisation of the existing medical centre is sub-optimal, with less than half (130sqm of 370sqm) of the building operational and opening hours from 8am to 1pm weekdays only. The Council's Connected Communities service operates from the medical centre but can only operate during the existing allotted opening hours.
- 6.48 The new Wellbeing Hub (266sqm) is proposed to replace the medical centre with a modern flexible space that would be easily accessible from the ground floor of the new Tangmere block. The Wellbeing Hub would re-provide existing GP facilities as part of a broader range of services within an improved environment. The Hub would reflect new forms of healthcare provision by enabling health staff and services to be co-located with other related services within local communities, which facilitates greater

and more efficient service integration and improves health outcomes through increased early intervention. With these objectives in mind the Wellbeing Hub has been designed in consultation with GPs, the Clinical Commissioning Group and Connected Communities, with input from local residents, and is expected to enhance the relationship between GP services and the Council's Connected Communities service. The new Hub would not result in a reduction in GP services. The Council's Health in All Policies Officer is in support of this application.

- 6.49 As such, the new health facilities would meet the requirements of London Plan Policy S2 and is therefore acceptable in principle in land use terms.

Enterprise Centre

- 6.50 Policy E2 of the London Plan states that developments that involve the loss of workspace in areas where there is a shortage of lower-cost space should ensure the equivalent amount of floorspace is re-provided. Policy DM40 of the Development Management DPD seeks to facilitate the renewal and regeneration of existing non-designated employment land and floorspace.
- 6.51 The existing Enterprise Centre is formed of 19 units with 665sqm of Class E floorspace. The units are leased to the Broadwater Farm Community Enterprise Works (BCEW) community enterprise. BCEW let the units in a manner through which they can support training and business opportunities for local people.
- 6.52 The Enterprise Centre units (550sqm) must be demolished due to their siting in between Tangmere and Northolt blocks. They would be re-provided in modernised and expanded premises of varying sizes totalling 635sqm and located in strategic positions on the ground floor of the proposed development, which would improve the prominence of these community-led business units and increase natural surveillance throughout the estate by increasing the distribution of business activity.
- 6.53 BCEW would continue to operate the new Enterprise Centre units for a minimum ten-year period.
- 6.54 Given that these business units would be replaced on similar terms in upgraded and expanded premises the replacement Enterprise Centre would meet the requirements of London Plan Policy E2 and is therefore acceptable in principle in land use terms.

New Retail Unit

- 6.55 Policy DM41 states that proposals for new retail uses outside of town centres should demonstrate that there are no suitable town or edge-of-centre sites available in the first instance, be subject to an impact assessment where required by national policy, and demonstrate that they would not harm nearby town centres.
- 6.56 The proposed development includes a new retail space of 381sqm on the ground floor of a new building on the site of the former Moselle School, fronting onto Adams Road. This unit would primarily serve residents on the estate. The retail unit has been integrated into the development at the request of estate residents seeking access to convenience items. The location of the retail unit would provide further natural surveillance and street level activity onto this part of the Estate which is at a key junction between the new diagonal link through the Estate and Adams Road. The NPPF sets a threshold of 2,500sqm for a retail impact assessment, which is not

triggered by this small retail unit. The retail unit would help to cement Adams Road as a key route within the Estate by attracting visitors into the Estate and increasing pedestrian activity in this area.

6.57 Given its focus on primarily serving Estate residents, and the importance of its siting in urban design terms, the proposed new retail unit would be acceptable in land use terms.

6.58 Summary

6.59 The proposed non-residential uses would replace the existing community and business facilities on the estate in a more appropriate and contemporary format, would contribute to an active local environment and would create up to 25 additional jobs for the local community. As such, the proposed non-residential uses would be considered acceptable.

Affordable Housing and Affordable Housing Mix

Financial Viability

6.60 Policy H8 Part E of the London Plan requires all development proposals including the demolition and replacement of affordable housing to follow the viability tested route and should seek an uplift in affordable housing as well as replacing the existing affordable floorspace. The development replaces all affordable housing (in terms of both units and floor area) that is to be demolished and maximises the affordable housing provision on site as part a development for 100% council rented housing that has been optimised through a rigorous design-led approach. As such, the GLA has confirmed that a financial viability review is not required for this proposal.

Affordable Housing Provision

6.61 Policy H8 of the London Plan requires the like-for-like re-provision of affordable housing floorspace at social rent levels where it is being provided to facilitate a right of return for existing social rent tenants. The London Plan also states that boroughs may wish to prioritise meeting the most urgent housing needs early in the Plan period, which may mean prioritising low-cost rented units of particular sizes.

6.62 Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement and identifies the Broadwater Farm Estate as one of nine estates in greatest need of regeneration/renewal. Policy SP2 and Policy DM13 of the Development Management DPD call for at least 40% affordable housing to be provided on new developments with a tenure split of 60% affordable/social rent and 40% intermediate housing.

6.63 The proposed development would provide 100% Council Rented properties to replace those homes that are to be demolished, with an uplift of at least 52 Council Rented homes on site. The focus on the provision of Council Rent housing is justified by both the requirements of Policy H8 of the London Plan and the significant identified need for additional social housing in the borough.

Affordable Housing Mix

- 6.64 DPD Policy DM11 states that the Council will not support proposals which result in an over concentration of one or two-bedroom units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.65 Haringey's Housing Strategy 2017-22 sets out the target dwelling mix for Social Rent and other low-cost rent housing as being 10% one-bedroom, 45% two-bedroom, 45% three-bedroom and 10% four-bedroom homes. The London Plan and Mayor's Viability SPG states that in order to incentivise developments providing over 75% affordable housing (such as this application), local planning authorities may apply housing mix policies flexibly.
- 6.66 The affordable housing mix for the development proposal is as set out below:

	<i>1 bedroom</i>	<i>2 bedrooms</i>	<i>3 bedrooms</i>	<i>4 bedrooms</i>	<i>Total</i>
No. of homes (existing)	170	8	61	3	242
Percentage mix (existing)	70.2%	3.3%	25.2%	1.2%	100%
No. of homes (proposed)	84	106	60	44	294
Percentage mix (proposed)	29%	36%	20%	15%	100%

- 6.67 The proposals include an over-provision of one-bedroom homes and a slight under-provision of two and three-bedroom homes against the targets stated above. However, in the wider context of the Broadwater Farm Estate as a whole the provision of 35% family-sized homes is considered substantial given that the estate currently includes a much lower proportion of family homes (13%). Furthermore, this development would include a very high proportion (15%) of larger four-bedroom homes of which there are currently very few (less than 1%) on the estate. Overall, the development would result in a 62.5% increase in family homes within the area of this application site, which would help to address existing issues of overcrowding.
- 6.68 This proposal would substantially increase the number and proportion of family-sized and larger family-sized affordable housing on the estate and as such the affordable housing mix is considered acceptable.

Design and appearance

National Policy

- 6.69 Chapter 12 of the NPPF 2021 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.70 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, and should be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

- 6.71 The London Plan 2021 policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as has taken place here).
- 6.72 Policy D6 concerns housing quality and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It also requires development capacity of sites to be optimised through a design-led process.

Local Policy

- 6.73 Policy SP11 of the Haringey Local Plan requires 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.
- 6.74 Policy DM1 of the 2017 DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.75 DPD Policy DM6 expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in in urban design terms, including being of a high design quality.

Quality Review Panel (QRP)

- 6.76 The development proposal been presented to the QRP three times prior to the submission of this application. The most recent review took place on 16th February 2022. The Panel’s summarising comments of this latest review are provided below.
- 6.77 *“The panel commends the design team’s extensive community engagement and the integration of the community’s aspirations into the proposals. It supports the scale and massing of the proposals and finds much to admire in the architecture. Acknowledging the alignment of the River Moselle establishes a diagonal through route which is positive, but further consideration should be given to the clarity of the section of the route through the Tangmere block. As the design development progresses, a clear and legible hierarchy of spaces should be established throughout the estate; in particular, greater definition of the civic squares is required. Further information is needed on the scope of the Urban Design Framework, including how the scheme fits into the framework and details on the priorities and timelines for all new and refurbishment projects.”*
- 6.78 Since the date of the third review the proposal has been amended to address the most recent comments from the QRP. The table below provides a summary of key points from the most recent review, with officer comments following:

Panel Comments	Officer Response
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Development Approach / Urban Design Framework	
<p>The success of the scheme will be heavily reliant on the refurbishment of the remainder of the Broadwater Farm Estate. Further details are needed on the Urban Design Framework, to demonstrate how the scheme fits into it and to give officers confidence that the long-term vision for the estate has been carefully considered.</p>	<p>A thorough and comprehensive UDF has been provided that outlines the urban strategies that would be implemented across the estate and how this application fits within that wider vision. A detailed long-term masterplan has also been provided as part of the UDF (page 148).</p>
<p>As noted in the previous report, more information is needed on how the three work streams – the new build, the pilot project retrofit scheme and the bank of mini projects – will fit together.</p>	<p>The UDF includes details of a series of future projects that fit into the long-term masterplan in Section 3, which includes public realm improvements and pilot projects for Martlesham and Rochford blocks and Griffin Road.</p>
<p>A prioritised list of the retrofit and bank of mini projects and a timeline for their delivery, will give officers confidence that residents will be assured a high quality of life throughout all phases of the works.</p>	<p>The UDF also includes detailed and comprehensive information on three projects which are of a higher priority and expected to be implemented relatively soon. Other projects have a longer timeframe. All projects are dependent on funding and further design work and as such detailed timeframes cannot be provided at this stage.</p>
<p>For example, it is crucial that the refurbishment of the existing buildings to the north and west edges of the new public park are given high priority, so that a high-quality open space is assured from the outset.</p>	<p>Works to the ground floor of Manston and Lympe buildings (immediately north and west of the proposed new park), along with works to Adams Road north of the park, have been identified as Project 1 in the list of the projects. Early implementation of this particular project would be sought as part of the Council's Estate Improvements Programme.</p>
<p>The panel had also suggested, in the previous report, that the bank of mini projects could be prioritised to reinforce the green link to the Lordship Recreation Ground, in addition to testing out and improving lighting solutions across the estate.</p>	<p>A 'green' connection to Lordship Recreation Ground would be reinforced through Project 1 (see above) and Project 2 which would provide an improved entrance to the park in addition to the public realm around the community centre in the north-west corner of the site. Both schemes would improve lighting, wayfinding and provide new tree and other planting.</p>

<p>Further details are also needed on the hierarchy of streets and spaces, as well as the types of spaces being created and the activities that will be included for all age groups within each of them.</p>	<p>One of the key aims of the UDF is to 'create safe and healthy streets', and the UDF states that this would be achieved through the creation of a clear street hierarchy. Adams Road is to be prioritised as a 'green link' through the estate and Willan Road a key connection to the nearby Lordship Recreation Ground. 'Welcoming and inclusive open spaces' is also a key aim of the UDF and as such it is considered these matters have been addressed comprehensively within the submitted UDF document.</p>
<p>The Urban Design Framework should include details on circulation and movement including new entrances and lobbies and the location of cycle and bin stores.</p>	<p>The UDF provides a detailed section on the quality of the proposed new housing and explains in detail how the internal spaces including communal entrances and the resident journey from entrance to front door have been considered. Details include information on internal cycle and utility space areas. Further information on bin and cycle storage is provided within the Design and Access Statement.</p>
Public Realm / Landscape Design	
<p>The panel feels that further work is needed to establish a clear and legible hierarchy of spaces throughout the estate. This should be reinforced by the lighting proposals, to ensure that the estate is safe and accessible for all.</p>	<p>The UDF and Design and Access Statements demonstrate a clear street hierarchy with Adams Road a priority 'green link', Willan Road a key secondary route, and both of these east-west streets connected by the new diagonal route, public park and civic squares. Lighting will form an important element of the street and building entrance designs and further details of lighting would be secured by condition.</p>
<p>The nature of the two new civic spaces need greater definition, to clarify the purpose of these spaces within the wider estate and to ensure that they are more positively framed by adjacent buildings and active uses.</p>	<p>The UDF includes a section that specifically describes how the civic spaces would function. These spaces would anchor the new public park and are designed with seating and planting integrated to form active locations within the public realm for social gathering, public life and incidental play.</p>

<p>The panel welcomes the new diagonal through-route that follows the path of the Moselle River from Gloucester Road, in the south west, to Adams Road, in the north east. The section of the route through the Tangmere block needs further clarity. One suggestion is that the south-west corner of the block could be opened up to make the route more inviting and to support the design team's aspiration to create a desire line that is used by both residents and the wider public.</p>	<p>The south-west corner entrance to the Tangmere building courtyard is open to the public and its location would be highlighted by the chamfered street corner located where the road south of Tangmere meets Gloucester Road. This is an accessible route during the day but will be closed at night for security reasons and as such this has not been highlighted through the proposed built form as a primary route through the estate. High quality public realm is also available around all other sides of the Tangmere building.</p>
<p>The panel understands that the proposal for the courtyards to be open to the public, with controlled access at night, has been driven by community engagement. It suggests that it would be beneficial to have one clear and consistent strategy for all the courtyards across the estate, including access control and how this is implemented and managed.</p>	<p>This is indeed the case. Courtyards shall be open during the day for public access and use and shall be closed at night to ensure these spaces are secure. A detailed management plan for these courtyards would be secured by condition.</p>
<p>Further consideration should be given to how the Moselle block will address the adjacent school car park and green space.</p>	<p>The existing car parking area for the former school currently dominates the street frontage on Adams Road. Although the school has closed the car park is still used for staff parking relating to the adjacent school which is currently operational. The car park has been re-configured to best meet the objectives of providing an active street frontage and retaining parking for the existing school that can be accessed from Adams Road. The play area would also be retained by the existing school and reconfigured to improve its accessibility and usage.</p>
<p>Consideration should be given to who will be responsible for the ongoing maintenance of the landscape, in particular, planting defining the defensible space of the ground floor flats.</p>	<p>Maintenance of the public realm areas on the estate is currently managed by a combination of Council departments including Parks and Highways under the supervision of the Council's Housing section. Details of maintenance would be secured by planning condition.</p>

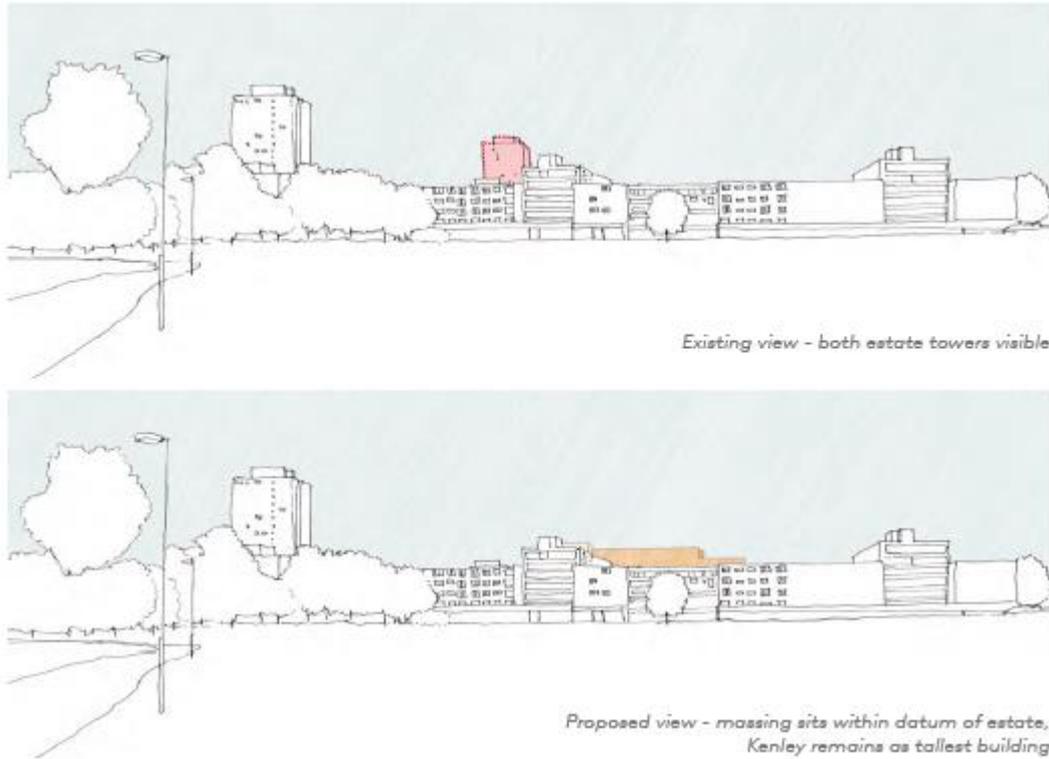
<p>Architecture</p>	
<p>The panel finds much to admire in the architecture and would encourage the design team to be bolder in their approach. For example, the introduction of characterful buildings or moments in key locations would add richness and variety that would benefit the scheme.</p>	<p>The architecture for the new buildings has been developed in consultation with residents over two years and residents identified these designs and materiality as the preferred approach. Characterful elements and moments of delight would be considered as part of the future pilot projects and wayfinding installations.</p>

6.79 As set out above, the applicant has sought to engage with the QRP during the pre-application stage, and the development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered that the points raised by the QRP have been addressed to an appropriate extent.

Assessment

Height, Scale and Massing

- 6.80 Policy D9 of The London Plan 2021 states that buildings of six storeys or more may be considered as tall buildings and that Councils should define what is considered a tall building in their local plans. Tall buildings are defined in the Council’s Development Management DPD as those buildings which are of 10 storeys or greater. The new buildings within the proposed development would be a maximum of nine storeys in height. As such, the proposed development by definition would not include any tall buildings.
- 6.81 Policy DM5 of the DM DPD states that obstructions to locally significant views should be minimised.
- 6.82 The development would remove the nineteen storey Northolt building from the site, replacing it with new buildings with a more evenly distributed massing and a much lower built form no greater than nine storeys in height, which is below the threshold for a tall building as set by the Council’s Local Plan. Proposed building heights would not exceed those rising above the general eight storey datum through the wider estate. These new buildings would have an improved relationship with local streets by way of their more consistent scale.



- 6.83 The southern part of the development would be located within locally significant view no. 20 (Watermead Way railway bridge to Alexandra Palace). The development would locate the relatively low-scale terraced houses and the southern side of the replacement Tangmere building in the location of that protected view. These elements of the development proposal would not be significantly visible from outside of the existing estate and as such would not obstruct the protected view.
- 6.84 As such, it is considered that the proposed buildings would be of a height, scale and massing that would improve the character and appearance of the area, and would also have a minimal impact on a protected view.

Development Layout, Form, Massing and Height

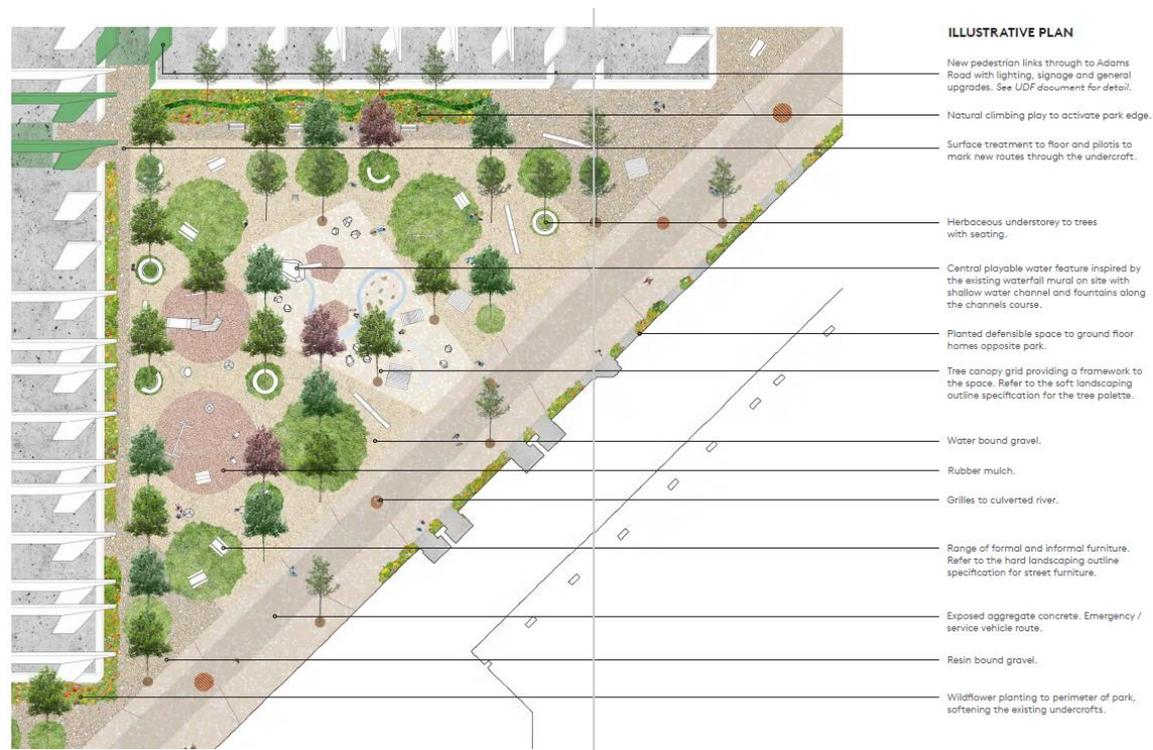
- 6.85 The proposals embrace the best of the architectural style and form of the existing estate, provide a clear definition between streets and spaces, and incorporating shared central courtyards. Courtyards would be defined with secure boundaries that provide clear demarcation between public and shared private realm in accordance with best urban design practice.
- 6.86 At the southern end of the site new terraced townhouses would back onto the existing houses to the south, matching them in scale form and height. The typologies of houses in his area would be similar with terraced properties proposed and back gardens sited against the existing back gardens, with the new three storey providing a step up in scale into the estate from the two storey existing terraced homes. Similarly at the northern end of the proposed development, the northern side of the new Moselle block is to be formed of a row of townhouses, matching the scale of the existing housing to its north.

Elevational Composition, Materials and Detailing

- 6.87 The elevational composition of the proposed buildings would also reflect the best elements of the existing estate, combined elegant contemporary design features. The regular, gridded facades of the upper floors of the proposed buildings would echo the existing estate. The new buildings would include an additional distinctive base, which is a familiar characteristic of contemporary mansion block developments, and which contribute to rooting the proposed blocks in their street or space. Clearly identifiable front doors would be provided to ground floor maisonettes, communal entrances and non-residential uses. Front gardens would be provided to ground floor flats and maisonettes. The proposed communal entrances are particularly thoughtfully designed, with generous floor to ceiling heights and glazed areas giving an airiness and spaciousness to these areas, whilst durable materials within them would provide a sense of occasion and functionality.
- 6.88 Further on the design detailing, gable ends are also picked out with contrasting solids and voids, echoing the gridded facades of drying rooms in the gable ends of some existing blocks. Non-residential ground floor uses have shopfront designs appropriate for their intended uses feature clearly distinguished signage zones. The tops of taller buildings are expressed as a crown, adding to their distinctiveness and aiding their elegance of composition.
- 6.89 The proposed materials palette incorporates a significant amount of pre-cast concrete, echoing the use of this distinctive feature on the existing estate. Brick features almost as strongly in the proposed development, thus the new buildings reconcile the finishing materials of the both the exiting estate and the existing housing in the surrounding area. This material palette would be durable and would maintain an attractive appearance over time, provided the quality of specification and detailing is maintained by condition. This warm palette of familiar finishing materials would be complemented by deep colours for joinery and metalwork, with a subtly different and distinctive brick and colour used for each of the three blocks to help with wayfinding and identification.

Public Realm

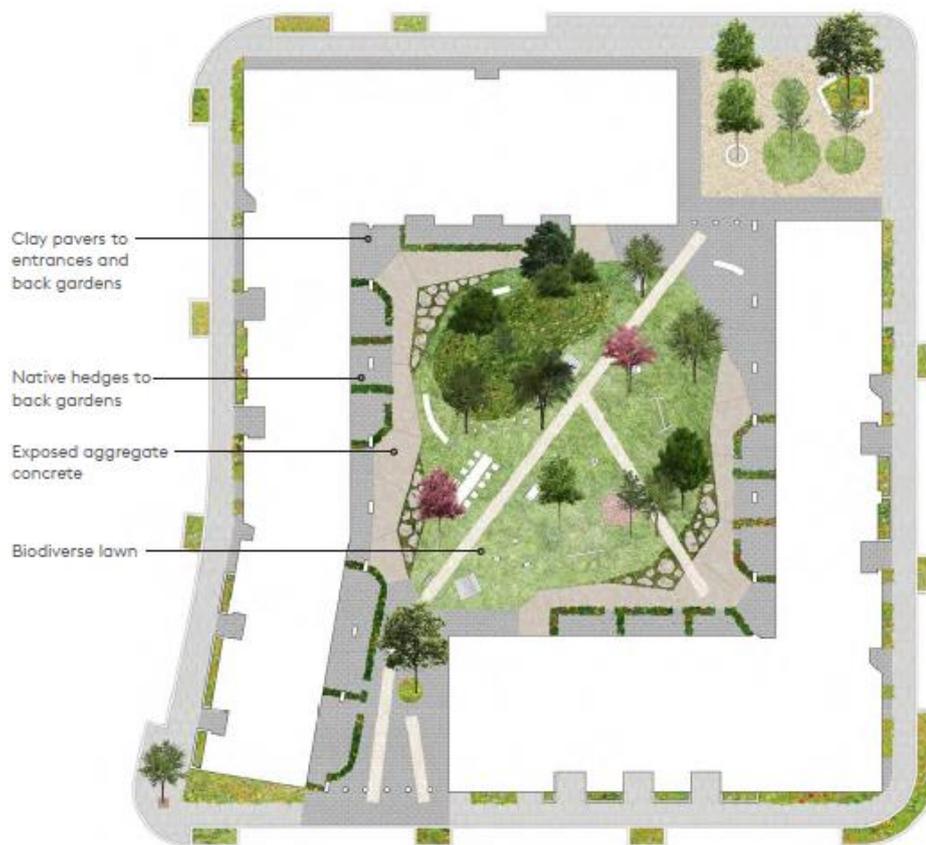
- 6.90 The proposed development would include high-quality improvements to public realm areas including two new civic squares, a new park and internal courtyard amenity spaces. These public and amenity spaces have been designed to be safe and well-activated with high levels of natural surveillance.



- 6.91 The large park would be new key public space at the heart of the estate for both new and existing residents to spend time together. It would include tree planting, play equipment, seating and a water feature to maximise the benefits for residents of all ages. The park would replace the existing Memorial Gardens at the south of the site which are currently not well used and do not benefit from a lack of natural overlooking and passive surveillance. The local policing teams have been contacted by the Council's Community Safety Officer and it is confirmed that the Police support the principle of moving the Memorial Gardens to the centre of the estate where they can be more easily accessed by everyone. Details of the relocation of the memorial plaque in the gardens would be secured by condition. The Designing Out Crime Officer of the Metropolitan Police also supports the relocation of the Memorial Gardens.
- 6.92 The park is bookended by two civic spaces – one at the junction with Willan Road and another at the junction with Adams Road. The civic squares highlight the new diagonal route through the estate and the location of the new park by widening the space between the built form in these areas. They provide new greenery in the form of tree and flower planting as well as seating. Their wide and open nature enables their use for a range of public and community uses. The new route follows the Moselle Brook watercourse which runs in a culvert under the estate and the presence of this watercourse is highlighted through the inclusion of grilles into the new pathway as well as the inclusion of the water feature.



6.93 The courtyard spaces at the ground floor of both the replacement Tangmere and Northolt buildings would be open to the public during daylight hours. The Tangmere courtyard would form an extension to the new diagonal route through the site, connecting Adams Road and Gloucester Road during those times when the courtyard is open. The courtyards would have large amounts of tree and flower planting as well as clearly defined pathways. The courtyards would be bordered by private amenity areas for the ground floor residential properties. These spaces would have significant levels of natural surveillance from the proposed flats and access would be secured outside of daylight hours through gates. This is considered to provide the optimum balance between providing good quality space and security for residents.



6.94 To summarise, the new public realm areas would substantially improve pedestrian routes through the site and would bring the landscaped character of the adjacent Lordship Recreation Ground into the estate through significant amounts of new planting. The provision of seating and play space enables use of these spaces by a wide range of residents and maximises community activity in these areas. The new public realm would replace the existing poorly designed undercroft areas, replacing them with spaces that would be well-used and which would be subject to high levels of natural surveillance from existing and new homes and the proposed commercial and community uses. These public realm spaces would contribute towards the longer term objectives for the estate, as laid out in the Urban Design Framework, which is to improve the primacy and levels of activity on Adams Road and Willan Road as well as to increase the clarity of routes through the estate.

Summary

6.95 The proposed development would replace two buildings which must be demolished for safety reasons, plus other ageing structures, with a series of high-quality buildings of contemporary design that have a lower maximum height than the existing buildings within the application site, that have been designed to be reflective of the unique characteristics of the estate, that rearrange the public realm to bring activity onto surrounding streets and which significantly improve local safety and security. The buildings would have a more consistent height, scale and massing than the existing buildings on the application site and would make the best use of the available space on and around the site to maximise the provision of affordable housing. The buildings would not be significantly visible from outside of the existing estate and would not have a detrimental impact on protected local views. As such, they would appear as positive design features that would not appear out of keeping with the surrounding area and significantly improve the local built environment.

- 6.96 The development is supported by the Quality Review Panel. The Council's Design Officer supports the development by stating that: "*These proposals are an exemplary insertion into a large existing council estate, helping to resolve some of the [public safety and urban design] problems of large undercrofts and the ground frontage of pilotti [stilts] with new more street focussed buildings set around a series of logical routes and exciting public civic squares, landscaped courts and the new central garden square. The proposals will also help bridge the boundaries between the existing estate and surrounding streets, in their architectural expression and in the network of pedestrian friendly streets containing what should be attractive non-residential activities*".
- 6.97 As such, it is considered that the development is acceptable in design terms.

Heritage impact (including listed building consent matters)

Heritage Context

- 6.98 The Estate is not located within a conservation area. It does not contain any locally listed buildings. The Mural on Tangmere block is Grade II listed. There are no other listed buildings on the Estate. The Tower Gardens Conservation Area is 190 metres to the north of the site. The Peabody Cottages Conservation Area is also a short walk to the north of the site. The Bruce Castle and Bruce Grove Conservation Areas are nearby to the north-east and east respectively.
- 6.99 There are several listed and locally listed buildings within the Bruce Castle and Bruce Grove Conservation Areas, including the Grade I listed Bruce Castle.

Legal Context

- 6.100 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."
- 6.101 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."
- 6.102 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.

- 6.103 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.
- 6.104 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.

Policy Context

- 6.105 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 Development Management 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.
- 6.106 Policy DM9 also 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.

Assessment of Impact on the Grade II Listed Mural

- 6.107 The planning application requires the demolition of Tangmere building, to which a Grade II listed mural is attached. It is relevant to note that permission for the demolition of Tangmere has already been granted separately (via the 'prior approval' permission process) on 1st April 2022 (application ref. HGY/2021/0742), which was prior to the listing of the mural on 5th October 2022.
- 6.108 A listed building consent application has been submitted alongside the full planning application, which proposes to remove the listed mural from Tangmere, restore it, and install it in a new location within the Estate.
- 6.109 The mural is a large colourful mosaic that wraps around three sides of the refuse chute at Tangmere, and which extends to six storeys in height. It is described within its listing as being 'exemplary in its degree of survival, scale and artistic quality'. It was erected following the riots on the Estate in 1985 and thus has significant national cultural and heritage significance. Notwithstanding this, the mural is not significantly visible from most parts of the Estate due to the large scale of many of the estate buildings, the

narrow width of Willan Road and the presence of an entrance hall structure around the lower parts of the mural. The mural is currently in need of repair due to damage from vandalism, water ingress and earlier building works.

- 6.110 The listed building consent application proposes the careful dismantling of the mural and its (unlisted) attached refuse chute to enable the removal of the mural from the main structure of the Tangmere building. This would enable Tangmere to be demolished, in accordance with the earlier permission and the planning application. The mural would be stored, repaired by a specialist contractor, and brought back to site on a bespoke frame for installation elsewhere within the Estate. The proposed location for the restored mural is on the eastern elevation of Hawkinge building, which is located opposite Tangmere.
- 6.111 Historic England has stated its support of the listed building consent application. They acknowledge that there would be a minor loss of mural fabric resulting from the cutting operations required to remove it from the existing refuse chute. However, once removed, the mural would be fully cleaned, repaired and restored. The improved mural would then be installed in a location that is much more visible within the Estate than its current location, as the eastern elevation of Hawkinge would be adjacent to the new public open space in the heart of the redeveloped part of the Estate.
- 6.112 Historic England has determined that the proposed dismantling of the mural would cause a low degree of less than substantial harm to the significance of the mural, whilst the proposed repair and re-erection works would have a positive impact on its significance. As such, Historic England determine that there would be positive heritage benefits to the listed building consent application proposals.
- 6.113 The Council's Conservation Officer also supports the listed building consent application and the proposed removal, restoration and re-erection of the mural, as described above, also stating that there would be a low level of less than substantial harm initially, followed by the positive benefits of its restoration and the enhanced visibility of its new location. In order to ensure these positive benefits are secured conditions are recommended to form part of the listed building consent.
- 6.114 Assessment of Impact on Other Heritage Assets and their Setting
- 6.115 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.
- 6.116 The development proposal includes buildings of up to nine storeys in height that would be erected in the centre of the existing Estate. The nearest heritage asset is 190 metres away. Given the substantial size, scale and number of buildings between the proposed development and the other heritage assets identified in the wider area it is considered that the proposed buildings would not be visible to any significant extent within the backdrop of local heritage assets and would thus not affect their respective settings.
- 6.117 The Council's Conservation Officer has reviewed the proposals contained within the planning application and raises no objection from a conservation perspective as no

heritage asset (other than the Grade II listed mural as described above) or its setting is expected to be affected by this proposal, and proposals to remove, refurbish and relocated the mural as proposed by the listed building consent application would lead to overall positive impacts on local heritage.

6.118 *Heritage Impact Summary*

6.119 As described above the planning application would result in the loss of the existing mural on Tangmere building from a heritage perspective. It would not impact any other heritage asset or its setting. The listed building consent application proposes to sensitively remove, refurbish and re-erect the mural in a prominent location within the Estate that would have a positive impact on local heritage.

6.120 Therefore, the proposed development is considered acceptable in terms of its impact on built environment heritage assets as it would result in overall benefits and enhancements to the local heritage context, subject to conditions, thereby preserving the special architectural and historic interest of the mural.

Archaeology

6.121 Policy HC1 of the London Plan states that development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Policy DM9 of the DM DPD states that all proposals will be required to assess the potential impact on archaeological assets and follow appropriate measures thereafter in accordance with that policy.

6.122 The site is not located within an archaeological priority area. The Greater London Archaeological Advisory Service (GLAAS) has been consulted on this application. GLAAS advises that the development proposal would be unlikely to have a significant effect on heritage assets of archaeological interest.

6.123 As such, the proposed development would be acceptable in terms of its impact on archaeology.

Residential Quality

General Layout

6.124 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

6.125 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved. Policy DM1 requires developments to provide a high standard of amenity for its occupiers.

- 6.126 In general terms, the development is of a very high-quality layout and residential standard, having been through a rigorous design process including assessment by the Quality Review Panel.
- 6.127 All properties meet the internal space standards of the London Plan and the floor-to-ceiling height and homes per core requirements of the Housing SPG. All new homes would be dual or triple aspect. Family-sized homes are located at ground floor level where possible. Homes have been designed to minimise circulation spaces and maximise living areas. They would be well-lit and well-ventilated. Storage and utility space has been integrated into all floors including cycle stores for larger homes.
- 6.128 A mix of open plan and separated kitchen/living spaces would be provided to ensure residents have a choice and are easily able to adapt their homes to their preference. In larger homes all kitchens and living spaces will be provided separately.

Amenity and Children’s Play Space

- 6.129 Standard 26 of the Mayor’s Housing SPG requires that all homes should benefit from a private amenity space of at least 5sqm (or greater as required) and the proposed development meets this requirement through the provision of balconies, terraces and rear gardens as appropriate. All properties also have access to the new shared courtyards and public realm areas.
- 6.130 Policy S4 of the London Plan seeks to ensure that all children and young people have safe access to good quality play and informal recreation space, which is not segregated by tenure. At least 10sqm per child should be provided to all qualifying developments.
- 6.131 The projected child yield of the development is 327 children, which means there is a requirement for 3,273sqm of play space to be provided to support the development. The table below shows how the play space requirement would be met. Play space for 0–4 year-olds would be provided within courtyard spaces and adjacent to the new terraced houses. Play space for 5-11 year-olds is proposed as a mixture of formal and informal play throughout the new public realm. Play space for older children (12+) is available within the Lordship Recreation Ground, which is within a short walk of the application site.

Age Range	Play Space Requirement	On-site Provision
0-4	1,271 sqm	3,520 sqm
5-11	1,066 sqm	1,550 sqm
12+	936 sqm	6,600 sqm (available off-site)



6.132 The proposed development provides a cross-generational play strategy that complements the existing play infrastructure on the existing Estate and meets the policy requirements for children's play space on or in close proximity of the estate.

Access and Security

6.133 London Plan Policy D5 requires all new development to achieve the highest standard of accessible and inclusive design, seeking to ensure new development can be used easily and with dignity by all. London Plan Policy D7 requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. DPD Policy DM2 also requires new developments to be designed so that they can be used safely, easily and with dignity by all.

6.134 30 homes (10.2%) would meet the required wheelchair user dwelling standards as laid out within Building Regulations requirement M4(3), which exceeds the 10% policy target. Four of these wheelchair user homes would be larger three-bedroom properties. The wheelchair user homes are evenly distributed throughout the proposed development and would be located close to the 'Blue Badge' parking spaces. The wheelchair user homes on upper floors would be accessible via building cores with two lifts.

6.135 The development would significantly improve safety and security on the estate by replacing the car-dominated undercroft areas with active residential frontages and commercial/community spaces. New communal entrances would be light and welcoming with direct access from the estate's main streets. The communal residential lobbies have been designed to meet contemporary accessibility and security standards and would be visually attractive spaces finished in robust materials.

6.136 The new courtyards would be closed off outside of daylight hours, with fob access for residents only after this time. The exact management arrangements would be secured by condition. The Designing Out Crime Officer of the Metropolitan Police has been

consulted throughout the design process of this proposal. Reinforcing Willan Road and Adams Road as key routes through the site, relocating the Memorial Garden to the centre of the estate and providing access controls for the residential courtyards are all initiatives that are supported by the Designing Out Crime Officer. The Council's Community Safety team also raise no objection to the proposals.

Outlook, Privacy and Day/Sunlight

- 6.137 The new homes would all be dual aspect at a minimum which enables light to permeate into the dwellings for large parts of the day throughout the entire year. 88% of habitable rooms would meet the BRE's guidance for daylight, which is a very good result for an urban environment. Sunlight levels are lower with 59% of all living rooms meeting the annual sunlight targets. This is a good level for an urban area, and this result is affected by 66 (23%) of all living rooms receiving reduced light due to their orientation within ninety-degrees of due north. All properties would have access to an appropriately sized amenity space and a range of public open spaces which will receive good levels of light throughout the year.
- 6.138 The separation distances between the proposed and existing buildings are similar to those on the existing Estate. These distances are significant enough to ensure that the new homes would benefit from good levels of privacy and outlook.

Air Quality and Noise

- 6.139 Air pollution levels at this site are predicted to be below statistically significant levels which makes the site suitable for residential accommodation. Modelling of the energy centre boiler outputs shows that any impact from the low-emissions boilers would be negligible. There are no significant noise-creating uses in the vicinity that would adversely impact on the amenity of future residents in this regard.
- 6.140 As such, the residential quality of the proposed development is of a very high quality and in accordance with the policies referenced above and is therefore acceptable.

Wind Microclimate Impact

- 6.141 A computer modelling analysis has been undertaken and presented within a *Wind and Microclimate Assessment* document submitted with the application. Five (12.5%) of the 40 locations tested showed minor adverse effects and only two (5%) showed moderate adverse effects. The sites where wind impacts were noted were located in higher altitude areas, for example upper floor balconies, where higher wind speeds would usually be expected. Entrances to buildings would not be significantly affected by wind according to the submitted document.
- 6.142 As such, the low level of minor or moderate adverse impacts shown in the submitted document are considered not to be material and would be within acceptable levels of tolerance.

Maintenance

- 6.143 It is anticipated that most windows would be cleaned internally by residents and windows have been designed to open inwards to accommodate this approach. Communal area windows and building facades would be accessed and maintained by the Council via mobile elevated work platforms.

Impact on Neighbouring Amenity

- 6.144 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.145 Policy DM1 of the Development Management DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to avoid material levels of overlooking and loss of privacy and detriment to amenity of neighbouring residents.

Day and Sunlight Impact

- 6.146 The BRE guidelines for day/sunlight in proposed developments was updated in June 2022. On the date this application was submitted the former BRE guidelines from 2011 were still relevant. The *Daylight and Sunlight Report* submitted with the application has modelled the development against the 2011 guidelines. Although these have now been replaced it is considered that they still provide an appropriate guide against which to assess levels of residential amenity in new residential development in accordance with adopted policy.
- 6.147 Debden, Hawkinge, Lympne, Manston, Martlesham, Rochford and Stapleford buildings are within the vicinity of the proposed development and as such only these buildings have been assessed for the day and sunlight impact on them. The potential impact on the homes at 25-30 Willan Road has also been assessed.
- 6.148 In terms of daylight impact the analysis undertaken shows that most buildings would not be significantly affected by the proposed development. The majority (71%) of the windows tested (667) across all buildings referenced above would not experience a noticeable change in daylight according to the BRE guidance. For a further 21% of those windows assessed there would be a noticeable change in daylight conditions, but the degree of loss of daylight is not considered to be significant, i.e. there would be a less than 40% reduction in daylight conditions. As such, only 49 windows (7%) would experience a significant noticeable change in daylight conditions. This would affect homes in Debden, Rochford and Stapleford buildings only.
- 6.149 The analysis notes that where there is a significant reduction in daylight to the windows in Debden and Stapleford buildings, they would still retain a minimum of 16% vertical sky component (VSC) in absolute terms (compared to a 27% target) which is considered a good level of daylight for an urban area. Eight windows on Rochford block would have significant reductions in daylight to a level below 6% VSC. However, it is notable in the case of all these windows that they each currently experience highly restricted levels of daylight (less than 10% VSC) and thus again the reduction in absolute terms is not considered to be excessive.
- 6.150 In terms of sunlight, the analysis undertaken shows that the vast majority (92%) of the windows tested (355) across all buildings referenced above would receive acceptable levels of sunlight according to the BRE guidance. All other windows are not expected to experience noticeable levels of change.

Privacy and Outlook Impact

- 6.151 The rear elevations of the new townhouses would be at least 20 metres from the rear walls of existing houses both within and surrounding the estate. Distances between the homes within the replacement Tangmere building and the existing flats within the nearby Debden and Hawkinge blocks would also be at least 20 metres. Distances between the homes within the replacement Northolt building and the existing flats within the nearby Martlesham and Rochford blocks would be marginally less at a minimum of 19 metres. These separation distances are very good for an urban environment.
- 6.152 In some areas of the site the separation distances are lower than stated above. The distances between the proposed building on the former Moselle School site and the existing homes on Moira Close is a minimum of 14 metres. There is also one property within 7 metres of the proposed development in this part of the site. However, in those cases that the existing homes are oriented at a ninety-degree angle to the new building on the former Moselle School site and there are no habitable room windows within the side elevations of those existing homes. Furthermore, garden areas for the homes on Moira Close are communal open areas and not private gardens so already have a low level of privacy.
- 6.153 Main habitable rooms for most flats in the new building on the former Moselle School site would be located on either the western or southern sides to minimise overlooking towards the school. The three-bedroom flats on the southern side of the courtyard could overlook the play area from their amenity areas. This is a very small number of family units in the context of the overall development. A condition would be included to ensure that appropriate screening features would be included as appropriate to the northern sides of these amenity spaces and also to the western side of the amenity areas for the westernmost terraced house on the northern side of the same building, to ensure that overlooking towards the school is minimised.
- 6.154 There is no direct overlooking between the replacement Northolt building and the existing Lypne block as the buildings are oriented at an angle to one another. The new Northolt building would be 13 metres away from the retained Stapleford block and, whilst this is a lower separation distance than between many other buildings on the estate, it is not considered to be unacceptable for an urban environment. The development has also been designed to minimise the number of main habitable rooms on the southern side of the building to ensure that overlooking is not excessive.
- 6.155 As such, it is considered that the outlook and privacy impacts on existing residents would not be significant.

Wind Microclimate Impact

- 6.156 A computer modelling analysis has been undertaken and presented within a Wind and Microclimate Assessment document submitted with the application. The document shows the development would have a limited impact on local wind conditions within existing public realm areas. The majority of locations assessed around and within the site at ground level show that the development would have either a negligible or beneficial impact on the existing wind conditions. Planting such as trees around seating areas would also help to mitigate wind effects and increase comfort conditions.

Air Quality, Noise and Light

- 6.157 Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution. Policy S11 of the London Plan states that development proposals should not lead to a deterioration of local air quality.
- 6.158 The *Air Quality Assessment* submitted with this application confirms that the impact of the proposed new boilers and the anticipated small increase in the number of vehicle trips from the additional homes on site would have a negligible impact on local air quality.
- 6.159 The additional 52 homes on the estate would not create a significant amount of new noise in the local environment. The proposed non-residential uses would not be particularly noise-creating and would therefore be suitable for a predominantly residential environment. Noise and fumes from extraction and other plant equipment associated with non-residential uses would be controlled by condition.
- 6.160 The development would incorporate new artificial lighting into key areas, including the new diagonal route and civic squares, to improve safety and security for residents and visitors. This lighting would be sensitively designed to maximise safety whilst minimising unnecessary light spill. This matter can be adequately controlled by condition.
- 6.161 As such, the air quality, noise levels and artificial light impact on neighbouring properties would not be significant.

Construction Impact

- 6.162 The demolition and construction works required to enable this development proposal would result in some dust and particulate matter, noise and other temporary disturbances. These processes are typically controlled by non-planning legislation. It is possible to manage these disturbances through good practice and through the implementation of suitable mitigation measures. The demolition and construction methodology for the development would be controlled by condition to minimise its impact on existing residential properties and non-residential activities.
- 6.163 As such, it is considered that the impact of the proposed development on the amenity of neighbouring properties and other activities on the estate is acceptable.

Parking and Transport

- 6.164 London Plan 2021 Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 of the same document set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.
- 6.165 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. This is supported by DPD Policy DM31.

- 6.166 The PTAL of the estate is between 1b and 2. The site is located within the Bruce Grove West Controlled Parking Zone (CPZ). However, it is understood that parking is not currently actively controlled on streets within the estate.
- 6.167 A *Transport Assessment* and a *Parking Design and Management Plan* have been submitted with the application. The Council's Transportation Officer and Transport for London (TfL) have provided comments on the proposed development.

Background

- 6.168 There is currently a significant oversupply of car parking across the estate, including within undercroft areas and on streets throughout public realm areas. This car dominance has led to a perceived lack of safety and security on the estate through car-dominated and inactive streets in many areas, as well as perpetuating a low-quality pedestrian environment by cluttering key routes. The proposed redevelopment works would substantially improve the safety of the pedestrian environment by removing car parking where possible and replacing it with active residential and commercial street frontages and new landscaping.
- 6.169 The development would re-introduce parking controls to ensure that car parking within the estate prioritises the existing and proposed residents. Underutilised areas of parking within the application site would be redeveloped and replacement parking would be provided in a more efficient manner in accordance with anticipated parking demand from residents.
- 6.170 Parking throughout the estate is currently controlled by the Council, which requires estate residents to display a valid permit as well as meeting other conditions. It is expected that, in order to ensure these management arrangements are followed and the reduced number of parking spaces on the estate are occupied efficiently, the existing CPZ will be re-instated for public streets. For private streets, these would be managed by the Council on similar lines to the CPZ. Parking permits would be allocated to residents, visitors and essential services on request.
- 6.171 There are currently 225 parking spaces within the application site boundary. 91 of these spaces would be retained as part of this development proposal. 3% 'Blue Badge' parking spaces would be provided on first occupation of the development and, if there is demand for these spaces from wheelchair users, additional spaces could be converted in the future. 660 cycle parking spaces would also be provided as part of this proposal.

Assessment

Site Access and Road Layout

- 6.172 The main vehicle and pedestrian access points to the estate would remain as existing. New internal streets are proposed, and these would provide improved connectivity within and through the site. Their design is intended to provide improved legibility and accessibility for pedestrians and cyclists as well as providing suitable space for vehicle movements including buses. They would integrate appropriately with the wider Urban Design Framework for the estate.

- 6.173 Parts of the public highway must be 'stopped up' for the development to be built and sections of land must be adopted as highway to straighten up the current highway layout. These matters would be secured through legal agreement.
- 6.174 The Transportation Officer and Transport for London have raised no objections to these new road layouts. Details of the new junctions within the estate must be reviewed through Road Safety Audits which can be secured by condition.
- 6.175 The application would provide a financial contribution towards the feasibility and design of local cycle infrastructure as potential improvements near to the site have been identified in the Council's Walking and Cycling Action Plan. A further contribution would be secured towards reducing accidents at local road junctions.

Trip Generation

- 6.176 The existing, proposed and net residential trip generations have been reviewed by the Council's Transportation Officer and found to be acceptable. The non-residential land uses would have a local catchment and therefore generate local visits undertaken primarily by active travel modes such as walking and cycling.
- 6.177 There would be an additional ten delivery and servicing vehicles per day compared to the existing situation and this additional demand would be easily absorbed by the local highway network.

Public Transport

- 6.178 Gloucester Road and Willan Road would be widened to potentially accommodate two-way travel for the W4 bus service in the future. Although there is a slight bottleneck in the available highway width on Willan Road (5.8 metres wide rather than the 6 metre width requested) TfL do not object to the road layout in principle. The widened highway in this area would result in the loss of a small number of on-street parking spaces. These spaces would be re-provided within the parking capacity of the existing estate, as described below. The net impact of the proposed development upon the local public transport networks is predicted to be low due to the relatively small net increase in homes from this proposal.

Car Parking

- 6.179 A parking stress survey was carried out in 2020 across the whole estate which identified that there is significant spare parking capacity both on street (public and private roads alike) and in undercroft parking areas, with a total of 405 available spaces available. A telephone survey of existing residents undertaken in 2021 identified that occupiers of one-bedroom dwellings had a car parking demand ratio of 0.33 spaces per dwelling, whilst dwellings with two or more bedrooms had a car parking demand of 0.89 spaces per dwelling. As such, the estimated total car parking demand of the proposed 294 dwellings would be 217 spaces.
- 6.180 91 of the anticipated 217 spaces required for this development would be provided within the application site boundary. The remaining 126 spaces would be accommodated in other parts of the estate where the results of the parking stress survey indicate that there is ample spare capacity within the existing spare 405 spaces. Parking demand would be kept low through the provision of sustainable

transport methodologies including a parking management plan, travel plans and high-quality cycle parking.

- 6.181 Wheelchair-accessible car parking would be provided in line with the London Plan standards, namely for 3% of dwellings from the outset (9 spaces). Provision for up to an additional 7% of dwellings (21 spaces) would be provided as and when required based on demand, by converting other spaces either within the application site or the wider estate. There is more than sufficient capacity to afford a further loss of parking spaces as a result of such conversions.
- 6.182 In accordance with London Plan requirements active electric vehicle charging infrastructure would be provided for 20% of spaces from the outset, whilst the remainder would be fitted with passive infrastructure. This would be secured by condition.

Cycle Parking

- 6.183 Cycle parking would be provided in the form of 660 cycle parking spaces which is in line with the London Plan minimum cycle parking standards and in accordance with the London Cycling Design Standards. A minimum of 5% of all long-stay cycle parking would be in the form of stands for larger cycles. 14% of all long-stay spaces would be in the form of regular 'Sheffield' stands. The remainder would consist of two-tier racks (44%) and spaces in dwellings (37%). Spaces have been provided within the new homes in response to feedback from residents and concerns about security within shared cycle stores and public areas within the estate. This arrangement has the additional benefit of freeing up space at ground floor level to provide a greater proportion of active frontages and the perception of safety on the estate. At least one lift per residential core would be large enough to fit a cycle within it.
- 6.184 The proposed non-residential cycle parking has also been designed to meet London Plan standards and exceeds the minimum requirements. The detailed design of the long-stay and short-stay cycle parking and access arrangements would be secured 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 plans.

Deliveries and Servicing

- 6.185 Delivery and servicing activity would continue to be provided on the streets within the estate. Two dedicated loading bays would be provided, one on each of Willan Road and Adams Road. Swept path analysis shows that a 10-metre rigid vehicle, a waste collection vehicle and a fire tender vehicle would be able to adequately manoeuvre within the internal streets and would benefit from appropriate visibility at road junctions and bends. The Council's Waste Management Officer has raised no objections to the delivery arrangements as proposed.

Construction Traffic

- 6.186 The Transport Assessment submitted with the application includes a draft construction logistics plan. There would be a peak level of 25-40 deliveries a day to the site. Construction vehicles would access the site via a one-way system from Lordship Lane to the north, with some traffic using The Avenue, and exiting the site from the south via Gloucester Road. This would be compatible with the trial low traffic neighbourhood in

place. Secure gates will be installed to construction compounds and wheel-washing facilities used to ensure a clean neighbourhood. A vehicle booking system would be used to ensure deliveries are effectively managed. The exact details of the construction methodology and programme would be secured through a condition.

Summary

- 6.187 There is ample parking capacity within the estate to accommodate any potential overspill parking demand from this development, the low number of additional trips expected from the development would be accommodated on the local road network, and the development would be supported by the provision of high-quality cycle parking that would meet the requirements of the London Plan. The Council's Transportation Officer and Transport for London have assessed this application and raise no objections subject to conditions and planning obligations.
- 6.188 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.

Open Space, Trees and Urban Greening

Open Space

- 6.189 Policy G4 of the London Plan states that there should be no loss of open space and where possible new areas of public open space should be created. Policy DM20 of the Development Management DPD states that development that protects and enhances open spaces will be supported. It also states that the reconfiguration of open space will be supported where it is part of a comprehensive scheme, where there is no net loss of open space, where it would achieve enhancements to address deficiencies in the capacity, quality and accessibility of the open space, where it would secure a viable future for the open space, and where its environmental function would not be compromised.
- 6.190 The proposals would increase the amount of open and green space within the application site boundary by reconfiguring the layout of built form within it. The amenity space within the existing Memorial Gardens, which is an underused and poorly overlooked area to the south of the existing Tangmere block, would be relocated into the centre of the site which enables greater public use. Other open space areas, including the civic squares and shared internal courtyards, would form part of a wider range of public realm improvements on the site which have been designed to significantly increase public access and activity within public areas within the estate.
- 6.191 In terms of open space quantum, there is a net increase in open and green space within the estate as part of this proposal, from an existing 9,715sqm to the proposed 12,404sqm; an overall increase of 2,689sqm (a 28% increase), excluding pedestrian pathways.



Existing Open Space Quantum:	
■ Pedestrian	4183m ²
■ Squares	1757m ²
■ Courtyards	4457m ²
■ Parks	2801m ²
■ School Playground	700m ²

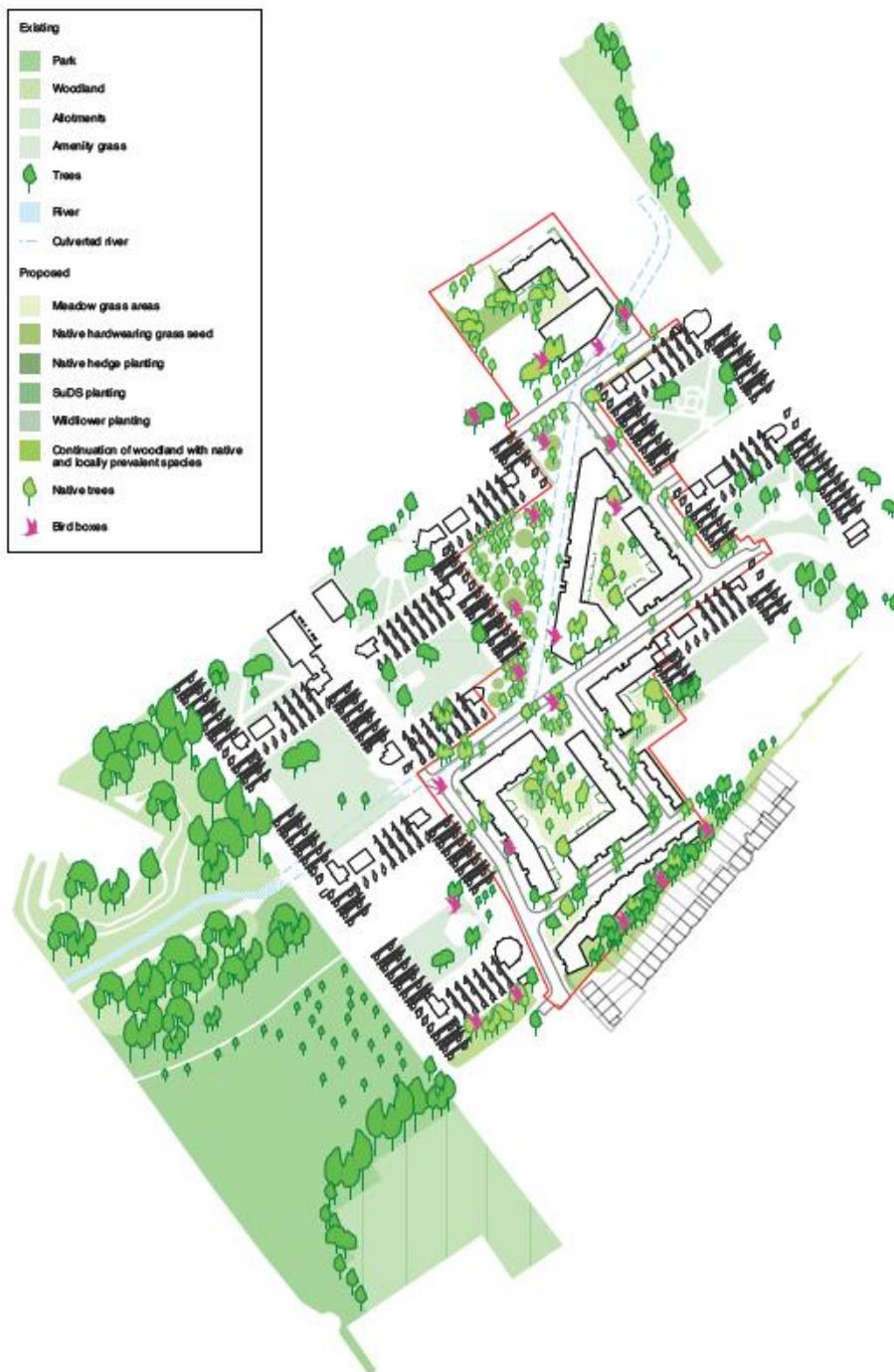
Proposed Open Space Quantum:	
■ Pedestrian	4367m ²
■ Squares	3008m ²
■ Courtyards	4822m ²
■ Parks	3574m ²
■ School Playground	1000m ²

Trees

6.192 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacements. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.

6.193 Policy DM1 of the DM DPD requires proposals to demonstrate how landscaping and planting are integrated into a development, whilst responding to trees on and close to the site.

6.194 There are no trees within or adjacent to the site that are subject to formal protection through a tree preservation order. Trees within and adjacent to the site have been surveyed and of these trees only one was attributed to have Category A status. This tree is located to the north of Lypne block and would not be affected by the development proposals. As many trees as possible would be retained through the development process and trees close to the new buildings would be suitably protected. The existing woodland areas to the south of the site would also be protected. A substantial number of new trees would be planted throughout the proposed development. Any trees lost would be replaced with new trees at a ratio of at least 3.5 new trees for every single tree lost. Over 200 new trees would be provided with a range of native species to be planted.



6.195 The Council's Tree Officer has confirmed that this approach is acceptable subject to conditions that ensures both the protection of trees to be retained and ensures that new tree planting would replace the existing tree canopy cover on site.

Urban Greening Factor

6.196 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. Predominantly residential development should have an urban greening factor of 0.4.

6.197 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space.

6.198 DPD Policy DM1 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site.

6.199 As described above the proposed development would increase the amount of open and green space on site through the provision of a large central park and publicly accessible courtyards. These spaces would be heavily planted which increases the amount of greenery within the site area. The proposed street layout would also include significant areas of tree planting and other amenity vegetation. Green roofs, flower planting and permeable paving would further increase the urban greening factor for the development to a level of 0.4, which is compliant with policy as described above. This urban greening level would be secured by condition.

6.200 The sunlight amenity analysis undertaken with the Daylight, Sunlight and Overshadowing Report also shows that the level of sunlight to all amenity spaces would either meet or come very close to the target values as set by the BRE. 83% of the amenity space would have at least two hours of sunlight on the date on March 21st (as required by the guidance), which is significantly above the 50% target. Therefore, the amenity areas would have a very good sunlight quality overall.

6.201 As such, the development would provide substantial improvements to the soft landscaping on-site and an acceptable level of urban greening. The details of this landscaping provision can be secured by condition to secure a high-quality scheme with effective long-term management.



Ecology and Biodiversity

6.202 Policy G6 of the London Plan 2021 states that developments should aim to secure biodiversity net gain. Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.

6.203 The existing site is mostly covered by buildings, hardstanding and lawn areas of low biodiversity value. This would be replaced by a wider range and area of landscaping which has been designed to maximise areas of biodiversity. Bat and bird boxes would be installed. Green roofs are proposed and planting would be of native species where appropriate. With the planned landscaping proposals the biodiversity levels on-site show a net gain of 128.87%, which is a substantial increase. Natural England has not objected to this application. As such, the biodiversity on the site would increase as the result of the proposed development and this net gain will be secured through condition.

- 6.204 The Preliminary Roost Assessment submitted with the application identified the existing site as having the potential to support bats. Both Tangmere and Northolt buildings showed a low potential to support bats, whilst other buildings and trees on site were noted to have a negligible potential to support bats. Further surveys to Tangmere and Northolt showed no evidence of bats. Sensitive lighting and native planting would be provided to enhance the local environment for bats. These measures can be secured by condition.
- 6.205 It is understood that peregrine falcons have been observed on site. These birds are a protected species. The applicant has taken advice from an ecologist on this matter. Further survey work to assess the location of the birds' nests must occur before demolition of any buildings on site. This survey work must also take place during the bird nesting season (March to August). These surveys and their timing prior to demolition can be secured by condition and any remedial measures also secured following these surveys.
- 6.206 Subject to these conditions the application is acceptable in terms of its impact on trees, ecology and biodiversity, and its provision of urban greening.

Carbon Reduction and Sustainability

- 6.207 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.208 London Plan Policy SI2 states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.209 DPD Policy DM1 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.210 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to minimise carbon emissions.

Carbon Reduction

- 6.211 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2. The applicant has submitted an *Energy Statement* with the application.

Reduced Energy Use (Be Lean)

- 6.212 The buildings would adopt a series of passive and active design measures to use less energy including high performance glazing, heat recovery ventilation methodologies, high building air-tightness, high levels of natural lighting and use of low-energy lighting where needed.

Efficient Energy Supply (Be Clean)

6.213 The development is expected to connect to a district heating network. However, details of the undertaking of this network are not yet known. As a temporary measure until further details of the district heating network are fully understood, the residential part of the development would be served by a heat network incorporating low-carbon heat generation through the installation of air source heat pumps and high-efficiency gas boilers. The energy generated by this site-wide network would provide low carbon energy to other parts of the estate. The commercial units would be served by standalone air source heat pumps. This scenario allows low carbon heat generation to be maximised whilst allowing maximum flexibility for the development to connect to the district heat network once this becomes available.

Use of Renewable Energy (Be Green)

6.214 As mentioned above the development would be served by air source heat pumps. In addition, renewable energy would be provided through photovoltaic panels.

Summary

6.215 Overall, the carbon savings from the proposed development as provided through the methodologies above would represent a guaranteed minimum 65.4% improvement on the carbon baseline (2013 Building Regulations) for both the residential and non-residential uses. This means that the maximum carbon contribution would be 4,006.6 tCO₂ for 30 years (£380,000). Further carbon studies would take place prior to commencement of the development to ascertain the final carbon reduction strategy and offset figure. It is expected that ultimately, once the new energy centre is completed and the development connects to the district energy network, the development would be carbon negative and a contribution thus would not be required.

6.216 The development would also incorporate monitoring equipment to reduce energy use and display real-time energy data. This will be secured by condition.

Circular Economy and Whole Life Carbon

6.217 The scheme seeks to ensure that material and resource use is minimised as far as possible. Waste would be eliminated where possible and managed in a sustainable way. The development is expected to reduce its whole life carbon significantly by partially using alternative construction materials instead of concrete and through installing aluminium-timber hybrid windows.

6.218 *Overheating*

6.219 Passive and active overheating measures have been incorporated into the development proposal. Internal heat levels would be minimised through efficient home layouts and maximised ventilation. Some mechanical ventilation would be required. Detailed modelling of overheating would be secured by condition.

6.220 *Summary*

6.221 The proposal satisfies development plan policies and the Council's Climate Change Officer supports this application subject to the conditions. As such, the application is considered acceptable in terms of its sustainability.

Waterways and Flood Risk

6.222 Policy DM28 of the Development Management DPD states that new development must be set back from any nearby watercourse at a distance as agreed with the Environment Agency. It also states that major developments must investigate the potential for de-culverting of the watercourse where possible. Local Plan Policy SP5 and Policy DM24 of the Development Management DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage. Policy DM26 states that new development within Critical Drainage Areas will be required to incorporate measures to reduce overall flood risk.

Moselle Brook

6.223 The Moselle Brook (part of the London-wide Blue Ribbon network) runs in a culvert below the application site. It runs from east to west under the existing enterprise centre, energy centre and Northolt block. The culvert has been surveyed and is in a reasonable condition. The Design and Access Statement has considered the possibility of de-culverting this watercourse in line with Policy DM28. The water quality within the river is considered to be poor and could bring a health and safety risk to residents in the estate. De-culverting the river either as an open channel or partially naturalised would significantly reduce the quality and quantum of public open space within the development area and would reduce the width and directness of the new pedestrian and cycle route through the estate. There is also a risk of anti-social behaviour, whilst the additional safety measures associated with an open waterway within the estate would prove expensive to achieve and maintain.

6.224 The development proposal would instead leave the area above the culvert undeveloped to allow it to be de-culverted if there was wider community support for this option in the future. The presence of an underground waterway below the surface of the new diagonal route would be identifiable through surface level water features and grilles. The Urban Design Framework submitted with the application has also shown that a de-culverted river could potentially be provided along Brookside, to the north-west of the application site, where its siting would not compromise site connectivity or levels of open space. The Environment Agency has not objected to this development proposal subject to conditions that secure appropriate surveys of the culvert both before and after development works.

Flooding and Drainage

6.225 A Flood Risk Assessment (FRA) has been submitted with the application. This document notes that site is located within Flood Zone 1 which has the lowest risk of flooding. Flood risk at the site is generally low though there is a higher risk of surface water flooding in some areas. The development is supported by a comprehensive sustainable drainage strategy which includes a range of methods to reduce surface water at the site and slow down movement to reduce the associated flood risk, including providing significant amounts of new soft landscaping (including rain gardens and green roofs), comprehensive use of permeable paving and the installation of below ground water attenuation tanks. The Council's Flood and Water Management team has raised no objection to these proposals. Final details of the site drainage systems and how surface water run-off rates would be maximised would be secured by condition.

- 6.226 Thames Water have raised no objections to the development subject to conditions.
- 6.227 Therefore, the development is acceptable in terms of its impact and response to the culverted waterway and its reduction in flood risk at the site.

Land Contamination

- 6.228 DPD Policy DM23 requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.229 A Ground Conditions Report has been submitted with this application. The report states that there are no significant risks of contamination at the site. Soil sampling has identified limited concentrations of metals and hydrocarbons but the new development would appropriately mitigate against these contaminants. The Council's Pollution Officer has reviewed the submitted documentation and has raised no objections to the proposal in terms of its land contamination risk, subject to conditions.
- 6.230 Therefore, the application is considered acceptable in terms of its land contamination risks.

Fire Safety

- 6.231 In 2021 the Government introduced Planning Gateway One (PG1) for all 'relevant' developments i.e. those that contain two or more dwellings and which are 18 metres (or seven storeys) or greater in height. PG1 requires a fire statement to be submitted with planning applications for these relevant developments and also establishes the Health and Safety Executive as a statutory consultee for relevant development.
- 6.232 The Government has also recently announced, via the publication of a circular letter, that for 'very tall' residential buildings, robust fire safety provisions must be put in place, and a detailed fire engineering analysis undertaken.
- 6.233 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.
- 6.234 An Outline Fire Strategy Report and a Fire Statement were submitted with the application. The Outline Fire Strategy states that the development would meet fire safety requirements of Building Regulations Approved Document B. Sprinklers would be provided throughout the development including in residential areas and in some non-residential areas. All units would be located close to fire hydrants, some of which would be newly installed.
- 6.235 The Health and Safety Executive (HSE) have been consulted on this application. HSE retain some concerns about the vulnerability of single staircases, the provision of external staircases and firefighter travel distances. The Council's Head of Building Control has reviewed this application and states that, in respect of fire safety, the proposed fire engineered solution as currently designed is achievable and will be checked in full detail at the Building Regulations stage. Design changes will be required if the fire safety of the development does not meet the required regulations in Approved Document B.

6.236 The Greater London Authority has raised no objections in terms of fire safety.

6.237 Further details on fire safety would be developed as the design of the building progresses. It is considered that the buildings proposed within this development proposal do not fall within the definition of 'very tall' for the purposes of this circular (and Building Regulations more generally). A detailed fire statement including an appropriate fire engineering analysis would be secured by condition which would ensure compliance with the London Plan.

6.238 As such, the application is acceptable in respect of its fire safety, subject to conditions.

Equalities

6.239 In determining this application, the Council is required to have regard to its obligations under Section 149 of the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

6.240 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Members must have regard to these duties in taking a decision on this application.

6.241 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic. Regard must be had to these duties in taking a decision on this application.

6.242 The development has been submitted following a ballot of eligible residents on the estate. The result was announced on 8th March 2022. On a turnout of 55% of eligible voters, 85% supported the proposal.

6.243 An *Equality Impact Assessment* (EqIA) has been provided with this application. The EqIA identifies that a range of both positive, negative and neutral impacts would be experienced by those with protected characteristics on the estate. The proposed development is anticipated to lead to positive equalities impacts by advancing equality of opportunity through a fairer, more equal estate with more opportunities, better housing, improved public, green and open spaces and a safer environment for residents and visitors. Where negative impacts have been identified these can be appropriate mitigated to ensure that disproportionate impacts are either avoided or minimised.

6.244 To summarise, the EqIA anticipates that the overall equalities impact of the proposal would be positive. Officers concur with the findings of the EqIA and therefore it is considered that the development can be supported from an equalities standpoint.

Conclusion

- 6.245 The development would deliver much-needed new homes for Council rent, including a large proportion of family homes, and would replace buildings where demolition is urgently required for safety reasons.
- 6.246 The development would provide a 'right to return' for existing residents and a 'fair deal' for leaseholders and follows the aims and objectives of the Mayor of London's Good Practice Guide to Estate Regeneration.
- 6.247 The development would deliver on the aspirations of Site Allocation SA61 by providing improvements to the quality of homes within the Broadwater Farm Estate, and by providing improvements to the overall design and pedestrian/cycle connectivity within and through the Estate. The provision of an Urban Design Framework ensures that the development would meet the masterplanning requirements of SA61.
- 6.248 The development would re-provide existing non-residential uses, including new retail facilities to support the existing and new residential community, and would provide new local employment opportunities.
- 6.249 The development would be of a high-quality design which responds appropriately to the local context, and which has been designed through consultation with the local community. The development is supported by the Council's Quality Review Panel.
- 6.250 The proposed removal, refurbishment and re-erection of the Grade II listed mural on Tangmere would result in heritage benefits from the development resulting from the restoration of the mural and its relocation to a more visually prominent location.
- 6.251 The development would provide high-quality residential accommodation of an appropriate size and mix within an enhanced public realm environment including new streets and a new park in the heart of the estate. The increased public activity and natural surveillance would significantly improve safety and security on the estate.
- 6.252 The development has been designed to avoid any material adverse impacts on the amenity of nearby residential occupiers in terms of loss of sunlight and daylight, outlook or privacy, excessive noise, light or air pollution. There would also be no negative impact on the local wind microclimate.
- 6.253 The development would provide 91 car parking spaces within the site and additional parking spaces would be available within the wider estate, this is sufficient to support the parking requirements of residents within the new homes.
- 6.254 The proposal includes car parking for occupiers of the proposed 10% wheelchair accessible dwellings and high-quality cycle parking.
- 6.255 The development has been designed to achieve a significant reduction in carbon emissions, would improve the sustainability of the wider estate and would connect to the district heating network if a connection becomes available in the future. The development would achieve a suitable urban greening factor and substantial improvements in biodiversity whilst also protecting and enhancing local ecology.
- 6.256 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

- 7.1.1 As an application for 100% Council Rented housing the development is not liable to pay the community infrastructure levy (CIL) for these homes (once social housing relief has been sought and approved prior to commencement of the development).
- 7.1.2 In respect of the proposed non-residential development, Haringey charges CIL for supermarkets only (i.e. the retail unit). The Mayor of London charges CIL for all non-residential development that is neither education nor healthcare related (i.e. the retail unit and enterprise centre). As such, based on the information provided with the application the Mayoral CIL charge will be £61,325.76 (1,016sqm x £60.36) and the Haringey CIL charge will be £50,280.57 (381sqm x £131.97).
- 7.1.3 The CIL charge will be collected by Haringey from commencement of the development 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 RICS CIL Index. An informative will be attached advising the applicant of this charge.

8. RECOMMENDATION

GRANT PERMISSION and GRANT LISTED BUILDING CONTENT subject to conditions in Appendix 1

Registered No. HGY/2022/0823 and 2816

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Appendix 1

Conditions and Informatives for planning application ref. HGY/2022/0823

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:

215-BWF-L-A1-01-001, 002, 003, 004; 215-BWF-L-A2-01-010, 015, 016; 215-BWF-L-A3-01-011, 012, 013, 014, 017, 018; 215-BWF-L-A3-02-014, 031;

474-KCA-MS-00-DR-A-1000, 01-DR-A-1001, 02-DR-A-1002, 03-DR-A-1003, 04-DR-A-1004, 05-DR-A-1005, RF-DR-A-1006;

474-KCA-MS-ZZ-DR-A-2001, 3001, 3002, 3003, 3051, 3052;

474-KCA-NH-00-DR-A-1000, 01-DR-A-1001, 02-DR-A-1002, 03-DR-A-1003, 004-DR-A-1004, 05-DR-A-1005, 06-DR-A-1006, 07-DR-A-1007, 08-DR-A-1008, RF-DR-A-1009;

474-KCA-NH-ZZ-DR-A-2001, 3001, 3002, 3003, 3004, 3005, 3051, 3052;

474-KCA-TH-00-DR-A-1000, 01-DR-A-1001, 02-DR-A-1002, RF-DR-A-1003;

474-KCA-TH-ZZ-DR-A-3001, 3051, 3052;

474-KCA-TM-00-DR-A-1000, 01-DR-A-1001, 02-DR-A-1002, 03-DR-A-1003, 04-DR-A-1004, 05-DR-A-1005, 06-DR-A-1006, 07-DR-A-1007, RF-DR-A-1008;

474-KCA-TM-ZZ-DR-A-2001, 2002, 3001, 3002, 3003, 3004, 3005, 3006, 3051, 3052, 3053, 3054;

474-KCA-XX-00-DR-A-1000, 9081-D, 01-DR-A-1001, 02-DR-A-1002, 03-DR-A-1003, RF-DR-A-1004;

474-KCA-XX-XX-DR-A-0001, 0002, 0010, 0011, 0012, 0013 (Rev. 01), 0014, 0501, 0900, 1510, 1511, 1512, 1512, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1540, 1541, 1542, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1560, 1580, 1581, 1582, 1583, 1590, 1591, 1592, 1593, 1594, 2001, 3001, 4010, 4011, 4012, 9156-D, 9158-D.

Supporting documents also approved:

Statement of Community Involvement, Planning Statement, Operational Waste Management Strategy, Wind and Microclimate Assessment, Utilities Statement, Outline Pictorial Specification for External Materials, Equality Impact Assessment, Air Quality Assessment, Environmental Noise Assessment, Daylight and Sunlight Report, Ground Conditions Report, Outline Delivery and Servicing Plan, Urban Design Framework, Design & Access Statement, Arboricultural Report, Bat Survey

Report, Biodiversity Net Gains Assessment, Preliminary Ecological Appraisal, Landscape and Public Realm Report, Preliminary Roost Assessment, Energy Strategy, Whole Life Carbon Assessment, Sustainability Statement, Circular Economy Statement, Outline Fire Strategy Report, Fire Statement, Flood Risk Assessment, Moselle Culvert Survey, Sustainable Urban Drainage Strategy, Transport Assessment, Parking Design and Management Plan, Framework Travel Plan, Viability Summary, Phasing Plan.

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

- 3) 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 ground floor non-residential units hereby approved shall be used for activities within Use Class E, Use Class F or Sui Generis (energy centre) only and shall not be used for any other purpose unless approval first is obtained to a variation of this condition through the submission of a planning application.

Reason: In order to restrict the use of the premises to those compatible with the surrounding area.

- 4) Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 or any Order revoking or re-enacting that Order, no roof extensions, rear extensions, means of enclosure (walls/fences), shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of the Development Management DPD 2017.

- 5) Prior to the commencement of each element of the works within each development phase, detailed drawings (including sections) for that development phase 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.

- 6) At least 10% of residential units shall be built to Part M4(3) 'wheelchair user dwellings' of the Building Regulations 2013 (as amended) and all remaining residential units shall be built to Part M4(2) 'accessible and adaptable dwellings' 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.

- 7) The placement of a satellite dish or television antenna on any external surface of the development is precluded, with an exception provided only for a communal solution(s), unless an exception is given in advance in writing by the Local Planning Authority. Details of any communal dish/antenna must be submitted to the Local Planning Authority for its written approval prior to the first occupation of each phase 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.

- 8) 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.

- 9) The commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.

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

- 10) Prior to first occupation of each phase of the development hereby approved details of all external lighting to 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 and Nature Conservation Officer. Such details shall include location, height, type and direction of sources and intensity of illumination, demonstrated through a lux plan. Due regard shall be had to the recommendations of the approved Preliminary Ecological Appraisal and the Bat Survey Report. 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 to safeguard residential amenity in accordance with Policies DM1, DM19 and DM23 of the Development Management Development Plan Document 2017.

- 11) (a) At least 12 months prior to occupation of development hereby approved, information shall be submitted for the written approval of the Local Planning Authority, demonstrating that the approved development would be in accordance with the recommendations of the Preliminary Ecological Appraisal hereby approved. Information shall also be submitted for the written approval of the Local Planning Authority showing the outcome of a wildlife survey that investigates the possible location of peregrine falcons and their nests within the application site and which describes and secures appropriate protection and mitigation measures as appropriate. This wildlife survey must be completed during the months of March to April (prior to any potential nesting period) and also prior to the demolition of the Northolt building on site. These details shall also describe how the development provides a biodiversity net gain, and provide 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 first occupation of each phase of the 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.

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

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

- 12) 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) Means of enclosure;
- c) Hard surfacing materials including details of tonal contrasts between pedestrian, cycle and vehicle priority areas;
- d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, wayfinding measures, signs etc.)
- e) detailed management and maintenance plans; and

Soft landscape works shall be supported by:

- f) Planting plans including an assessment of existing and proposed trees;
- g) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);

- h) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and demonstration a tree canopy net gain in the future;
- i) Confirmation that a qualified arboriculturalist shall monitor the approved tree works during and for a short period after the development works;
- j) 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:

- k) Existing trees to be retained;
- l) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
- m) Any new trees and shrubs, including street trees, to be planted, together with a schedule of species (all existing trees to be removed shall be replaced);
- n) detailed final urban greening factor plan showing that a factor of greater than 0.4 has been achieved.

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.

- 13) 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 mechanical ventilation with heat recovery shall be suitably attenuated to control intrusive noise (not exceeding 25 dB LAeq). Thermal double glazed windows shall achieve a minimum sound insulation of 27dB Rw + Ctr. 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.

- 14) Prior to the commencement of above ground works for each phase of 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 cycle parking spaces shall be provided in accordance with the London Cycling Design Standards prior to first occupation of the development and 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.

- 15) 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 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 and retained as such thereafter.

Reason: To enable safe, clean and efficient deliveries and servicing. In accordance with Policy DM21 of the Development Management DPD 2017.

- 16) Notwithstanding any provisions to the contrary, all of the residential units within the development hereby approved shall be provided for rent at Council social-rent levels within the C3 use class (unless an agreement is reached for their purchase by eligible leaseholders), and for no other tenure or use unless otherwise agreed in writing in advance by the Local Planning Authority.

Reason: To define the scope of this permission in relation to the provision of affordable housing.

- 17) The development hereby approved shall not be occupied until the associated highway works for each phase, as set out in the approved plans and details, have been completed.

Reason: To ensure that the development includes accessible parking and does not prejudice the free flow of vehicular and pedestrian traffic or the conditions of highway safety generally.

- 18) All parking spaces shall be provided with electric vehicle charging infrastructure. Details of the charging infrastructure shall be submitted to the Local Planning Authority for its written approval prior to installation. 20% of the spaces shall have 'active' charging points and all remaining spaces shall have 'passive' charging infrastructure. 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.

- 19) The applicant must ensure that a suitably qualified architect continues to be engaged as the design champion responsible for preparing, overseeing or approving all drawings of external details required for planning conditions through the whole of the construction phase for the development. Any change of project architect from the existing (Karakusevic Carson Architects of Studio 501, 37 Cremer St, London E2 8HD) or provision of a design champion that differs from the project architect, must first be agreed in writing by the Local Planning Authority. The applicant shall not submit any drawings that are relating to details of the exterior design of the development or are pursuant to conditions of the planning permission unless such drawings have first been prepared or overseen and agreed by the project architects.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Local Plan 2017.

- 20) Using the information already provided in section 8 (Geo-environmental Recommendations) of the Geotechnical & Geo-environmental Interpretative Report with reference CG/38532 prepared by Card Geotechnics Ltd dated August 2021, the applicant shall undertake before the occupation of each phase of the development: All remediation work detailed in the report, with a verification report that the required works have been carried out 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.

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 the National Planning Policy Framework.

- 22) The site or Contractor Company shall 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 above ground level.

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

- 23) Above ground works for the development hereby approved shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP), and the following information:

a) 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.

b) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on: i. Dust Monitoring and joint working arrangements during the demolition and construction work; 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); and 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.

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

The development shall be carried out in accordance with the approved details as well as in accordance with the approved Air Quality Assessment and/or Air Quality Neutral reports, as appropriate.

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) No development above ground level shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme should also accompany a detailed drainage plan appropriately cross-referenced to supporting calculations for the development and they should clearly indicate the location of all proposed drainage elements demonstrating that the surface water generated by this development (For all the rainfall durations starting from 15 min to 10080 min and intensities up to and including the climate change adjusted critical 100 yr storm) can be accommodated and disposed of without discharging onto the highway and without increasing flood risk on or off-site. The scheme shall include rainwater harvesting, where possible. The development shall thereafter be completed in accordance with the approved details.

Reason: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.

25) Prior to first occupation of the development hereby approved, a detailed drainage management and maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by residents' management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The development shall be constructed in accordance with the approved details and thereafter retained.

Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system

- 26) Prior to commencement of above ground works for the development hereby approved, a construction phase fire strategy, to include: details of access for firefighting personnel and equipment; that there is sufficient firefighting water supply; and details of the evacuation strategy and assembly points in the event of a fire, should be provided to and approved by the Local Planning Authority. Once approved the development shall be completed in accordance with the approved details.

Reason: In line with Policy D12 of the London Plan 2021.

- 27) Prior to the first occupation of each phase of the development hereby approved, an updated Fire Strategy Statement to include the following additional details: where fire and rescue service pumping appliances are to be sited; the location of fire evacuation assembly points and mitigation measures to ensure they are kept clear of obstructions; evacuation strategy including provisions for the evacuation of mobility impaired residents and details of how the strategy would be communicated to residents; adequate firefighting water supply; how the FSS would be managed, updated and monitored as required, should be submitted to and approved by the Council. Once approved the development shall be completed in accordance with the approved details and retained as such thereafter.

Reason: In line with Policy D12 of the London Plan.

- 28) Prior to the commencement of above ground works for each phase of the development hereby approved details of evacuation lifts for each block shall be submitted to the Local Planning Authority for its written approval. Once approved works shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: In accordance with the requirements of Policy D5 of the London Plan 2021.

- 29) An updated Air Quality Assessment shall be submitted to the Local Planning Authority for its written approval prior to the commencement of above ground works for the development hereby approved. The updated AQA shall include:
- An addendum air quality assessment of the proposed development taking into consideration the likely operational impact of the development beyond the current 7th floor as submitted for the purposes of reaching a conclusion on development significance effects in the actual site and overall local air quality.
 - Monitoring will need to be undertaking at or within the close proximity of the site itself rather than relying purely on baseline monitoring farther away from the site nor Defra mapped background concentrations.
 - Provision of Predicted NO₂ Concentrations beyond 2020 as currently submitted. This needs to be submitted for building operational commencement year and a couple of years following the completion of development.

Once approved the development shall be completed in accordance with the approved details.

Reason: To Comply with the air quality requirements of the London Plan and GLA Sustainable Design and Construction SPG.

- 30) Prior to first occupation of each phase of the development hereby approved a combined Stage 1 and Stage 2 Road Safety Audit covering the four junctions of the new internal link roads with Adams Road, Willan Road and Gloucester Road shall be submitted to the Local Planning Authority for its written approval. The

recommendations of the RSA shall be taken up and followed in the design of the development as appropriate, and retained as such thereafter.

Reason: In order to protect amenity and the safety of the public highway.

- 31) Prior to the first occupation of each phase of the development (whichever occurs first) hereby approved a Car Parking Management Strategy (CPMS) for the residential properties and commercial units shall be submitted in writing to and for approval by the Local Planning Authority. The CPMS shall confirm availability and management of all approved parking before occupation. The CPMS shall be implemented as approved and maintained thereafter.

Reason: In order to protect amenity, the safety of the public highway and to promote sustainable travel.

- 32) No piling shall take place to each phase until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must thereafter be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage and water utility infrastructure.

- 33) No development shall be occupied until confirmation has been provided that either: all water network upgrades required to accommodate the additional demand to serve the development have been completed; or, a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of the development shall take place other than in accordance with the agreed development and infrastructure phasing plan.

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

- 34) Prior to the first occupation of the development hereby approved exact details of the play space to be installed within the development, around it and in other open spaces nearby shall be submitted to the Local Planning Authority for its written approval. Once approved works shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: To meet the play space requirements of Policy S4 of the London Plan 2021.

- 35) Prior to first occupation of the development hereby approved the detailed design of screening to the balconies of the development block on the former Moselle School site shall be submitted to and approved in writing by the Local Planning Authority. Once approved the details shall be implemented and retained as such thereafter.

Reason: To ensure the high-quality design and amenity of the development in accordance with Policy DM1 of the Development Management DPD 2017.

- 36) Prior to the first occupation of the development hereby approved a scheme of digital connectivity infrastructure shall be submitted to the Local Planning Authority for its written approval that shows how full fibre connectivity shall be facilitated to all residential and non-residential units. Once approved the details shall be implemented and retained as such thereafter.

Reason: In accordance with Policy SI6 of the London Plan 2021.

- 37) Prior to the commencement of works on site an Arboricultural Method Statement, in accordance with the tree protection measures shown in the approved Arboricultural Report, shall be submitted to the Local Planning Authority for its written approval. Once approved the details shall be followed thereafter.

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

- 38) Prior to the commencement of above ground works within each development phase, an existing condition survey for that development phase shall be carried out in collaboration with the Council with respect to the public highway along the site with particular reference to the carriageway, footway and crossovers. Prior to the first occupation of the development (and again on completion of the development if this occurs after first occupation) a similar final condition survey shall be undertaken. The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of the public highway reinstated to the satisfaction of the Council. All costs to undertake the surveys and carry out any highway works should be paid in full by the applicant.

Reason: To ensure the construction works do not result in the deterioration of the condition of the public highway along the site.

- 39) Prior to the first occupation of the development hereby approved details of Courtyard Access Control Arrangements describing the detailed management of public and private access to the proposed landscaped courtyard areas, including appropriate safeguards in case of damage or lack of functionality, shall be submitted to the Local Planning Authority for its written approval. Details shall include information on access point design, layout, cycle access, management and maintenance, and rapid repairs in case of non-functionality. Once approved, works shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: To ensure suitable access controls for vehicles are provided and to ensure the safety of the public highway.

- 40) No development approved by this planning permission shall be occupied until a strategy for maintaining and improving the culvert has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include a scheme, based on the condition survey "BWF Moselle Culvert Study" to undertake any required improvements or repairs to the culvert identified in the survey prior to the construction works. The scheme shall include a plan for any required long-term monitoring and maintenance and a program for the improvements or repairs completion. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reasons: To prevent flooding on site and elsewhere by ensuring that the Moselle Brook culvert is in satisfactory condition which is commensurate with the lifetime of the development which is in line with Paragraph 163 of the NPPF and Policy DM28 of the Haringey Development Management Development Plan Document (DPD).

- 41) The applicant shall carry out a post-development CCTV/structural survey of the culvert to demonstrate that the defects highlighted in the pre-development survey have been rectified and the development has not caused any adverse impacts on the structural integrity of the culvert within 90 days of the completion of the works. A copy of the CCTV survey shall be submitted to the LPA within 30 days. Any defects identified shall be made good at the applicant's expense and to the LPA's satisfaction within a time agreed with the LPA, in conjunction with the Environment Agency.

Reasons: To prevent flooding on site and elsewhere by ensuring that the Moselle Brook culvert is in satisfactory condition which is commensurate with the lifetime of the development which is in line with Paragraph 163 of the NPPF and Policy DM28 of the Haringey Development Management Development Plan Document (DPD).

- 42) Details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. Once approved the details shall be provided as agreed.

Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017.

- 43) The development hereby approved shall be constructed in accordance with the Energy Statement by XCO2 (dated February 2022 – to be updated) delivering a minimum TBC% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, new central energy centre, and a minimum 332 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 showing how thermal bridging is reduced;
- Details of the proposed heating solution (location, specification, efficiency of proposed preferred and alternative heat sources) [can be moved to separate condition];
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof areas have 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);
- Calculation of the Carbon Offset Contribution (for the preferred and alternative low-carbon heating solution scenarios) and details of the off-site carbon offset mechanism to provide an overprovision of low-carbon heat in the energy centre for the existing dwellings on the estate.

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 of each phase, 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, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.

(c) Within one year of first occupation of each phase, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement. [can also be a separate planning condition]

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.

44) Prior to the occupation of the relevant building, an assessment should be provided to be approved in writing by the Council which shall include an as built detailed energy assessment of the Development prepared in accordance with London Plan and Council policies which:

- explains and provides evidence to demonstrate whether or not the Development has been constructed and completed in accordance with the Approved Energy Plan in particular whether the 100% CO₂ emission reduction target has been met;
- explains and provides evidence to demonstrate whether or not the Development following Occupation complies with London Plan and Council policies;
- calculates and explains the amount of the Additional Carbon Offsetting Contribution (if any) to be paid by the Owners to the Council where the Development has not been constructed and completed in accordance with the Energy Plan;
- provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built energy performance certificates; and
- such other information reasonably requested by the Council.

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.

45) Prior to commencement of the relevant phase, details of the energy centre shall be submitted to and approved by the Local Planning Authority: This must include

- Sizing of the plant and thermal store capacities for both the DEN option and the ASHP Option taking account of redundancy/resilience

- Analysis of how the plant will meet the energy demand profile demonstrating how plant selection results in a heat mix which has been optimised with respect to reducing capital and running costs and increasing carbon savings
- Fully coordinated layouts, sections and elevations of the energy centre showing how the plant and thermal stores will be accommodated and provision for access, plant manoeuvring, maintenance and repairs are in accordance with good industry practice
- Details of the location for the set down of a temporary plant adjacent to the Energy Centre 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 boiler location to the connect to the on site network.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.

- 46) Prior to the above ground commencement of construction work to the relevant phase, details relating to the future connection to the proposed future 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.
 - Details (plans and sections) of the route for the primary pipework and three 100mm diameter communications ducts through the site (from East boundary to West boundary) and connection to the energy centre including
 - evidence that the points of entry/exit from the site are coordinated with existing services and so provide a clear route for the area wide DEN,
 - detailed proposals for installation for the network within the site that shall be coordinated with existing and new services,
 - 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;
 - Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.

- 47) No development shall take place beyond the superstructure of the development until a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. The details shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/ low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building and the monitored data for each block shall be submitted to the Local Planning Authority, at daily intervals for a period of 5 years from final completion. Within six months of first occupation of any dwellings, evidence shall be submitted in writing 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 can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.

- 48) Prior to the completion of the frame for each phase of the 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.

This report will include:

- Modelling of sample internal corridors;
- 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 for current weather files, and as far as feasible to reduce overheating risk in future weather files.
- Details of the modelled pipework heat losses in corridors and flat HIU cupboards;
- Confirmation that the natural ventilation strategy for accessible habitable rooms will pass 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.

- 49) At least six months prior to the occupation of each non-residential area over 100sqm in floor area, an Overheating Report must be submitted to and approved by the Local Planning Authority if that space is to be occupied for an extended period of time or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.

The report shall be based on the current and future weather files for 2020s (DSY1-3), and DSY1 for 2050s and 2080s with the CIBSE TM49 London Weather Centre dataset. It shall set out:

- The proposed occupancy profiles and heat gains in line with CIBSE TM52
- The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.
- A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files, with confirmation that the retrofit measures can be integrated within the design.

The mitigation measures hereby approved shall be implemented prior to occupation and retained thereafter for the lifetime of the development.

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.

- 50) Prior to occupation, a Building User Guide for new residential occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems for different heatwave scenarios. The Building User Guide should be easy to understand, and will be issued to any residential occupants before they move in, and should be kept online for residents to refer to easily.

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.

- 51) (a) Prior to commencement beyond the superstructure of the building with the GP Practice, an assessment should be submitted to and approved by the Local Planning Authority demonstrating that the health and wellbeing, pollution, water use and energy categories of the shell & core for the GP practice are met and prioritise sustainable design requirements as set out by the BREEAM New Construction manual.

(b) Prior to occupation of the GP practice unit, a BREEAM Fitout Pre-Assessment should be submitted to and approved by the Local Planning Authority. Following 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.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.

- 52) (a) Prior to the commencement of development beyond the superstructure, details of the living roofs and/or living wall 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 and floor plans identifying where the living walls will be rooted in the ground, if any;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array;
- vii) Management and maintenance plan, including frequency of watering arrangements; and,
- viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site, if any.

(b) Prior to the occupation of 90% of the dwellings of the relevant blocks, 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 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.

- 53) Prior to the occupation of each building, a Post-Construction Monitoring Report should be completed in line with the GLA's Circular Economy Statement Guidance. The relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and

approved in writing by, the Local Planning Authority, prior to the occupation [of any phase / building/ development.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with London Plan (2021) Policies D3, SI2 and SI7, and Local Plan (2017) Policies SP4, SP6, and DM21.

- 54) Prior to the occupation of each building, the post-construction tab of the GLA's Whole Life Carbon Assessment template should be completed in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.

- 55) (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, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 56) Prior to the demolition and disassembly of the relevant existing building, a pre-demolition audit should be submitted to the Local Planning to demonstrate how the recovery, reuse, and recycling of materials and residual demolition waste will be used on site, or alternatively, nearby.

Reason: To support the circular economy of new developments, ensuring that materials are recovered, in line with London Plan (2021) Policy SI7.

57) Prior to the commencement of above ground works, annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts will be submitted to and approved by the Local Planning Authority. An allocation of a space where residents can cool off should also be provided, if feasible.

Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.

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. based on the information provided with the application the Mayoral CIL charge will be £61,325.76 (1,016sqm x £60.36) and the Haringey CIL charge will be £50,280.57 (381sqm x £131.97). Social housing relief has been included in these calculations.
3. 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.
4. The new development will require numbering. The applicant should contact Haringey Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3797 / email: street.naming@haringey.gov.uk) to arrange for the allocation of a suitable address.
5. 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.
6. 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.
7. 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 or 0208 217 3813.
8. The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption 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 culverted main river (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 permissionFor further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries @environmentagency.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.

9. With a number of exceedances said to be recorded in the groundwater though alluded not to pose a risk to controlled waters in section 7.4 (Risks to controlled waters) of the contaminated land report, we however suggest comment from Environment Agency be sought in this regard as well as that of water supply company to confirm their requirements for water supply pipes.

Conditions for listed building consent application ref. HGY/2022/2816

1. The works hereby permitted shall be begun not later than 3 years from the date of this consent.

Reason: To accord with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications:

474-KCA-XX-XX-DR-A-0504-P Existing Tangmere North Elevation - Fabric Removal;
474-KCA-XX-XX-DR-A-0505-P Proposed Hawkinge Elevations - Mural Location;
474-KCA-XX-XX-DR-A-0015-P Existing Tangmere North Elevation;
474-KCA-XX-XX-DR-A-0503-P Proposed Relocation Plan - Listed Mural;
474-KCA-XX-XX-DR-A-0502-P Existing Site Location Plan - Listed Mural;
474-KCA-XX-XX-DR-A-0016-P Existing Elevations – Hawkinge;
Conservation proposal report;
Mural design statement;
Mural conservation report;
Mural heritage statement.

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

3. The Local Planning Authority shall be notified in writing in advance of the commencement of each stage of work and of any variation to the consented works and programme.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Local Plan 2017 and Policy DM9 of the Development Management Development Plan Document 2017.

4. Prior to the detachment of the Grade II listed mural from Tangmere building, the following information should be submitted in writing to the Local Planning Authority and the Council's Conservation Officer:
 - a) The report of detailed condition survey of the mosaic to be carried out further to erection of suitable scaffolding
 - b) Photographic survey of existing mosaic
 - c) Details of tests trials for removal of strips of tesserae
 - d) Details and photographic record of preventative works
 - e) Records of actual cutting lines

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the

Local Plan 2017 and Policy DM9 of the Development Management Development Plan Document 2017.

5. Prior to the first storage of the Grade II listed mural within the dedicated storage compound:
 - a) The following information shall be submitted to the Local Planning Authority and the Council's Conservation Officer:
 - Photographic records of cutting operations and lifting of mural panels
 - Details of securing and reinforcement of mural panels post-cutting operations
 - b) The following information shall be submitted to the Local Planning Authority for its written approval:
 - Detailed design and material specification of storage compound

Once agreed the works shall be completed in accordance with the approved details and retained as such thereafter.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Local Plan 2017 and Policy DM9 of the Development Management Development Plan Document 2017.

6. Prior to the carrying out of the restoration works to the mural panels, the following details shall first be submitted to the Local Planning Authority for its written approval:
 - Repair samples to mosaic panels to be inspected by the Council's Conservation Officer(s) and the relevant Officer(s) at Historic England.

Once agreed the works shall be completed in accordance with the approved details and retained as such thereafter.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Local Plan 2017 and Policy DM9 of the Development Management Development Plan Document 2017.

7. Prior to the completion of the restoration works to the mural, the following details should be submitted to the Local Planning Authority for its written approval:
 - Photo records of restoration works
 - Method statements and material specification for mosaic restoration

Once agreed the works shall be completed in accordance with the approved details and retained as such thereafter.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Local Plan 2017 and Policy DM9 of the Development Management Development Plan Document 2017.

8. Prior to the re-erection of the mural in its final location, the following information shall be submitted to the Local Planning Authority for its written approval:

- The exact final location of the mural.
- Details of structural conditions and fabric conditions of the new host building.
- Details of localised trial pits to confirm the location and depth of the existing foundations to avoid any conflict the foundations of the new supporting structure of the mural
- Detailed design of the proposed structure supporting the mural, including details of fixings on to the host building and any weatherproof solution

Once agreed the works shall be completed in accordance with the approved details and retained as such thereafter.

Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Local Plan 2017 and Policy DM9 of the Development Management Development Plan Document 2017.

9. Prior to the conclusion of works to the mural in its final location, the following details should be submitted to the Local Planning Authority for its written approval:
 - Details of final sample repairs which shall be inspected by the Council's Conservation Officer(s) and the relevant Officer(s) at Historic England
 - Maintenance Plan for the future care and maintenance of the mural in its new location
 - Photo records of reinstatement works in final location

Once agreed the works shall be completed in accordance with the approved details and retained as such thereafter.

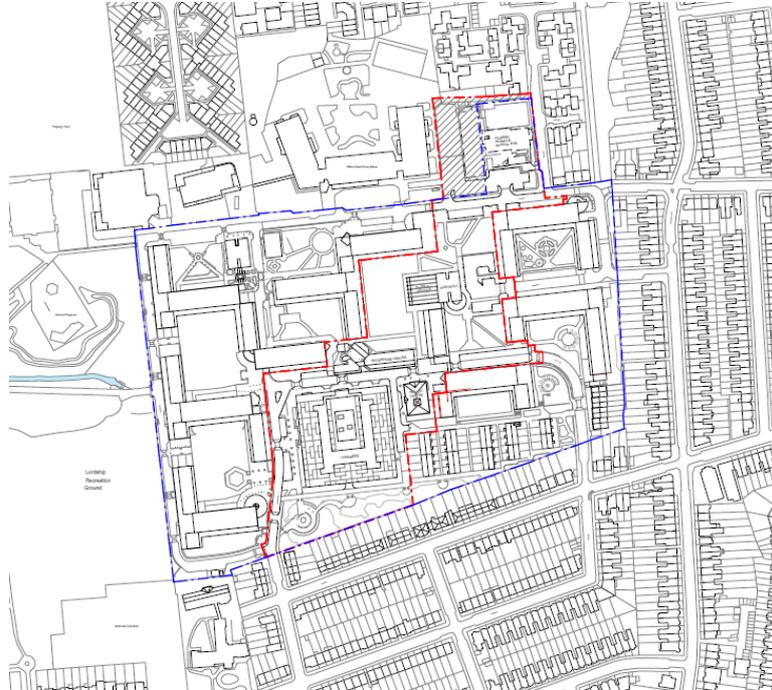
Reason: In order to safeguard the special architectural or historic interest of the building consistent with Policy HC1 of the London Plan 2021, Policy SP12 of the Local Plan 2017 and Policy DM9 of the Development Management Development Plan Document 2017.

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Appendix 2

Plans and Images for Planning Application ref. HGY/2022/0823

Existing Site Location Plan



Aerial Image of Proposed Development



Ground Floor Site Plan



Townhouses Image



Tangmere and Health Centre Buildings Image



Northolt Building Image



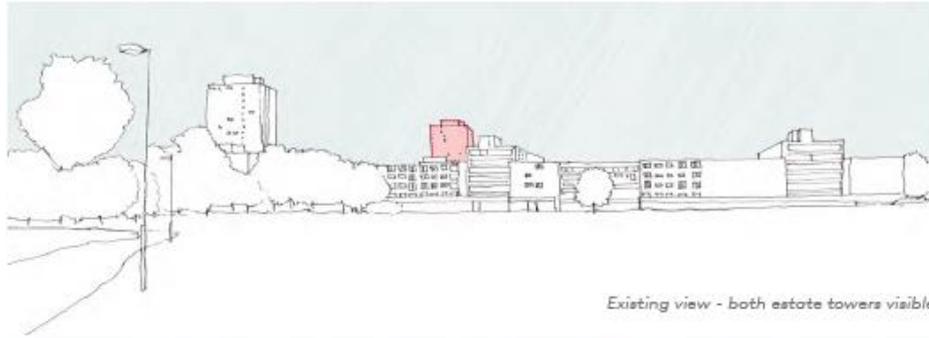
Moselle Building Image



Tangmere Front Entrance



Existing and Proposed View from Lordship Recreation Ground (West)



Existing and Proposed View from Wimborne Road (East)



Existing and Proposed Views from Gloucester Road (South)



Existing view - existing buildings not visible



Proposed view - gable end of house continues street

View of Tangmere Building and Terrace Houses from South



View of Tangmere Building Courtyard



Entrance Controls for Tangmere Building



View Looking West Along Willan Road



View Southwest from Adams Road, Along New Diagonal Route



View West Along Adams Road



Image of Proposed New Park



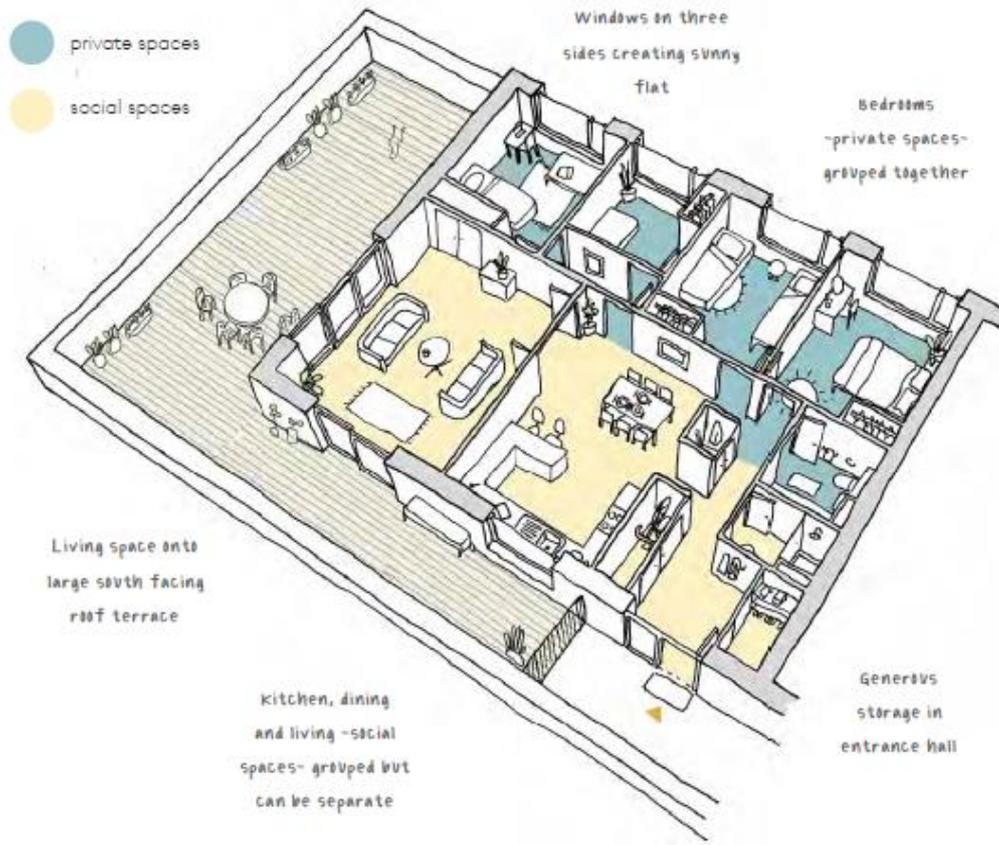
Anticipated Internal Space Design and Layout



Gallery flat: Internal view from living room to front door and kitchen/dining spaces



Proposed Four Bedroom Flat Layout



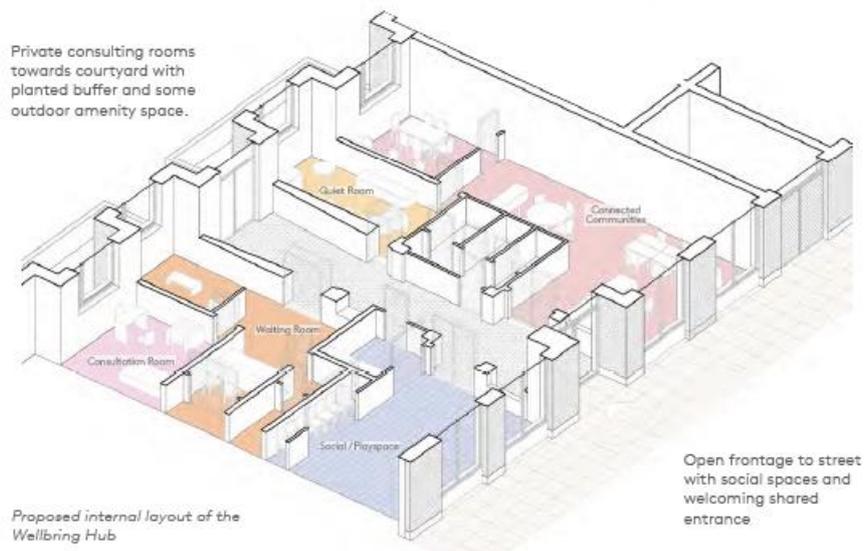
Communal Entrance Lobby Layout



Layout of Non-Residential Uses



Proposed Wellbeing Hub Layout



Car and Cycle Parking Layout

Key

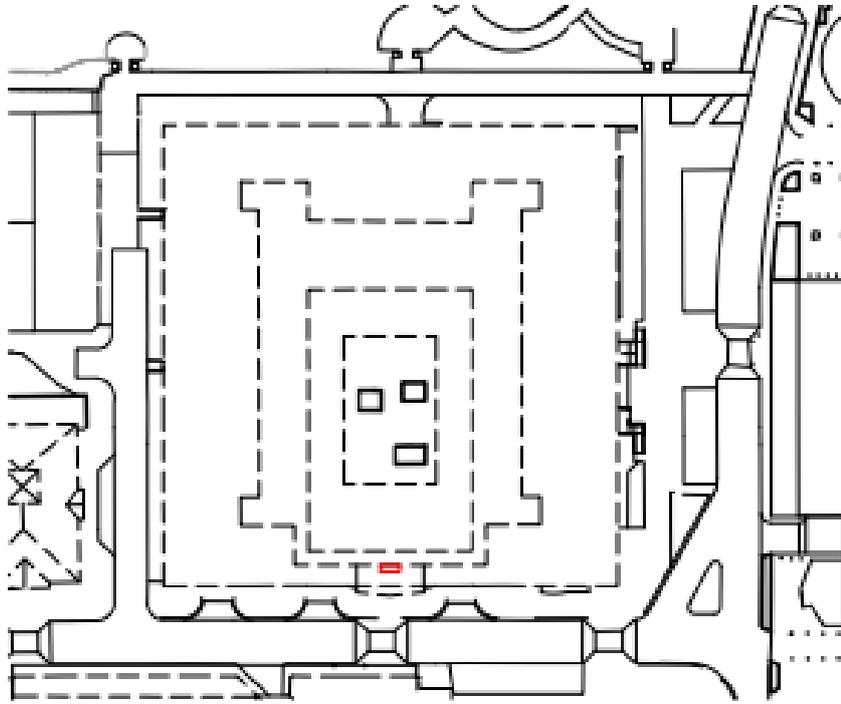
-  On-street parking (incl. blue badge)
-  Existing undercroft spare capacity (indicative locations)
-  School staff parking re-provision
-  Undercroft access point removed
-  Communal residential cycle stores
-  Commercial/Short stay cycle parking



Car and cycle parking site strategy diagram

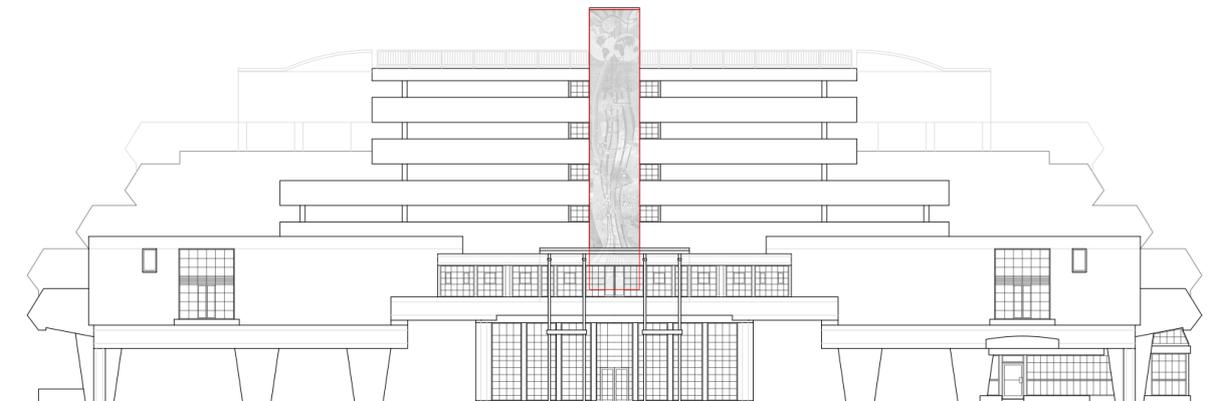
Plans and Images for Listed Building Consent Application ref. HGY/2022/2816

Existing Mural Location Plan

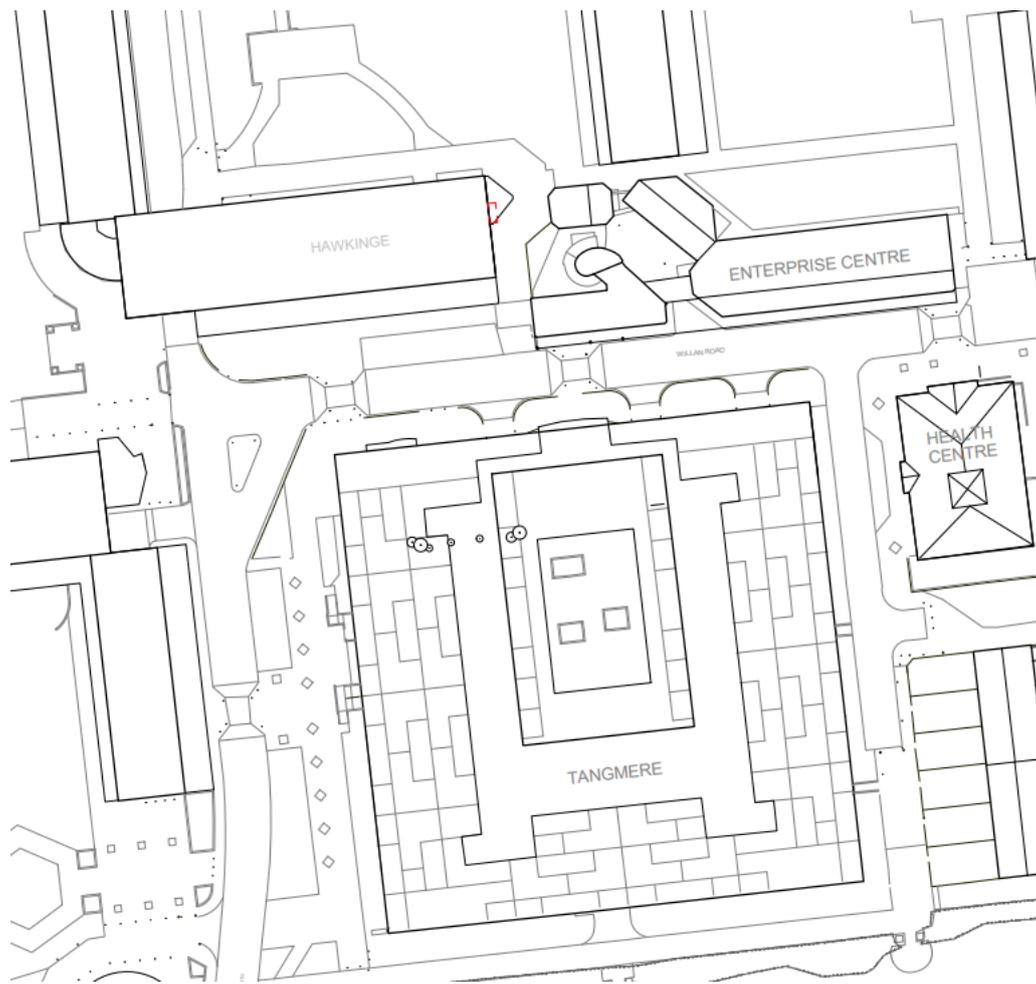


Existing Tangmere Plan 1:1000 Scale

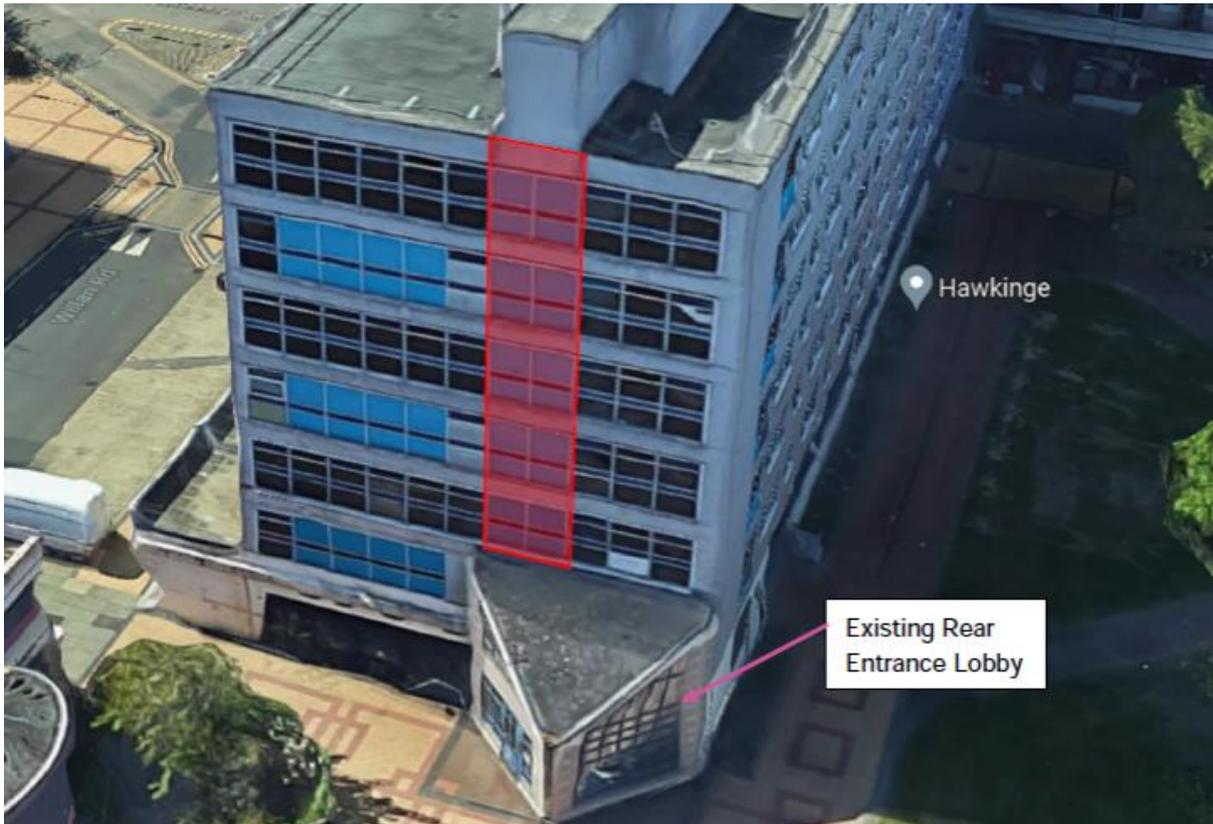
Existing Mural Elevation



Proposed Mural Location (in red)



View of proposed Mural Location



Appendix 3

Consultation Responses from Internal and External Agencies – Planning Application ref. HGY/2022/0823

Stakeholder (LBH)	Comments	Response
<p>Design Officer</p>	<p><u>Introduction</u></p> <p>This major application is for a project that should be the centrepiece of a major improvement to one of the most important council housing estates in Haringey. Broadwater Farm was built in the 1970s on what was then the last remaining bit of agricultural land in Haringey, in low-lying, floodable land deep in the residential hinterland, roughly mid way between Tottenham and Wood Green’s High Roads (though closer to Tottenham). It is not particularly accessible, being about 1km from the High Road at Bruce Grove station, and separated from Lordship Lane, one of the busiest and well-bus-served east-west streets in the borough, by about 200m of other, impermeably laid out estates, but provides a lot of affordable homes. Lordship Rec, a large public park, adjoins the estate to its west, containing an unculverted section of the River Moselle, which continues in a culvert under the estate. The park extends north to Lordship Lane and south to Down Lane Park. Streets of terraced housing from the 1980s to 1930s adjoin the estate to it’s south and east, with small, lower-rise 1970’s – 1990’s estates and public services (including schools & a health centre) to the north.</p> <p>The 1970s estate was mostly built using the Large Panel “System Building” technique, using pre-fabricated, room-sized, reinforced-concrete wall panels, on “pilotti” (meaning most of the building is raised above ground on columns) allowing a mostly open ground plane, much in the form of dark and uninviting undercrofts, with streets and a large amount of surface parking extending between the columns beneath the buildings. Supposedly this was out of concern for flooding, but this is no longer considered a concern, whilst it allowed high parking provision as was the habit at the</p>	<p>Comments have been taken into account. Materials to be controlled by condition.</p>

Stakeholder (LBH)	Comments	Response
	<p>time, though much of the parking is now understood to be used by non-residents. As originally built, all the blocks were connected by “streets In The Sky” raised walkways.</p> <p>Social problems mostly in the early years since completion, and building problems mostly later, have lead to significant physical changes over the years, including removal of most of the raised walkways, insertion of prominent entrance halls with concierge offices to each block, replacement of the estate-wide district heating and artwork to prominent blank walls. New and improved community, retail and employment facilities were created in a mixture of repurposed and ad-hoc new structures in gaps in the estate. However, recent structural investigations revealed the need for strengthening of some blocks, and the need to demolish and replace two; Tangmere and Northolt. Meanwhile, three schools on the northern edge of the estate were redeveloped over 10 years into two schools and a childrens’ centre in award winning new buildings, with the site of the last-vacated previous school, Moselle, forming a further site. This creates a diagonal swathe of development land running from the south-western to the north eastern corner of the estate.</p> <p><u>Masterplan</u></p> <p>In accordance with the Site Allocation SA 61, a masterplan, in the form of an Urban Design Framework, is included in this application. It covers integration of the proposals into the remainder of the estate, small scale improvements (mostly to the public realm) of the rest of the estate and better integrating the whole estate into its surroundings. The existing estate form, of large blocks standing on pilotti, with streets lacking clear definition and separation from areas of parking and open space, marks it out as sharply different from the traditional layout of narrow streets lined with small terraced houses, and while the estate has exemplary connections to neighbouring Lordship Rec and to the non residential facilities within the estate, its connections through the convoluted streets and paths to the south, east and north to surrounding areas and wider parts of London are poor, and the Framework seeks to improve these.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The Framework epitomises key principles of this development, including embracing the Character and Scale of the existing estate, along with Ground Floor Activity, Sate, Healthy Streets and Welcoming and Inclusive Open Spaces. Therefore the Framework largely envisages the blocks on pilotti and courtyards of the retained parts of the existing estate are largely unchanged, apart from better landscaping through the Future Projects, with active street frontages focussed onto the two main east-west streets, Adams Road and Willan Road. The more streets-based form of the new blocks, therefore integrate into the estate by providing their active non-residential ground floor frontages on those streets.</p> <p>The new development also provides safe, public, north-south routes between those streets and across the whole estate from its main entry points in the south-west and north-east corners, liberating the otherwise undifferentiated open ground floor planes of the retained blocks and courtyards of the estate to be more private and more for the estate. A more residential, more green primary diagonal route follows the south-west to north-east line of development sites, crossing the two east-west streets at “Civic Squares, the focal point of activity and intensity in the new development and the focal meeting between old and new. Between those, the green diagonal route opens out into a large new green square, full of trees, landscape and play features, many referencing the River Moselle, culverted directly beneath this, and replacing the Memorial Garden at the southern edge of the existing estate. Whilst the existing Memorial Garden separates the estate from the older houses to the south and lacking in passive surveillance and overlooking homes, or on any desire line routes, is perceived as unsafe and under-cared-for, this new green space will be well overlooked and on a major desire-line route.</p> <p>The Framework also details the extensive public and residents’ consultation that has lead the proposals to embracing elements of the existing estate that are clearly well loved by its residents, including the typical block heights, the open courtyards that are</p>	

Stakeholder (LBH)	Comments	Response
	<p>democratic and for everyone, and the concrete based architecture with strong, architecturally distinctive gables. Extensive engagement has included imaginative techniques to embrace “hard to reach” sections of the community, and there has been strong community participation in all aspects of the design of this proposal. There have also been three Haringey Quality Review Panel (QRP) reviews of the proposals, which generally gave the proposals a warm review, albeit with various detailed concerns which have subsequently been addressed.</p> <p><u>Development Pattern, Form, Massing and Height</u></p> <p>Taking cues from the principles established in the Framework, the proposals for the specific development sites embrace the best of the architectural style, form and heights of the existing estate. Block heights match those of the existing estate, with just two points, marking the “civic squares” at the key junctions of the two east-west main streets with the new south-west to north-east diagonal route, rising above the general 8 storey datum. These semi-tall blocks nevertheless stay below the height of Kenly, the retained tower block, which retains it’s recognised primacy. A large number of local and wider views of the proposals have assessed to what extent the proposals would be visible from the surrounding areas, and demonstrate that whilst in some places there would be new glimpses of the new blocks generally this would not happen much more than the existing estate can be glimpsed.</p> <p>The form of development proposed is generally of more complete urban blocks than the existing estate, in line with best urban design practice, making a clear definition of streets and spaces, and defining more private central courtyards. But edges and corners of the courtyards are opened up to the public realm with gaps in the blocks, closed with storey height brick loggia screens with gates that will be open during the day, giving the courtyards a semi public nature compatible with the existing estate whilst also providing a secure boundary and clear demarcation between public and private realm in accordance with best urban design practice today.</p>	

Stakeholder (LBH)	Comments	Response
	<p>At the southern end of the site, south and east of the replacement of Tangmere, new terraced townhouses will back onto the existing houses to the south that pre-date the Broadwater Farm estate, matching them in scale form and height, even though most of these proposed townhouses are of three storeys against the existing two storeys, as the slope is steep here, and back gardens will be against back gardens, improving security and privacy for both, overall improving the way the estate meets and is tied into its surroundings on this side. Similarly at the northern end of the proposed development, the northern side of the new Moselle block is to be formed of a row of townhouses, matching the scale of the existing housing to its north.</p> <p><u>Elevational Composition, Materials and Detailing</u></p> <p>The proposals' elevational composition match the best elements of the existing estate with best practice and elegant design. For instance, whilst the regular, gridded facades of the upper floors of the proposed blocks echo the existing estate, the new blocks add a distinctive base, a characteristic of newer "mansion block" developments, rooting the proposed blocks in their street or space, adding clearly identifiable front doors to ground floor maisonettes, communal entrances and non-residential uses, accommodating plant, bin and bike stores and front gardens for ground floor flats and maisonettes. Communal entrances are particularly thoughtfully designed, with generous height and glazing giving airiness, space and durable materials designed to provide a sense of occasion and functionally accommodating residents, visitors and functions.</p> <p>Gables are also picked out with dramatic contrasting solid and void, such as in the gridded façade of balconies and loggia where the west side of the civic square on Willan Road, echoing the gridded facades of drying rooms etc in the gable ends of some of the existing blocks. Non residential ground floor uses, focussed on the two main east-west streets and the two civic squares where the diagonal route crosses them, have</p>	

Stakeholder (LBH)	Comments	Response
	<p>shopfront designs as appropriate for their intended uses and character with clearly distinguished signage zones. Tops of the two taller buildings are further expressed as a crown, adding to their distinctiveness and aiding their elegance of composition.</p> <p>The proposed materials palette incorporates a significant amount of pre-cast concrete, echoing the distinctive qualities of the existing estate. Nevertheless brick features almost as strongly, so that the proposals reconcile the materials of the exiting estate and existing predominantly brick surrounding housing. This material palette should be durable and maintain an attractive appearance, provided quality of specification and detailing is maintained by condition and preferably by retaining the current architects. The warm palette will be complemented by deep colours for joinery and metalwork, with a subtly different, distinctive brick and colour used for each of the three blocks.</p> <p><u>Residential Quality</u></p> <p>Tremendous care has been put by the applicants architects into the design of the proposed new houses, maisonettes and flats, to ensure that they are spacious and suited to modern use patterns and the mix of sizes needed, whilst echoing the patters and layouts of the existing estate, to help integrate the new residents with those existing. Therefor the palette of flat types include “scissor flats”; maisonettes entered off one side of a central corridor, with living rooms on that level facing one way, and a stair leading to an internal private corridor over the communal corridor to bedrooms on the opposite side, a rare flat type achieving dual aspect in a central corridor building.</p> <p>Other excellent quality interesting flats include large family sized flats on the ends of blocks with large balconies or roof terraces in the gable end, contributing to the distinctive gridded gable form mentioned above animating the more important public spaces and providing a way to integrate family sized units on the upper floors of flatted blocks without the disadvantage of lack of a private garden. Generally, flat layouts are</p>	

Stakeholder (LBH)	Comments	Response
	<p>exceptionally well thought through, often with circulation loops and second living room spaces in circulation to help larger families or sharers live together more comfortably.</p> <p>As is to be routinely expected, all room and flat sizes meet or exceed statutory minima, and are provided with plentiful private external amenity space. Day and sunlight levels, privacy from overlooking and being overlooked along with interesting outlook are all thought about carefully and achieve good results. It will be important, though, that the residential quality of the proposed flats, maisonettes, houses, spaces and streets are protected in implication, preferably by retaining the current architects.</p> <p><u>Conclusions</u></p> <p>From a design point of view, these proposals are an exemplary insertion into a large existing council estate, helping to resolve some of the urban design and public safety problems of large undercrofts and the ground frontage of pilotti [columns] with new more street focussed buildings set around a series of logical routes and exciting public civic squares, landscaped courts and the new central garden square. The proposals will also help bridge the boundaries between the existing estate and surrounding streets, in their architectural expression and in the network of pedestrian friendly streets containing what should be attractive non-residential activities.</p> <p>The residential qualities of the flat and house layouts and the design quality and ambition of the proposed detailing should be exemplary, provided the current architects are retained, or the planning authority give approval of any change of architect, along with the option of retaining the current architects in at least an advisory role, that their designs are broadly followed through, and that a suitably qualified architect continues to be engaged as the project coordinator & design champion, responsible for preparing, overseeing or approving all drawings of external details required for planning conditions, through the whole of the construction phase for the development.</p>	

Stakeholder (LBH)	Comments	Response
Conservation Officer	This project does not impact any heritage asset as far as I am aware and therefore there is no comment from the conservation perspective.	Noted
Housing Officer	All of the homes delivered will be let at social rent, and the scheme delivers 81 additional council homes beyond the 213 that are being demolished. The scheme also delivers significantly more family-sized homes and real improvements in terms of quality. We therefore entirely support this scheme from a strategy and policy perspective.	Comments have been taken into account.
Transportation Officer	<p>I have reviewed the above application, below are my comments. I have also set out a list of recommended planning conditions and obligations.</p> <p>Transport Assessment</p> <p><u>Development Proposals</u></p> <p>The Proposed Development would provide:</p> <ul style="list-style-type: none"> • 294 dwellings (Land Use Class C3) – 35% will be 3 bed+ family homes • 635 sqm of Class E enterprise space • 266 sqm of Class F community floorspace (replacement health facility) • 381 sqm retail unit (Class E) within the Former Moselle School Site • New public realm activated by community and commercial uses and a bus stop <p>The development proposals would deliver an increase of 52 dwellings (from 242 to 294).</p> <p><u>Proposed Cycle Access</u></p>	Comments have been taken into account. The recommended conditions and planning obligations will be secured as appropriate.

Stakeholder (LBH)	Comments	Response
	<p>The proposed development would create new internal streets. It is intended for cycle routes to be provided throughout the site, and it is expected that the principles set out in LTN 1/20 Cycle Infrastructure Design would be followed closely. It is noted that Cycleway 1 runs along Broadwater Road to the east and is accessed via Wimborne Road or the Avenue.</p> <p><u>Proposed Vehicular Access</u></p> <p>Two new internal link roads are proposed. Combined Stage 1/2 Road Safety Audits would be required to cover 4 junctions (1 with Gloucester Road, 2 with Willan Road and 2 with Adams Road) and be secured by planning condition.</p> <p><u>Proposed Residential Cycle Parking</u></p> <p>Cycle parking is proposed to be provided in line with the London Plan (2021) minimum cycle parking standards. A minimum of 5% of all long-stay cycle parking would be in the form of Sheffield stands for larger cycles, in accordance with the London Cycling Design Standards (LCDS), whereas 14% of all long-stay spaces would also be in the form of Sheffield stands, but for regular cycles. The remainder would consist of two-tier racks (44%) and spaces in dwellings (37%). The latter respond to feedback from residents and concerns about security. This was discussed during pre-application meetings and the principle of relocating a number of spaces into dwellings has been agreed as a way of satisfying residents' requests as well as freeing up space at ground floor level to activate frontages. At least one lift per core would be sized to fit a cycle.</p> <p>As far as non-residential cycle parking is concerned, the requirements for the proposed "enterprise space" classified under Class E have been based on Class B1 standards equating to 5 long-stay and 2 short-stay spaces, as the enterprise space is described as a training facility or business land use (former land use class B1). The proposed</p>	

Stakeholder (LBH)	Comments	Response
	<p>provisions exceed the minimum requirements, with 9 long-stay and 2 short-stay spaces.</p> <p>The adequacy of the long-stay and short-stay cycle parking and access arrangements would be secured 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 plans.</p> <p><u>Proposed Car Parking</u></p> <p>The total number of existing spaces within the red line boundary is confirmed to be 225 spaces.</p> <p>Based on the existing car ownership levels derived from a telephone survey of residents undertaken in 2021, the estimated total demand of the proposed 294 dwellings would be 217 spaces.</p> <p>A parking stress survey was carried out in 2020 across the whole estate and identified that there existed spare capacity both on street (public and private roads alike) and in undercroft parking areas, with a total of 405 available spaces.</p> <p>The CPZ is not active on the adopted roads within the estate (Adams Road, Gloucester Road, Griffin Road and Willan Road), therefore there is potential for overspill parking from actually controlled roads in the CPZ onto the uncontrolled roads including the estate roads (off CPZ).</p> <p>The proposals are for 91 of the 217 spaces to be accommodated within the red line boundary whereas the remainder (126 spaces) would be accommodated in other parts of the estate where the results of the parking stress survey indicate that there is ample spare capacity.</p>	

Stakeholder (LBH)	Comments	Response
	<p>No formal assessment of the impact of the redistribution of parking has been undertaken in the Transport Assessment (but this is briefly discussed in the Parking Design and Management Plan), however:</p> <ul style="list-style-type: none"> - It is estimated that the future total parking demand from residents in the estate would be approximately $(1,059 + 52) \times 0.73 = 811$ spaces. That accounts for the total existing number of homes (1,059) and the increase in the number of dwellings as a result of the proposed development (52), as well as the existing average car parking ratio per dwelling. - The proposed development would result in the removal of 225 existing spaces from the existing parking stock, thereby leaving 782 spaces, to which 91 spaces within the application site would be added, taking the new proposed total to 873. - The overall parking occupancy across the estate would therefore amount to up to $811/873 = 93\%$, leaving 62 residual empty spaces. This is a worst-case assessment as the parking stress survey shows that the maximum occupancy was $602 / 1,007 = 60\%$ and the Tangmere block which is part of the application site has 116 units but is vacant, hence less demand. Northholt which is also part of the site is part-occupied, part-vacant and has 126 units. <p>Wheelchair-accessible car parking would be provided in line with the London Plan (2021) standards, namely for 3% of dwellings from the outset (9 spaces). Provision for up to an additional 7% of dwellings (21 spaces) would be provided as and when required based on demand, by converting regular spaces. Evidence shows that the conversion of regular spaces into wheelchair-accessible bays does reduce the overall provision due to the required dimensions of such spaces, however the post-redevelopment overall parking occupancy across the estate shows that there is more than sufficient capacity to afford a slight loss of parking spaces as a result of such conversions.</p>	

Stakeholder (LBH)	Comments	Response
	<p>In accordance with the London Plan (2021) standards, active electric vehicle charging infrastructure would be provided for 20% of spaces from the outset, whilst the remainder would be fitted with passive infrastructure.</p> <p><u>Proposed Delivery and Servicing Arrangements</u></p> <p>Delivery and servicing activity would continue to operate on street. However, 2 dedicated loading bays have been included, respectively on Willan Road and Adams Road. Swept path analysis shows that a 10m rigid vehicle, a waste collection vehicle and a fire tender vehicle could manoeuvre easily within the internal streets and benefit from sufficient visibility splays at junctions and at a bend.</p> <p><u>Proposed Highway Stopping-Up and Adoption</u></p> <p>Extents of the public highway are proposed to be stopped up for the development to be built, whilst sections of land would be adopted to straighten up the current highway layout. Should planning permission be granted, a s.247 agreement would have to be entered into by the applicant with the Council in order for the public highway to be stopped up in the locations identified within the Transport Assessment and accompanying drawings. Likewise, a highway dedication agreement would also have to be entered into (considering the nature of the adoption proposals, a s.72 agreement would likely be used).</p> <p><u>Active Travel Zone Assessment</u></p> <p>A total of 8 key routes from the site to a number of destinations have been analysed, the general findings are as follows:</p> <ul style="list-style-type: none"> - Inconsistent pavement surfacing, occasional lack of fully dropped kerbs and tactile paving, or misaligned facilities in relation to pedestrian desire lines - Narrow footways in some very localised places 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - Lack of formal crossing facilities where a need has been identified - Reduced footway widths as a result of food stalls – bollards could be removed to increase widths - Traffic calming measures to reduce the average speed limit to under the existing 20mph speed limit - Need for segregated cycle lanes - Need to review barriers and bollards protecting footpaths when they hinder the movement of wheelchair users and pushchairs - Lack of lighting under a railway bridge <p>Transport contributions towards the delivery of walking and cycling infrastructure as per the Council’s Walking and Cycling Action Plan would be sought. A list is given further below.</p> <p><u>Vision Zero/KSI Analysis</u></p> <p>A Vision Zero/Killed and Seriously Injured (KSI) analysis has been undertaken in conjunction with the ATZ assessment. The findings and recommendations are set out below:</p> <ul style="list-style-type: none"> - Lordship Lane/The Roundway/Downhills Way signalised junction: collisions in the last three years suggest that the informal crossings at the Lordship Lane (eastbound) approach <i>“could be upgraded to be signalised and more green time given to pedestrians.”</i> - Lordship Lane/The Roundway mini-roundabout: collisions in the last three years suggest that the approach roads not having cycle lanes could be a cause of accidents for cyclists, alongside too high a speed limit (currently 30mph), which could benefit from a reduction to 20mph. It is understood that TfL is working with London boroughs to roll out a 10mph speed limit reduction on sections of the 	

Stakeholder (LBH)	Comments	Response
	<p>Transport for London Road Network (TLRN). A schedule by TfL suggests that the A10 Roundway and A10 Lordship Lane are not yet included in the roll-out. However it is noted that there is a plan to lower the speed limit along the A10 Bruce Grove east of the site and along the A10 Great Cambridge Road north of the site later in 2022.</p> <p><u>Public Transport Accessibility Level (PTAL)</u></p> <p>The site's PTAL score ranges from 1a to 2, denoting poor connectivity.</p> <p><u>Trip Generation Assessment</u></p> <p>The parameters of the trip generation assessment were agreed at pre-application stage. The existing, proposed and net residential trip generations have been reviewed and found to be acceptable. The non-residential land uses would have a local catchment and therefore generate local visits undertaken primarily by active travel modes – walking and cycling, with a substantial degree of internalisation of trips. The proposals would also result in a net decrease in employee numbers therefore employee trips have not been considered further.</p> <p>The delivery and servicing trip generation indicates that the peak hour would be 10:00-11:00, with up to 5 vehicles. Overall, the net impact would be an additional 10 delivery and servicing vehicles per day compared to the existing situation and it is agreed that the additional demand can be easily absorbed by the local highway network.</p> <p><u>Safeguarding a Two-Way W4 Bus Service</u></p> <p>In line with discussions had with TfL, Gloucester Road and Willan Road would be widened in order to accommodate two-way travel for the W4 bus service. It was previously agreed the loss of on-street parking as a result of this safeguarding would</p>	

Stakeholder (LBH)	Comments	Response
	<p>be acceptable owing to the spare capacity identified during the parking stress survey and the fact that accommodating enhanced bus services takes precedence over on-street parking in the hierarchy of road users.</p> <p><u>Net Transport Impact</u></p> <p>The net impact of the proposed development upon the local transport networks is predicted to be low.</p> <p>Parking Design and Management Plan</p> <p>The Parking Design and Management Plan was previously reviewed. The reinstatement of CPZ controls is key to the parking strategy.</p> <p>Monitoring would be undertaken at the same time as the Travel Plan monitoring surveys and seek to determine the effectiveness of the parking controls as well as the evolution of car ownership levels over time. The results should inform whether there is scope to reduce the overall parking provision across the estate over time by decommissioning unused spaces.</p> <p>Outline Delivery and Servicing Plan</p> <p>No further comment, the Outline Delivery and Servicing Plan is acceptable and a detailed document would be secured by planning condition.</p> <p>Framework Travel Plan</p> <p>No further comment, the Framework Travel Plan is acceptable. The Travel Plan would be secured through a s.106 planning obligation including the production of interim/pre-occupation, full/operational and individual Travel Plans as well as monitoring reports.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Car parking occupancy data would be collected as part of the Travel Plan monitoring, and feed back into the Parking Design and Management Plan.</p> <p>Outline Construction Management Plan</p> <p>No further comment, the Outline Construction Management Plan is acceptable and a detailed document would be secured by planning condition.</p> <p>Recommended Planning Conditions</p> <ul style="list-style-type: none"> - Cycle Parking Details - Delivery and Servicing Plan - Detailed Construction Logistics Plan - Public Highway Condition - Request to provide Stopping-up and Public Highway Dedication Drawings and Enter into appropriate legal agreements - Combined Stage 1/2 Road Safety Audits (4 locations: junctions of the new internal link roads with Adams Road, Willan Road and Gloucester Road) <p>Recommended Section 106 Heads of Terms / Planning Obligations</p> <ul style="list-style-type: none"> - Parking Design and Management Plan: <ul style="list-style-type: none"> o Provision of electric vehicle charging points – 20% active and 80% passive o Provision of 3% accessible parking from the outset and up to an additional 7% as and when required in future o Car parking stock management (commissioning and decommissioning) o Space allocation strategy and priority order (wheelchair-accessible users, family dwelling residents etc) 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - Residential Travel Plan (including pre-occupation/interim and operational/full documents, monitoring reports and a £10k monitoring contribution) including: <ul style="list-style-type: none"> o Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan) o Baseline travel survey to be undertaken on Year 0 within 6 months of first occupation, or at 75% occupancy, whichever occurs first o Follow-up surveys to be undertaken on every other anniversary of the baseline survey (Year 1, 3 and 5) o Car parking occupancy data to be collected as part of the Travel Plan monitoring, and fed back into the Parking Design and Management Plan o Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables to every new household - Commercial Travel Plan Statement for the retail unit and enterprise space (including interim and full individual documents and monitoring reports) including: <ul style="list-style-type: none"> o Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan) o Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables to every new tenant/organisation o Cyclist facilities (lockers, changing rooms, showers, drying rooms for the non-residential uses) o Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables to every new employee - CPZ contribution to reinstate controls on roads throughout the estate as well as towards the ongoing review and expansion of existing Controlled Parking Zones – £30,000 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - Section 278 Highway Works – scope and extent of works to be defined after obtaining a detailed Section 278 drawing for costing purposes - TfL contribution towards bus service enhancements? Waiting for TfL’s input - Transport Contributions towards the funding of Walking and Cycling Action Plan measures: <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Requested for this application</p> <ul style="list-style-type: none"> ○ Contribution towards feasibility and design of the Lordship Lane protected cycle track and spur link to the site – total £450,000 in the WCAP £150k ○ Contribution towards feasibility and design of the Finsbury Park-Bruce Grove (via North Grove) protected cycle track and spur link to the site – total £250,000 in the WCAP £100k ○ Accident reduction strategy (covering clusters at the following locations: Lordship Lane/The Roundway/Downhills Way signalised junction, Philip Lane/Greyhound Road, High Road/Lordship Lane signalised junction and Lordship Lane/The Roundway mini-roundabout) - £150k </div>	
Carbon Management Officer	<p>Carbon Management Response 25/08/2022</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Circular Economy Statement prepared by XC02 (dated June 2022) 	<p>Comments have been taken into account. The recommended conditions and</p>

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> • Energy Statement (including Overheating Assessment) prepared by XC02 (dated February 2022) • GLA Carbon Emission Reporting Spreadsheet (ASHP scenario) • Sustainability Statement (including BREEAM Communities Assessment) prepared by XC02 (dated February 2022) • Whole Lifecycle Carbon Assessment prepared by XCO2 (dated June 2022) • WLC Assessment Template prepared by Karakusevic Carson Architects, East, Elliot Wood, XCO2 (dated 11 February 2022) • Relevant supporting documents. <p>1. Summary The development achieves a site-wide reduction of carbon dioxide emissions on site by 65.4% (66% residential and 44% non-residential), which is supported in principle. Clarifications and further information must be provided with regard to the Energy Strategy, Overheating Assessment and Sustainability Strategy. Currently the scheme is not compliant with Policy SI2 (Be Lean), or SP4 (BREEAM). Furthermore, revised carbon reduction calculations need to be undertaken which will change the on-site carbon reduction figures and shortfall to offset within the wider estate. Appropriate planning conditions and obligations will be recommended once this information has been provided.</p> <p>2. Energy – Overall 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) confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows a site-wide improvement of approximately 65.4% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This</p>	<p>planning obligations will be secured as appropriate.</p>

Stakeholder (LBH)	Comments	Response																																																				
	<p>represents an annual saving of approximately 252 tonnes of CO₂ from a baseline of 386 tCO₂/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 198.9 tCO₂ (residential) and 9.7 tCO₂ (non-residential).</p> <table border="1" data-bbox="506 564 1709 1023"> <thead> <tr> <th colspan="4">Residential (SAP10 emission factors)</th> </tr> <tr> <th></th> <th>Total regulated emissions (tCO₂ / year)</th> <th>CO₂ savings (tCO₂ / year)</th> <th>Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td>Part L 2013 baseline</td> <td>367.7</td> <td></td> <td></td> </tr> <tr> <td>Be Lean</td> <td>320.5</td> <td>47.1</td> <td>12.8%</td> </tr> <tr> <td>Be Clean</td> <td>320.5</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Be Green</td> <td>122.3</td> <td>197.2</td> <td>53.6%</td> </tr> <tr> <td>Cumulative savings</td> <td></td> <td>244.3</td> <td>66.5%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td> <td>123.3</td> <td></td> <td></td> </tr> </tbody> </table> <table border="1" data-bbox="506 1059 1709 1359"> <thead> <tr> <th colspan="4">Non-residential (SAP10 emission factors)</th> </tr> <tr> <th></th> <th>Total regulated emissions (tCO₂ / year)</th> <th>CO₂ savings (tCO₂ / year)</th> <th>Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td>Part L 2013 baseline</td> <td>18.3</td> <td></td> <td></td> </tr> <tr> <td>Be Lean</td> <td>15</td> <td>3.3</td> <td>18.1%</td> </tr> <tr> <td>Be Clean</td> <td>15</td> <td>0</td> <td>0%</td> </tr> </tbody> </table>	Residential (SAP10 emission factors)					Total regulated emissions (tCO₂ / year)	CO₂ savings (tCO₂ / year)	Percentage savings (%)	Part L 2013 baseline	367.7			Be Lean	320.5	47.1	12.8%	Be Clean	320.5	0	0%	Be Green	122.3	197.2	53.6%	Cumulative savings		244.3	66.5%	Carbon shortfall to offset (tCO₂)	123.3			Non-residential (SAP10 emission factors)					Total regulated emissions (tCO₂ / year)	CO₂ savings (tCO₂ / year)	Percentage savings (%)	Part L 2013 baseline	18.3			Be Lean	15	3.3	18.1%	Be Clean	15	0	0%	
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Stakeholder (LBH)	Comments				Response	
	Be Green	10.2	4.8	26%		
	Cumulative savings		8.1	44.1%		
	Carbon shortfall to offset (tCO₂)	10.2				
	Site Wide (SAP10 emission factors)					
		Total regulated emissions (tCO₂ / year)	CO₂ savings (tCO₂ / year)	Percentage savings (%)		
	Part L 2013 baseline	386				
	Be Lean	335.5	50.4	13.1%		
	Be Clean	335.5	0	0%		
	Be Green	133.6	202.4	52.3%		
	Cumulative savings		49	65.4%		
	Carbon shortfall to offset (tCO₂)	133.6				
	<p><i>NB: Savings of the preferred heating solution (air source heat pumps) have been included under the Be Green stage, but are discussed under the Be Clean section of this response.</i></p>					
	<p><u>Actions:</u></p> <ul style="list-style-type: none"> - The DEN Scenario has been calculated with SAP2012 carbon factors, please re-submit this with SAP10 carbon factors and a bespoke carbon factor for the supplied heat (see the Be Clean section). The advice from the GLA was amended in light of the publication of Part L 2021, for applications submitted before the new Building Regulations were implemented. 					
	<p>Energy – Lean</p>					

Stakeholder (LBH)	Comments	Response																														
	<p>The applicant has proposed a saving of 5.8 tCO₂ in carbon emissions (residential; 8% reduction) and a 8.7 tCO₂ saving (non-residential; 25% reduction) with SAP2012 carbon factors. The residential element of the proposal does <u>not</u> meet the minimum 10% reduction, whereas the non-residential element goes beyond the 15% reduction respectively set in London Plan Policy SI2.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="506 564 1709 1353"> <thead> <tr> <th></th> <th>Residential</th> <th>Non-residential</th> </tr> </thead> <tbody> <tr> <td>Floor u-value</td> <td colspan="2">0.10 W/m²K</td> </tr> <tr> <td>External wall u-value</td> <td colspan="2">0.15 W/m²K</td> </tr> <tr> <td>Roof u-value</td> <td colspan="2">0.10 W/m²K</td> </tr> <tr> <td>Windows and doors u-value</td> <td colspan="2">1.30 W/m²K</td> </tr> <tr> <td>G-value</td> <td colspan="2">0.50</td> </tr> <tr> <td>Air permeability rate</td> <td>3 m³/hm² @ 50Pa</td> <td>4 m³/hm² @ 50Pa</td> </tr> <tr> <td>Ventilation strategy</td> <td>Natural ventilation + mechanical ventilation with heat recovery (MVHR)</td> <td>Natural ventilation + mechanical ventilation with heat recovery (MVHR; Specific Fan Power 0.8 W/l/s; 0.7 efficiency)</td> </tr> <tr> <td>Thermal bridging</td> <td>Accredited Construction Details</td> <td></td> </tr> <tr> <td>Low energy lighting</td> <td>100%</td> <td>Occupant sensors for areas of infrequent use; daylight sensors for areas with daylight</td> </tr> </tbody> </table>		Residential	Non-residential	Floor u-value	0.10 W/m ² K		External wall u-value	0.15 W/m ² K		Roof u-value	0.10 W/m ² K		Windows and doors u-value	1.30 W/m ² K		G-value	0.50		Air permeability rate	3 m ³ /hm ² @ 50Pa	4 m ³ /hm ² @ 50Pa	Ventilation strategy	Natural ventilation + mechanical ventilation with heat recovery (MVHR)	Natural ventilation + mechanical ventilation with heat recovery (MVHR; Specific Fan Power 0.8 W/l/s; 0.7 efficiency)	Thermal bridging	Accredited Construction Details		Low energy lighting	100%	Occupant sensors for areas of infrequent use; daylight sensors for areas with daylight	
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Stakeholder (LBH)	Comments			Response
	Heating system (efficiency / emitter)	94% efficient gas boilers (Be Lean), underfloor / radiators		
	Cooling system	N/A	Air source heat pumps with an active cooling demand of 60.2 MJ/m ² and 75,900 MJ/year below the notional building	
	Improvement from the target fabric energy efficiency (TFEE)	Moselle: 6.5%, from 52 to 48.6 kWh/m ² /year Tangmere: 4.9%, from 51.1 to 48.6 kWh/m ² /year Northolt: 4%, from 44.6 to 42.8 kWh/m ² /year Townhouses: 9.1%, from 67.8 to 61.6 kWh/m ² /year	N/A	
	Actions: <ul style="list-style-type: none"> - The Be Lean reduction for residential areas should meet the minimum requirement of a 10% reduction in emissions. New dwellings should also aim to have a space heating demand close to the 15-20 kWh/m²/year target. Please set out what measures will be incorporated to ensure that the development is policy compliant. - The Be Lean heating solution should be the same as the baseline assumptions, i.e. communal gas boilers. - What is the assumed thermal mass? - How many air changes, what efficiency and specific fan power is assumed for the MVHR units? - The heat losses through thermal bridging should be improved upon; what is the proposed strategy to address this at detailed design stage? 			

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - Provide the energy demand summary for the non-domestic spaces, delivered energy requirement at point of use in MWh/year and by use. <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.</p> <p>The Be Clean strategy proposes two strategies:</p> <ul style="list-style-type: none"> - <u>Preferred</u>: Hybrid electric and gas boiler strategy in a central energy centre, powered by air source heat pumps. - <u>Alternative</u>: Connection of the BWF energy centre to the Energy from Waste (EfW) plant in Edmonton. <p>Heat Mix It is unclear what assumptions have been used in terms of the heat mix for the ASHP and DEN options. Specifically:</p> <ol style="list-style-type: none"> 1) For the ASHP option: <ol style="list-style-type: none"> a. 2 heat sources are provided as expected – gas boilers and ASHP 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> b. Details of the peak output from the boilers (5MW) and ASHPs (1.8MW) are provided as expected but the thermal store capacity is unclear (18m³ on network side tbc) c. Details of SCOP (2.7) and boiler efficiency (94%) have been provided. However; <ul style="list-style-type: none"> i. The boiler efficiency is very high – how has this been calculated? Please confirm this is gross efficiency and not net. ii. There is no further detail on what supply temperatures the SCOP has been calculated at. The same SCOP has been used for GSHP (which wasn't proposed) as ASHP (proposed). iii. It is unclear what the supply strategy for the ASHP and gas boiler is. <i>E.g. Gas boiler constantly raises ASHP temperature from 60 to 70°C or Boiler supplies peak heat during low external temperatures.</i> This operational strategy needs to be explained and the modelling of the heat mix needs to reflect this. d. Details of proportion of heat from the ASHP (80)/boilers (20) is provided but critically no justification for this. There is an estimate of the heat provided by the ASHP and this is circa 1GWh which is <10% of the existing network load and just 566hrs runtime? Justification should include a detailed consumption profile for the entire expanded network and an hourly model taking into account demand, storage, plant capacity and cost of energy. e. Please provide a full explanation of the proposed installed capacities of ASHP, boiler plant, or thermal storage. f. An assessment of the distribution losses for the extension of the existing network is also now needed [SAP2012 had default losses whereas the calcs will need to be redone using the SAP10 methodology where a custom calculation is expected]. 	

Stakeholder (LBH)	Comments	Response
	<p>There is a concern that there is insufficient thermal storage to maximise the utilisation of the ASHPs, especially as the cost of heat from the ASHP will be high unless peak electricity periods are avoided.</p> <p>It is also unclear what, if any conversations have been had with the DNO regarding necessary electrical infrastructure to the site to enable ASHP supply.</p> <p>2) For the DEN option:</p> <ul style="list-style-type: none"> a. For the purpose of the carbon calculations, the heat source should be 100% 'waste heat from a power station' and a BRE technical note details that this includes an allowance for gas boiler fraction of 3%. A 75:25 split has been incorrectly used and should be corrected. b. For information purposes only, a detailed consumption profile and an hourly model taking into account demand, storage, availability and plant capacity to calculate the heat mix deliverable by the proposed system. This should take into account details of the assumed capacity of boiler plant (5MW tbc), ERF plate (1.5MW tbc) and thermal storage (18m³ tbc) for the ERF option. There is an expectation that a boiler fraction <10% should be achieved. c. An assessment of the distribution losses which should combine for: <ul style="list-style-type: none"> i. The primary network from Enfield to BWF – this should be 1.05 ii. The extension of the existing network [SAP2012 had default losses of 1.05 whereas the calcs will need to be redone using the SAP10 methodology. A custom calculation of DLFs is expected (rather than the defaults allowed for in SAP10 of 1.5) and this could be in the order of 1.2]. <p>3) Indicative running costs have been included in the report. While the report acknowledges these are preliminary estimates and more work will be done, they</p>	

Stakeholder (LBH)	Comments	Response
	<p>should be factoring in 1) cost of plant replacement, overheads and maintenance to comply with GLA guidance 2) the cost per unit of energy from SAP/SBEM is out of date and needs to be refreshed 3) for electricity in particular, they need to consider time of use which should be consistent with the work we have asked them to do in terms of evidencing the heat mix via detailed hourly demand profile and plant size/thermal stores 4) their energy usage only seems to apply to the newbuild rather than the entire network.</p> <p><u>Carbon Calculation – Heat Mix and Offset</u></p> <p>The heat mix used in the above carbon calculations should calculate the delivered carbon factor of heat assuming an average heat mix across the expanded DEN.</p> <p>A comparison should be provided which examines the carbon savings in the existing section of the DEN which will equate to:</p> <p style="padding-left: 40px;"><i>(Total heat delivered in existing DEN) x [(current average delivered carbon factor) minus (future DEN average delivered carbon factor)]</i></p> <p>This carbon saving (from decarbonising the existing network over and above the new scheme) can be used as an ‘in kind’ saving to avoid having to pay a carbon offset.</p> <p>Note the carbon offset requirement calculated for the new development is currently either; ASHP option has 4,006.6 tCO₂ for 30 years (£380,000) and the heat network option 3,566.8 tCO₂ for 30 years (£338,800) (noting that these offset amounts need to be recalculated as above and that this will reduce the carbon offset from the heat network)</p> <p>Once the additional carbon saving in the existing homes is calculated, it can be used to reduce the offset due on the new homes.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Note the required recalculation of the carbon performance of the scheme set out above can be secured through an obligation or pre-commencement of superstructure condition.</p> <p><u>Energy centre facility and space planning</u></p> <ul style="list-style-type: none"> • More evidence is required to demonstrate the energy centre space planning and design provision is adequate. This includes; <ul style="list-style-type: none"> ○ The outputs of the energy modelling and carbon calculations are to be used to provide greater evidence of the required plant capacity and thermal stores. ○ Details of the flue riser and where it is proposed to terminate (not shown on drawings). ○ A detailed schematic for both the DEN and ASHP options indicating hydraulic arrangement of plant and thermal stores including the evaporators, condensers and ERF connection. There appear to be multiple headers and pumps (as per layouts) connected to the thermal stores which need to be shown on a schematic. ○ Additionally, the schematic should show how the existing buildings and new buildings are proposed to be served (e.g. off different circuits or the same) and the temperature regimes for each. ○ Schematics should also be provided to indicate the proposed distribution strategy (i.e. HIUs and Radiators) and the temperatures of each circuit. ○ Electrical rooms – not shown. Is a separate RMU and transformer required? (Depending on the ASHP size and connection capacity). ○ Indicate suitable laydown areas for Energy Centre deliveries and plant replacement. ○ Review potential requirement for a dedicated energy centre sprinkler system and provide adequate space provision if this may be required. 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> • There is a concern about the utility of the energy centre – in particular the floor to ceiling height is low (less than 4m) and there is expected to be a need for permanent lifting beams to facilitate plant movements for maintenance, and potential structural beams which will reduce the useable height further. It is unclear how the proposed thermal storage capacity can be accommodated in this space. A more detailed plant layout is required before the scheme can be approved. • Below ground services are noted to be “ducted in smooth bore” – if the services are to be buried in the ground (rather than in a service tunnel or duct) this proposal is not in compliance with the Council’s DEN specification and pipework must be pre-insulated buried to enable access for maintenance / replacement. • Note that the boiler capacity is considered low. With the ASHP option, presumably the ASHPs can act as resilience but with the DEN option >5MW gas boilers will almost certainly be required and it should be demonstrated how this will be accommodated. • The proposed DEN pipework route to/from the energy centre to the site boundary should be shown. • The information above should be secured via a pre-commencement of superstructure condition/obligation. <p><u>General Comments</u></p> <ul style="list-style-type: none"> • The current strategy is targeting compliance against GLA guidance pre-June 22 and Part L 2013. It’s expected that updates will be needed to the fabric 	

Stakeholder (LBH)	Comments	Response
	<p>specification to align with Part L 2021 which will have an impact on the estimated thermal demands.</p> <ul style="list-style-type: none"> • The energy statement does not include a section on flexibility and peak energy demands – this is required by the GLA Energy Assessment guidance (section 11), which includes a requirement to provide: peak heat and electrical demand; establish available capacity; review opportunities for flexibility. • The design and delivery of the project must be in compliance with the Haringey Technical Specification July 2021 (attached). Compliance with this specification should be secured through a planning obligation or similar. • In order to demonstrate compliance with this specification, it is expected that developers would provide greater detail of a number of areas e.g. details of plant set down areas for disaster recovery, detailed peak load assessments and distribution loss assessments, etc (see attached checklist). These should be conditioned to be provided prior to commencement. <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please respond to the clarification and further information requests as set out above in the Heat Mix, Carbon Calculation, Energy centre facility and space planning, and General Comments sections. <p>Energy – Green 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>	

Stakeholder (LBH)	Comments	Response
	<p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. The ASHPs have been discussed under Be Clean.</p> <p>The solar array peak output would be 332.69 kWp, which is estimated to produce around 253,000 kWh/year of renewable electricity per year, equivalent to a reduction of 59 tCO₂/year. The array of panels (with 19% efficiency) would be mounted on a roof area of 1,751 m², horizontally, facing south.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Clarify whether the solar peak power is 330 kWp (table 5) or 332.69 kWp (main body text). - Will any living roofs be installed under the solar PV arrays? - How will the solar energy be used on site (before surplus is exported onto the grid)? - What level of overshadowing has been assumed per block? <p>Energy – Be Seen</p> <p>London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p> <p>The applicant should install metering equipment on site, with sub-metering by dwelling/non-residential unit. A public display of energy usage and generation should also be</p>	

Stakeholder (LBH)	Comments	Response								
	<p>provided in any main entrance areas to the community buildings to raise awareness of renewable energy generation.</p> <p>3. Carbon Offset Contribution A carbon shortfall of 133.6 tCO₂/year of regulated carbon emissions remains. This is equivalent to 4,008 tCO₂ over 30 years.</p> <p>Remaining carbon emissions to reach the zero-carbon target will be offset by an ‘over-provision’ of new low carbon heating to serve existing dwellings served by the upgraded energy centre. Further detail on this is included within the Be Clean section.</p> <p>4. Overheating 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.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled 153 habitable rooms (100 bedrooms, 53 living/kitchen/open plans), 36 dwellings (out of 294 dwellings) and 0 corridors under the London Weather Centre files.</p> <p>Results are listed in the table below.</p> <table border="1" data-bbox="506 1230 1713 1377"> <thead> <tr> <th data-bbox="506 1230 1093 1377"></th> <th data-bbox="1093 1230 1263 1377">TM59 – criterion A</th> <th data-bbox="1263 1230 1451 1377">TM59 – criterion B bedrooms</th> <th data-bbox="1451 1230 1713 1377">Number of habitable rooms pass TM59</th> </tr> </thead> <tbody> <tr> <td data-bbox="506 1230 1093 1377"></td> <td data-bbox="1093 1230 1263 1377"></td> <td data-bbox="1263 1230 1451 1377"></td> <td data-bbox="1451 1230 1713 1377"></td> </tr> </tbody> </table>		TM59 – criterion A	TM59 – criterion B bedrooms	Number of habitable rooms pass TM59					
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Stakeholder (LBH)	Comments				Response
	DSY1 2020s Baseline (GF windows closed at night; g-value 0.63)	45/53 100/100	77/100	122/153	
	DSY1 2020s Iteration 1 (GF windows closed at night; g-value 0.50)	52/53 100/100	84/100	136/153	
	DSY1 2020s Iteration 2 (GF windows open with restrictors at night; second pane openable; g-value 0.50)	52/53 100/100	100/100	152/153	
	DSY1 2020s Iteration 3 (GF windows open with restrictors at night; second pane openable; g-value 0.50; external shading >0.8m depth)	53/53 100/100	100/100	153/153	
	DSY2 2020s Variation 3	8/53 97/100	13/100	21/153	
	DSY3 2020s Variation 3	7/53 73/100	20/100	27/153	
	<p>All rooms pass the overheating requirements for 2020s DSY1 based on Iteration 3 to the baseline. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - MVHR as the primary strategy - Passive natural ventilation as the secondary strategy: <ul style="list-style-type: none"> o Ground floor windows 90° side open daytime, 10° (top) night-time with restrictors, and btm-hung 5° night-time for sliding doors o Upper floors 90° side hung all day; 30° top hung all day; with both panes openable - Glazing g-value of 0.50 - External shading with >0.8m depth for GDT3-UF windows only, but not specified 				

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - No active cooling in the residential dwellings. <p>Proposed future mitigation measures include:</p> <ul style="list-style-type: none"> - Internal blinds, to be installed by residents - No further measures have been included. <p>The submitted overheating strategy is considered acceptable in principle subject to further detail but further modelling at the detailed design stage is recommended to capture any design changes.</p> <p><u>Overheating Actions:</u></p> <ul style="list-style-type: none"> - Model the non-residential spaces in line with CIBSE TM52, as the enterprise uses, wellbeing hub and retail unit will be occupied for a longer period of time and accommodate more vulnerable people (in the case of the wellbeing hub). - Model sample internal corridors within the scheme in line with CIBSE TM59. - Include floorplans indicating location, orientation and layout of sample dwellings. - What pipework heat losses have been assumed for HIU cupboards in dwellings and in corridors for the purposes of the overheating assessment? - How will the heat be purged in the night-time? How will this differ across the typologies? - What are the assumed air changes of the MVHR units per type of dwelling? Will it have a summer bypass? - What are the details of external shading measures, please include images/specification and show where these are applicable on floorplan/elevations. Please explain why type GDT3-UF windows will only have external shading. 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - What secure by design measures will be implemented to prevent the risk of crime to accessible habitable rooms (incl accessible balconies, terraces or open corridors)? Will these be sufficient to pass Building Regulations Part O for accessible habitable rooms relying on natural ventilation? - The applicant has not modelled the DSY1 2050s weather file for the development. Please also model this and ensure the current design has incorporated as many mitigation measures as feasible to ensure residents are more resilient during more extreme weather. Any remaining overheating risk should inform the future retrofit plan. - Please prepare a future retrofit plan (based on DSY2 and DSY3 2020s, DSY1 2050s). The retrofit plan should demonstrate what measures could be installed to mitigate future overheating risk, evidenced by further sample modelling. The future mitigation measures should be possible to retrofit when necessary. This should ensure, for example, that the structure can accommodate the fitting of additional shading or ventilation measures. These measures should be chosen in line with the Cooling Hierarchy, and it should therefore not focus on cooling but passive design measures. - Identify communal spaces (indoor and outdoor) where residents can cool down if their flats are overheating. <p>5. Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The Sustainability Report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO₂ emissions and landscape design.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Site-Wide BREEAM Communities Assessment The applicant has prepared a BREEAM Communities Pre-Assessment Report. This holistic approach to sustainability is supported and it will continue to help shape the development with a social and economic wellbeing community focus as part of the wider Broadwater Farm Estate proposals, master planning and improvements.</p> <p>A 'Very Good' rating should be achievable according to the Pre-Assessment, with an aspiration to achieve 'Excellent'. The tracker assessed that a score of 66.93% is achievable for all three stages of the BREEAM Communities Assessment.</p> <p>Non-Domestic BREEAM New Construction Requirement Policy SP4 requires all new non-residential spaces to achieve a BREEAM New Construction rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p>The applicant has <u>not</u> confirmed that BREEAM New Construction accreditations are being sought for individual commercial and community spaces in addition to the BREEAM Communities accreditation.</p> <p>Urban Greening / Biodiversity All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. All landscaping proposals and living roofs should stimulate a variety of planting species. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The development achieves an Urban Greening Factor of 0.4, which complies with the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5. A potential biodiversity net gain of +128.87% would also be achieved through the introduction of shrubs, amenity grassland, neutral grassland, tree planting, extensive green roofs and rain gardens.</p> <p>Living roofs All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.</p> <p>The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p>Climate Change Adaptation Developments of this size should have a climate change adaptation strategy in place for residents and visitors to help the area become more resilient against the impacts of climate change. This should include adaptation to increased risk of flooding and wind-based impacts from more frequent and severe storm events, longer periods of drought (in relation to the soft landscaping and limiting occupant water use), more intense and longer heatwaves. Only surface water flooding has been considered within the Sustainability Report as part of climate change adaptation.</p> <p>Whole Life Carbon 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</p>	

Stakeholder (LBH)	Comments	Response																				
	<p>emissions. The updated WLCA has been reviewed, following amendments to respond to GLA comments on the original report.</p> <p>The total calculated emissions based on the GIA (with SAP10 carbon factors and without grid decarbonisation), based on the submitted spreadsheet, is estimated at:</p> <table border="1" data-bbox="506 491 1733 1382"> <thead> <tr> <th data-bbox="506 491 822 603"></th> <th data-bbox="822 491 1039 603">Estimated carbon emissions</th> <th data-bbox="1039 491 1408 603">GLA benchmark</th> <th data-bbox="1408 491 1733 603">Embodied carbon rating (Industry-wide)</th> </tr> </thead> <tbody> <tr> <td data-bbox="506 603 822 826">Product & Construction Stages Modules A1-A5 (excl. sequestration)</td> <td data-bbox="822 603 1039 826">812 kgCO_{2e}/m²</td> <td data-bbox="1039 603 1408 826">Meets the GLA benchmark (<850 kgCO_{2e}/m²) and misses the aspirational target (<500 kgCO_{2e}/m²).</td> <td data-bbox="1408 603 1733 826">Modules A1-A5 achieve a letter band rating of 'D', not meeting the LETI2020 Design Target.</td> </tr> <tr> <td data-bbox="506 826 822 975">Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)</td> <td data-bbox="822 826 1039 975">279 kgCO_{2e}/m²</td> <td data-bbox="1039 826 1408 975">Meets GLA target (<350 kgCO_{2e}/m²) and aspirational benchmark (<300 kgCO_{2e}/m²).</td> <td data-bbox="1408 826 1733 975">N/A</td> </tr> <tr> <td data-bbox="506 975 822 1273">Modules A-C (excl. B6, B7 and incl. sequestration)</td> <td data-bbox="822 975 1039 1273">1,039 kgCO_{2e}/m²</td> <td data-bbox="1039 975 1408 1273">Meets GLA target (<1200 kgCO_{2e}/m²) but not the aspirational benchmark (<800 kgCO_{2e}/m²).</td> <td data-bbox="1408 975 1733 1273">Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'E', not meeting the LETI2020 Design Target.</td> </tr> <tr> <td data-bbox="506 1273 822 1382">Use and End-Of-Life Stages Modules B6 and B7</td> <td data-bbox="822 1273 1039 1382">814 kgCO_{2e}/m²</td> <td data-bbox="1039 1273 1408 1382">N/A</td> <td data-bbox="1408 1273 1733 1382"></td> </tr> </tbody> </table>		Estimated carbon emissions	GLA benchmark	Embodied carbon rating (Industry-wide)	Product & Construction Stages Modules A1-A5 (excl. sequestration)	812 kgCO _{2e} /m ²	Meets the GLA benchmark (<850 kgCO _{2e} /m ²) and misses the aspirational target (<500 kgCO _{2e} /m ²).	Modules A1-A5 achieve a letter band rating of 'D', not meeting the LETI2020 Design Target.	Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)	279 kgCO _{2e} /m ²	Meets GLA target (<350 kgCO _{2e} /m ²) and aspirational benchmark (<300 kgCO _{2e} /m ²).	N/A	Modules A-C (excl. B6, B7 and incl. sequestration)	1,039 kgCO _{2e} /m ²	Meets GLA target (<1200 kgCO _{2e} /m ²) but not the aspirational benchmark (<800 kgCO _{2e} /m ²).	Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'E', not meeting the LETI2020 Design Target.	Use and End-Of-Life Stages Modules B6 and B7	814 kgCO _{2e} /m ²	N/A		
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Stakeholder (LBH)	Comments			Response
	Reuse, Recovery, Recycling Stages Module D	-16 kgCO ₂ e/m ²	N/A	
<p>The highest embodied carbon in Modules A1-A5 is attributed to Module A3 (product stage; 33%) due to the volume of reinforced concrete; B6 Operational Stage (16%); and Operational water use (16%). The highest building component emissions are services (MEP; 46%); superstructure (54%) under Modules A1-A5; and building finishes (40%) under Modules B1-B5 and C.</p> <p>Several areas have been identified to calculate more accurately and to reduce the embodied carbon of the buildings. This includes a partial cement replacement with Ground Granulated Blast-furnace Slab (GGBS) by 50% and aluminium timber hybrid windows, reducing the WLC by 153 kgCO₂/m² and 20 kgCO₂/m² respectively. In addition, the potential for a lime-mortar mix has also been considered, with a potential to reduce the WLC by 9.78 kgCO₂/m².</p> <p>WLC – Demolition emissions The Pre-Construction demolition carbon-related emissions have broadly been calculated at 50 kgCO₂e/m² by GIA for the existing areas, bringing the total non-residential emissions to be 92,400 kgCO₂e and 1,004,650 kgCO₂e for the residential areas.</p> <p>Circular Economy 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>				

Stakeholder (LBH)	Comments	Response
	<p>The updated CES has been reviewed, following amendments to respond to GLA comments on the original report.</p> <p>The principles used for this development are:</p> <ul style="list-style-type: none"> • Source materials responsibly • Design for longevity (>60 years lifespan), durability and resilience • Design for use over different life stages (residential) and • Design for adaptability and disassembly (commercial / community) • Implement measures to optimise material use • Reuse existing material(s) • Carry out a pre-demolition waste audit • Implement waste minimisation targets during demolition and construction • Ensure there is sufficient space for storage and segregation of operational waste • Design a flexible and adaptable building, particularly with regards to non-residential spaces <p>The report sets out the Key Commitments (Table 2), Bill of materials (Appendix B) and Recycling and waste reporting form (Appendix B). This is a fairly high level of information, and the applicant expects this to become more detailed as the detailed design progresses following permission.</p> <p>The structural engineering team identified that the existing buildings were not suitable for repurposing and re-use due to loads and structural integrity, damp, surface water penetration, poor airflow. A pre-demolition audit is being undertaken currently for Northolt, with the aim to maximise recovery, reuse, and recycling of demolition waste. Any demolition waste would be used as fill material, within buildings or landscaping.</p> <p>The End-Of-Life Strategy includes durability, design for disassembly, material passports, layer independence and standardisation.</p>	

Stakeholder (LBH)	Comments	Response
	<p><u>Overall Sustainability Actions:</u></p> <ul style="list-style-type: none"> - Submit a BREEAM Pre-Assessment for the commercial and health/community spaces. A table should be submitted to demonstrate which credits will and will not be met, and potentially met, with justification where targets are not met (where they are available under the Shell and Core assessment). - Identify what water collection and reuse points will be delivered on the site to reduce water use by residents and for maintaining the landscaping. The use of drought-resistant planting, rainwater harvesting (individual and shared), and water storage tanks can be proposed as complementary measures. Attenuation tanks are being proposed to reduce surface water flood risk, so the use of the stored water should be reconsidered. - Identify in what ways the development will increase the resilience of residents and businesses and adapt their buildings and public realm to the impacts of climate change. This should also include annotated plans showing what parts of the public realm can be used in what capacity for different types of weather (e.g. shaded seating and play areas, play areas and seating in the sun for shoulder months, mitigating against and taking advantage of the wind direction). - What work was done to assess the current areas where surface water pools on site during heavy rain events, and how has this been incorporated into the SUDS strategy? - The development should look to allocate a publicly accessible 'cool space', following the GLA's criteria for cool spaces and to form part of the wider cool spaces map. - The Community Park includes a re-provided park for residents; the image in the DAS (p. 108-109) shows water features, how will these water features be designed to create play opportunities for children both during hot weather and during rainy days? Will it make use of rainwater or be a closed system? - The opportunity for further hedge planting should be explored within the public realm areas as hedges provide significant biodiversity benefits. 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> - Please submit an updated WLC spreadsheet; e.g. Modules A1-5 excl. sequestration (843 kgCO₂e/m²) do not match the figure in the spreadsheet (812 kgCO₂e/m²) for assessment 1. - Please justify why streets include on-street car parking in an estate that is already dominated by underground car parking. Who will the proposed parking spaces be allocated to? And, please justify why the school parking needs to be re-provided at a time when schools also need to be decarbonising. Furthermore, the location of the school car park means there will be car movements in and out of the car park which may reduce the success of the linear public realm created by this proposal. <p>Planning Conditions</p> <p>To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> - Energy Plan, including the requirement to calculate the carbon offset mechanism - Sustainability Review - DEN Connection - Overheating (Residential and Non-Residential) - BREEAM Certificate (Communities and New Construction) - Living roofs - Circular Economy (Pre-Construction report, Post-Completion report) - Whole-Life Carbon Assessment - Be Seen - Biodiversity - Pre-demolition audit reuse opportunities <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - To be confirmed following submission of further information. 	

Stakeholder (LBH)	Comments	Response
Tree Officer	<ul style="list-style-type: none"> • Tree planting to re place tree loss, with an overall future canopy net gain and further planting for the phased development • Arboriculturist to be kept on through the development and a period afterwards • Five-year aftercare programme for establishment and independence in the landscape for the tree planting and landscaping • Replacement for all tree losses • Species list and specification for re planting <p>Further, the Tree Protection Plan within the Tree Survey report, will need to be conditioned along with Arboricultural Method Statements for any proposed works within the root protection area. The overall Tree survey report will need to be adhered to and conditioned.</p> <p>Consensus is a wildlife survey will need carried out again with regards to the spotted Peregrine Falcon/s. This will need to be done March- April prior to any potential nesting and before the demolition of Northolt Tower.</p>	<p>Comments have been taken into account. Appropriate conditions will be secured.</p>
Flood and Water Management Officer	<p>Having reviewed the applicant's submitted, Flood Risk Assessment Report reference number 2190497, Revision P3, dated March 2022 prepared by Elliotwood Engineer along with the Sustainable Urban Drainage Strategy, we are generally content with the overall methodology as mentioned within the above documents, subject to following planning conditions relates to the Surface water Drainage Strategy and it's management and maintenance plan, which will need to be attached as a part of any consent on this planning application.</p> <p><u>Surface Water Drainage condition:</u></p> <p>No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate that the surface water generated by this</p>	<p>Comments have been taken into account. Appropriate conditions will be secured.</p>

Stakeholder (LBH)	Comments	Response
	<p>development (For all the rainfall durations starting from 15 min to 10080 min and intensities up to and including the climate change adjusted critical 100 yr storm) can be accommodated and disposed of without discharging onto the highway and without increasing flood risk on or off-site. The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained.</p> <p>Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p> <p><u>Management and Maintenance condition:</u></p> <p>Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.</p> <p>REASON: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system</p>	
Waste Management Officer	<p>This is a large mixed use development that will deliver 290 homes. The transport planning consultant used to develop the waste management strategy for this application has a very good understanding of the sector and the council's specific requirements regards waste and recycling storage, containment and collection. The Operational Waste Management Strategy supporting this application is comprehensive and compliant.</p>	<p>Comments have been taken into account.</p>

Stakeholder (LBH)	Comments	Response
	<p>The four townhouses proposed on the Moselle site will/can be served by individual 240l wheeled bins for refuse and mixed dry recycling, and food waste caddies for the collection of this waste stream. Refuse will be collected fortnightly from these units with the other waste streams collected each week. It is positive to see provision of internal storage and separation proposed for these and indeed all units across this development. Bins will be stored on the frontage of these properties, collected and returned on the day of collection in operation as is acknowledged.</p> <p>The remaining 286 units across the 4 blocks and 10 cores will be served by communal bins for the three waste streams. Bin calculations for each waste stream for each of the cores, as set out on table 3-6 are accurate, with the 240l bins for food waste (rather than 360l bins that are no longer used) included. The location of the bin stores as indicated on the site plans in conjunction with the swept path analysis included in Appendix B show that these are both within accepted collect and return distances for crew and each to be accessible for the communal bin collection vehicle.</p> <p>For cores NH1 and NH2 the RCV will need to access the bins via a shared surface with access controlled by automated bollards. Some further detail on how this will work in operation would be welcome to ensure collections are made as scheduled, without issue. For example, will the crews be issued with fobs to control the bollards or will this be managed by the on site facilities management team? What contingency will be in place should the bollards fail or require repair for an extended period? Will the on site team support the collection crews by presenting the bins outside the bollards? If these questions could be addressed that would be helpful.</p> <p>Three bulky waste stores are indicated and this is again positive to ensure occupants can place out bulky waste off street at ground level for collection (booked via the council as is acknowledged). The on site estate facilities management is positive and will assist in managing both bulky waste and refuse stores.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Regarding the commercial element of the development, the waste produced from these units will be commercial waste and will not be collected by the council or its contractors as part of our statutory collection duties. This is acknowledged and the onus for developing individual plans and managing the waste appears to be placed on the eventual tenants of the units through lease conditions. This is a positive approach as the waste generated will depend on the type of businesses that occupy the development/units in operation, the waste/recycling they generate, and the contracts put in place for the collection of this.</p> <p>Commercial waste collection companies can provide up to twice daily collections 7 days per week. We would however advise against sizing the bins stores based on minimum size and maximum collections. The stores should be sufficient to store waste generated from the units in operation for one week. This supports reduced vehicle movement and also provides some contingency for when collections are disrupted as we have seen regularly over the last 2 years - covid, HGV driver shortages, fuel issues, industrial action etc. These should also be completely separate from the domestic bin stores and this has been incorporated into the plans.</p>	
Pollution Officer	<p>Having considered all the submitted supportive information i.e. Design and Access Statement dated March 2022, Energy Statement prepared by XCO₂ Ltd dated February 2022 taken note of the proposed use of ASHP and gas fired boilers as energy source, Air Quality Assessment report prepared by XCO₂ Ltd dated 27th January 2022 taken note of the applicant submission on baseline air quality, potential impacts exposure assessment, air quality neutral assessment, mitigation, summary and conclusions as well as the Geotechnical & Geo-environmental Interpretative Report with reference CG/38532 prepared by Card Geotechnics Ltd dated August 2021 taken note of sections 4 (Preliminary Risk Assessment), 6 (Ground and Groundwater Conditions), 7 (Contamination Assessment), 8 (Geo-environmental Recommendations) and Table 20 (Quantitative Risk Assessment), please be advise that we have no objection to the proposed development in relation to AQ and Land Contamination but the following</p>	<p>Comments have been taken into account. Appropriate conditions will be secured.</p>

Stakeholder (LBH)	Comments	Response
	<p>planning conditions and informative are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u> Using the information already provided in section 8 (Geo-environmental Recommendations) of the Geotechnical & Geo-environmental Interpretative Report with reference CG/38532 prepared by Card Geotechnics Ltd dated August 2021, the applicant shall undertake before the occupation of the development:</p> <p style="padding-left: 40px;">a. All remediation work detailed in the report with a verification report that the required works have been carried out. This shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u> If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p><u>Reasons:</u> To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. <u>Updated Air Quality Assessment</u></p>	

Stakeholder (LBH)	Comments	Response
	<p>Whilst the submitted Air Quality Assessment report prepared by XCO2 Ltd dated 27th January 2022 is noted however, considering the distance of the proposed development to the monitoring sites which were used as baselines, likely operational effect of the development on the occupiers of Kenley building which we understand is 65m high and nineteen storeys which the applicant has refused to be explicit on its location in relation to the energy centre, identified risk of medium to high during the demolition, earthworks, construction and track out with the fact that, the development is not AQ neutral with respect to transport – related emissions therefore,</p> <p>In other to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people),</p> <ul style="list-style-type: none"> • Applicant will need to provide us an addendum AQ assessment of the proposed development taken into consideration the likely operational impact of the development beyond the current 7th floor as submitted for the purposes of reaching a conclusion on development significance effects in the actual site and overall local air quality. • Monitoring will need to be undertaking at or within the close proximity of the site itself rather than relying purely on baseline monitoring farther away from the site nor Defra mapped background concentrations. • Provision of Predicted NO₂ Concentrations beyond 2020 as currently submitted. This needs to be submitted for building operational commencement year and a couple of year following this completion. <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>4. <u>NRMM</u></p>	

Stakeholder (LBH)	Comments	Response
	<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 http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>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>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>5. Demolition/Construction Environmental Management Plans</p> <p>a. 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. 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>	

Stakeholder (LBH)	Comments	Response
	<p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> 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. <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> <ul style="list-style-type: none"> i. Dust Monitoring and joint working arrangements during the demolition and construction work; 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); and 	

Stakeholder (LBH)	Comments	Response
	<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> <p>ii. Details confirming the Plot has been registered at http://nrmm.london;</p> <p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>The development shall be carried out in accordance with the approved details as well as on the applicant submitted proposed mitigation in the Air Quality Report and operational impacts mitigation measure i.e. A Framework Travel Plan developed to encourage sustainable travel and minimise vehicle trips associated with the site following the failure of the Transport Emissions Benchmark (TEB) by the development.</p> <p>Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Reason: 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>6. <u>Combustion and Energy Plant</u> Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 36 mg/kWh (0%).</p> <p>Reason: As required by The London Plan Policy 7.14.</p> <p>7. <u>Combined Heat and Power (CHP) Facility</u> Prior to the commencement of the development, details of the NOx Natural Gas – Fired Boilers (CHP) facility of the energy centre or centralised energy facility or other centralised combustion process and associated infrastructure shall be submitted in writing to and for approval by the Local Planning Authority. The details shall include:</p> <ul style="list-style-type: none"> a) location of the energy centre; b) specification of equipment; c) flue arrangement; d) operation/management strategy; and e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link) f) details of CHP engine efficiency 	

Stakeholder (LBH)	Comments	Response
	<p>The Combined Heat and Power facility and infrastructure shall be constructed in accordance with the details approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.</p> <p>Informative:</p> <ol style="list-style-type: none"> 1. 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. 2. With a number of exceedances said to be recorded in the groundwater though alluded not to pose a risk to controlled waters in section 7.4 (Risks to controlled waters) of the contaminated land report, we however suggest comment from Environment Agency be sought in this regard as well as that of water supply company to confirm their requirements for water supply pipes. 	
Policy Officer	<p><u>Principle of development</u></p> <p>Local Plan Policy SP2 identifies Broadwater Farm as a priority for the Council's programme of strategic improvements/ renewals. The site falls within the Broadwater Farm site allocation (reference: SA61) which is expected to deliver "improvements of the housing estate to improve stock, design of the site, and routes through the area". No capacity has been identified as part of the site allocation. The site requirements state that an SPD will be prepared in consultation in with existing residents to assess existing issues within the area and options to address them. No SPD has been</p>	Comments have been taken into account.

Stakeholder (LBH)	Comments	Response
	<p>produced; however, it is considered that the Urban Development Framework created with residents and key stakeholders such as the Canal & River Trust sufficiently addresses the objectives of an SPD as set out in the allocation, in conjunction with the more detailed information provided in the Design and Access Statement.</p> <p>The proposed residential led development, with accompanying infrastructure and public and open space provision, and improved connectivity generally accords with the Local Plan Strategic Policies Development Plan Document (DPD) and Site Allocations DPD.</p> <p><u>Proposed Retail Floorspace</u> A small amount of retail space is proposed outside of existing centres. Given its small scale and purpose to contribute to a sense of place for the regenerated neighbourhood, it is considered that this is acceptable and would not result in any harm to nearby local centres.</p> <p><u>Affordable housing</u> Local Plan Policy SP2 seeks to achieve an affordable housing tenure split of 60% affordable rent (including social rent) and 40% intermediate rent. The preferred affordable housing mix, in terms of unit size and type of dwellings on schemes is expected be determined through negotiation, scheme viability assessments and driven by up-to-date assessments of local housing need, as set out in the Haringey Housing Strategy. All units from the scheme will be Social Rented tenure (save for any returning leaseholders). While this does not achieve the mix set out in policy, it responds to the greatest identified housing need for Social Rented housing and is therefore supported.</p> <p><u>Placemaking</u></p>	

Stakeholder (LBH)	Comments	Response
	<p>We are supportive of efforts to safeguard the potential daylighting of the Moselle River and the references to the river in design (i.e. through the water feature and water grilles).</p> <p><u>Transport & Access</u></p> <p>We are supportive of the proposals to improve links to the Lordship Recreation Ground, tie into the Green Grid in line with SA 61 development guidance.</p>	
Community Safety Officer	<p>The Community Safety teams do not oppose the Broadwater Farm planning application ref. HGY/2022/0823 as there is no evidence to suggest that the redevelopment proposals would impact the community in a negative way. We draw attention to the comments made by 'Metropolitan Police Designing Out Crime Office and recommendations contained within the Environmental Visual Audit and for action against these to be considered as part of the redevelopment wider action towards crime prevention. We also note the need for continued attention towards formal and informal engagement and consultation with those aged under 18, considering the presented Equalities Impact Assessment, the impact of development is not fully expressed and will need to be subject to ongoing review.</p>	<p>Comments have been taken into account.</p>
Noise Officer	<p>I have reviewed the documents submitted in respect to the above development. No further information is required in respect of the potential impacts of plant on the nearest noise sensitive receptors. The applicant will need to confirm they will implement the noise mitigation measures as outlined in the assessment or, where this is not used, that other mitigation measures achieve the same, namely</p> <ul style="list-style-type: none"> - thermal double glazed windows to achieve a minimum sound insulation of 27dB Rw + Ctr - mechanical ventilation with heat recovery suitably attenuated to control intrusive noise (not exceeding 25 dB LAeq) 	<p>Comments have been taken into account. Appropriate conditions will be secured.</p>

Stakeholder (LBH)	Comments	Response
	We recommend that the premises shall not be brought into use until compliance with the above has been assessed and details submitted to and approved in writing by the Local Planning Authority.	
Public Health	<p>We had some questions around the health centre relocation and capacity, particularly around meeting the needs of residents, but have spoken to colleagues from the NHS NCL ICB and Estates who have answered the concerns and have been involved throughout the development process.</p> <p>One comment would be ensuring the Community Park is easily navigable for visitors in a wheelchair or with mobility issues, there is limited detail to understand that this has been taken into consideration.</p> <p>We have no other comments or objections and are in support of the application. It is great to see the inclusion of a playable water feature inspired by the existing waterfall mural which we believe will have a positive impact on the health of local residents, particularly during hotter days.</p>	Comments have been taken into account.
LBH Parks	No comments to make.	Noted.
LBH Street Lighting	No comments to make.	Noted.

Stakeholder (External)	Comments	Response
Greater London Authority	See full publication of their Stage 1 comments in the section below.	Noted. See below.
Health & Safety Executive	<p>Latest set of comments:</p> <p>HSE’s outstanding concerns</p> <p>1.4 For ease of reference, following a review of the information provided by the applicant, HSE maintains the following concerns:</p> <ul style="list-style-type: none"> • Means of escape, including single staircases made vulnerable by connection with ancillary accommodation including places of special fire hazard and similar fire risk. • Means of escape, including the provision of external staircases serving flats on upper floors. • Fire service access, including firefighter travel distances. <p>1.5 The above concerns have not been resolved to HSE’s satisfaction. The resolution of these concerns is likely to affect land use planning considerations such as the design, layout, appearance and landscaping of the development. If the applicant is unable or unwilling to resolve these concerns, then an impasse will have been reached. In such circumstances it is likely that HSE’s response to future consultations will be to suggest refusal of planning permission.</p> <p>The applicant’s response</p> <p>1.6 In relation to single staircases in the Northolt and Tangmere buildings serving ancillary accommodation, including places of special fire and similar fire risk (such as plant rooms, refuse stores and bike stores), the applicant’s response states: <i>‘The fire safety strategy addresses the proposed links between the ancillary accommodation spaces and the single escape stairs. To support the current design each ancillary space will be separated from the single stair by a high-level of compartmentation, and a protected and ventilated lobby.</i></p>	Comments have been taken into account. Discussions are ongoing to address comments as necessary. Fire safety conditions would be secured as appropriate.

	<p><i>The protected lobby between each ancillary space and the single stair will be provided with mechanical smoke ventilation. The smoke ventilation system will be designed to maintain tenable conditions in the lobby and protect the stair against the ingress of smoke during both means of escape and firefighting phases. The current design will be supported (in the next design stage) by a quantitative fireengineered justification using CFD modelling to confirm that the proposed smoke ventilation system meets the functional requirements of the Building Regulations 2010. An independent fire load assessment will also be undertaken to ensure the various potential fire scenarios are considered as part of the CFD study and demonstrate that a fire load within the proposed amenity space will not result in great risk to other areas connecting to means of escape stair.</i></p> <p><i>It is acknowledged that the smoke ventilation strategy varies depending on the floor level. Thus, it is proposed that CFD modelling will be carried out during the next design stage to demonstrate the performance of the smoke ventilation strategy on different floor levels. A Design Intent Note will be provided during the next design stage to outline the general proposals, methodology, and assumptions of the proposed fire-engineered analysis (i.e., CFD modelling) for the smoke ventilation systems in the lobbies/common corridors.</i></p> <p><i>The Design Intent Note will be presented to the Building Control body and other stakeholders with the objective of agreeing the principles of the fire-engineered approach prior to undertaking the modelling.</i></p> <p><i>The impact of different fires (residential, ancillary spaces, plant rooms etc.) on the smoke ventilation system protecting the single escape stairs will be considered as part of this study.'</i></p> <p>1.7 The applicant's comments are noted. However, as previously stated, the fire safety standard cited in the fire statement, <i>Approved Document B Volume 1</i> ('ADB'), states:</p> <p><i>'Where a common stair is not part of the only escape route from a flat, it may also serve ancillary accommodation from which it is separated by a protected lobby or protected corridor.</i></p>	
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	<p><i>Where a stair serves an enclosed car park or place of special fire hazard, the lobby or corridor should have a minimum 0.4m² of permanent ventilation or be protected from the ingress of smoke by a mechanical smoke control system.'</i></p> <p>1.8 Accordingly, the connection of staircases and ancillary accommodation including plant rooms and bin stores, by way of smoke vented lobbies is only appropriate in multistaircase, not single staircase buildings.</p> <p>1.9 The applicant's assertion that the connection of ancillary accommodation by way of smoke vented lobbies is to be a fire engineered solution is noted. Alternative solutions to the prescriptive guidance in ADB are possible. However, as stated in ADB, if alternative, fire engineered methods are adopted, the overall level of safety should not be lower than the approved document provides. Given that the connection of single staircases and ancillary accommodation by way of lobbies is not permitted in ADB, it is not considered that proposing such connections as an alternative engineered solution affords an equivalent level of safety to ADB. Design changes necessary to resolve this issue will affect land use planning considerations such as the layout and appearance of the development.</p> <p>1.10 In relation to external spiral staircases as means of escape, the applicant's response states: <i>'Design alterations will be made to ensure the stair is enclosed with fire-resisting construction on three sides, with the fourth side remaining open to the outside. The figure below indicatively illustrates how the proposed design will be altered for the spiral staircase, with the red lines representing construction achieving the same level of fire resistance as the elements of structure. The semi enclosure to the stair will be expected to achieve the following:</i></p> <ul style="list-style-type: none"> • <i>Permanent smoke ventilation directly to outside.</i> • <i>Fire resisting protection from adjacent flats.</i> • <i>An alternative means of escape in the event of fire.</i> 	
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	<p><i>Based on the above, the proposed design is expected to meet the functional requirements of the Building Regulations 2010 and will be discussed with the approving authorities in the next design stage.'</i></p> <p>1.11 The design changes stated in the applicant's response are noted. However, a semienclosed spiral staircase will be open to the adverse weather conditions such as rain, ice and snow rendering this impractical as a means of escape from higher storeys. As previously stated the adopted fire safety standard, ADB, states at para 3.67: <i>'Where more than one escape route is available from a storey (or part of a building), then some of the escape routes from that storey or part of the building may be by way of an external stair provided all of the following conditions are met:...The stair serves a floor not more than 6m above...the ground level...'</i></p> <p>1.12 Drawings show the external staircases serving floors 9m from ground level. Accordingly, external staircases are not considered suitable in this instance. Design changes necessary to resolve this issue will affect land use planning considerations such as the layout and appearance of the development.</p> <p>1.13 In relation to excessive firefighter travel distances, the applicant's response states: <i>'The 37m travel distance is measured from the firefighting stair door to entrance door of furthest flat. This includes travel from within the lift lobby. In our view, the proposed lift lobby would be used as command post or control centre during firefighting operations. A door to external balcony can be opened manually by the fire fighters if they wish to allow additional ventilation. Therefore the overall travel distance for firefighters that impacts on the firefighter's physiology would only be expected as they travel along the corridor which is measured to be up to 28m. Typically travel distances will be measured as fire hose distance from the dry riser outlet to the furthest point in a flat. Standard guidance like ADB (or BS 9991 and BS 9999) would allow a maximum fire hose distance of 45m for unsprinklered; and 60m for sprinklered environments. Standard guidance does not specifically restrict maximum travel distance for firefighters.</i></p> <p><i>Please note that the proposed fire safety strategy for Broadwater Farm follows the guidance set out in ADB which does not refer to the guidance presented in PD 7974-5 to meet the functional requirements of Building Regulation B5.</i></p>	
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	<p><i>In paragraph 15.7, of the Approved Document B, Volume 1 (2019, with 2020 amendments)[ADB, Vol 1, 2019], it is recommended that in any building, the hose laying distance should meet a maximum of 60m from the fire main outlet in a firefighting shaft, or 45m where sprinklers have not been provided. This paragraph also refers to Diagram 15.3 (ADB, Vol 1, 2019) which illustrates the maximum hose laying distances from the fire main outlets in the firefighting shaft. This diagram considers single-direction travel up to 60m to be acceptable in a building provided with sprinkler protection. There is no suggestion that an additional firefighting shaft should be provided to further limit the firefighter's travel distances.</i></p> <p><i>Based on the above, the proposed travel distances for firefighters in the event of fire are expected to meet the functional requirements of the Building Regulations 2010 and will be discussed with the Approving Authorities in the next design stage.'</i></p> <p>1.14 The applicant's comments are noted. However, as previously stated the British Standard relating to fire service intervention (PD7974-5) states: <i>'Irrespective of the corridor smoke control solution...design should take into account the limitations necessarily imposed by firefighter physiology. Therefore, single direction travel distances within common corridors should not exceed 30 m between the furthest flat entrance door and the stairwell door'.</i></p> <p>1.15 Likewise, guidance on smoke control in blocks of flats states: <i>'designers should be aware that single direction travel distances over 30m in length (measured from the staircase door to the furthest flat entrance door) in common escape routes are considered to present onerous conditions for fire fighters even if the flats are fitted with suppression systems. Therefore single direction corridor lengths over 30m are outside the scope of this guidance and it is recommended that they are not proposed'</i>.</p> <p>1.16 In light of the above guidance on smoke control and firefighter safety it is not considered that the proposed layout and dimensions of the development provide reasonable fire service access and facilities. Design changes necessary to</p>	
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	<p>resolve this issue will affect land use planning considerations such as layout and appearance of the development.</p> <p>2. Supplementary information <i>The following points do not contribute to HSE's overall headline response and are intended only as advice for the applicant.</i></p> <p>2.1 In relation to Northolt ground floor drawing showing a refuse store door immediately adjacent, and at a right angle, to the door leading to the staircase in the north tower, the applicant's response states: <i>'In accordance with the recommendations of ADB, where a protected stair projects beyond, is recessed from or is in an internal angle of the adjoining external wall of the building, a minimum distance between an unprotected area of the building enclosure and an unprotected area of the stair enclosure will be 1,800mm. The portion of the wall between the two unprotected areas will be constructed to achieve the same level of fire resistance as the elements of structure for that block, for integrity and insulation (from inside the building only). Please see the figure below, illustrating the proposed change to the design.'</i></p> <p>2.2 This is noted and will be subject to later regulatory consideration.</p>	
London Fire Brigade	No comments to make.	Noted.
Transport for London	<p>1 Rail and bus trip generation</p> <p>Thank you for the further analysis. No contributions to capacity of bus or rail network required.</p> <p>2 Willan Road and future two-way bus operation</p> <ul style="list-style-type: none"> • We understand the overall scheme design to support pedestrian movement and minimise the risk of higher vehicle speeds, although the presence of parking bays may detract from the intention to support a Healthy Street. • TfL cannot confirm at this stage whether a 5.8m wide carriageway would be suitable for two-way bus working, and if it would improve the existing 	Comments have been taken into account and conditions and planning obligations will be secured as appropriate.

	<p>situation, given the range of other servicing vehicles which would need to use this access.</p> <ul style="list-style-type: none"> • The introduction of two-way bus operation would be for the benefit of occupiers of the site and reduce journey times. • Designs for new infrastructure should not build in potential bottlenecks, which may affect the performance and operation of the bus network. • It will need to be clarified where an eastbound stop could be located in future, and if to do if any parking bays will need to be relocated • TfL would support close collaboration with the applicant and Haringey Council to review with TfL Engineering in the further detailed design work when the highway network proposals are being developed, with particular reference to corners and westbound and eastbound bus stop locations to assess if this will meet bus operational needs and identify locations where any obstructions would be removed or designed out to enable two-way working to operate along this section of Willan Road. • TfL would ultimately need to undertake a bus test to assess if the highway on completion would be suitable for two-way working. • TfL would need to undertake other work to assess the benefits of two-way working, in particular for ease of use of the network by users and journey time savings. • Any works to Willan Road will need to be secured by a Section 278 agreement. TfL will be pleased to provide details of the specifications and scope of work to support a design to enable the ease of delivery of two-way working. <p>3 Active Travel Zone and public realm interventions</p> <p>We understand that Haringey Council are securing contributions to the local highway network, which TfL supports.</p> <p>4 5 & 6 Car Parking</p>	
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	<p>Welcome the confirmation of beat survey time</p> <p>Welcome the clarification that this is outside of an Opportunity Area. It is noted that the overall parking provision is being reduced, and in line with the other measures to improve active travel routes and Travel Plans no further comment from TfL</p> <p>7 Travel Plan</p> <p>Welcome that this will be secured.</p> <p>Subject to suitable obligations and conditions for TfL to be engaged in the detailed design of Willan Road within the redline, TfL would not object to this application.</p> <p>Additional comments:</p> <p>We're pleased that this shows where sections of road can be widened to provide a 6.0m width, which includes the 90 degree junction at the junction of Gloucester Road and Willan Road. There is still a section of 5.8m width carriageway, and this would need to rely on forward visibility to allow vehicles to wait and give away accordingly, which is considered acceptable in this location.</p> <p>The detailed design stage as part of Section 278 agreement will need to confirm the location for the safeguarded eastbound stop and swept path analysis, to ensure that any other vehicles could pass if there were a bus parked within each bus stop.</p> <p>Any works to Willan Road will need to be secured by a Section 278 agreement. TfL will be pleased to provide details of the specifications and scope of work to support a design to enable the ease of delivery of two-way working. TfL would support close collaboration with the applicant and Haringey Council to</p>	
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	<p>review with TfL Engineering in the further detailed design work when the highway network proposals are being developed, with particular reference to street furniture, corners and westbound and eastbound bus stop locations to assess if this will meet bus operational needs and identify locations where any obstructions would be removed or designed out to enable two-way working to operate along this section of Willan Road.</p> <p>TfL would ultimately need to undertake a bus test to assess if the highway on completion would be suitable for two-way working.</p> <p>TfL would need to undertake other work to assess the benefits of two-way working, in particular for ease of use of the network by users and journey time savings.</p> <p>Subject to the highway designs being updated and secured via appropriate planning mechanisms, TfL would not object to this application being approved. I'll be pleased to assist with reviewing any conditions or obligations for committee report, please feel free to contact me if you have any queries.</p>	
<p>Environment Agency</p>	<p>Based on a review of the submitted information, the proposed development will only be acceptable subject to the following conditions: 1) Culvert Condition Survey (pre-development) 2) Culvert Post-development Condition Survey These conditions are in line with Paragraph 163 of the NPPF which states that 'When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere' and Policy DM28 of the Haringey Development Management Development Plan Document (DPD) which requires proposals to include a condition survey of existing watercourse infrastructure to demonstrate that it will adequately function for the lifetime of the development, and if necessary, make provision for repairs or improvements.' Conditions: Condition 1 - Culvert Pre-Development Condition Survey No development approved by this planning permission shall commence until a strategy for</p>	<p>Comments have been taken into account, conditions will be secured as appropriate.</p>

	<p>maintaining and improving the culvert has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:</p> <p>A scheme, based on the condition survey "BWF Moselle Culvert Study" - to undertake any required improvements or repairs to the culvert identified in the survey prior to the construction works. The scheme shall include a plan for any required long-term monitoring and maintenance and a program for the improvements or repairs completion. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority. Reasons To prevent flooding on site and elsewhere by ensuring that the Moselle Brook culvert is in satisfactory condition which is commensurate with the lifetime of the development which is in line with Paragraph 163 of the NPPF and Policy DM28 of the Haringey Development Management Development Plan Document (DPD). Condition 2 - Culvert Post-Development Condition Survey The applicant shall carry out a post-development CCTV/structural survey of the culvert to demonstrate that the defects highlighted in the pre-development survey have been rectified and the development has not caused any adverse impacts on the structural integrity of the culvert within 90 days of the completion of the works. A copy of the CCTV survey shall be submitted to the LPA within 30 days. Any defects identified shall be made good at the applicant's expense and to the LPA's satisfaction within a time agreed with the LPA, in conjunction with the Environment Agency. Reasons To prevent flooding on site and elsewhere by ensuring that the Moselle Brook culvert is in satisfactory condition which is commensurate with the lifetime of the development which is in line with Paragraph 163 of the NPPF and Policy DM28 of the Haringey Development Management Development Plan Document (DPD). Informative Flood Risk Activity Permit The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption 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 culverted main river (16</p>	
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	<p>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 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environmentagency.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.</p> <p>Advice to LPA/Applicant Asset liability The Environment Agency would like to remind the applicant that, in the absence of an alternative agreement or special transference of liability or contract, the owner of the asset remains responsible for the asset. The risk remains with the asset owner and this rs does not remove any of this liability from the owner or contractually responsible party. Riparian responsibilities As the Moselle Brook runs within the red line boundary, it is likely that you own a stretch of watercourse. This means you have riparian responsibilities. Responsibilities include (but are not limited to) the maintenance of the river at this location including the riverbank. Further information on this can be found here: https://www.gov.uk/guidance/owning-awatercourse Water Resources 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 their homes. For the homeowner lower water usage also reduces water and energy bills. 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. All new residential development are required to achieve a water consumption limit of a maximum of</p>	
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	<p>125 litres per person per day as set out within the Building Regulations &c. (Amendment) Regulations 2015. 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. We recommend that all new non-residential development of 1000sqm gross floor area or more should meet the BREEAM 'excellent' standards for water consumption.</p>	
Natural England	<p>Natural England has no comment on this application with regards to statutory designated sites. However, we note that the site is within the recreational pressure Zone of Influence for Epping Forest SAC. While we are not objecting to this application, we would like to have further discussions with the London Borough of Haringey with regards to developments of this size coming forward, and the potential for in-combination impacts on Epping Forest SAC, and possible mitigation options. We are aware that the Haringey Local Plan is currently being drafted, and we would be happy to have these discussions either from a planning policy or development control perspective. Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.</p>	<p>Comments have been taken into account.</p>
Thames Water	<p>Waste Comments Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application,</p>	<p>Comments have been taken into account. The recommended conditions and</p>

	<p>based on the information provided. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB 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. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes.</p>	<p>informative will be secured.</p>
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	<p>Water Comments Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.</p> <p>Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval. 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 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. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed</p>	
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	<p>development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p>	
Historic England (GLAAS)	<p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>The site is outside an APA. It is crossed by the course of the Moselle and there may be benefits in re-instating the historic watercourse in a new scheme. The original Broadwater Farm stood further north, fronting Lordship Lane, and would not be harmed by this proposal.</p> <p>No further assessment or conditions are therefore necessary.</p>	Comments have been taken into account.
Metropolitan Police Designing Out Crime Officer	<p><u>Section 1 - Introduction:</u></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</p>	Comments have been taken into account. The recommended conditions and informatives will be secured.

	<p>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 at both feasibility and pre-application stage and have discussed our concerns and recommendations 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 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 be easily be mitigated early if the Architects/Developers 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><u>Section 2 - Secured by Design Conditions and Informative:</u></p> <p>In light of the information provided, we request the following Conditions and Informative:</p>	
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Conditions:

- A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve '**Secured by Design**' Accreditation. Accreditation must be achievable according to current and relevant **Secured by Design** guide lines at the time of above grade works of each building or phase of said development.

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

- B. Prior to the first occupation of each building, or part of a building or its use, '**Secured by Design**' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.
- C. The Commercial aspects of the development must achieve the relevant **Secured by Design** certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.

Informative:

The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available **free of charge** and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

Section 3 - Conclusion:

	We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice , with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.	
Canal and River Trust	The Canal & River Trust is a statutory consultee under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The current notified area applicable to consultations with us, in our capacity as a Statutory Consultee was issued to Local Planning Authorities in 2011 under the organisation's former name, British Waterways. The 2011 issue introduced a notified area for household and minor scale development and a notified area for EIA and major scale development. 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. We are happy to comment on particular applications that fall outside the notified areas if you would like the Canal & River Trust's comments in specific cases, but this would be outside the statutory consultation regime and must be made clear to us in any notification letter you send.	Comments have been taken into account.
Thames 21	No comments to make.	Noted.

Consultation Responses from Internal and External Agencies – Listed Building Consent Application ref. HGY/2022/2816

Stakeholder (LBH)	Comments	Response
Conservation Officer	The application for the proposed removal of the grade II listed mural from Tangmere House and its proposed re-erection nearby, within the Broadwater Farm development, is very clear and comprehensive and is underpinned by a dedicated programme of works aimed at ensuring that the mural is sensitively removed, restored, and reinstated in a timely manner.	Comments have been taken into account. Recommended conditions will be

Stakeholder (LBH)	Comments	Response
	<p>The proposed works, despite negatively affecting the fabric of the mural and detaching it from its original location and host building, are necessary due to the imminent demolition of Tangmere House, this was consented far before the mural was identified and listed as heritage asset of national importance, although the council had already considered the salvaging of the artefact from demolition.</p> <p>The relocation works will offset most of the negative impact caused to the listed artefact by its removal works and relocation to a new host building, by embracing the opportunity to restore the mural, whose fabric has been deteriorated by weathering and vandalism, and by enhancing its figurative unity and legibility by carefully reassembling it and fully exposing it along its entire height in the new location.</p> <p>These works will not only help to salvage the mural, but also to conserve most of its heritage significance by preserving and repairing its fabric and its figurative unity within the built setting of the Broadwater Farm estate, whose recent history inspired this artistic creation.</p> <p>The application constitutes a timely, well-thought-through, multi-disciplinary proposal to ensure maximum preservation from harm and continued enjoyment of the mural, and the proposed works are very welcome.</p> <p>These works have been thoroughly informed by assessments of significance, structural conditions, and fabric conditions of the mural and multi-disciplinary, heritage conservation, structural and design expertise have been involved in assessing the listed artefact and have been designing its safe relocation. This combined, multi-disciplinary expertise contributes to all stages of this relocation project, and this is extremely encouraging in terms of the expected quality of works and expected benefits for the listed asset, especially when considering that this ad-hoc relocation project has been swiftly developed, despite the challenges and the few remaining interdependencies posed by the wider Broad Water Farm refurbishment programme.</p>	<p>added to the consent.</p>

Stakeholder (LBH)	Comments	Response
	<p>The proposed works include removal from the host building to be led by the structural engineers, specialist heritage contractor with the support of the experienced demolition contractor for the Tangmere building.</p> <p>the careful off-site storage of the artefact in a dedicated storage unit, to be suitably designed as per heritage contractors' requirements; restoration of the mural by the heritage contractor while the artefact is in storage.</p> <p>The preferred new location of the mural has been identified on the east elevation of Hawkinge and a new support structure for the mural is required. In this respect, the engineers' report advises that the reinstatement of the mural is certainly feasible, not only in relation to Hawkinge but also in relation to other buildings on the estate, which provides great reassurance about the prospects to bring the mural back into beneficial fruition.</p> <p>The reinstatement on the east elevation of the Hawkinge building, or on any more appropriate location will be designed in detail by the architects and engineers with the advice from the heritage contractor and a suitably skilled contractor will be appointed to carry out the re-instatement works.</p> <p>Each stage of this relocation and restoration project is clearly and comprehensively identified, described, and detailed to a good level of detail in the submitted application, the level of information provided is proportionate to the importance of the building and it is sufficient to assess the impact of the proposed works which will lead to a low level of less than substantial harm to the significance of the listed mural.</p> <p>The beneficial impact of the restoration works on the fabric of the mural, the retention and enjoyment of the mural, whose significance would be largely retained with its reinstatement within the Broad water Farm estate, and the expected enhancement of its figurative unity and legibility in the new location, should be considered as part of a balanced planning judgement. Accordingly, the proposed works are fully supported from the conservation standpoint and the following details should be submitted to the planning authority at various project stages, as far as works progress.</p>	

Stakeholder (LBH)	Comments	Response
	<ol style="list-style-type: none"> 1. The planning authority should be notified about the commencement of each stage of work and be informed about any variation to the consented works and programme. 2. Before the mural is detached from the host building, the following information should be submitted to the planning authority : <ul style="list-style-type: none"> • The report of detailed condition survey of the mosaic to be carried out further to erection of suitable scaffolding • Photographic survey of existing mosaic • Details of tests trials for removal of strips of tesserae • Details and photographic record of preventative works • Records of actual cutting lines 3. Before the mural is stored in the dedicated storage compound, <ol style="list-style-type: none"> a) the following information should be submitted to the planning authority : <ul style="list-style-type: none"> • Photographic records of cutting operations and lifting of mural panels • Details of securing and reinforcement of mural panels post-cutting operations b) The following should be approved by the planning authority: <ul style="list-style-type: none"> • Detailed design and material specification of storage compound 4. Before the restoration works are carried out to the mural panels, the following details should be approved : <ul style="list-style-type: none"> • Repair samples to mosaic panels to be inspected by conservation officers and Historic England officers 5. Before the restoration works are completed, the following details should be submitted : <ul style="list-style-type: none"> • Photo records of restoration works 	

Stakeholder (LBH)	Comments	Response
	<ul style="list-style-type: none"> • Method statements and material specification for mosaic restoration <p>6. Before the reinstatement of the mural in its final location, the planning authority should approve:</p> <ul style="list-style-type: none"> • the exact final location of the mural. • details of structural conditions and fabric conditions of the new host building. • details of localised trial pits to confirm the location and depth of the existing foundations to avoid any conflict the foundations of the new supporting structure of the mural • detailed design of the proposed structure supporting the mural, including details of fixings on to the host building and any weatherproof solution <p>7. Before the conclusion of works in the approved final location, the following details should be approved:</p> <ul style="list-style-type: none"> • Final sample repairs to be inspected by conservation officers and Historic England officers • Maintenance Plan for the future care and maintenance of the mural in its new location • Photo records of reinstatement works in final location 	
Historic England	<p>Summary Historic England supports these proposals, which seek to ensure that the listed mural is re-erected within the context of the Broadwater Farm estate in a meaningful way that retains its special architectural and historic significance.</p> <p>In order to ensure that any harm arising from the proposals is minimised and that the proposed heritage benefits are secured, we would recommend that conditions are</p>	<p>Comments have been taken into account. Conditions similar to those proposed will be added to the consent.</p>

Stakeholder (LBH)	Comments	Response
	<p>applied to any grant of listed building consent by your authority. We would also recommend that the works are secured under the associated planning application by condition and S106 agreement.</p> <p>Historic England Advice</p> <p>Significance The current listed building consent application relates to the mosaic mural at Tangmere House. The mural takes the form of a large colourful mosaic that wraps around three sides of the concrete refuse chute at Tangmere House and extends upwards from first floor level to the equivalent of 6 storeys high.</p> <p>The mural was commissioned in the wake of the Broadwater Farm riot, an event of national significance in the history of race relations in the UK. The mural stands as a tangible marker of community resilience in the face of violence and disadvantage. It was designed by a local artist who lived on the estate at the time, Gulsun Erbil, and was put together in collaboration with other residents of the estate between 1986 and 1987.</p> <p>The listing description notes that the mural is a striking and technically accomplished work of public art; richly coloured and detailed, it combines figurative, abstract and symbolic motifs in a lively composition. It is exemplary in its degree of survival, scale and artistic quality. The mural itself celebrates the universal values of peace, equality and harmony and contains depictions of the diverse cultural life of the Broadwater Farm estate and shows aspects of youth culture more broadly in 1980s Britain.</p> <p>In recognition of the national heritage significance of the mural it was recently listed at Grade II.</p>	

Stakeholder (LBH)	Comments	Response
	<p>The listing description notes that the attached structures beyond the mural itself and the concrete refuse chute are not listed. Whilst Tangmere House itself is not considered to be of special architectural or historic interest, it is evident that a large part of the significance of the mural arises from its association with the wider Broadwater Farm estate, particularly in terms of its history and the artistic representations that it contains.</p> <p>We note that the mural is in need repair, as there has been some loss and damage to fabric due to vandalism, water ingress and adjacent building alterations. The visibility of the mural is also limited, due to the narrow width of Willan Road and the presence of the later entrance structure to Tangmere House.</p> <p>Impact</p> <p>The application proposes the careful dismantling of the mural and associated concrete refuse chute in order to enable its removal from Tangmere House. We understand that this work is necessary because the wider building fabric is subject to works of demolition due to structural failure.</p> <p>The proposals include the storage of the mural and associated concrete refuse chute structure within the wider Broadwater Farm estate, works of repair to the mural and cleaning by a specialist contractor. The mural and associated concrete structure would then be erected on a bespoke frame that would be attached to the eastern elevation of the adjacent Hawkinge Building.</p> <p>In our view, these proposals are likely to have a significant impact on the fabric and presentation of the mural. Whilst they are likely to involve some loss of fabric through the cutting of the mural and attached concrete refuse chute, they have the potential to bring about a number of positive impacts on the significance of the mural. These</p>	

Stakeholder (LBH)	Comments	Response
	<p>include the full repair, restoration, and cleaning of the mural and the opportunity to re-present it a location that affords it protection from vandalism and where it will have greater public visibility - fronting onto a proposed new open space.</p> <p>Please note that if the mural were not to be re-erected in accordance with the proposals, or if its re-presentation were not to be secured in a meaningful way that retains its historic and architectural significance, this could result in a high degree of harm, or substantial harm, to its significance.</p> <p>Policy Policy Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) set out the obligation on local planning authorities to pay special regard to safeguarding the special interest of listed buildings and their settings, and preserving or enhancing the character or appearance of conservation areas.</p> <p>The National Planning Policy Framework (NPPF) sets out the Government's policies for decision making on development proposals. At the heart of the framework is a presumption in favour of 'sustainable development'. Conserving heritage assets in a manner appropriate to their significance forms one of the 12 core principles that define sustainable development.</p> <p>Paragraph 195 states that local authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposals... They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.</p> <p>Paragraph 197 advises local authorities to take account of the desirability of new development making a positive contribution to local character and distinctiveness.</p>	

Stakeholder (LBH)	Comments	Response
	<p>Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.</p> <p>Paragraphs 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.</p> <p>Paragraph 201 states that where a development will lead to substantial harm to (or loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss or a number of criteria are met.</p> <p>Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.</p> <p>Paragraph 206 states that local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.</p> <p>Position Historic England supports these proposals, which seek to ensure that the mural is re-</p>	

Stakeholder (LBH)	Comments	Response
	<p>erected within the context of the Broadwater Farm estate in a meaningful way that retains its special architectural and historic significance. We consider the proposed dismantling to cause a low degree of less than substantial harm to the significance of the mural. In our view, the proposed works of repair and re-erection are likely to have a positive impact on the significance of the mural and therefore comprise heritage benefits that can be weighed by the Council in the balance when coming to a decision on the proposals, in accordance with policy 202 of the NPPF.</p> <p>In order to ensure that any harm is minimised and that the proposed heritage benefits are secured, we would recommend that the following conditions are applied to any grant of listed building consent by your authority. Please note that Historic England would be happy to be notified of any details submitted pursuant to these conditions and will provide advice, as necessary:</p> <ul style="list-style-type: none"> · Requirement that the works of repair and re-erection of the mural are implemented within 2 years of the commencement of works. · Prior notification of commencement of works to dismantle the mural. · Detailed records of the mural in its existing location and of the dismantling process to be submitted to the Council within 6 months of the commencement of works. · Details of proposed compound for storage and execution of works to mural. · Detailed method statement of the proposed repair and finish to the mural, including implementation of a control panel on site measuring a minimum of 50cm by 50cm, to be approved prior to undertaking full works of repair and refinishing. · Full details of proposed re-erection of mural on Hawkinge Building, including means of support of the mural and associated concrete bin chute structure, any new edge finishes and weather protection measures. · Details of long-term maintenance of mural and associated support structure. 	

Stakeholder (LBH)	Comments	Response
	<p>In addition to the above, we would recommend that the works are secured under the associated planning application by condition and S106 agreement.</p> <p>We would also recommend that the opportunity is taken to enhance and better reveal the significance of the mural and ensure that it continues to make a positive contribution to local character and distinctiveness. As such, any associated arts strategy for the estate could include the opportunity for interpretation and greater understanding of the mural.</p> <p>Recommendation Historic England supports the application on heritage grounds.</p> <p>We consider that the application meets the requirements of the NPPF, subject to the advice set out above.</p> <p>In determining this application you should bear in mind the statutory duty of section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.</p>	

Appendix 4**Consultation Response from Greater London Authority (Stage 1) for Planning Application ref. HGY/2022/0823**GREATER**LONDON**AUTHORITY

Planning report GLA/2022/0249/S1/01

30 May 2022

Broadwater Farm Estate, London

Local Planning Authority: Haringey

Local Planning Authority reference: HGY/2022/0823

<p>Strategic planning application stage 1 referral</p> <p>Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.</p>
<p>The proposal</p> <p>Demolition of the existing buildings and structures involving the loss of 242 dwellings, and erection of seven new mixed-use buildings ranging from 1-9 storeys to provide 294 new dwellings, over 1200sq.m of commercial and community floorspace including a wellbeing hub, and an energy centre; together with landscaped public realm and amenity spaces; car-parking; cycle parking; refuse and recycling facilities; and other associated works.</p>
<p>The applicant</p> <p>The applicant is London Borough of Haringey, the architect is Karakusevic Carson Architects</p>
<p>Strategic issues summary</p> <p>Land Use Principles: The redevelopment of part of the estate for residential, community and employment floor space along with public realm improvements is supported. Overall, and subject to Council securing floorspace and suitable rent levels, the estate renewal meets with the requirements of the London Plan and the GPGER.</p> <p>Housing: The proposal will increase the quantum of housing all of which (100%) will be social rent affordable units which is strongly supported. The unit mix provides a good range of housing type and sizes, however the Council should confirm that it meets housing need.</p> <p>Urban Design and Heritage: The scheme raises no strategic concerns with regards to layout, scale, appearance and accessibility and the new improved public realm with substantial playspace is welcome. The scheme will not harm any nearby heritage assets. The fire strategy must meet with the London Plan requirements and be secured.</p> <p>Transport: The number of car parking spaces on site should be reduced. A station and line impact analysis on the Underground system is required. Discussions between the Council and TfL are required regarding a contribution towards the Healthy Streets proposals. Further details of long stay cycle parking, travel plan and details affecting the safeguarding of the W4 bus route are required. Management Plans, details of blue badge and EVCP provision should be secured.</p> <p>Sustainability and Environment: The scheme will meet with urban greening and biodiversity requirements. Further information on energy, WLC and circular economy is required, and mitigation measures on flood risk and air quality should be secured by condition.</p>
<p>Recommendation</p> <p>That Haringey Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 104. Possible remedies set out in this report could address these deficiencies.</p>

Context

1. On 31 March 2022 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.
2. The application is referable under the following Category/categories of the Schedule to the Order 2008:
 - *Category 1A: "Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats". Strategic planning issues and relevant policies and guidance*
 - *Category 3A: "Development which is likely to result in the loss of more than 200 houses, flats, or houses and flats" (irrespective of whether the development would entail also the provision of new houses or flats)*
3. Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; or, allow the Council to determine it itself. In this case, the Council need not refer the application back to the Mayor if it resolves to refuse permission.
4. The Mayor of London's statement on this case will be made available on the GLA's public register: <https://planning.london.gov.uk/pr/s/>

Site description

5. The site forms part of the 18.73 hectare Broadwater Farm Estate and the former Moselle School. The Estate is comprised of 12 different blocks containing a total of 1,078 properties owned by Haringey Council and managed by Homes for Haringey, the Council's Management Organisation.
6. The two residential buildings (Northolt and Tangmere) along with four ancillary buildings that form part of the estate renewal are located centrally within the estate. The former Moselle school is located to the northwest of the estate.
7. The site forms part of the Council's Site Allocation SA61 which consists of all the Broadwater Farm Estate.
8. The sites form part of the Broadwater Farm Estate located adjacent to Adams Road and Willan Road. The nearest part of the Transport for London Road Network (TLRN) is Bruce Grove located 700m to the east. Cycleway 1 (CS1) is located along Broadwater Road approximately 400m east of the site which connects the site to Dalston and Tottenham (northbound) and Finsbury (southbound). There is one bus service which operates in one direction on

Willan Road through the site which provide access to the W4 route. There are a number of bus stops located on Lordship Lane. Bruce Grove station is within 900m of the eastern of the site and provides access to London Overground services. The Public Transport Accessibility Level (PTAL) is rated 1-2 across the site on scale of 0-6b.

Details of this proposal

9. The proposal is the first two phases of the Broadwater Farm Estate renewal project. The scheme is residential led development consisting of the demolition of six estate buildings (Tangmere, Northolt, Energy Centre, Enterprise Centre, Medical Practice and Stapleford North wing) and also the adjacent former Moselle School and the phased construction of new buildings comprising of 294 affordable homes and 1,282sq.m of non-residential floorspace in buildings up to 9 storeys in height.
10. Specifically, the works will consist of the following:
 - Demolition of Moselle school and Tangmere.
 - Redevelopment of the Moselle School site and the former Tangmere site
 - Demolition of the health and enterprise building.
 - Construction of new well-being hub and energy centre
 - Demolition of the Northolt building
 - Construction of the new Northolt buildings.
11. Overall, the former Moselle School site will consist of 40 new homes, new retail, school parking and new public realm. The former Tangmere & health centre site which will consist of 154 new homes, a new well-being hub and new public realm and the former Northolt site will consist of 100 new homes, new public realm including community park and affordable work spaces.

Case history

12. On 28 January 2022, a GLA pre-application advice was issued for the proposed development. The note concluded that whilst the principle of the proposed estate regeneration is supported, further detail was required to confirm that the application would ensure the like-for like replacement of the existing social rented housing in terms of units, habitable rooms and floorspace. In addition, the note also advised that although no market housing is proposed, the overall net increase in affordable housing must be maximised and may need to be supported by a Financial Viability Assessment (FVA) to ensure that the most suitable tenure mix is provided. The applicant was encouraged to undertake further discussion on the FVA with regard to this matter. In terms of layout and design, the initial concepts were supported. The note also provided

commentary regarding transport, sustainable development and the environment that needed to be addressed within any future application.

Strategic planning issues and relevant policies and guidance

13. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the 2013 Haringey's Local Plan: Strategic Policies (with subsequent alterations adopted on 24 July 2017) Development Management Policies, Site Allocations and the London Plan 2021.
14. The following are also relevant material considerations:
 - The National Planning Policy Framework and National Planning Practice Guidance;
 - The Affordable Housing and Viability SPG
 - The Good Practice Guide to Estate Regeneration
15. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:
 - Estate regeneration – London Plan; Good Practice Guide to Estate Regeneration;
 - Good Growth - London Plan;
 - Opportunity Area - London Plan;
 - Playing fields - London Plan;
 - Housing - London Plan; Housing SPG; the Mayor's Housing Strategy; Play and Informal Recreation SPG; Character and Context SPG; Good Quality Homes for All Londoners draft LPG;
 - Affordable housing - London Plan; Housing SPG; Affordable Housing and Viability SPG; the Mayor's Housing Strategy;
 - Re provision of housing - London Plan; Housing SPG; the Mayor's Housing Strategy; Play and Informal Recreation SPG; Character and Context SPG; Affordable Housing and Viability SPG;
 - Health facilities - London Plan; Social Infrastructure SPG; the Mayor's Health Inequalities Strategy;
 - Education facilities - London Plan; Social Infrastructure SPG;

- Urban design - London Plan; Character and Context SPG; Public London Charter LPG; Housing SPG; Play and Informal Recreation SPG; Good Quality Homes for All Londoners draft LPG;
- Heritage - London Plan; World Heritage Sites SPG;
- Inclusive access - London Plan; Accessible London: achieving an inclusive environment SPG; Public London Charter LPG
- Sustainable development - London Plan; Circular Economy Statements draft LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring Guidance draft LPG; Mayor's Environment Strategy;
- Air quality - London Plan; the Mayor's Environment Strategy; Control of dust and emissions during construction and demolition SPG;
- Transport and parking - London Plan; the Mayor's Transport Strategy;
- Equality - London Plan; the Mayor's Strategy for Equality, Diversity and Inclusion; Planning for Equality and Diversity in London SPG;
- On 24 May 2021 a Written Ministerial Statement (WMS) was published in relation to First Homes. To the extent that it is relevant to this particular application, the WMS has been taken into account by the Mayor as a material consideration when considering this report and the officer's recommendation. Further information on the WMS and guidance in relation to how the GLA expect local planning authorities to take the WMS into account in decision making can be found [here](#). (Link to practice note)

Land use principles

Estate regeneration

16. In line with Policy H8C of the London Plan and the Mayor's Good Practice Guide to Estate Regeneration (GPGER), before considering the demolition and replacement of affordable homes as part of an estate regeneration scheme, boroughs should first consider alternative options which are more cost effective and have a lesser impact on residents and the environment. In this regard, the applicant has provided details demonstrating that they undertook an in-depth study into the reuse/refurbishment of the existing buildings. With regards to the buildings subject to this scheme, it was determined that they were no longer fit for purpose and it was necessary to replace them in order to facilitate a scheme that delivers new and improved housing and public realm. It is noted that other phases of the estate renewal include the refurbishment of existing homes, albeit, these future phases do not form part of this application. .
17. In addition, the applicant has advised that following engagement with residents there is overwhelming support for the regeneration proposals. A ballot of local residents was taken (February and March 2022) with 85% of participants voting in favour of the redevelopment. The early engagement of residents is strongly

supported by GLA officers. The applicant has demonstrated that the comprehensive regeneration at this site, in this instance is the most appropriate approach and adequately address the requirements of Policy H8C of the London Plan and the GPGER.

18. Where the demolition and redevelopment of an estate is supported such as this, Policy H8 of the London Plan also requires the like-for-like re-provision of affordable housing floorspace, at equivalent rent levels and at equivalent of better standard. Estate regeneration plans should also aim to increase the net provision of affordable housing, particularly homes at social rent levels. The GPGER also includes this requirement, along with a number of others, which are discussed below in the context of this scheme.
19. As a whole, the Broadwater Farm Estate includes 1078 homes, and the portion of the estate that forms part of this phased proposal consists of 242 homes. The proposal includes the construction of 294 new homes, all of which are expected to be social rent units. Further details of new homes are outlined within the housing section of this report. With regards, to Policy H8D of the London Plan, the proposal will increase the amount of affordable housing floorspace and all units will be social rent in tenure.

Demolition and like for like replacement

20. In line with the GPGER, the existing affordable floorspace must be replaced at an equivalent or better quality, at the same or similar rent levels. For the avoidance of doubt, the existing affordable housing floorspace includes both occupied and vacant floorspace, regardless of the current condition of the stock.
21. The proposed estate regeneration would result in the loss of the 242 homes consisting of 213 social rent and 29 leaseholder properties. The proposed development would deliver 294 new homes. As such the proposed development will replace all existing social rent accommodation and result in a net increase in such accommodation (with up to 81 additional social rent homes), in accordance with policy requirements.
22. Notwithstanding this, the proposal must demonstrate that the 242 existing social rented homes are fully re-provided in terms of tenure, floorspace and affordability. In this regard, the applicant has stated that following approval of the Broadwater Farm (BWF) Rehousing and Payments Policy in November 2018, the Council has successfully re-housed all secure tenants from Tangmere and Northolt buildings. All secure tenants that have moved off the estate have a guaranteed Right to Return under the BWF Rehousing and Payments Policy. It is understood that the rent strategy means that where residents are moved and their home demolished, they are able to return to the Estate on similar terms to their previous tenancy, with rents capped at no more than 10% above the average for similar existing properties on the Estate. Further, the new homes will be prioritised for Broadwater Farm residents particularly to former residents of Tangmere and Northolt residents. Available homes will then be offered to eligible Broadwater Farm Estate secure tenants through the Neighbourhood Moves Scheme based on housing need with

priority given to those on the estate who are currently either under-occupying their current home or living in over-crowded homes. The approach appears to meet with the GPGER requirements with regards to the above requirements, however the Council should appropriately secure the quantum of floorspace and rent levels.

Maximising additional genuinely affordable housing

23. As set out in the GPGER, in addition to ensuring no net loss of affordable homes, estate regeneration schemes must provide as much additional affordable housing as possible. To achieve this, and as set out in London Plan Policies H5 and H8E and the Mayor's Affordable Housing and Viability SPG, the planning application will be required to follow the Viability Tested Route.
24. A Financial Viability Assessment (FVA) was submitted as part of the submission documents. However, as the scheme increases the number of homes within the estate, all of which will be affordable (social rent) homes, it will be delivering the maximum additional affordable homes. Further, the applicant has also demonstrated that the unit mix and floorspace will match that of the existing housing stock. As such, GLA officers have formed the view that the housing proposed will meet with the requirements of both the GPGER and Policy H8E of the London Plan. Based on this, in this instance, a review of the FVA by the GLA's viability team is not considered necessary subject to the quantum and mix of housing being appropriately secured by the Council.
25. Notwithstanding Council's commitment to providing homes to residents of the estate (as outlined above), the Council should note that the Mayor is committed to the delivery of genuinely affordable housing and Policy H6 of the Mayor's London Plan, the Mayor's Affordable Housing and Viability SPG and the Mayor's Affordable Homes Programme 2016-21 Funding Guidance set out the Mayor's preferred affordable housing products. In particular, affordable rented homes should be provided at social rent or London Affordable Rent levels. Intermediate units should be available to households on a range of incomes below the maximum income threshold of £90,000. Household costs including rent and service charges must not exceed 40% of household income. Rent levels and eligible income thresholds must be confirmed and appropriately secured. A draft agreement should be provided to GLA officers to review prior to any Stage 2 referral to allow officers to check that these requirements are met.

Full right of return for social tenants/fair deal for leaseholders and freeholders

26. The GPGER seeks to ensure that social tenants who have to move have full right to a property on the regenerated estate of a suitable size, at the same of similar level of rent and with the same security of tenure. Furthermore, the GPGER requires that leaseholders and freeholders affected by estate regeneration are treated fairly and fully compensated if their homes are to be demolished.
27. In accordance with the Mayor's principles of 'A fair deal for leaseholders', up to 16 of the new units could be taken up by returning leaseholders on a shared

ownership basis under their right to return. With respect to this, it is understood that 13 of these leaseholders have already acquired leasehold properties elsewhere in Haringey and have expressed no desire to return to the estate. It is also understood that the remaining leaseholders have indicated they wish to move off the estate. Based on this, there is an assumption that all 294 units will be social rented homes, nevertheless, there remains a mechanism for residents to return if required which accords with the Mayor's fair deal principles.

Full and transparent consultation

28. The GPGER sets out the Mayor's aspirations for full and transparent consultation and meaningful ongoing involvement with estate residents throughout the regeneration process, to ensure resident support.
29. The applicant confirmed that there has been significant engagement with the existing residents over the last two years. Details of the community consultation process and ballot have been provided that demonstrate this.

Housing supply and opportunity area context

30. Policy H1 of the London Plan seeks to optimise potential housing delivery across London, particularly through higher density residential development on brownfield sites with good existing or planned access to public transport and within walking distance of stations and town centres, including through the sensitive intensification of existing residential areas. The site has a site allocation for residential development in the Local Plan.
31. The proposed scheme would provide 52 net additional homes which would make a contribution towards achieving the 10-year housing targets in the London Plan and development benchmarks for the opportunity area. As such, the proposed comprehensive redevelopment and housing intensification of the site is supported.

Community facilities

32. The proposal would result in the loss of an existing medical centre, and enterprise centre. In line with London Plan Policy S1, the proposed development includes the re-provision of community facilities in the form of a new 635sq.m Small Business and Enterprise centre (SBEC) and a 266sq.m wellbeing Hub. The proposed units have been specifically designed to meet with the requirements of the estate community. The SBEC will provide opportunities for entrepreneurship and employment for the community with units be dispersed throughout the estate for specific purposes. The wellbeing hub will reprovide community services including the GP services. The proposed replacement community facilities make the best use of land, are expected to provide high quality, inclusive social infrastructure that addresses a local need and are located in locations accessible to all. Overall, the proposed co-location of the residential and community use within the estate meet with the objectives of Policy S1 of the London Plan and is supported.

33. It is noted the scheme also includes the former Moselle school site. Policy S3 of the London Plan states that there should be no net loss of education facilities unless it can be demonstrated that there is no ongoing or future need. The Moselle school was closed in 2011 with students relocated to the adjacent Broadwater Farm Inclusive Learning Campus. The school building has been demolished and the educational floorspace has been incorporated into the adjacent educational facility. As such, GLA officers have formed the view that the proposal will not result in a loss of educational facilities and accords with the requirements of Policy S3 of the London Plan.

Retail units

34. The proposal includes 381sq.m of retail floorspace. This will consist of four small units centrally located on Willan Road and will cater for local retail needs such as a fishmonger, café, specialist food store and hair/nail salon. The proposed retail floorspace is minimal and is expected to meet the needs of the estate community. Overall, the retail floorspace is considered appropriate for the site and does not conflict with the objectives of the London Plan town centre / employment policies.

Housing

35. The development proposes to increase the number of housing from 242 (852 habitable rooms) to 294 homes (1,242 habitable rooms). This is an increase in bedspace from 687 to 1,164. The proposed mix is outlined below in Table 1.

PLOT	1 BED	2 BED	3 BED	4+ BED	TOTAL
Tangmere	37	60	30	27	154
Northolt	34	33	19	14	100
Moselle	13	13	10	4	40
TOTAL	84	106	59	45	294
<i>mix</i>	29%	36%	20%	15%	100%

Table 1: Unit mix

36. With regards to tenure, London Plan Policy H6 sets out the Mayor's preferred tenure split of at least 30% low cost rent, at least 30% intermediate products and the remaining 40% to be determined by the Council. The proposal is that all units within the development will be social rent. Then mono-tenure in favour of low cost rent housing is strongly supported as it will provide the most needed housing within the borough and is supported by the Council.

37. As outlined above, the low cost rent units must be provided to facilitate a right to return for existing residents in accordance with Policy H8 of the London Plan. This should be appropriately secured by reference to Social Target Rent levels. London Affordable Rent (LAR) units should be secured by reference to the Mayor's LAR benchmark rent levels.

Housing choice

38. London Plan Policy H10 encourages a full range of housing choice. It states that boroughs should provide guidance on the size of units required to ensure affordable housing meets identified needs. The proposal includes a mix of units ranging from one bed to five bedroom family units with 104 family-sized units (35%) which is particularly welcome given all units are social rent. It is acknowledged that the mix differs slightly from the Haringey's Housing Strategy with more one bed units and slightly less family size units, however it is understood this mix responds to the housing needs within the estate and local area. The mix raises no strategic concerns, but to meet with the Policy H10 of the London Plan, the Council should confirm that they support the mix proposed.

Playspace

39. London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation, and incorporate good-quality, accessible play provision for all ages, of at least 10 sq.m. per child that is not segregated by tenure.
40. The proposed unit mix is expected to yield 310 children. To address this, the proposal includes a play strategy that provides 5,070sq.m of play space within the estate which exceeds London Plan requirements. This includes doorstep play space for 0-4 year olds within the communal courtyards and play provision for 5 to 11 year olds within public realm. Play space for 12+ will be off site within the nearby Lordship Recreation Ground. In addition to these spaces, the applicant states that across the landscape and public realm, incidental social spaces and flexible furniture in the public realm has been provided that can double up as seating/stages and form part of a play infrastructure, defining a site wide cross generational play strategy.
41. The Council should by way of condition ensure that playspace is suitable for all age groups and accords with the requirements of Policy S4 of the London Plan and is retained on the site for the benefit of all residents. If this cannot be achieved then a financial contribution towards off-site provision should be secured by way of legal obligation.

Urban design

42. Chapter 3 of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture,

sustainability and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.

Optimising development capacity and residential density

43. Policy D3 of the London Plan states that developments must make the best use of land by following a design-led approach that optimises the capacity of sites. Incremental densification should be actively encouraged to achieve a change in densities in the most appropriate way. Notwithstanding this, the policy states that schemes must also enhance the local context by delivering buildings and spaces that positively respond to the locality, facilitate active travel, distinguish between public and private environments and allow for efficient serving of all land uses on site. In this regard, the proposed scheme has been designed to increase the number of homes within the estate in a way that will also improve passive movements through the site, provide high quality new public realm that is surrounded by land uses that will activate the space. The proposal will increase density within the estate thereby optimising the development capacity of the site in accordance with Policy D3 of the London Plan.

Design scrutiny

44. London Plan Policy D4 requires that all proposals that meet the local definition of a tall building or exceed 350 units per hectare, and that are referable to the Mayor must have undergone at least one design review early on in their preparation before a planning application is made or demonstrate that they have undergone a local borough process of design scrutiny.
45. The proposal has been presented to the Council's Quality Review Panel twice as confirmed in the case history. The feedback has generally been positive and the applicant has worked proactively to address comments made. Therefore, the proposals comply with Policy D4 of the London Plan.

Development layout and internal quality

46. The new built form is expected to greatly improve the layout of the estate that will result in an enhanced living environment for all residents. The perimeter block layout and the different typologies employed across the scheme are logical and efficient. Retail and community facilities help activate street frontage and will be located in convenient and accessible locations within the estate which is supported.
47. With regards to internal layout, almost all units are dual aspect and limited to five dwellings per core which is supported. Internal layout of buildings is efficient with all units and houses meeting minimum internal and external floor area standards. The flexibility of floorplates also allows for units to adapt to changing requirements within the estate and the inclusion of large family size townhouses around the perimeter adds to variety to the housing stock which is supported. The communal and external amenity spaces areas are well thought out and are expected to deliver improved amenity for future residents. The internal layout of buildings raise no strategic concern.

Scale and massing

48. Overall, the proposed massing strategy is consistent with the character of the area and raises no strategic issue as the scheme is expected to sit well within the estate and wider context.
49. The removal of the 19 storey Northolt building within the estate is expected to improve the appearance of the area as a whole and the massing and lower built form of the new buildings is expected to enhance the streetscape within the estate.
50. In terms of height, the highest building will be nine storeys and falls below the height that the Local Plan considers to be a tall building which is 10 storeys. As outlined above, the overall height of the estate is being reduced and GLA offices are of the view that overall, the building heights are considered appropriate and in line with the current townscape and raises no strategic concern.

Public realm and communal spaces

51. The Courtyard blocks wrapped around private courtyard/shared amenity space are expected to provide a safe and activated amenity spaces at ground floor for the residents. The triangular sized park facing the residential block has potential to form a popular area of amenity and communal activity which will help activate the estate and enhance community interaction. The focus on high quality, innovative landscaping in the area and across the masterplan is strongly supported. The location of retail and community uses adjacent to the new public realm helps to define and activate the new route through the estate. Overall, the new street network/public realm along with well-designed communal areas is expected to deliver safe and comfortable routes through the estate that will improve connectivity within the wider area. The Council should ensure that the building layout and separation do not have an adverse impact upon the quality of the new public realm, particularly with regards to micro-climate and being overbearing.

Architectural quality

52. The architectural approach is taking into consideration the distinctive character of the original estate with the addition of brick work with a colour pallet that reflects the materiality of the wider neighbourhood which is supported and raises no strategic concern.

Heritage

53. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions 'should 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' and in relation to conservation areas, special attention must be paid to 'the desirability of preserving or enhancing the

character or appearance of that area'. If it is judged that harm to the heritage asset/s would arise from the proposed development, considerable importance and weight must be attributed to that harm in order to comply with the statutory duties.

54. The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and, the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset's physical presence or its setting. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. London Plan Policy HC1 states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets.
55. The site is not located within a Conservation Area and does not include any heritage assets. The nearby heritage asset is the Tower Gardens Conservation Area (TGCA) which is located approximately 200 metres to the north of the site. The Bruce Castle and All Hallows Conservation Area (BCAHCA) lies approximately 450 metres to the east of the site. The closest listed buildings are located within the Bruce Grove Conservation Area (BCCA) which lies approximately 500 metres to the east of the site.
56. In terms of impact, the applicant has provided details of the current estates impact/visibility from the nearest heritage assets. At present, only the 19 storey Northolt tower is visible from the TGCA and none of the existing buildings fall within the backdrop of other heritage assets. As the proposal includes the demolition of the Northolt tower and will only have a maximum height of nine storeys, GLA officers have formed the view that as the proposed buildings will not be visible within the backdrop of any heritage assets, the proposal development will not result in harm of any nearby heritage assets and as such, the proposal meets with the requirements of Policy HC1 of the London Plan and the NPPF.

Fire safety

57. Both an outline fire strategy report and Fire Statement were submitted as part of the submission. The fire documents were prepared by an independent assessor and assesses the proposal against the objectives of Policy D12 of the London Plan.

58. The statement confirms that the fire strategy is being prepared in accordance with fire safety design codes and practices. The statement outlines the approach (for all buildings) to building construction to ensure the maximum protection against fire, means of escape from units and communal areas, access and servicing for fire equipment, the siting of fire appliances and water supply. Further detail are expected to be included within the documents as the design progresses. Particular details are needed with regards to evacuation strategy including the need for evacuation lifts. The Council must ensure that all the proposed measures, as detailed in any final statement are secured through appropriate planning conditions.

Inclusive access

59. London Plan Policy D5 seeks to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum). Policy D7 requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
60. The submitted Design and Access Statement states that in excess of 10% of the units (30) within the development will meet with the Building Regulation requirements M4(3) and the remaining units will meet Building Regulation requirements M4(2) being 'accessible and adaptable dwellings'. Further, the applicant states that the communal areas including lifts have been designed to be step-free and will meet with M4(3) requirements. The applicant must confirmed that at least one lift per core should be a fire evacuation lift suitable to be used to evacuate people who require level access from the building as required by London Plan Policy D5.
61. The LPA should confirm that they are satisfied with the proposed unit split, layout and design of the units and secure M4(2) and M4(3) requirements by condition or planning obligation to ensure compliance with Policy D7 of the London Plan.

Transport

Trip generation and public transport impacts

62. It is estimated that there will be a net impact of an extra 79 two-way trips in the AM peak hour and 44 two-way trips in the PM peak hour of the residential element. This would equate to 10 two-way rail trips in the AM peak and 8 two-way rail trips in the PM peak hour.
63. As Bruce Grove Station and Turnpike Lane Station are relatively remote to the site, buses are likely to be used to access the stations, therefore it is requested that a first mode assessment is conducted by the applicant.

64. The applicant has assumed an even distribution of trips by local bus route regardless of distance from certain areas within the site. As route W4 extends through the site and connects to rail and undergrounds stations as well as major town centres, a greater proportion of trips should be allocated to that route. Depending on any outcome, a contribution to mitigate additional trips on this route maybe requested. Any temporary or permanent works to the existing bus stop should be secured through an appropriate planning mechanism.
65. The proposals have responded to pre application advice to safeguard two-way W4 bus operations which are welcomed, but as a carriageway width of only 5.8m is proposed. This should be reconsidered with swept path information, areas where on-street parking could be removed, and where an eastbound stop would be safeguarded. Further discussion about this matter with Transport for London is suggested. Any highway improvements within the site will need to be secured through a Section 278 agreement.

Healthy streets

66. The Transport Assessment (TA) includes an Active Travel Zone (ATZ) assessment which is welcomed although it has not identified some necessary interventions. The Council should secure a number of the improvements identified in the ATZ which would improve the connection and route for both cyclists and pedestrians from the development in accordance with London Plan Policies T2 (Healthy Streets), D7 (Public realm) and T1 (Strategic approach to transport). As noted above, the TA should have identified interventions including the Adams Road / Martlesham junction to improve the public realm where the walking/cycling path extends northwards to Lordship Lane. Griffin Road would also benefit from enabling two-way cycling, noting that some communal cycle stores within the Northolt block are close to the Griffin Road access. The Council are therefore urged to secure these improvements as works through the section 278 agreement.

Car parking

67. The development proposes 91 car parking spaces within the red line boundary and the use of 126 spaces in other parts of the estate. The applicant has proposed disabled bays for three per cent dwellings within the site boundary from the outset and has set out that a further seven per cent could be converted in the future. Electric vehicle charging points will be provided in line with London Plan standards.
68. The application includes evidence of parking beat surveys and resident engagement, and justification for car parking, including the existing oversupply of parking spaces, the lack of parking controls within the estate compared to surrounding areas. The applicant must clarify whether the beat survey was conducted over night, if this is not the case, this must be conducted and provided to TfL to justify the high numbers of parking proposed.
69. The number of proposed car parking and disabled persons spaces represents a ratio of 0.74 spaces per dwellings. As this site is in an Outer London

Opportunity Area (OALA), this is not compliant with the maximum requirements set out in London Plan Policy T6.1, as a OLOA requires a maximum of 0.5 spaces per dwelling.

70. At present, the parking proposed is not accepted due to non-compliance with London Plan standards. The applicant is requested to reduce the number of parking spaces proposed to be in line with London Plan Policy T6.1.
71. There is also concerned that the provision of parking would support a mode share for car driver and passenger of 28 per cent which is in excess of the MTS target for 88% of trips in Haringey to be made by public transport, walking or cycling.
72. For the quantum of parking that is ultimately agreed, the adoption of a Parking Design and Management Plan (PDMP) is welcomed in terms of ensuring that spaces are efficiently managed.
73. Future residents of the redevelopment of this site should be prevented to obtaining car parking permits, secured by an appropriate planning mechanism. It is also requested that the parking spaces is to be occupier lifetime only

Cycle parking

74. A total of 549 long stay residential cycle parking spaces and 11 short stay spaces are proposed, and for the non-residential elements 14 long stay and 24 short stay cycle parking spaces. These meet the minimum standards required by table 10.2 of London Plan Policy T5.
75. Long stay cycle parking will be spread across communal stores on ground floors and inside dwellings themselves. The proposal of providing cycle parking space inside dwellings is strongly supported. The long stay cycle parking for the non-residential element is shown in the public realm and should be provided in safe and secure bike shelters, to further promote and maintain cycling as a travel method for staff.
76. Short stay cycle parking will be located around the public realm. It is strongly recommended that the applicant provides several cargo bike parking spaces in the public realm, to support sustainable freight. Details of short stay provision should also be secured by condition
77. The proposed mix of long stay cycle parking is welcome as the development does not rely on two-tier racked parking, which are not accessible for all. The five per cent of the long stay cycle parking are accessible spaces which can accommodate larger cycles, including cargo cycles and adapted cycles for disabled people.
78. All details of long stay cycle spaces should be secured by condition to ensure that cycle parking complies with TfL's London Cycling Design Standards (LCDS) guidance and in accordance with London Plan Policy T5.B.

Travel planning

79. A framework Travel Plan (TP) has been submitted in support as part of the Healthy Streets TA. The TP should be secured, implemented and monitored as part of any Section 106 agreement.
80. Although it is welcomed that the applicant has targets within the TP to increase active travel over a five year period, the targets for cycling are considered unambitious. The applicant should implement comprehensive measures to promote and maintain cycling, especially due to the proximity of Cycleway 1.
81. Further comprehensive measures are expected in the full TP which strive to reduce car vehicle usage and encourages active and sustainable travel. It is also expected that the applicant provides a staff travel plan for the construction of the development.

Deliveries and servicing

82. An outline Construction Management Plan (CMP), a Framework Delivery and Servicing Plan (DSP) is included in the TA. A full Construction Logistics Plan and DSP should be secured by condition all produced in accordance with TfL best practice guidance.

Transport summary

83. In order to comply with the transport policies of the London Plan further work or obligations are required in relation to the following:
 - A station and line impact analysis on the Underground system
 - A contribution to the Healthy Streets proposals– to be discussed and agreed with Haringey Council
 - Further details of long stay cycle parking
 - Travel Plan
 - Details affecting the safeguarding of the W4 bus route
84. Conditions should be secured for:
 - Parking and Design Management Plan, blue badge and EVCP provision
 - Delivery and Servicing Management Plan
 - Details of long stay and short stay cycle parking and facilities
 - Full Construction Logistics Plan and Construction Management Plan

Sustainable development

Energy strategy

85. Policy SI2 of the London Plan relates to minimising greenhouse gas emissions and sets out energy strategy requirements for major development proposals, Policy SI3 sets out requirements for energy infrastructure and Policy SI4 sets out requirements to manage heat risk.
86. Once all opportunities for securing further feasible on-site savings have been exhausted, a carbon offset contribution should be secured to mitigate any residual shortfall.
87. The energy strategy has been reviewed by GLA officers who consider it not to be compliant with London Plan energy policies. Subsequently, additional information or consideration regarding the following is required:
 - GLA carbon emission reporting spreadsheet must be completed
 - Confirmation of mitigation measures for overheating
 - Priority to connect to the future Upper Lea Valley Network and/or Edmonton Energy Waste scheme, evidence of correspondence with network operator.
 - Details of site-wide heat network connections and ability to connect to district heat networks.
 - Roof layout and details of PV to be provided
 - Be Seen monitoring commitment to be secured
88. The proposal seeks to achieve a 66% reduction in regulated carbon dioxide emission for domestic and a 44% reduction for non-domestic which exceeds the 35% reduction required by the London Plan. The remaining carbon emissions will be offset to achieve net zero carbon. The proposal would result in the requirement of a carbon offset payment calculated using the GLA's recommended carbon offset price of £95 per tonne. This should be secured within a s106 agreement.

Whole Life Carbon (WLC)

89. The WLC strategy has been reviewed by GLA officers who consider it not to be compliant with London Plan WLC policies. Subsequently, additional information or consideration regarding the following is required:
 - Permissions to submit assessments to Built Environment Carbon Database
 - Information regarding the retention and reuse of existing buildings
 - details of pre-construction demolition carbon related emissions

- details of use of existing elements
 - clarification of values within template
90. Detailed comments regarding Energy and WLC have been forwarded under separate cover and these will outline specific measures which should ensure compliance.

Circular Economy

91. London Plan Good Growth objective GG5 states that those involved in planning and development should recognise and promote the benefits of transition to a circular economy as part of the aim for London to be a zero-carbon city by 2050. Policy D3 further states that the principles of the circular economy should be taken into account in the design of development proposals in line with the circular economy hierarchy. London Plan Policy SI7 requires major applications to develop Circular Economy Statements.
92. The Applicant has provided a Circular Economy Statement for review which included a Operational Waste Management Plan. GLA officers are of the view that the approach outlined within the statement is generally consistent with that required of the London Plan, however additional detail relating to the proposed measures, operational waste management and existing buildings should be included within the statement. Once updated, the council should ensure that initiatives outlined within any final version fully accords with the requirements of Policies D3 and SI 7 of the London Plan and that the strategy be secured as part of any consent issued. A copy of the GLA's Circular Economy comments will be forwarded to Council separately.

Environmental issues

Urban greening and biodiversity

93. London Plan Policy G1 encourages development proposals to incorporate elements of green infrastructure, which should be planned, designed, and managed in an integrated way to achieve multiple benefits. London Plan Policy G5 states that developments should include urban greening as a fundamental element of site and building design. Policy G5 also sets out a new Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. Policy G6 of the London Plan states that developments should manage impacts on biodiversity and aim to secure net biodiversity gain.
94. The applicant has calculated the Urban Greening Factor (UGF) score of the proposed development as 0.4, which meets the target set by Policy G5 of the London Plan. The proposed development is therefore compliant with Policy G5 of the London Plan.
95. London Plan Policy G6 states that proposals that create new or improved habitats that result in positive gains for biodiversity should be considered

positively. Policy G6 further states that development proposals should aim to secure net biodiversity gain. The applicant has provided a Biodiversity Net Gains (BNG) Assessment, which concluded that there will be a 128.87% increase in BNG.

96. GLA officers are of the view that the applicant has made every attempt to maximise urban greening on the site to meet with UGF targets. The proposed urban greening and biodiversity improvement is considered appropriate when assessed against the requirements of Policies G1, G5 and G6 of the London Plan.

Sustainable drainage and flood risk

97. A flood risk and surface drainage assessment accompanied the submission. The site is located within Flood Zone 1. In accordance with Policy SI 12 of the London Plan, a Flood Risk Assessment (FRA) was provided and confirmed that the site is at low risk of flooding from all sources with the exception of surface water. With regards to this, some parts of the site are at high risk, however that this area is contained within the roads. The FRA concludes that the development is acceptable with regards to flood risk and is in line with London Plan policy.
98. With regards to sustainable drainage, the applicant has stated that surface runoff will be reduced through the use of permeable paving, below ground attenuation tanks and green roofs. GLA officers have reviewed the submitted SuDS approach and concluded that the proposed development does not currently meet all the requirements of Policy SI5 of the London Plan as no information is provided regarding the water consumption targets of the non-residential uses of the site. As such, the applicant should also consider water harvesting and reuse to reduce consumption of water across the site. This can be integrated with the surface water drainage system to provide a dual benefit. The LPA should secure these requirements of way of condition.

Air quality

99. Policy SI 1 (Improving Air Quality) of the London Plan states that any development proposal should not lead to further deterioration of existing poor air quality and not be located or operated in a manner that would subject vulnerable people to poor air quality.
100. The submitted air-quality assessment has been assessed against the requirements of the London Plan. The proposed development is not located within an Air Quality Focus Area and will not introduce any new sensitive receptors to unacceptable air quality conditions which meets with the requirements of London Plan policy SI 1 (B) (2d). The proposed development will provide 91 car parking spaces for 294 dwellings (0.31 per dwelling), which is below the London Plan maximum level for Outer London (0.5 spaces per dwelling) which meets with the requirements of London Plan Policy T6/T6.1. Notwithstanding this, further justification is required to support the conclusion that construction traffic will not result in significant air quality impacts at existing

sensitive receptors. Further information on the impacts of emissions from any backup generators should also be provided. In conclusion, the LPA should agree additional mitigation or offsetting in response to the exceedance of the Transport Emission Benchmarks.

Local planning authority's position

101. Haringey Council planning officers are currently assessing the application. In due course the Council will formally consider the application at a planning committee meeting.

Legal considerations

102. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged; or, direct the Council under Article 6 of the Order to refuse the application; or, issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application (and any connected application). There is no obligation at this stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

103. There are no financial considerations at this stage.

Conclusion

104. London Plan policies on housing, affordable housing, urban design, heritage, inclusive design, sustainable development, green infrastructure, and transport are relevant to this application. Whilst the proposal is supported in principle, the application does not currently fully comply with some of these policies, as summarised below:
- **Land Use Principles:** The redevelopment of part of the estate for residential, community and employment floor space along with public realm improvements is supported. Overall, and subject to Council securing floorspace and suitable rent levels, the estate renewal meets with the requirements of the London Plan and the GPGER.
 - **Housing:** The proposal will increase the quantum of housing within the estate, all of which (100%) will be social rent affordable units which is

strongly supported. The unit mix provides a good range of housing type and sizes, however the Council should confirm that it meets housing need.

- **Urban Design and Heritage:** The scheme raises no strategic concerns with regards to layout, scale, appearance and accessibility and the new improved public realm with substantial playspace is welcome. The scheme will not harm any nearby heritage assets. The fire strategy must meet with the London Plan requirements and be secured.
- **Transport:** The number of car parking spaces on site should be reduced. A station and line impact analysis on the Underground system is required. Discussions between the Council and TfL are required regarding a contribution towards the Healthy Streets proposals. Further details of long stay cycle parking, travel plan and details affecting the safeguarding of the W4 bus route are required. Management Plans, details of blue badge and EVCP provision should be secured.
- **Sustainability and Environment:** The scheme will meet with urban greening and biodiversity requirements. Further information on energy, WLC and circular economy is required, and mitigation measures on flood risk and air quality should be secured by condition.

For further information, contact GLA Planning Unit (Development Management Team):

Scott Schimanski, Principal Strategic Planner (case officer)

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Lucinda Turner, Assistant Director of Planning

email: lucinda.turner@london.gov.uk

We are committed to being anti-racist, planning for a diverse and inclusive London and engaging all communities in shaping their city.

	<ul style="list-style-type: none"> • Insufficient family-sized housing • Excessive loss of day/sunlight • Inadequate parking provision 	<p>improves health outcomes though increased early intervention. The new Hub would not result in a reduction in GP services. The Council's Health in All Policies Officer is in support of this application.</p> <ul style="list-style-type: none"> • There would be a 62.5% increase in the number of family-sized homes on site (from 64 to 104) plus a significant increase in the number of larger family (4 bed) homes, from three to 44. 35% of all new homes would have three or more bedrooms which is a substantial proportion of the new homes proposed. • Detailed analysis of the development's impact on day/sunlight conditions to existing homes on the estate is set out in the main body of the report. 92% of windows tested would retain acceptable levels of sunlight. 7% of windows tested would experience a significant noticeable change in daylight conditions, and these windows either already experience poor levels of daylight or would still have good levels of daylight for an urban area. • 91 parking spaces would be available on site and any additional parking demand would be accommodated on other streets within the estate, where there is ample
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	<ul style="list-style-type: none"> Inappropriate internal kitchen layouts 	<p>space capacity. Residents would be guided towards sustainable modes of transport through measures including high-quality cycle infrastructure and travel plans.</p> <ul style="list-style-type: none"> A mix of open plan and separated kitchen/living spaces would be provided to ensure residents have a choice and are easily able to adapt their homes to their preference. In larger homes all kitchens and living spaces will be provided separately.
	<p>Non-planning considerations</p> <ul style="list-style-type: none"> Individual request for a home in the new development 	<ul style="list-style-type: none"> This is not a matter for the Local Planning Authority to consider. All requests for new homes should directed to the Council's Housing section.

Summary of Representations from Residents for Listed Building Consent Application ref. HGY/2022/2816

LOCAL REPRESENTATIONS:	Summary of objection	Response
<p>1 INDIVIDUAL COMMENT (NO OBJECTIONS)</p>	<p>Non-material considerations</p> <ul style="list-style-type: none"> Mural should be removed quickly 	<ul style="list-style-type: none"> The mural would be removed, refurbished and re-erected elsewhere in accordance with best practice heritage conservation

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Appendix 6 – Quality Review Panel Reports

Panel Review 1

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Broadwater Farm Phase 1 Redevelopment and Urban Design Framework

Wednesday 20 January 2021
Video Conference

Panel

Peter Studdert (chair)
Martha Alker
Hugo Nowell
Tim Pitman
Wen Quek

Attendees

Robbie McNaugher	London Borough of Haringey
Christopher Smith	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Shamiso Oneka	London Borough of Haringey
Tom Bolton	Frame Projects
Miranda Kimball	Frame Projects
Kiki Ageridou	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Maurice Richards	London Borough of Haringey
Deborah Denner	Frame Projects

Confidentiality

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CONFIDENTIAL**1. Project name and site address**

Broadwater Farm Estate, Willan Road, Tottenham, London N17 6BF

2. Presenting team

Abigail Batchelor	Karakusevic Carson Architects
Karl Eriksson	Karakusevic Carson Architects
Patricia Calvino	Karakusevic Carson Architects
Paolo Zanotto	Karakusevic Carson Architects
Andrea Gamba	Karakusevic Carson Architects
Florence Moon	East Architecture Landscape Urban Design Limited
Suzy Gaszczak	East Architecture Landscape Urban Design Limited
Charles Moran	CMA Planning
Oliver Reinhold	London Borough of Haringey
Sarah Lovell	London Borough of Haringey
Thomas Noble	London Borough of Haringey
Nataly Raab	London Borough of Haringey
Shelleyna Rahman	London Borough of Haringey
Rodney Keg	London Borough of Haringey

3. Planning authority briefing

The Broadwater Farm Estate is a large residential estate consisting of twelve different blocks of varying heights (maximum 19 storeys) and close to 1100 dwellings. Most of it was constructed using a large panel system and, following the fire at Grenfell, surveys were undertaken on the Estate which highlighted serious structural issues within two of the blocks – Tangmere and Northolt. Residents have largely been re-housed, and Haringey Cabinet has approved demolition and replacement of these blocks with new homes.

The Estate forms the southern part of Site Allocation SA61 which is identified for 'improvements to its housing stock, overall design, and routes through the area'. The site allocation requires that development is in accordance with a masterplan as part of a Supplementary Planning Document, prepared with the involvement of residents. Due to the urgency of the demolition and replacement works the Council intends to develop an Urban Design Framework in collaboration with residents instead of a masterplan or supplementary planning document.

This proposal is Phase 1 of a longer-term development strategy to be set out in the Urban Design Framework. Phase 1 is expected to provide up to 375 homes, improvements to the public realm, provision of new commercial and community space, new landscaping and play space. The energy centre will be upgraded and relocated. Refurbishment proposals for other blocks nearby were previously reviewed by the Quality Review Panel on 22 January 2020. These have now been brought within the Urban Design Framework and are also expected to be submitted soon. Officers support the Urban Design Framework approach and believe it can achieve the same outcomes as the masterplan required in the Site Allocation, allowing urgent works to take place without prejudicing future development.



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Discussions are at an early stage, so officers asked for the panel's comments in particular on:

- character and context analysis;
- masterplan concept and strategy;
- approach to buildings to be retained, and their refurbishment options;
- identified development opportunities;
- approach to routes and public realm improvements;
- approach to massing and height;
- early ideas on approach to landscape, amenity and de-culverting.

4. Quality Review Panel's views

Summary

The panel acknowledges the challenges of developing a comprehensive Urban Design Framework for Broadwater Farm Estate but is encouraged by the initial work presented. It welcomes the discussions that have already started with the local community design group and encourages the applicant to continue this dialogue to explore the three scenarios presented, which seem to cover a realistic range of approaches illustrating different densities and scales. The panel feels it is of paramount importance to address the estate's relationship and connections to the surrounding area to help unlock an appropriate solution. Improving edges and links will help to inform the architecture and massing for the replacement homes. Approaches could include a tall block as a replacement for the Northolt tower, although the impact on local views and microclimate would need to be carefully considered. It seems sensible to promote Adams Road as a primary frontage for retail and community uses, and this could be critical for the estate's long-term success. The panel encourages the applicant to consider how the project can improve the day-to-day experience of the estate for all residents, not just those who will live in the new blocks. The relocation of the Memorial Gardens to the centre of the scheme will help Willan Road become a new heart for the estate, and a green link from Lordship Recreation Ground all the way through the site is an exciting prospect. The panel also supports further research into deculverting the River Moselle to help introduce landscape character and help improve the public realm. These comments are expanded below.

Urban Design Framework

- The panel did not express a preference for any of the three Urban Design Framework scenarios presented, which it considers requiring further exploration through the community engagement process. However, it feels that the opportunity created by the demolition of Tangmere and Northolt to deliver a new street and new diagonal route through the estate to the former Moselle School site could offer compelling improvements to quality of place.
- The panel encourages the applicant to explore ways to maximise strong building edges and active frontages. The right balance will be needed



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between public and private space, while safely managing permeability through the site and supporting wayfinding.

Placemaking

- It is important that the Urban Design Framework addresses more than just design and architecture. It has the power to improve the day-to-day lives of residents on the estate and to help to generate a sense of pride in the area, by setting objectives intended to improve the quality of place.
- The panel welcomes the engagement with the local community to understand how residents feel about using the estate, including concerns about the safety of public spaces. The Framework should present a solution that will allow everyone to feel safe and comfortable using the public realm and walking through the estate's spaces at all times of day and night.
- Ground floor uses will play a key role in re-defining the character of Broadwater Farm and its place within the wider area. The panel supports moves to introduce ground-floor animation on Adams Road, which is the logical location for commercial and community space, as it is already home to a number of key community facilities.
- The panel understands the need to improve ground floor activation across the estate. However, it encourages the design team to look at where the distinctive pilotis, which create areas of flowing space, can be retained – for example, where new routes connect to Lordship Recreation Ground.
- The introduction of the new buildings, and the way they co-exist alongside the retained buildings, must be carefully considered. Access to open space and courtyards must be managed to ensure the Urban Design Framework improves the day-to-day experience on the estate for residents but does not create new tensions by introducing courtyard spaces that are only accessible to certain residents on the estate. The principal of publicly accessible space is important to the identity of the estate.
- The panel encourages the applicant to interrogate the way the public realm is used (day versus night, public versus private, front versus back) to understand how the scheme can maximise benefits to the wider community.
- The panel encourages the introduction of east-west orientated blocks, to balance the estate's existing north-south orientation and to improve levels of sunlight and daylight.

Access and integration

- The panel recognises the importance of Adams Road and supports the proposal to help improve the site's relationship to the surrounding area by making it the primary location for retail, maximising footfall from the local area.



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- The panel suggests that Willan Road becomes the heart of the estate, with complementary ground floor uses to those on Adams Road. These can combine with the introduction of a green spine running westward from Lordship Recreation Ground through the site, also along Willan Road. Establishing a legible link with Lordship Recreation Ground is vital to the project's success.
- The panel welcomes the initial work to analyse parking and car ownership on the estate. It supports the ambition to remove 50 per cent of parked cars from the estate and to introduce a controlled parking zone on the estate. This will help to mitigate car dominance at street level and create a more attractive and safer pedestrian environment.

Massing and density

- It is understood it is a priority to deliver as many high quality homes as possible on the site. With the demolition of the Northolt tower, the panel is open to the possibility of a replacement tower that replicates its height. There is no need for new buildings to all be lower than the remaining tower (Kenley).
- If the applicant chooses to explore the inclusion of a replacement tower, the panel would like to see viewpoints from further afield to understand the impact of the proposed massing, as well as understanding the impact on the local microclimate.
- The panel suggests a range of densities should be explored in consultation, with a matrix of different densities related to routes through the site, rather than a single density and route configuration.

Landscape design

- The panel recognises the potential local sensitivity towards moving the Memorial Garden from its current location in the south west corner of the estate to the heart of the site, on Willan Road. However, it feels that the benefits of delivering a newly created safe public space will outweigh the challenges of the move.
- The panel encourages the applicant to retain as many mature trees as possible and, if the Memorial Garden relocates, it suggests existing trees could be incorporated into new private gardens.
- The panel encourages the design team to conduct further research into the feasibility of deculverting a section of the River Moselle and integrating it into the estate's landscape. It suggests that the option of connecting the two sections proposed for deculverting into a single, longer section would be a preferable approach.



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Next Steps

- The panel would welcome the opportunity to review the Urban Design Framework again as detailed design develops, following further discussions and input from the ongoing community consultation.



Panel Review 2

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Haringey Quality Review Panel

Report of Formal Review Meeting: Broadwater Farm Estate

Wednesday 15 September 2021
Zoom video conference

Panel

Peter Studdert (chair)
Marie Burns
Leo Hammond
Tim Pitman
Wen Quek

Attendees

John McRory	London Borough of Haringey
Christopher Smith	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Marina Stuart	Frame Projects

Apologies / report copied to

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

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1. Project name and site address

Broadwater Farm Estate, Willan Road, Tottenham, London N17 6BF

2. Presenting team

Abigail Batchelor	Karakusevic Carson Architects
Karl Eriksson	Karakusevic Carson Architects
Niall Anderson	Karakusevic Carson Architects
Dann Jessen	EAST Architecture Landscape Urban Design Ltd
Daniel Barker	London Borough of Haringey
Sarah Lovell	London Borough of Haringey
Shelleyna Rahman	London Borough of Haringey
Shamiso Oneka	London Borough of Haringey

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The Broadwater Farm Estate is a large residential estate consisting of twelve different blocks of varying heights (maximum 19 storeys) and approximately 1100 dwellings. The area surrounding the estate is predominantly residential and comprises terraced and semi-detached family housing. There is a school and community centre immediately to the north of the estate and Lordship Recreation Ground is immediately to its west. Lordship Lane is a short walk to the north and the commercial area of Bruce Grove is further to the east. The estate forms the southern part of Site Allocation SA61, which is identified for improvements to its housing stock, routes through the area, and its overall design quality. It is also subject to the Blue Ribbon Network (the culverted Moselle Brook runs underneath the estate) and Flood Zone 2 (which affects the western end of the estate) policy designations.

Following the Grenfell disaster, surveys were undertaken on the estate which highlighted structural issues within two of these blocks – Tangmere and Northolt. Tangmere block is a seven storey 'ziggurat'-style building, while Northolt block is a 19-storey tower that adjoins the estate's energy centre. The proposal is to demolish the Tangmere and Northolt blocks, as well as the former Moselle School to the north of the site and replace them with contemporary development that meets the latest design and quality standards. This proposal is Phase 1 of a longer-term development strategy. Phase 1 is expected to provide up to 300 homes, improvements to the public realm, provision of new commercial and community space, landscaping and play space. The energy centre will be upgraded and relocated. A minimum of 30 per cent



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family housing is proposed, and most dwellings are expected to be dual aspect. A new diagonal route, a park and an urban square would form part of the proposals. Refurbishment proposals for other blocks nearby are also expected to be submitted soon. An urban design framework is being developed for the estate. Officers seek the panel's views on building heights, residential and commercial layout, design detailing and materiality, in addition to proposals for car parking, landscaping and the river culvert.

5. Quality Review Panel's views*Summary*

The Quality Review Panel welcomes the opportunity to review the proposals for the redevelopment at the Broadwater Farm Estate. It thanks the project team for the very comprehensive presentation, and was pleased to hear how the project has progressed. The panel thinks that the consultation with residents has been exemplary. The project is hugely important, both locally and nationally, and is perhaps overdue.

The panel offers warm support on the progress made so far, and feels that there are lots of good ideas that will help the development succeed. It welcomes the approach to scale, massing, and broad layout of the scheme, and thinks that the diagonal route could be very successful. As design work continues, some refinement could be made to the landscape proposals, to enhance wayfinding, views and passive recreation. The detailed three-dimensional form of the Tangmere site building could also be refined, and further development of the architectural expression of the buildings would be beneficial.

As the scheme progresses, several challenges will need to be addressed, which include achieving greater integration, creating active streets and enabling residents to assume 'ownership' of the courtyard spaces. Further details on the panel's views are provided below.

Approach to development and the urban design framework

- The panel understands that there are many challenges and issues facing the redevelopment of the Broadwater Farm Estate, but it notes that there are also some opportunities including the river, the recreation space, and the distinctiveness of the existing buildings.
- The urban design framework will be an important document. It would be helpful to collate the different layers of information into a single drawing, reinforcing the new routes across the site, and setting the scheme within that context.



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- The panel would like to see more information on how the three work streams – the new build, the pilot project retrofit scheme and the bank of mini projects – will fit together.
- The bank of mini projects could be prioritised to reinforce the green link to the Lordship Recreation Ground, in addition to testing out and improving lighting solutions across the estate.

Massing and development density

- The panel supports the scale of the proposals and feels that keeping building heights up to a maximum of seven or eight storeys - with a single taller building at eight to ten storeys - is the correct approach and will give the development a much-needed human scale.
- At a detailed level, the panel would encourage some further refinement of the three-dimensional form of the Tangmere site building, to achieve a stronger – and less apologetic – visual reference to the existing Tangmere block.

Placemaking and landscape design

- The panel highlights opportunities for the buildings to reinforce the green link through the site, through the incorporation of hanging gardens or green roofs.
- A greater emphasis on a formal way-finding strategy throughout the site would be supported, as both the estate and the individual built forms are large.
- Street tree planting could also help to emphasise key routes and provide a contrast with the recreational spaces.
- The panel would like to see further consideration given to the way in which the buildings and landscape features frame and capture views through the estate, in terms of how a pedestrian would experience the new links and spaces. There may be opportunities to tighten up and reinforce views, and to manipulate the visual stops to enhance the experience of moving through the site.
- The panel applauds the landscape proposals and welcomes the good provision of play space. It would encourage further thought on open space for other types of residents, including older people or those without children, and more space for passive recreation would be welcomed.
- Community consultation has identified that residents would like to have accessible courtyard spaces to enable social interactions across the estate. Providing gated access to the Tangmere site could allow the courtyards to be freely accessible during the day and then closed at night, with fob access for residents if security becomes an issue.



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- The panel feels that the new relationships that will be created within the estate between public and private space will start to change the feel and perception of the groundscape, as well as existing residents' attitudes towards the open spaces on site.
- There will be a loss of car parking, and the panel questions how the existing residents feel about this.
- The panel would like to know more about the arrangements for cycle routes and cycle parking within the proposals.

Scheme layout, access and architectural expression

- The panel feels that the general approach to the layout of the new blocks on site is convincing, and it welcomes the work done to establish order and clear distinctions between the 'front' and 'back' of the new development.
- The diagonal through-route has the potential to become an exciting promenade, if the mix and type of non-residential uses at ground floor are curated and managed well. Attracting a good supermarket would be of immense benefit to the scheme.
- The panel would welcome further exploration of the range of different uses that could also be introduced into the estate to give the area activity and vitality, both during the week and at weekends.
- The existing buildings form a concrete-dominated estate, surrounded by suburbs. Making sense of – and bridging the gap between – the system-built blocks and the warm brickwork of neighbouring terraces will be a real challenge. The use of contrasting brick tones could be beneficial in this.
- While the visualisations within the presentations look compelling, the panel thinks that some further refinement is needed to ensure that the architectural expression of the new blocks has depth, interest and distinctiveness. In particular, the architecture will need to be well detailed.

Design for inclusion, sustainability and healthy neighbourhoods

- Integrating the new community with the existing community will be a very important part of the project.
- The panel wonders whether introducing a mix of tenures within the scheme would help to improve the diversity of the development, while breaking down barriers with adjacent neighbours and reducing a perceived 'social island' effect.



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Next steps

- The panel highlights a number of action points for consideration by the design team, in consultation with Haringey officers. It would be happy to consider the proposals at a further review, if required.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability.

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.



Panel Review 3

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Haringey Quality Review Panel

Report of Chair's Review Meeting: Broadwater Farm Estate

Wednesday 16 February 2022
The Selby Centre, Selby Road, London, N17 8JL

Panel

Hari Phillips (chair)
Marie Burns
Tim Pitman

Attendees

Suzanne Kimman	London Borough of Haringey
Christopher Smith	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Joe Brennan	Frame Projects
Cindy Reriti	Frame Projects

Apologies / report copied to

Oskar Gregersen	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Deborah Denner	Frame Projects

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Declaration of Interest

Panel member Hari Phillips, Bell Phillips Architects, has previously worked on other projects with Karakusevic Carson Architects. He is not working with them currently.

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1. Project name and site address

Broadwater Farm Estate, Willan Road, Tottenham, London N17 6BF

2. Presenting team

Niall Anderson	Karakusevic Carson Architects
Emma Dochniak	Karakusevic Carson Architects
Karl Eriksson	Karakusevic Carson Architects
Robert Haynes	Karakusevic Carson Architects
Rodney Keg	London Borough of Haringey
Shelleyna Rahman	London Borough of Haringey

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The Broadwater Farm Estate is a large residential estate consisting of twelve different blocks of varying heights of up to 19 storeys and approximately 1,100 dwellings. The area surrounding the estate is predominantly residential and comprises terraced and semi-detached family housing. There is a school and community centre immediately to the north of the estate and Lordship Recreation Ground is immediately to its west. Lordship Lane is a short walk to the north and the commercial area of Bruce Grove is further to the east. The estate forms the southern part of Site Allocation SA61, which is identified for improvements to its housing stock, routes through the area, and its overall design quality. It is also subject to the Blue Ribbon Network (the culverted Moselle Brook runs underneath the estate) and Flood Zone 2 (which affects the western end of the estate) policy designations.

Following the Grenfell disaster, surveys were undertaken on the estate which highlighted structural issues within two of these blocks – Tangmere and Northolt. Tangmere block is a seven storey 'ziggurat'-style building, while Northolt block is a 19 storey tower that adjoins the estate's energy centre. The proposal is to demolish the Tangmere and Northolt blocks, in addition to the former Moselle School to the north of the site which has already been demolished, and replace them with contemporary development that meets the latest design and quality standards. This proposal is Phase 1 of a longer-term development strategy. Phase 1 is expected to provide up to 300 homes, improvements to the public realm, provision of new commercial and community space, landscaping and play space. The energy centre will be upgraded and relocated. A minimum of 30 per cent family housing is proposed, and most dwellings are expected to be dual aspect. A new diagonal route, a park and an urban



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square would form part of the proposals. Refurbishment proposals for other blocks nearby are also expected to be submitted soon. An urban design framework is being developed for the estate.

Officers would welcome the panel's comments on the development of the proposals, in particular, the public realm and landscaping, the detailed design of the architecture, and the urban design framework.

5. Quality Review Panel's views

Summary

The panel commends the design team's extensive community engagement and the integration of the community's aspirations into the proposals. It supports the scale and massing of the proposals and finds much to admire in the architecture.

Acknowledging the alignment of the River Moselle establishes a diagonal through-route which is positive, but further consideration should be given to the clarity of the section of the route through the Tangmere block. As the design development progresses, a clear and legible hierarchy of spaces should be established throughout the estate; in particular, greater definition of the civic squares is required. Further information is needed on the scope of the Urban Design Framework, including how the scheme fits into the framework and details on the priorities and timelines for all new and refurbishment projects.

Approach to development and the Urban Design Framework

- The success of the scheme will be heavily reliant on the refurbishment of the remainder of the Broadwater Farm Estate. Further details are needed on the Urban Design Framework, to demonstrate how the scheme fits into it and to give officers confidence that the long-term vision for the estate has been carefully considered.
- As noted in the previous report, more information is needed on how the three work streams – the new build, the pilot project retrofit scheme and the bank of mini projects – will fit together.
- A prioritised list of the retrofit and bank of mini projects and a timeline for their delivery, will give officers confidence that residents will be assured a high quality of life throughout all phases of the works.
- For example, it is crucial that the refurbishment of the existing buildings to the north and west edges of the new public park are given high priority, so that a high-quality open space is assured from the outset.
- The panel had also suggested, in the previous report, that the bank of mini projects could be prioritised to reinforce the green link to the Lordship Recreation Ground, in addition to testing out and improving lighting solutions across the estate.



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- Further details are also needed on the hierarchy of streets and spaces, as well as the types of spaces being created and the activities that will be included for all age groups within each of them.
- The Urban Design Framework should include details on circulation and movement including new entrances and lobbies and the location of cycle and bin stores.

Public realm and landscape design

- The panel feels that further work is needed to establish a clear and legible hierarchy of spaces throughout the estate. This should be reinforced by the lighting proposals, to ensure that the estate is safe and accessible for all.
- The nature of the two new civic spaces need greater definition, to clarify the purpose of these spaces within the wider estate and to ensure that they are more positively framed by adjacent buildings and active uses.
- The panel welcomes the new diagonal through-route that follows the path of the Moselle River from Gloucester Road, in the south west, to Adams Road, in the north east. The section of the route through the Tangmere block needs further clarity. One suggestion is that the south-west corner of the block could be opened up to make the route more inviting and to support the design team's aspiration to create a desire line that is used by both residents and the wider public.
- The panel understands that the proposal for the courtyards to be open to the public, with controlled access at night, has been driven by community engagement. It suggests that it would be beneficial to have one clear and consistent strategy for all the courtyards across the estate, including access control and how this is implemented and managed.
- Further consideration should be given to how the Moselle block will address the adjacent school car park and green space.
- Consideration should be given to who will be responsible for the ongoing maintenance of the landscape, in particular, planting defining the defensible space of the ground floor flats.

Architecture

- The panel finds much to admire in the architecture and would encourage the design team to be bolder in their approach. For example, the introduction of characterful buildings or moments in key locations would add richness and variety that would benefit the scheme.



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Next steps

- The panel encourages the design team to continue to develop the designs in consultation with Haringey officers.

Appendix: Haringey Development Management DPD**Policy DM1: Delivering high quality design****Haringey Development Charter**

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

Design Standards

Character of development

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



Appendix 7 – Development Management Forum minutes

Summary of Discussion Topics

- Loss of health centre
- Loss of community space
- Loss of green space
- Inappropriate public consultation
- Limited co-production with residents
- Concern relating to construction traffic
- Provision of cycling infrastructure
- Cycle parking
- Provision of shops
- Layout of green spaces

Appendix 8 – Pre-Application Committee minutes

Minutes:

The Committee considered the pre-application briefing for the redevelopment of part of the Broadwater Farm Estate including demolition of existing buildings and the erection of buildings of up to nine storeys in height to provide 294 new homes; improvements to the public realm; provision of replacement and new commercial and community space; new landscaping and play space; and provision of an Urban Design Framework for the wider Estate.

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

- Some members noted that the scheme was well designed but enquired about whether there had been a loss of green space. It was commented that the area had some existing areas with a significant amount of hardstanding and it was requested that the proposals did not add to this. The applicant team explained that there would be no loss of open space. It was noted that the design of the park had developed to include more greenery following comments from residents. It was highlighted that the existing site had a number of green spaces that were not well utilised and that the park was designed to be more functional.
- In relation to the design and the connections between blocks, the applicant team noted that lessons had been learned from previous design features and that there would be Secured By Design considerations to minimise potential issues.
- It was enquired whether it was possible to increase the number of family homes. The applicant team explained that the number of family homes had been maximised in the design process. It was highlighted that families did not want accommodation in high rise blocks and so there was a balance between density and maximising family homes. It was noted that the proposal provided good conditions for family homes with lower blocks and access to green space. It was added that there would be 35% family homes which was an increase compared to approximately 13% on existing estates.
- It was enquired how the Nationally Described Space Standards, as referenced in paragraph 7.21 of the report, differed from the previous requirements. The Principal Urban Design Officer explained that nationally prescribed space standards had been introduced approximately four years' ago. It was noted that these standards were slightly better than the previous standards, particularly on storage space.
- It was queried how priority for the homes would operate, particularly for those who had been decanted from the site during building works. The applicant team explained that new homes would be allocated under the New Homes Moves Scheme which prioritised those from Tangmere and Northolt Blocks who had been decanted from the site. It was noted that the next level of priority would go to existing secure council tenants within 250 metres of the estate, then existing residents in the ward, then residents in neighbouring wards.
- It was enquired how community cohesion would be ensured, particularly for those in the old and new blocks. The applicant team noted that there was a wider estate improvement programme which sought to improve the quality of life for

residents. It was explained that residents were highly engaged in this process and that work would continue with key stakeholders to consider how to bring the community together.

- It was enquired whether people who had grown up on the estate would have any form of priority for homes. The applicant team noted that this had been discussed with the community but that the scheme did not allow households to be split as there was a significant list on the housing register.
- It was noted that it was not possible for the applicant to develop outside of the site but it was enquired how the design of the proposal would ensure that the final design of the wider area was functional. The applicant team noted that the surrounding streets within the site would be upgraded and the network of streets in the wider area would connect. It was added that there was also an Urban Design Framework for the wider area.
- The Committee noted that it would be important to ensure that green spaces, private gardens, and thoroughfares should be designed to avoid creating divides in the community and to ensure public safety. It was commented that the current strategy was to have spaces open in the day and closed in the evenings and that it may be prudent to consider the routes through the site.

The Chair thanked the applicant team for attending.

Planning Sub Committee – 5 December 2022

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2022/2354

Ward: Alexandra Park

Address: Woodridings Court Crescent Road N22 7RX

Proposal: Redevelopment of the derelict undercroft car park behind Woodridings Court and provision of 33 new Council rent in four and five storey buildings. Provision of associated amenity space, cycle and wheelchair parking spaces, and enhancement of existing amenity space at the front of Woodridings Court, including new landscaping, refuse/recycling stores and play space.

Applicant: London Borough of Haringey

Ownership: Council

Case Officer Contact: Valerie Okeiyi

1.1 The application is being reported to the Planning Sub-Committee for determination as it is a major planning application where the Council is the applicant.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This proposed scheme is subject to a design-led approach capitalise on the location of the site to bring forward and deliver 33 much needed affordable home, In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including improvements to existing open areas and new tree planting.
- The proposal achieves a site-wide reduction of 106% carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution. The amenity of future residents of the proposed

accommodation is also safeguarded, particularly in respect to noise impact from the adjoining railway.

- The proposed development is car-free (except for the provision of 3 blue badge accessible parking bays) and high-quality storage for cycles would be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the obligations 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 Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures 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 agreement referred to in resolution (2.1) above is to be completed no later than 23/12/2022 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & 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 (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Land Contamination
11. Unexpected Contamination
12. NRMM

13. Demolition/Construction Environmental Management Plan
14. Landscape Ecological Management and Maintenance Plan
15. Arboricultural Impact Assessment
16. Tree Protection Measures
17. Landscape Plan and replacement programme
18. Cycle parking
19. Construction Logistics Plan
20. Satellite antenna
21. Restriction to telecommunications apparatus
22. Piling Method Statement
23. Architect retention
24. UKPN
25. Energy strategy
26. Energy monitoring
27. Overheating
28. Ecological Enhancement and Ecological Enhancement Measures
29. Resident Satisfaction Survey

Informatives

- 1) Co-operation
- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Asbestos
- 9) Secure by design
- 10) Thames Water underground assets
- 11) Water pressure
- 12) Operational Railway
- 13) Thames Water Groundwater Risk Management Permit

Planning obligations:

- 2.5 Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
- 2.6 Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.
- 2.7 It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliances with planning conditions by the

Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.

- 2.8 The Council cannot impose conditions on planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.

Heads of Terms:

- General needs low cost rented housing
- Employment and Skills Plan Skills contribution
- Highways works
- TMO
- Travel Plan
- Travel Plan Monitoring Contribution - TBC
- Car Club - a credit of £50 per annum for a period of three years from the Occupation Date in respect of each Residential Unit to the Occupiers of each residential Unit up to a maximum of two
- Carbon Offset Contribution (in case the development does not meet the zero carbon target of reducing carbon emissions by 100% compared to a Part L 2013 Building Regulations notional building)
- Obligations monitoring fee

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

APPENDICES:

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| Appendix 1 | Planning Conditions and Informatives |
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| Appendix 3 | Consultation Responses – Internal and External Consultees |
| Appendix 4 | QRP Reports |
| Appendix 5 | Development Forum minutes |
| Appendix 6 | Pre-application Committee minutes |

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

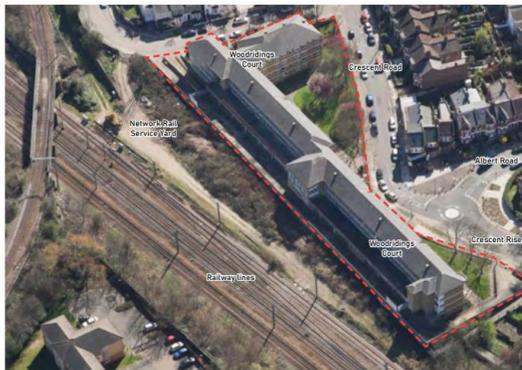
- 3.1.1 This is a planning application for the redevelopment of the derelict undercroft car park to the rear of Woodridings Court to provide 33 new homes for Council rent (Use Class C3) contained within four buildings ranging from 4 to 5-storeys in height, improved primary pedestrian access from the existing main entrance of Woodridings Court, new and enhanced soft and hard landscaping, cycle and blue badge parking bays, refuse/recycling stores and play space
- 3.1.2 The proposed development is split into four blocks (A,B, C and D) to the rear of the existing building at Woodridings Court and separated by communal courtyard gardens for both new and existing residents. The proposed flats will have staircores and lifts and stair cores which will also serve the existing flats at Woodriding Court, currently with no lift access. The proposed and existing flats are linked through a shared and sheltered internal walkway that overlook the courtyard gardens below. All three wheelchair user flats are located on ground floor level and will have their own private amenity space and dedicated parking bays. Shared facilities for the proposed homes include cycle and refuse/recycling stores, which are located on the ground floor level accessed from Crescent Rise and Dagmar Road. The former tenant room in the existing building will be reinstated and improved as a community room for the existing and new residents. The caretaker's room within the existing building will also be refurbished.
- 3.1.3 The development would include 10 one-bedroom units (30.3%), 19 two-bedroom units (57.6%), and 4 three-bedroom units (12.1%). Three of the new dwellings would be wheelchair-accessible (9.1%) and three 'blue badge' parking spaces would be provided in addition to 76 cycle parking spaces.
- 3.1.4 The development will be finished in zinc cladding, perforated metal screens/panels and concrete cladding. The proposed new buildings will use modern methods of construction.
- 3.1.5 The proposed landscaping includes new private gardens, communal courtyard gardens and enhancement of the existing communal amenity space across its frontage. The scheme will introduce 1 new native planting including trees, hedging, new permeable pathways and hard-surfacing, a play space for young children, areas for growing food and communal horticulture and seating. Each communal courtyard garden will feature informal seating, woodland planting and contain a large signature tree with seasonal interest. A new secure 1.5m high boundary railing alongside hedging is proposed around the new landscaping.

3.2 Site and Surroundings

- 3.2.1 The site is currently occupied by Woodridings Court, which is a large 1960s council housing block of four storeys comprising of 56 flats which are single aspect, south-west facing, accessed off a long corridor on its north-east side, with a short "T" wing towards its south-eastern end. To the rear, there is a long disused multi-storey car park backing onto the block, up to its north-eastern boundary onto the land of the East Coast Main Line railway.

- 3.2.2 The block is laid out parallel to Network Rail land and the railway line. The Network Rail land is landscaped with trees, shrubs, lawn and concrete paths. The railway tracks are 19.8m from the site boundary, in a shallow cutting, with the sides partly wooded and partly used for rail-related works.

AERIAL PHOTOGRAPHS



Aerial view of site looking south



Aerial view of site looking north



- 3.2.3 The predominant form of existing development along Crescent Road, the main approach street, which connects the site to Alexandra Park Station, with Wood Green town centre and Alexandra Park and Palace beyond. Dagmar Road and Albert Road is two-storey terraced housing from the late nineteenth and early twentieth century. To the north-west, Crescent Road becomes Crescent Rise, and is lined with mid-twentieth century flatted blocks of a similar four storey height, but those immediately north-west of the site are shorter and perpendicular to the street, leaving landscaped courts between.
- 3.2.4 There are two vehicle access points at either end of the site, from Dagmar Road to the south and Crescent Rise to the north. Both are still in place but gated and provide pedestrian and refuse collection access only. The main access point is at the centre of the site off Crescent Road. Two other pedestrian entry points are located off Dagmar Road, but due to the ground level differences pedestrians can either enter at first floor level directly into the end of the enclosed circulation corridor or descend two flights of steps to a ground floor entrance.
- 3.2.5 The site has a public transport accessibility level of part 3, and part 5. There are 4 bus services within 5 to 7 minutes' walk of the site, Alexandra Palace Rail station is a 9-minute walk away, and Bounds Green Underground station is a 12-minute walk away.
- 3.2.6 The site is not within, adjacent or near a Conservation Area, listed or locally listed buildings. The site is within a Critical Drainage Area.

3.3 Relevant Planning and Enforcement history

- 3.3.1 The most recent planning history in relation to the site is as follows.
 HGY/1996/0855 - Formation of new pitched roof to replace existing flat roof – Granted 27/08/1996

4. CONSULTATION RESPONSE

4.1 Planning Committee Pre-Application Briefing

4.1.1 The proposal was presented to the Planning Sub Committee at a Pre-Application Briefing in July 2021. The minutes are attached in Appendix 6

4.1.2 Quality Review Panel

4.1.3 The scheme has been presented to Haringey's Quality Review Panel on two occasions.

4.1.4 Following the final Quality Review Panel meeting on October 2021, Appendix 4, the Panel offered their 'warm support' for the scheme, with the summary from the report below:

The panel feels that, given the number of constraints and challenges, the project team has made good progress with this ambitious scheme. The site presents an interesting opportunity to increase the amount of housing on site, while also improving existing accommodation within Woodridings Court. The design team has responded positively to the comments made at the previous review and the panel feels that the revised scheme will both benefit the existing residents and give definition and status to the existing building. The focus on the landscape and the circulation diagram has radically improved the redevelopment, which is now much more coherent, and the increase in height works well; the approach to the Dagmar Road end of the site is pragmatic and sensible. There are a number of opportunities to refine the scheme further, and the panel feels that identifying the best construction strategy will be a challenge. However, it offers warm support to the planning application, and feels that the scheme will significantly improve this corner of the borough.

4.2 Development Management Forum

4.2.1 The proposal was presented to a Development Management Forum in October 2021.

4.2.2 The notes from the Forum are set out in Appendix 5.

4.3 Application Consultation

4.3.1 The following were consulted regarding the application:

(Comments are in summary – full comments from consultees are included in appendix 3)

INTERNAL:

Design Officer

Comments provided are in support of the development

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections

Building Control

No objection

Arboricultural Officer

No objections raised, subject to conditions

Nature Conservation

No objections

Pollution Lead Officer

No objection, subject to conditions

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Public Health

No objection

EXTERNAL

Crossrail 2 Safeguarding Team

No objection

Thames Water

No objection subject to conditions and informatives

Designing out crime

No objections, subject to conditions

Environment Agency

No comments

London Fire Brigade

No objection

Network Rail

No objection

UK Power Networks (UKPN)

UKPN have requested that no works should be commenced until a suitable alternative location and any protective measures have been agreed and the new substation established and the existing de-commissioned.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

733 Neighbouring properties

Public site notices were erected in the vicinity of the site

5.1.1 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: 61

Objecting: 54

Supporting: 1

Others: 6

5.1.2 The following local groups/societies made representations:

- Alexandra Park and Palace Charitable Trust

5.1.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

Land Use and housing

- Good to see more social housing
- Concerns with non-openable windows
- Lack of daylight to existing flats
- Poor outlook
- Noise pollution from the railway line
- In appropriate site for development

Design

- Excessive height
- The height should be limited to 4 storeys
- Overdevelopment of the site
- Design out of character with the area
- Cramped development

Parking, Transport and Highways

- Parking and Traffic congestion
- Underground parking should be provided
- Concerns with road safety
- Access concerns for emergency vehicles/refuse/delivery

- Concerns with transport assessment

Impact on neighbours

- Impact on amenity
- Overshadowing/Loss of light
- Overbearing impact on existing residents
- Overlooking/loss of privacy

Environment and Public Health

- Pressure on existing infrastructure and service
- Noise, vibration Dust and debris and disturbance during construction phase
- Increased anti-social behaviour concerns
- Concerns the development is built up to the electricity substation
- There should be a financial contribution towards the upkeep of Alexandra Park

5.1.4 The following issues raised are not material planning considerations:

- The planning website is not user friendly
- Impact on property values

6. MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Housing Mix
3. Design and impact on the character and appearance of the surrounding area
4. Residential Quality
5. The impact on Neighbouring Amenity
6. Parking and Highways
7. Sustainability, Energy and Climate Change
8. Urban Greening, Trees and Ecology
9. Flood Risk and Drainage
10. Air Quality and Land Contamination
11. Fire Safety
12. Employment
13. Conclusion

6.2 Principle of the development

National Policy

6.2.1 The 2021 National Planning Policy Framework (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.

6.2.2 Paragraph 69 notes that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. To promote the development of a good mix of sites local planning

authorities should support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes.

Regional Policy - The London Plan

- 6.2.3 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.4 Policy H1 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a station or town centre boundary.
- 6.2.5 Policy H2A outlines a clear presumption in favour of development proposals for small sites such as this (below 0.25 hectares in size). It states that they should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.
- 6.2.6 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor expects that residential proposals on public land should deliver at least 50 per cent affordable housing on each site.
- 6.2.7 London Plan Policy D3 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 - Haringey Local Plan

- 6.2.8 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision. While this is not an 'allocated site' for larger-scale housing growth, not all housing development will take place in allocated sites. The supporting text to Policy SP2 specifically acknowledges the role these 'small sites' play towards housing delivery.
- 6.2.9 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.
- 6.2.10 The Development Management DPD (2017) (hereafter referred to as the DPD) is particularly relevant. Policy DM10 seeks to increase housing supply and seeks to

optimise housing capacity on individual sites such as this. Policy DM13 makes clear that the Council will seek to maximise affordable housing delivery on sites.

5 Year Housing Land Supply

6.2.11 The Council at the present time is unable to fully evidence its five-year supply of housing land. 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 for decision-taking 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).

Assessment

6.2.12 The site is one of a number of sites that the Council is seeking to develop for Council housing forming part of its 2018 commitment to delivering new affordable homes for rent. This is an important priority as like many other local authorities, the Borough does have an acute shortage of affordable homes in the borough, with more than 11,000 residents on the council home waiting list and more than 2,500 in temporary accommodation. Many of these are families with young children in overcrowded conditions. This proposal at Woodridings Court will make a valuable contribution to Council housing supply.

6.2.13 This proposal seeks to provide 100% of the housing for general needs low cost rented housing which would align with the above planning policy requirements.

6.2.14 The site is an established residential area which includes a range of tenures, including private rent, owner-occupation and affordable homes for rent. The proposal would therefore contribute to a mixed and balanced community and make a significant contribution to the delivery of the Borough wide affordable housing target.

6.2.15 The land at Woodridings Court is a brownfield location, close to sustainable transport connections in an established residential area and the principle of residential use in this location is supported by national, regional and local policy, which identify housing as a strategic need subject to all other relevant considerations. As such, the principle of additional housing as affordable homes for rent is strongly supported by policy subject to all other policies and material considerations.

6.3 Housing Mix

6.3.1 London Plan (2021) Policy H10 states that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, it advises that regard is made to several factors. These include robust evidence of local need, the requirement to deliver mixed and inclusive neighbourhoods, the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity), and the aim to optimise housing potential on sites.

- 6.3.2 The 2021 London Plan states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes
- 6.3.3 Local Plan Policy SP2 and DPD Policy DM11 of the Council's Development Management DPD adopts a similar approach.
- 6.3.4 Policy DM11 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.
- 6.3.5 The overall mix of housing within the proposed development is as follows:

Accommodation mix			
Unit type	Total units	Mix	10% wheelchair (M4 3)
1-bed 2- person	10	30.3%	
2-bed 3- person	1	3.0%	1
2-bed 4- person	18	54.6%	2
3-bed 5- person	4	12.1%	
Total	33	100%	9.1%

- 6.3.6 Four of the proposed units would have three-bedrooms and be suitable for families. This is 12.1% of the total housing provision. This is considered to avoid an overconcentration of smaller units in the area, contribute towards meeting the demand for family housing in the area and ensure a mix of housing provision for residents. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.4 Design and impact on the character and appearance of the surrounding area

National Policy

- 6.4.1 Chapter 12 of the NPPF (2021) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.4.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

- 6.4.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review

process to assess and inform design options early in the planning process (as taken place here).

- 6.4.4 Policy D6 seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

- 6.4.5 SP11 of the Haringey Local Plan requires 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.
- 6.4.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.4.7 Policy DM6 expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in in urban design terms, including being of a high design quality.

Assessment

Quality Review Panel (QRP) Comments:

- 6.4.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 18 May 2021 and 23 June 2021). The panel on the whole supported the scheme.
- 6.4.9 The full Quality Review Panel (QRP) report of the review on 18 May 2021 and 23 June 2021 is attached in Appendix 5. The final Quality Review Panel's summary of comments is provided below;

The panel feels that, given the number of constraints and challenges, the project team has made good progress with this ambitious scheme. The site presents an interesting opportunity to increase the amount of housing on site, while also improving existing accommodation within Woodridings Court. The design team has responded positively to the comments made at the previous review and the panel feels that the revised scheme will both benefit the existing residents and give definition and status to the existing building. The focus on the landscape and the circulation diagram has radically improved the redevelopment, which is now much more coherent, and the increase in height works well; the approach to the Dagmar Road end of the site is pragmatic and sensible. There are a number of opportunities to refine the scheme further, and the panel feels that identifying the

best construction strategy will be a challenge. However, it offers warm support to the planning application, and feels that the scheme will significantly improve this corner of the borough.

6.4.10 Detailed QRP comments from the most recent review together with the officer comments are set out in Table 1.

6.4.11 Table 1: QRP comments and officer response

Panel Comment	Officer Response
Massing and development approach	
<p>The panel thinks that the proposals represent an interesting solution to a seemingly impossible brief. The strategy for development is convincing, offering a measurable improvement to the circulation, entrance areas and amenity areas for existing residents.</p> <p>While additional height may have been appropriate for the site, the panel agrees with the decision not to make the new development the ‘marker’ building in townscape terms, in line with views elicited from the community engagement process. It is, however, very positive that the new blocks are visible above the roofline of the existing building in front.</p> <p>The construction process will be very challenging, and the decision to pursue off-site construction methods seems to be sensible.</p>	<p>QRP support noted</p> <p>QRP support noted</p> <p>QRP support for Modern Methods of Construction noted.</p>
Scheme layout and architectural expression	
<p>The panel highlights The Rye Apartments (in Peckham Rye) as a good example of dealing with the level change from street to lower ground floor apartments.</p> <p>There is a missed opportunity within the roof space of the new blocks to use the void space as either additional small apartments within the roof, or as extra space for the apartments in the level below. This approach has been adopted within The Rye Apartments (Tikari Works).</p>	<p>QRP support noted</p> <p>The project team have confirmed that there is not the space within the roof of the new blocks to provide additional small apartments with appropriate access in accordance with current standards.</p>

<p>The panel would like to see further consideration given to the circulation routes, to maximise the daylight levels and transparency / visual links into and out of corridors, walkways, and stairs, and make the entrance sequence – from street to dwelling – more pleasant.</p> <p>The panel supports the form of the building and the approach to ‘wrapping’ it in a single cladding material. Copper cladding is a good choice, and the panel feels this will be very attractive when seen from the railway.</p> <p>The quality of materials and construction, for example the detail of the hidden gutter, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions</p> <p>The design and integration of bin storage – that is self-maintaining, neat and tidy – can be one of the biggest design challenges within residential projects. The panel would encourage the project team to revisit the current bin storage arrangements, to locate it away from key entrance areas, and to make it as attractive as possible.</p>	<p>To address this the project team has retained the existing internal walkways to provide access to the new dwellings while creating vertical connectivity through the introduction of four new lifts. These lifts will be accessed by both the existing and future residents of Woodridings Court. The refurbishment of the central internal walkway spine that runs from north to south of the site, will introduce more daylight to all levels of the existing building, especially those at the lower levels with none currently</p> <p>QRP support noted</p> <p>Comment noted and construction details condition attached.</p> <p>The new purpose designed refuse storage is for existing residents and future occupants. The Council’s Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.</p>
<p>Landscape design</p>	
<p>The landscape strategy seems well-considered, and the panel supports this approach of enclosing spaces, giving them definition and ensuring surveillance.</p> <p>The panel welcomes the proposals for tree planting and thinks that they will work well in townscape terms.</p>	<p>QRP support noted</p> <p>QRP support noted</p>

Form, Bulk & Height

- 6.4.12 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for affordable housing having regard to its location, constraints, and opportunities. In particular, the scale and form of the proposed buildings successfully responds to the shape of the site, its boundary conditions, the nature of the local built environment and neighbouring residential and visual amenity.
- 6.4.13 The Council’s design officer has been consulted on the proposal and notes that the buildings are four and five storeys in height, to respond to the open aspect presented by the railway, with the south-westernmost block stepping down to four storeys, to respond to its immediate context facing Dagmar Road. The pitched roof breaks down the overall bulk and massing of the proposal, softening its presence as glimpsed in the wider townscape while enhancing the views from the local context.
- 6.4.14 In respect to wider townscape impact, the proposed development has been assessed against long range views and in particular the locally significant views and vistas that cross the site as identified in the London Plan and Haringey’s Local Plan. From the assessment undertaken, the site is only wholly visible from the Bounds Green railway bridge looking towards Alexandra Palace. The four proposed buildings have been carefully designed, with regards to scale and height, and located on the site so to ensure that the views towards Alexandra Palace are protected and safeguarded.
- 6.4.15 The ground floor of the proposed blocks, include a sturdy, soundproof wall to the railway edge that continues across the courtyards and is contrastingly expressed in heavy masonry, so to ensure that the metal clad boxes read as sitting on the wall from the railway side. Overall, this bold, distinctive design would form a notable local landmark and enhance the sense of place of the location.



Elevational Treatment; Fenestration Materials and Detail

- 6.4.16 The architectural style of the proposed buildings has been carefully considered and would present an attractive and contemporary finish to the proposed buildings. The four new residential blocks will be constructed using high-quality metal cladding, carefully positioned and proportioned windows and contrasting detailing. The design officer notes that windows have been added, to extend the pattern of fenestration to the upper floors where they face onto or over the roof of the existing building, to avoid too great an

expanse of metal cladding, especially where it will be visible over the roof. The simple articulation of the elevations seeks to complement the proportions of the buildings and provide a distinctive and robust architectural language.

- 6.4.17 The design officer notes that the materials are appropriate for their location and complement the bold, dynamic design modelling. The use of high-quality materials is considered to be key to the success of the design standard. As such, a condition will be imposed that requires details and samples of all key materials and further details of the design and detailing of key junctions including cills, jambs and heads of windows, balconies, base, eaves and ridge of the roof, to be agreed, prior to commencement of works on site.



Approach, Accessibility, Legibility & Landscaping

- 6.4.18 The proposed scheme would significantly improve the setting, approach to and amenity spaces for the existing flats whilst also improving the setting and landscape of the wider immediate context.
- 6.4.19 The entrances will be upgraded, and lead to light filled communal circulation with views onto the new communal courtyard gardens. New stairs and lifts will be provided to serve the existing block at Woodridings Court, which currently has no lift access and the proposed accommodation. In addition, the existing communal external landscaping to the frontage will be considerably improved, with new purpose designed refuse storage in more convenient locations with cycle storage.
- 6.4.20 Therefore, the proposed design of the development is considered to be a high-quality design and in line with the policies set out above

6.5 Residential Quality

General Layout

- 6.5.1 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight,

maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

- 6.5.2 The Mayor of London's Housing SPG seeks to ensure that the layout and design of residential and mixed-use development should ensure a coherent, legible, inclusive and secure environment is achieved

Indoor and outdoor space/accommodation standards

- 6.5.3 All dwellings achieve or exceed minimum space standards including bedroom sizes. The ground floor dwellings will have access to private outdoor space. The upper floor flats however have no private outdoor amenity space given that if external private amenity were provided, these spaces would be difficult to attenuate from the noise from the railway line and may not be enjoyable to the residents. By omitting the private outdoor amenity spaces and including them into the internal living areas residents are provided with more useable habitable space which can also assist, for instance with future working from home needs. All dwellings have a minimum floor to ceiling height of which exceed 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard.

Unit aspect

- 6.5.4 The flats are designed to provide dual and triple aspect homes to ensure most dwellings have a view towards landscape amenity or courtyard gardens. Whilst the existing homes at Woodridings Court are single aspect, these will benefit from better outlook via the new shared walkways.

Accessible Housing

- 6.5.5 London Plan Policy D5 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is DPD Policy DM2 which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.5.6 All dwellings achieve compliance with Building Regulations M4 (2) and just under 10% of units achieve M4 (3) compliance (Unit B001, C001 & C002). Whilst this does not provide 10% wheelchair accessible homes on site, (across the Council Housing programme there are several sites providing wheelchair homes in excess of 10% so this is considered acceptable in this instance. The introduction of new lifts provides easy and step-free access to all the flats including the existing homes at Woodridings Court. The three wheelchair accessible units are located at ground floor level and have access to private gardens. Three accessible car parking spaces are provided for the ground floor wheelchair accessible units.

Child Play Space provision

- 6.5.7 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.5.8 The applicant has provided a child yield calculation for the existing and proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. It requires 187sqm of play space for the proposed development and a larger requirement of 519sqm of when including the existing flats. This is for all age groups.
- 6.5.9 The enhanced communal garden to the front of the existing building would be divided into two areas, the larger area provides 620sqm of landscaped space including child play space. The smaller area provides 67sqm of child play space. The smaller area consists of 'door-step'- type play equipment. The larger area consists of open lawn and a playful woodland route. This area provides general amenity space for all residents, however the lawn contributes flexible space for play and exercise and a woodland route with logs and balancing elements encouraging exploration and interaction with nature for children. All play elements will have a natural character and are located in overlooked locations close to entrances to new homes.
- 6.5.10 For older children (12-15) the site is well served by parks and open spaces. The closest is Oliver Tambo Recreation Ground (formerly Albert Road Rec) approximately 650m north-west of the site. Springfield Community Park is located 950m north-east of the site. Alexandra Park is located 500m south of the site. The parks feature play space for a range of age groups and young adults.
- 6.5.11 The play space provision for younger and older children is therefore acceptable.

Outlook and Privacy

- 6.5.12 The proposed courtyard gardens provide sufficient separation of 18m between the proposed new buildings. This distance would ensure a degree of privacy between the proposed dwellings given the tight constraints of the site. The development incorporates thoughtfully designed windows with the majority of windows overlooking the railway line with the courtyard gardens providing an alternate view.
- 6.5.13 The outlook from the existing flats will be significantly improved by pleasant quality landscaping at the front whilst also allowing passive surveillance and animation to the playspace. The new glazed walls of the shared internal corridor will also provide an alternate view to the new courtyard gardens. Defensible planting is also proposed at the front to provide some privacy to the existing ground floor flats.



6.5.14 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units whilst the existing flats will also benefit.

Daylight/sunlight/overshadowing – Future Occupiers

6.5.15 Daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the proposed building. The study is based on the numerical tests in the new updated 2022 Building Research Establishment (BRE) guidance. The assessment was made using the 'illuminance method to measure daylight provision'. Assessments were made using 'sunlight exposure' to measure sunlight. It concludes that all dwellings including external space receive good levels of sunlight/daylight. The proposal would result in an acceptable standard of accommodation for future occupiers in this regard.

6.5.16 The replacement of the glazing on the second to third floors and introduction of glazing on the floors below would provide adequate sunlight and daylight to the shared walkway for the existing block.

Other Amenity Considerations – Future Occupiers

6.5.17 The proposals have been designed to ensure that there is no material impact on the amenity of occupiers and residents of surrounding properties or future residents of the development in relation to noise and vibration from occasional passing trains on the nearby train track.

6.5.18 With regards to noise the application is accompanied by a Noise Report, which concludes that appropriate internal and external noise levels can be achieved and that the site is therefore suitable for residential development. In accordance with the recommendations of the Noise Report, the development incorporates double glazing and appropriate ventilation to mitigate any noise implications from the occasional passing

trains. The rear of the existing building is currently served by a rundown glazed façade, which has some panels boarded up to serve as a noise barrier to existing residents. As part of the proposed development, this façade will be significantly improved to mitigate noise from the railway line. Further details of passive design measures are secured by the imposition of a condition.

- 6.5.19 With regards to vibration from the trains the planning application is accompanied by a vibration assessment which demonstrates that there is a low possibility of vibration across most of the site with some possible vibration being felt by future residents towards the northern end of the site. The proposed development has been carefully designed to mitigate vibration from the occasional passing trains.
- 6.5.20 Lighting throughout the site is proposed, details of which will be submitted by the imposition of a condition so to ensure there is no material adverse impacts on existing or future occupiers of the development.
- 6.5.21 Three bin stores are proposed, largely located in the same place as the existing bin stores located off the main entrance lobby at ground floor level and the entrances from Crescent Rise and Dagmar Road catering for existing residents and future occupants. The current servicing strategy for delivery vehicles is for deliveries to be made from on-street. It is proposed that this arrangement continues. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.

Security

- 6.5.22 The proposed development seeks to enhance security through the layout and design of the buildings and treatment of the external spaces. This has been a particularly important objective given the nature of the existing site and associated issues in respect to safety and security. The development has been designed with input from the Designing Out Crime Officer of the Metropolitan Police. The scheme introduces a clearer access strategy by improving routes into and through the site and ensuring the existing and proposed buildings are highly visible and securely accessed through the main entrance on Crescent Road and from Dagmar Road and Crescent Rise. Routes are well lit in accordance with prescribed standards, with wayfinding incorporated to ensure clear ease of use and access. There are visitor video access controls at all entry points into the building, including vehicular access. Cycle storage is located in dedicated and secure locations within the building, limiting access to cycles through unauthorised ingress into these spaces. Access to refuse stores will be via a fob-controlled self-closing door and the comprehensive re-landscaping to the front of the existing block will include secure railings, gates, improved lighting and CCTV.
- 6.5.23 The Secure by Design Officer does not object to the proposed development subject to conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed on any grant of planning permission requiring provision and approval of lighting details in the interests of security.
- 6.5.24 In summary, the standards of accommodation and internal and external living conditions proposed are very high and while some parts of the building are more noise sensitive than others, the acoustic performance would be good. For a scheme in this location with

its site constraints, the proposal will provide very good quality flats and living conditions which satisfy the above planning policies.

6.6 Impact on Neighbouring Amenity

6.6.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

6.6.2 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

Daylight and sunlight Impact

6.6.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the neighbouring properties at 77, 79 Dagmar Road and 2-12 Bolster Grove the assessment finds that the impact of the development on existing neighbouring windows is favourable for both daylight and sunlight as all 12 neighbouring windows assessed meet at least a 27% Vertical Sky Component or have a greater than 0.8 relative Vertical Sky Component result. Six habitable rooms were assumed to be served by the tested windows. All six rooms met the daylight distribution criteria. Six windows facing within 90 degrees of south were tested for sunlight impact. All other neighbouring property windows are at a significant distance away from the property or meet either of the 25-degree plane and/or 45-degree angle rules, as per the BRE criteria.

6.6.4 Sunlight and daylight to the shared walkway for the existing neighbours will be significantly improved.

6.6.5 No neighbouring existing amenity spaces were identified close to the site that may be affected by the proposed development's massing. Given the site's location to the rear of the immediate existing building, the proposed blocks will not impact on the landscaped amenity space to the frontage.

6.6.6 Overall the proposal would not have a significant adverse impact on daylight and sunlight to residents of neighbouring properties.

Privacy/Overlooking and outlook

6.6.7 The site's location and orientation is such that there will be no undue impact on the neighbouring buildings and the immediate existing building in terms of overlooking/loss of privacy and outlook. None of the new blocks overlook the flats of the existing building given the single aspect nature of these flats.

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

Other Amenity Considerations

- 6.6.8 Policy DM23 states that new developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.6.9 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality. The Council's Pollution Officer concurs with this view. Light emitted from internal rooms would not have an impact on neighbouring occupiers given the site's location and orientation
- 6.6.10 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. The proposed development would minimise the impact of construction by utilising Modern Methods of Construction. This will mitigate the concerns of existing residents when it comes to noise and dust pollution during the construction phases. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.
- 6.6.11 The increase in noise from occupants of the proposed development would not be significant to existing residents given the current levels of noise and vibration from the existing railway track.
- 6.6.12 Therefore, it is considered that the proposal would not have a material impact on the amenity of residents of neighbouring and surrounding properties.

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. This approach is continued in DM Policies DM31 and DM32.
- 6.7.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.7.3 The site is located within an area with a public transport accessibility level (PTAL) of part-5, part-3, which is a good level of accessibility. There are 4 bus services within 5 to 7 minutes' walk of the site, Alexandra Palace Network Rail station is a 9-minute walk away, and Bounds Green Underground station is a 12 minute walk away. The site is located within the Alexandra Palace Controlled Parking Zone, which operates between the hours of 12.00 to 14.00 Monday to Friday.

Parking demands and conditions in the locality of the site

- 6.7.4 The Council's Transport Planning Officers have considered the potential parking and public highway impact of this proposal.
- 6.7.5 They note that in respect of parking, there are considerable differences in parking stress between the streets within and outside of the Controlled Parking Zone (CPZ) surrounding the site. The applicant's Transport Assessment considers an uplift of 18 vehicles to be likely with this proposal, and within the survey area, this could be accommodated comfortably, albeit stresses are already high within the non-Controlled Parking Zone (CPZ) streets. With the sustainable transport initiatives such as a car club facility, permit free designation and a travel plan, and high-quality cycle parking, it is expected that the actual additional parking demand should be less than the 18 spaces set out in the Transport Assessment.

Access and Parking

- 6.7.6 The transport officer has commented that at present the parking court on two levels that previously served Woodridings Court has been redundant for a number of years. This parking court has highway accesses off Crescent Rise and Dagmar Road however these are gated and unused.
- 6.7.7 The proposal seeks to use the northernmost of the three existing highway accesses for the three proposed blue badge bays and refuse/service vehicles. No changes are proposed to this access. The central access/crossover off Crescent Road is also retained, for resident access and refuse collection. There is a third crossover/access to the existing site off Dagmar Road which is the redundant exit access from the car park, this will need to be reinstated to a full height kerb and footway. Depending on overall widths and highway arrangement, it may also be possible to accommodate some additional on street Controlled Parking Zone (CPZ) parking at the access location.
- 6.6.8 Pedestrian access will be via a new access point at the northern end of the site, plus there will also be the existing access to the block, which is at mid-point along it, this will be improved and enable access to all of the new units.

Car Free

- 6.6.9 A 'car-free' development is proposed meaning only wheelchair accessible parking is provided on site accessed off Crescent Rise at the north end of the development and permits would not be allocated to the new properties for on street parking. Due to most of the site's public transport accessibility level (PTAL) (part 3- part 5 -which is a good level of accessibility) the site's location within a Controlled Parking Zone (CPZ) and the on-site provision of accessible parking in line with The London Plan (2021) standards, the proposed development would be a car free development, that restricts future residents of the development from applying for a no street parking permit which is in accordance with DPD Policy DM32.

Cycle parking

- 6.6.10 Cycle parking is proposed for two stores within the development, with one store at the northern end adjacent to the entrance at that end of the site, and the other accessible from the Dagmar end of the development located on the first floor. In total, there will be

76 long-stay cycle parking spaces. These are of sufficient size to accommodate the required cycle parking. In terms of short-stay visitor cycle parking, 4 Sheffield stands (8 spaces) are located at the northern end of the development adjacent to the pedestrian access at that end. This exceeds the numerical requirements of the London Plan for long and short stay cycle parking spaces.

6.6.11 The design and arrangement of all cycle parking will meet the requirements of TfL's London Cycle Design Standards. Full details would need to be provided by the imposition of a condition.

6.6.12 As such, Officers raise no objections to the proposals on transport grounds subject to the relevant condition being imposed in respect of proposed cycle parking arrangements.

Deliveries and Servicing

6.6.13 With regards to delivery and servicing considerations, the Transport Assessment details that there are predicted to be 10 delivery and servicing movements per day. Delivery vehicles will utilise the double yellow lines or time restricted on street parking bays for short delivery visits.

6.6.16 In term of refuse and recycling collections there are three bin stores in total, one at each end of the site and one in the middle to cater for existing residents and the proposed accommodation which are located to ensure appropriate access for residents and refuse collection. The proposed arrangements are therefore considered to be satisfactory and this has been confirmed by the Waste Collection team.

Construction Logistics and Management

6.6.17 Details of a draft construction logistics report has been submitted and reviewed by the Council's Transportation Team who consider it to be acceptable, however full details are required and secured by the imposition of a condition on any grant of planning permission.

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

6.7 Sustainability, Energy and Climate Change

6.7.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.

6.7.2 London Plan Policy SI 2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt

sustainable design and construction techniques to minimise impacts on climate change and natural resources.

- 6.7.3 DPD Policy DM1 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.7.4 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

Carbon Reduction

- 6.7.5 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2.
- 6.7.6 The development achieves a site-wide reduction of 106% carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement which is supported in principle. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to the energy and overheating strategies which can be dealt with via condition.
- 6.7.6 The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 106% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 42.5 tonnes of CO₂ from a baseline of 40.2 tCO₂/year. This means that all regulated operational emissions are reduced on site.
- 6.7.7 The applicant has proposed a saving of 14.7 tCO₂ in carbon emissions (33%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes far beyond the minimum 10% set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.7.8 The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 23.7 tCO₂ (59%) reduction of emissions are proposed under Be Green measures.
- 6.7.9 Individual exhaust air source heat pumps will be provided within the utility/service cupboard for space heating and hot water and electric panel heaters are proposed for the main living areas, controlled by the heat pump. This is intended only to be activated by the heat pump in case of low internal temperatures.
- 6.7.10 The applicant will install metering equipment on site, with sub-metering of electricity and water by apartment, and further utility meters for landlord lighting and power and water; and utility and renewable energy meters for import and export for solar PV arrays
- 6.7.11 No carbon shortfall remains as this scheme is net positive in regulated emissions. If the scheme does not meet the zero carbon target, it should offset the shortfall at £95 per tCO₂ over 30 years.

- 6.7.12 A number of areas have been identified to reduce the embodied carbon of the buildings: recycled elements for reinforced concrete and metal cladding systems, window frame materials, reduced material quantity for structural elements, using the Green Guide to Specification, retaining 95% excavation material on site, construction target waste resource efficiency of 11.3 m³ of waste per 100m²

Overheating

- 6.7.12 Due to the noise constraints of this site being adjacent to the railway line, the TM59 criteria for predominantly mechanically ventilated dwellings apply (assuming windows need to remain closed).
- 6.7.13 The development would not overheat based on current weather pattern modelling. This is based on a series of mitigating measures being built into the development including high g-value glazing, internal venetian blinds, rear elevation sliding window shutters, mechanical heat recovery systems or exhaust ASHP and natural ventilation in lift/stair cores.
- 6.7.14 Future overheating scenarios have also been considered and addressed. The Climate Change Officer supports the overheating mitigating measures proposed subject to some further clarification which can be secured via condition.

Summary

- 6.7.15 The proposal satisfies development plan policies and the Council's Climate Change Officer supports this application subject to the conditions. As such, the application is considered acceptable in terms of its sustainability

6.8 Urban Greening, Trees and Ecology

- 6.8.1 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. London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.
- 6.8.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.8.3 DPD Policy DM1 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.8.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Local Plan 2017 Policy SP13 recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees.



Urban Greening Factor

- 6.8.5 The proposed development would provide substantial improvements to the soft landscaping to the frontage of the site and in its immediate environs which currently consist of an open lawn with a number of mature trees along Crescent Road/Crescent Rise. Communal courtyard gardens are also proposed to the rear. Native shrub, flower rich perennial planting, hedging and new tree planting will improve the site's biodiversity and contribute to the quantum of local green space. In addition to planting, green roofs and permeable surfaces capture rainwater and contribute to the development's sustainable drainage design and mitigation of storm water flooding. Details of landscaping can be secured by condition to secure a high-quality scheme with effective long-term management.
- 6.8.6 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types as described above. The proposal delivers an UGF of 0.37, which is slightly less than the minimum target score of 0.4, however represents a significant improvement over the existing condition of the site. Given the significant improvement to existing soft landscaping, new courtyard gardens, green roofs and permeable surfaces, it is considered that the proposed development in terms of urban greening is acceptable in this instance.

Trees

- 6.8.7 All trees will be retained and protected with the exception of two category B2 and one category U specimen. The two category B2 trees require removal due to the siting of the new building and substation. A group of category C trees located on neighbouring land will be pruned back to the proposed building edge. Six new street trees will be planted to the front amenity space to replace the three trees to be removed and would contribute to the streetscape of Crescent Rise and Crescent Road. A tall signature specimen tree is proposed for each courtyard between the new buildings. The proposed development would therefore deliver a net increase in trees overall.
- 6.8.8 The Council's Tree Officer does not raise any objections subject to the Arboricultural Impact Assessment and the tree protection plans (TPP) being adhered to. Regarding storage on site and the tree protection plans (TPP), this will require regular checks

therefore an Arboriculturist will need to monitor this aspect of the scheme until completion of the project and a condition will secure this requirement. The Council's Tree Officer requires that the species of the new tree planting show good all year-round interest, diversity, and urban fitness. An aftercare and replacement programme of the tree planting will be secured by condition.

Ecology and Biodiversity

- 6.8.9 Bat and bird boxes would be installed, insect hotels, and nectar-rich and berry producing plants, larger shrubs and a mosaic of planting species are proposed.
- 6.8.10 A bat survey was undertaken to inform on the bat status of the building. No bats or bat evidence was found within the loft space of the existing building and the area looks well sealed from the external environment and no trees with bat potential were recorded within the site. Whilst these objectives are acceptable in principle, further information is required in respect of proposed mitigation and enhancement measures. This can be secured by the imposition of a condition on any grant of planning permission.
- 6.8.11 Therefore, subject to conditions the proposal is acceptable in terms of its impact on trees, ecology and biodiversity, and its provision of urban greening.

6.9 Flood Risk and Drainage

- 6.9.1 Local Plan Policy SP5 and DPD Policy DM24 seek to ensure that new development reduces the risk of flooding and provide suitable measures for drainage.
- 6.9.2 The site is located within Flood Zone 1 which has the lowest risk of flooding from tidal and fluvial sources and that it is within one of Haringey's designated Critical Drainage Areas and as such the northern part of the site, beyond existing and proposed buildings, acts as a flow route for surface water during times of heavy rainfall. The risk of flooding from ground water, sewers and artificial sources has been found to be low.
- 6.9.3 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage will be addressed adequately.
- 6.9.4 Thames Water raises no objection with regards to waste water network and sewage treatment works. Thames Water recommends a condition regarding piling and an informative regarding groundwater discharge and water pressure.

6.10 Air Quality and Land Contamination

Air Quality

- 6.10.1 DPD Policy DM23 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its

construction phase would not be significant and that in air quality terms it would adhere with national or local planning policies.

- 6.10.2 Officers have reviewed this assessment. The proposed development is considered to be air quality neutral and air quality positive. Air quality positive measures include EV charging spaces, cycle storage, use of air source heat pumps with back up electrical boilers for space and water heating and a solar photovoltaic array. It can therefore be concluded that the proposed development is not considered to conflict with national, regional and local planning guidance.
- 6.10.3 Officers acknowledge concerns raised about construction works however, these are temporary and can be mitigated through the requirements of the construction logistics plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

Land Contamination

- 6.10.4 DPD Policy DM23 (Part G) requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.10.5 A Phase 1 Land Contamination Assessment has been carried out and accompanies the application submission. The Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use.
- 6.10.6 Officers consulted the Council's Environmental Health/ Pollution service on this proposal. Their Officers reviewed the scheme in detail and agree that the proposal is acceptable subject to conditions.
- 6.10.7 Subject to appropriate conditions to deal with land-contamination risk, the proposal would satisfy the above planning policy requirements and is acceptable in this regard.

6.11 Fire Safety

- 6.11.1 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.
- 6.11.2 The Fire Statement submitted with the application confirms that sprinklers will be installed throughout (excluding escape routes). Fire fighting vehicles access the site from Crescent Road/Crescent rise. The fire service will access the building at ground level, into the firefighting shaft where they can access each level internally.
- 6.11.3 The London Fire Brigade has been consulted on this application and has confirmed that they have no further observations to make as long as Fire Brigade access, facilities and the provision/location of hydrants demonstrate compliance with the functional requirements of the Building Regulations, particularly in regards to B5; access and facilities for the fire service.

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

6.12 Employment

6.12.1 Local Plan Policies SP8 and SP9 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations SPD requires all major developments to contribute towards local employment and training.

6.12.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by agreement.

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

6.13 Conclusion

- Planning policy recognises the important role and contribution that small sites such as this play in meeting an identified need for new housing in borough. The site is within an established neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing at a greater density than existing. This proposed scheme is subject to a design-led approach to development of the site, which was carried out here to capitalise on the location of the site to bring forward and deliver 33 much needed affordable homes. In land-use terms, the proposal is strongly supported in principle.
- The development would be of a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal provides a comprehensive hard and soft landscaping scheme and a wider public realm strategy including improvements to existing open areas and new tree planting.
- The proposal achieves a site-wide reduction of 106% carbon dioxide emissions on site, and goes beyond the zero carbon policy requirement.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have external amenity space.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution. The amenity of future residents of the proposed accommodation is also safeguarded, particularly in respect to noise impact from the adjoining railway.
- The proposed development is car free (except for the provision of 3 blue badge accessible parking bays) and high-quality storage for cycles would be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.

- High performance energy saving measures form part of the proposal, which would also include insulation measures that would safeguard the amenity of future occupiers from excessive noise levels.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

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

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £212,460 (3541sqm x £60) and the Haringey CIL charge will be £1,303,512.92 (3541sqm x £368.12). The development is likely to be eligible for social housing relief which could reduce the liability to £0, subject to the appropriate forms being served and evidence provided. 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. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions in Appendix 1 and agreement

APPENDIX 1 – Planning Conditions 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:

Drawings

WRC-CCA-EB-XX-DR-A-E0-0001,WRC-CCA-EB-ZZ-DR-A-E0-0100,WRC-CCA-EB-ZZ-DR-A-E0-0200,
WRC-CCA-EB-ZZ-DR-A-E0-0201,WRC-CCA-EB-ZZ-DR-A-E0-0300,WRC-CCA-EB-ZZ-DR-A-E0-0301,
WRC-CCA-EB-00-DR-A-E1-0100,WRC-CCA-EB-01-DR-A-E1-0101,WRC-CCA-EB-02-DR-A-E1-0102,
WRC-CCA-EB-03-DR-A-E1-0103,WRC-CCA-EB-RL-DR-A-E1-0104,WRC-CCA-EB-ZZ-DR-A-E2-0100,
WRC-CCA-EB-ZZ-DR-A-E2-0101,WRC-CCA-EB-ZZ-DR-A-E3-0100,WRC-CCA-EB-ZZ-DR-A-E3-0101,
WRC-CCA-00-XX-DR-A-P0-0100,WRC-CCA-00-ZZ-DR-A-P0-0200,WRC-CCA-00-ZZ-DR-A-P0-0201,
WRC-CCA-00-ZZ-DR-A-P0-0300,WRC-CCA-00-ZZ-DR-A-P0-0301,WRC-CCA-00-00-DR-A-P1-0100,
WRC-CCA-00-01-DR-A-P1-0101,WRC-CCA-00-02-DR-A-P1-0102,WRC-CCA-00-03-DR-A-P1-0103,
WRC-CCA-00-04-DR-A-P1-0104,WRC-CCA-00-RL-DR-A-P1-0105,WRC-CCA-RA-ZZ-DR-A-P1-0106,
WRC-CCA-RA-ZZ-DR-A-P1-0107, WRC-CCA-RA-ZZ-DR-A-P1-0108, WRC-CCA-RA-ZZ-DR-A-P1-0109

Documents

Covering letter prepared by the Council dated 6 September 2022, Air Quality Assessment prepared by Anderson Acoustics dated 28 July 2022, Circular Economy

Statement prepared by Flatt dated 27/07/22, Arboricultural Impact assessment prepared by Tamla Trees consulting arborists dated June 2022, Daylight and Sunlight Impact Assessment to Neighbours prepared by Love Design Studios dated August 2022, Proposed scheme daylight and sunlight study prepared by Love Design Studios dated August 2022, Design and Access Statement prepared by ColladoCollins Architects dated September 2022, Detailed Fire Strategy prepared by BB7 dated 19th August 2022, Phase 1 Bat Survey prepared by Ecological Consultancy dated September 2021, Energy Statement prepared by FLATT dated 27/07/2022, Flood Risk Assessment and Strategy Report prepared by CRE Structures dated 11 May 2022 – Rev P04, Framework Travel Plan prepared by Markides Associates dated 12 August 2022, Proposed scheme Glare Study prepared by Love Design Studio dated August 2022, Landscape Strategy prepared by Turkington Martin, Noise and Vibration assessment prepared by Love Design Studio dated August 2022, Note on Geotechnical and Geoenvironmental Conditions prepared by CRE8 Structures dated 11th May 2022, Outline Construction Logistics Plan prepared by Markides Associate dated 12 August 2022, Sustainability Statement prepared by FLATT dated 27/07/2022, TM59 Overheating Report prepared by FLATT dated 27/07/2022, Transport Assessment prepared by Markides Associates dated 17 August 2022, Utilities Statement prepared by FLATT dated 27/07/2022, Whole Life-cycle Carbon Assessment prepared by FLATT dated 27/07/2022,

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

- 3 Prior to the commencement of buildings works above grade, 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) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;
 - d) Details of entrances, which shall include a recess of at least 115mm;
 - e) Details and locations of rain water pipes; and
 - f) Details of key junctions including cills, jambs and heads of windows, balconies, base, eaves and ridge of the roof shall be submitted to and approved in writing by the Local Planning Authority. Samples of cladding, windows, roof, glazing, should also be provided. The development shall thereafter be carried out solely in accordance with the approved details (or such alternative details the Local Planning Authority may approve).Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1 of the Development Management Development Plan Document 2017.
- 4 Prior to occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval. Once approved the details shall be provided as agreed and implemented in accordance with the approval.
Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policy D4 of the London Plan 2021, Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017
- 5 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) Means of enclosure;
 - c) Hard surfacing materials;
 - d) Minor artefacts and structures (e.g. Furniture, play equipment, 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.

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

Reason: To ensure the design quality of the development and also to safeguard residential amenity in accordance with Policies D4 and D11 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policy DM1 of the Development Management Development Plan Document 2017.

- 7 No development shall proceed until details of all existing and proposed levels on the site in relation to the adjoining properties be submitted and approved by the Local Planning Authority. The development shall be built in accordance with the approved details.

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site in accordance with Policy D4 of the London Plan 2021, Policy DM1 of the Development

Management Development Plan Document 2017, Policy SP11 of Haringey's Local Plan Strategic Policies 2017

- 8 Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.

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

- 9 Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

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

- 10 Before development commences other than for investigative work:

- a. Using the information already submitted in the Note on Geotechnical & Geo-environmental Conditions with reference WRC-CRE-XX-XX-RP-C-90-0002 Rev.04 prepared by CRE8 Structures dated 11th May 2022, ground gas investigation and assessment with chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present 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. 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.

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

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified

contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

- 12
- a) Prior to the commencement of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the demolition/construction phase of the development shall be submitted to and approved by the Local Planning Authority.
 - b. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIB of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.
 - C During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

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

- 13
- 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
 - 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.

The following applies to both Parts a and b above:

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

- x. Details of any other standard environmental management and control measures to be implemented.
- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
 - i. Dust Monitoring and joint working arrangements during the demolition and construction work;
 - 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); and
 - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
 - vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
 - i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the Plot has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
 - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
 - v. A Dust Risk Assessment for the works; and
 - vi. Lorry Parking, in joint arrangement where appropriate.

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.

- 14 Prior to the commencement of above ground works a Landscape Ecological Management and Maintenance Plan to ensure the safeguarding of the proposed net gain shall be submitted to and approved, in writing, by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In order to ensure that the authorised development makes a positive contribution to biodiversity in accordance with Policy G6 of the London Plan 2021, Policy SP13 of Haringey's Local Plan Strategic Policies 2017, Policy DM19 of the Development Management Development Plan Document 2017

- 15 The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment prepared by Tamla Trees Consulting Arborists dated June 2022 including the tree protection plans (TPP)

Reason: In order to ensure the safety and wellbeing of the trees on the site during constructional works that are to remain after building works are completed in accordance with Policy G7 of the London Plan 2021 and Policy SP13 of Haringey's Local Plan Strategic Policies 2017

- 16 The tree protective measures must be periodically checked the Consultant Arboriculturist.

Reason: In order to ensure the safety and wellbeing of the trees on the site during constructional works that are to remain after building works are completed in accordance with Policy G7 of the London Plan 2021 and Policy SP13 of Haringey's Local Plan Strategic Policies 2017

- 17 Prior to the commencement of above ground works a Landscape Plan and replacement programme shall be submitted to and approved, in writing, by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policies D4 and G1 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017, and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

- 18 No development above slab level shall take place until full dimensional details which include scaled drawings showing the system intending to be used and the spacing, layouts and access routes have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained thereafter.

Reason - To ensure high quality long and short stay cycle parking and contribute towards the uptake of active travel modes in accordance with Policy T5 of the London Plan 2021, Policy SP7 of Haringey's Local Plan Strategic Policies 2017 and Policy DM32 of the Development Management Development Plan Document 2017

- 19 A Construction Logistics Plan will be required to be submitted three months before commencement of the works on site. The Construction Logistics Plan shall include:
- a survey of the existing conditions of adjacent public highways;
 - an assessment of the cumulative impacts of demolition and construction traffic;
 - details of the likely volume of demolition and construction trips and any mitigation measures;
 - site access and exit arrangements including wheel washing facilities and swept paths where required;
 - vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips;
 - proposed temporary access and parking suspensions and any temporary access and parking solutions required;
 - Site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements;
 - methods for of protection of adjacent highway infrastructure; and,

- an assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular site. Works shall only be carried out in accordance with the approved Construction Logistics Plan.

Reason: To safeguard the amenities of the area, the local highway and manage the impacts of the development in accordance with Policies T7 and D14 of the London Plan 2021 and Policy DM23 of the Development Management Development Plan Document 2017

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

Reason: To protect the visual amenity of the locality in accordance with Policies DM1 and DM3 of the Development Management Development Plan Document 2017

- 21 Notwithstanding any provisions to the contrary, no telecommunications apparatus shall be installed on the building without the prior written agreement of the Local Planning Authority.

Reason: In order to control the visual appearance of the development in accordance with Policies DM1 and DM3 of the Development Management Development Plan Document 2017.

- 22 No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

- 23 The applicant must ensure that the project architect (ColladoCollins Architects) continues to be employed as the project architect through the whole of the construction phase for the development except where the architect has ceased trading. The applicant shall not submit any drawings relating to details of the exterior design of the development that are required to be submitted pursuant to conditions of the planning permission unless such drawings have been prepared or overseen and agreed by the project architect.

Reason: In order to retain the design quality of the development in the interest of the visual amenity of the area and consistent with Policy SP11 of the Local Plan 2017.

- 24 No development above grade works shall take place until such time as a suitable alternative location and any protective measures have been submitted to and approved in writing by the local planning authority in consultation with UKPN and a new substation established and the existing substation is decommissioned. The provision shall be retained as installed thereafter.
- 25 The development hereby approved shall be constructed in accordance with the Energy Strategy by Flatt (dated 27 July 2022) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a 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 41% reduction in SAP10 carbon factors, including details to reduce thermal bridging;
 - Confirmation of how the dwellings will be heated, avoiding electric panel heaters where possible;
 - Location, specification and efficiency of the proposed exhaust ASHPs with mechanical ventilation (COP, SCOP, SPF, SEER), 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) generating a minimum of 50,239 kWh/year;
 - 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 and ASHP 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 one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.

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.

- 26 (a) Prior to the completion of the superstructure a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.
- (b) Prior to each Building being occupied, the Owner shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance.
- (c) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.
- (d) Upon completion of the first year of Occupation or following the end of the Defects Liability Period (whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).

All data and supporting evidence should be submitted to the GLA using the 'Be Seen' reporting webform (<https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance>).) If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Reason: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.

- 27 Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the TM59 Assessment prepared by Flatt (dated 27 July 2022).

This report shall include:

- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;
- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

The development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:

- Mechanical ventilation with heat recovery (with summer bypass);
- External sliding window shutters;
- Window g-values of 0.50 or better;
- Hot water pipes insulated to high standards;
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

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.

28 (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, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 29 No later than 12 months after the first occupation of the development hereby approved a Resident Satisfaction Survey shall be undertaken and the results reported to the Local Planning Authority. The survey shall seek the views of residents in relation to the quality, functionality, useability and management of the development and set out any measures to address issues thereafter.

Reason: To ensure the quality of the housing design and layout in accordance with Policy DM12 of the Development Management DPD 2017.

- 30 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 SI 2 of the London Plan 2021.

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 £212,460 (3541sqm x £60) and the Haringey CIL charge will be £1,303,512.92 (3541sqm x £368.12). The development is likely to be eligible for social housing relief which could reduce the liability to £0, subject to the appropriate forms being served and evidence provided. 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. An informative will be attached advising the applicant of this charge.

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: 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: 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 5573) to arrange for the allocation of a suitable address.

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 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

INFORMATIVE: Prior to the demolition or construction on the existing building and land, 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.

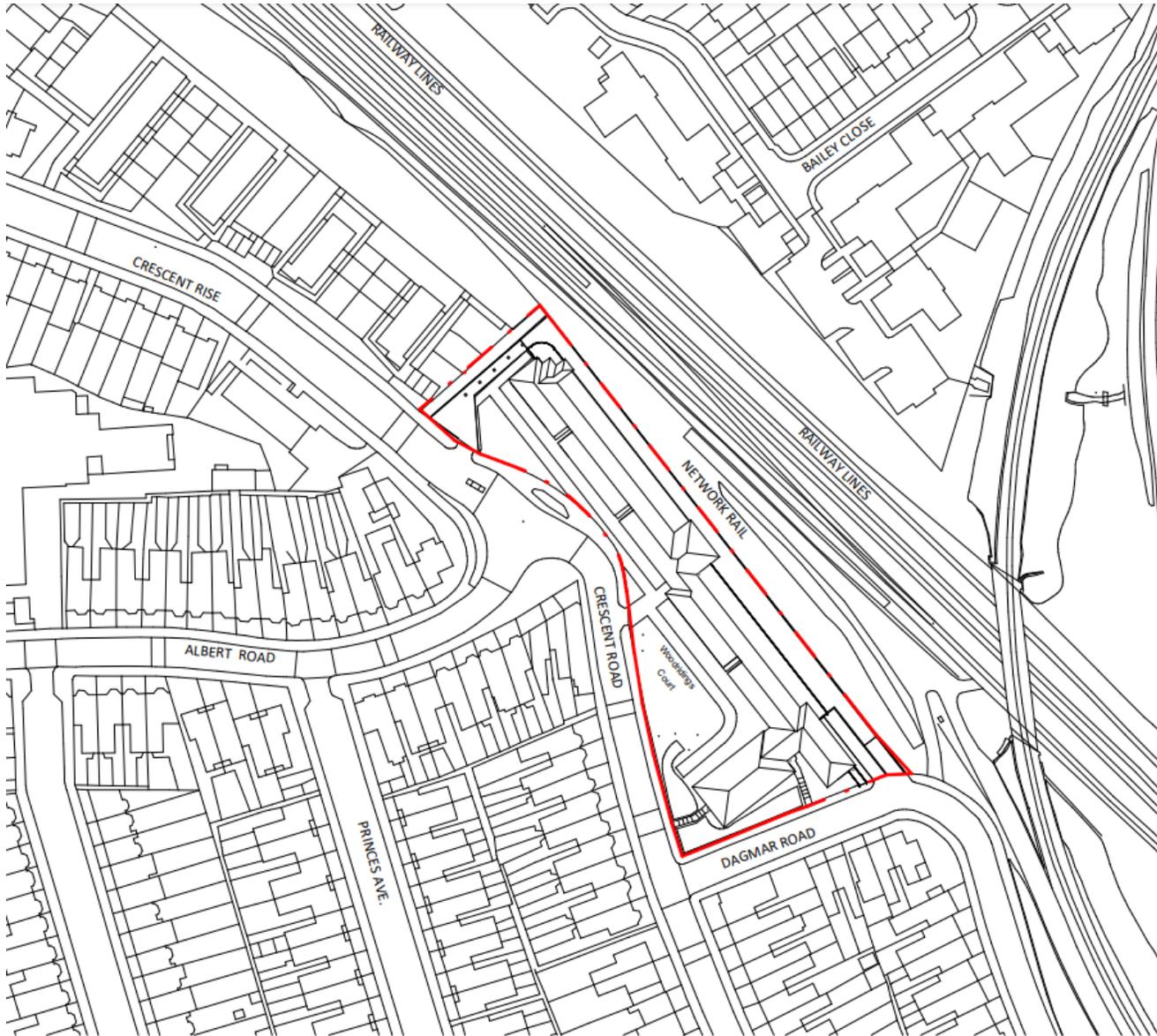
INFORMATIVE: The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

INFORMATIVE: The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

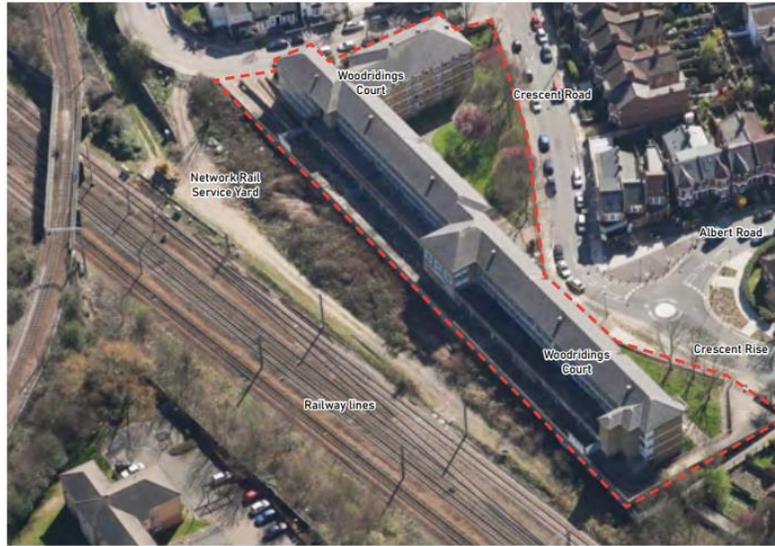
INFORMATIVE: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water 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.

Appendix 2 – Plans and images

Site Location Plan



AERIAL PHOTOGRAPHS



Aerial view of site looking south



Aerial view of site looking north



Proposed ground floor plan



TYPICAL UPPER FLOORS



Proposed typical upper floor plan

Landscape proposal



Aerial view of the proposed development from the railway



Aerial view of the proposed development from the railway

Proposed view from railway - north

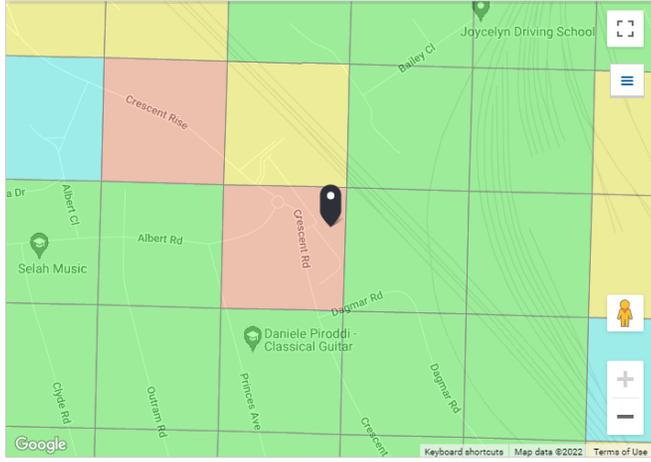


Proposed view of courtyard garden from first floor of Block C



Appendix 3 Consultation Responses from internal and external consultees

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p>This application is for the redevelopment of the Parking area behind Woodridings Court to provide 33 new residential units.</p> <p><u>Location and Access</u> This site is located to the immediate rear of the existing 4 storey Woodridings court development, which contains 56 flats. It is to the eastern side of Crescent Road and Crescent Rise, and has Dagmar Road to the south side of it. The site also sides onto the Kings Cross main line. The part of the site proposed for redevelopment is a redundant parking court on two levels that previously served Woodridings Court. The submission details that this is no longer in use and has not been for many years. This parking court has highway accesses off Crescent Rise and Dagmar Road however these are gated and unused.</p> <p>The site has a PTAL value of part 5, part 3 as seen below in the extract from TfL's WEBCAT site. The majority of the site is of PTAL 5.</p> <p>There are 4 bus services within 5 to 7 minutes' walk of the site, Alexandra Palace Network Rail station is a 9 minute walk away, and Bounds Green Underground station is a 12 minute walk away.</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included with any grant of planning permission as appropriate</p>

Stakeholder	Question/Comment	Response
	 <p data-bbox="478 711 930 730">You can click anywhere on the map to change the selected location.</p> <p data-bbox="478 760 751 808"> ■ PTAL output for 2021 (Forecast) ■ 5 </p> <p data-bbox="464 878 1667 1000">The site is also located within the Alexandra Palace CPZ, which has operating hours of 12.00 to 14.00 Monday to Friday. However, the site is at the 'top' end of the CPZ, and some streets in the immediate locality are not covered by any formal CPZ. Albert Road and Crescent Rise are not within the CPZ, Crescent Road and Dagmar Road are.</p> <p data-bbox="464 1032 737 1060"><u>Development proposal</u></p> <p data-bbox="464 1062 1661 1122">The proposal includes redevelopment of the disused underground car park to the rear of Woodridings Court, to provide 33 flats, comprising;</p> <ul data-bbox="516 1157 779 1247" style="list-style-type: none"> • 10 No. 1 bedroom • 19 No. 2 bedroom • 4 No. 3 bedroom. <p data-bbox="464 1281 898 1308">There will be 3 fully accessible units.</p> <p data-bbox="464 1341 1640 1398">It is proposed as a 'car free' development and 3 blue badge spaces located within the site accessed off Crescent Rise at the north end of the development.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Transportation considerations</u> A Transport Assessment accompanies this application. The main topics are discussed below.</p> <p><u>Access arrangements</u> There will be pedestrian access via a new access point at the northern end of the site, plus there will also be the existing access to the block which is at mid point along it, this will be improved and enable access to all of the new units.</p> <p>With regards car access to the on site parking, it is intended to use the northernmost of the three existing highway accesses for the three proposed blue badge bays and refuse/service chisels. It appears no changes are proposed to this access. It is noted that it is gated, there should be further information provided as to the controls for the gate/access, to avoid vehicles waiting in the highway to enter. In addition to this whilst the swept path plots submitted show cars and a refuse vehicle are able to access in forward gear, the plot for the refuse vehicle looks very tight with respect to the gate opening. The clear width of the opening needs to be confirmed the clarify whether the refuse vehicle can actually access. Colleagues in the waste team will have to confirm if it is acceptable for the refuse truck to reverse out under supervision as well.</p> <p>The central access/crossover off Crescent Road is also intended for retention, it is assumed this is to aid movement of paladins for waste collections.</p> <p>There is a third crossover/access to the existing site off Dagmar Road which is the redundant exit access from the car park, this will need to be reinstated to a full height kerb and footway. Depending on overall widths and highway arrangement, it may also be possible to accommodate some additional on street CPZ parking at the access location.</p> <p>The applicant will need to enter into a Section 278 or other appropriate Highways Act Agreement to cover the administrative and physical work associated with these highway changes and crossover reinstatements. This can be required by the S106. In addition to this a condition will be appropriate for provision of details confirming the arrangements for control/operation of the gate and the physical dimensions of it being able to accommodate a refuse collection vehicle.</p> <p>With respect to Delivery and servicing vehicles, it is noted that kerbside servicing and waste/recycling collections are proposed. Part of the frontage to Woodridings Court has double yellow line restrictions that appear to be able to be used for short duration servicing visits, and there are also on street CPZ bays. It is detailed in the TA that 10 service trips are predicted a day.</p> <p><u>Car Parking</u></p>	

Stakeholder	Question/Comment	Response
	<p>3 blue badge parking bays are proposed which meets the London Plan policy requirement of 10% for the accessible units. Otherwise, the development is proposed as car free. Given the PTAL (for most of the site) this may be suitable in policy terms subject to full consideration of the parking aspects. In addition to this the London Plan does detail that all developments within PTAL 5 or 6 should be car free apart from blue badge parking.</p> <p>Policy DM32 of the Development Management DPD details that a permit free/car free development can be appropriate when the PTAL is 4 or greater, and the development site is within a CPZ. The majority of the site is of PTAL 5.</p> <p><u>Parking demands and conditions in the locality of the site</u></p> <p>The transport submission has considered potential parking demands on interrogating the Census data and predicted that potentially up to 18 vehicles may seek on street parking. However, it is considered that the potential actual demands may well be lower than this, taking into account the trend for reducing car ownership London wide, and given there will be high quality cycle parking provided with this development and a travel plan and a car club facility. Nevertheless, the application will be considered on the basis of the potential impacts of 18 additional vehicles parking on street.</p> <p>It is understood that the existing parking court has been closed for a number of years, which does mean there will be no displacement of existing parking from there onto the highway.</p> <p>As the CPZ in the locality of the site is only in operation for two hours a day, and streets adjacent are not included in any formal CPZ, it is likely with the development as proposed that there will be additional on street parking demands generated.</p> <p>The parking stress survey has been undertaken and the details are included within the TA. The survey recorded considerably higher parking stresses within the streets not within the CPZ. The average parking stress within these streets was 91%, with 28 spaces available out of 308. For the streets within the CPZ, the stresses were far lower, recording a stress of 48% with 90 spaces available out of 174. Therefore, the average across the whole survey area was 76% with 118 spaces available out of 482.</p> <p>The above figures are predicated on a 5m car length. The surveys have also been considered with respect to a 6m car length as a sensitivity. The calculations for stress for a 6m car length result in stresses of 112% in the non CPZ streets, and increases in stress to 60% in the CPZ streets. For the whole survey area, the 6m car length stress was calculated at 93%, with 57 spaces available.</p> <p>The Transport note considers the potential impact of 18 vehicles seeking to park on street, and survey area wide, this would increase parking stresses from 76% to 79%, with 100 spaces remaining</p>	

Stakeholder	Question/Comment	Response
	<p>available (based on a 5m car length). When considering the iteration of a 6m car length, the stress would increase to 98%, with 30 spaces available.</p> <p>When considering the non CPZ/CPZ streets separately, there are expected to be slight increases as additional demands materialise on street.</p> <p>It would be policy compliant to make this development permit free via S106, which would potentially act as a deterrent to car ownership, however it is recognised that as the CPZ is only in operation for two hours in the afternoon Monday to Friday, any deterrent effect is limited.</p> <p>It is also noted that the applicant proposes provision of a car club facility for the development, and this again can be secured via S106. The applicant will need to obtain the written recommendations of the car club operator for this development but it is expected that provision will include three years membership to a car club, plus a £50 driving credit for each residential unit.</p> <p>To summarise with respect to parking, there are considerable differences in parking stress between the streets within and outside of the CPZ, the TA considers an uplift of 18 vehicles with this proposal, and survey area wide, this should be able to be accommodated comfortably, albeit stresses are already high within the non CPZ streets. With the sustainable transport initiatives such as a car club facility, permit free designation and a travel plan, and high quality cycle parking, it is expected that the actual additional parking demand should be less than the 18 spaces considered.</p> <p><u>Cycle parking</u></p> <p>Cycle parking is proposed for two stores within the development, with one store at the northern end adjacent to the entrance at that end of the site, and the other accessible from the Dagmar end of the development located on the first floor. These appear of sufficient size to accommodate the required cycle parking. External visitor cycle parking is located at the northern end of the development adjacent to the pedestrian access at that end.</p> <p>The design and arrangement of all cycle parking should meet the requirements of TfL's London Cycle Design Standards. Full dimensional details will need to be provided to confirm it will be achievable within the development footprint. Provision of useable, convenient, high quality secure cycle parking will be absolutely essential. Scaled drawings showing the system intending to be used and the spacing, layouts and access routes will need to be provided. Ideally this should be provided prior to planning decision, however a pre commencement condition will also suffice for this.</p> <p>Ultimately, attractive and usable cycle parking will contribute toward mitigating the very low parking and contribute towards achieving Haringey's active Travel mode share targets, the proposed arrangements should ensure high quality is achieved.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Refuse and recycling storage and collection arrangements</u> There are three bin stores in total, one at each end of the site and one in the middle. Collections to take place from the street apart from the northern most store however more information is required as commented earlier on the gate control/widths. Overall, colleagues in the Waste Management team will be able to confirm if the propose storage and collection arrangements are acceptable.</p> <p><u>Delivery and servicing arrangements</u> The TA details there are predicted to be 10 delivery and servicing movements per day. It is expected that visiting delivery vehicles will utilise the double yellow lining or on street parking bays for short delivery visits.</p> <p><u>Travel Plan</u> A draft Travel Plan is included within the application. The format and scope of this are fine, it includes draft proposals to increase mode shares by 5% for walking and cycling by occupiers of the development over the 5 year travel plan life. These are draft targets and can be reconsidered upon the first annual occupier survey but are considered appropriate to go forward with. A travel Plan Monitoring fee will be required (amount tbc) and both this and the travel plan can be included within the S106.</p> <p><u>Construction Phase</u> An outline CLP has been submitted with this application. This provides some initial information with regards to the build, as follows;</p> <ul style="list-style-type: none"> • 12 month duration of works (3 month demolition/9 month construction) • Up to 10 construction vehicles per day attending site during the modular structure erection process of 3 weeks • Network rail land to be used to access/facilitate construction with access from Dagmar and the top/north end of the site • Indicative vehicles routing to and from the site will be to and from the north • All material handling and storage to be within the site • Suspension of parking on site side of Dagmar Road may be required to facilitate vehicle entry/exit manoeuvres • Deliveries and vehicle arrivals to be managed and avoid AM/PM peaks as far as is possible. <p>The submitted draft CLP has much useful information, a full detailed document will be required and this can be covered by a pre commencement condition. The applicant will need to liaise with Haringey's Network Managers and Highways Officers to discuss and agree the extent of any</p>	

Stakeholder	Question/Comment	Response
	<p>temporary arrangements on the Highway, and a; other aspects relating to the build including mitigation of the impacts on both the Public Highway and adjacent neighbours.</p> <p>Summary This application is for redevelopment of the parking court/area behind Woodridings Court to provide 33 new residential units. A Transportation assessment accompanies this planning application, and details the transportation characteristics of it.</p> <p>The main considerations include potential car parking impacts. There will be an uplift in on street parking demands given there is no onsite parking expect for the London Plan compliant blue badge parking. Whilst the TA has correctly considered the impact of 18 additional vehicles based on historical census information, it is expected the actual uplift will be lower than this given current car ownership trends, the low proportion of family units in the development, high quality cycle parking, a travel plan and formal permit free status. The parking stress surveys did record high stresses in the streets not within the CPZ, however given this operates only two hours a day weekdays, the considerable spare capacity within walking distance of the site does mean that the uplift should be able to be accommodated within the survey area.</p> <p>Some conditions and s106 requirements will be necessary with this application should it be granted consent;</p> <p><u>Conditions: (all pre commencement)</u></p> <ul style="list-style-type: none"> • cycle parking details • construction logistics plan • waste and recycling storage and collection arrangements <p><u>S106</u></p> <ul style="list-style-type: none"> • car club provision • permit free arrangements formalise (£4000 administration costs) • S278 for highway changes • travel plan and monitoring fee (fee tbc) <p>Subject to the above S106 contributions and conditions, transportation do not object to this application.</p>	
Design	<p><u>Location, Description of the site</u></p> <p>1. This proposal is for new council housing to be built at the rear of an existing large 1960s council</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>housing block. The existing Woodridings Court is a large “slab” block of four identical storeys of small flats (1 & 2 bedroom), single aspect, south-west facing, accessed off a long corridor on its north-east side, with a short “T” wing towards its south-eastern end. To the rear, there is a long-since disused multi-storey car park backing onto the block, up to its north-eastern boundary onto the land of the East Coast Main Line railway.</p> <ol style="list-style-type: none"> <li data-bbox="485 412 1669 656">2. The whole block is clearly laid out parallel to the railway line, leaving irregular space between the building’s front and the curving line of Crescent Road, Crescent Rise and Dagmar Road, to its south-west and south-east. This space is landscaped with trees, shrubs, lawn and concrete paths, to give it an attractive appearance, but not particularly well laid out for use. The railway to the north-east is particularly busy, but the tracks are quite distant from the site boundary, in a shallow cutting, with the sides partly wooded, partly used for rail-related works. The wider location of the site is a shallow bowl, so that the only more distant views of the site are from the railway and a few places where there are longer views across the railway. <li data-bbox="485 691 1669 935">3. The predominant form of existing development along Crescent Road, the main approach street, which connects the site to Alexandra Park Station, with Wood Green town centre and Alexandra Park and Palace beyond, to the south of the site, as well as along Dagmar Road, a quieter residential street along the south-east of the site, Albert Road which runs west from the site and other streets beyond, is of two storey terraced housing from the late nineteenth and early twentieth century. To the north-west, Crescent Road becomes Crescent Rise, and is lined with mid-twentieth century flatted blocks of a similar four storey height, but those immediately north-west of the site are shorter and perpendicular to the street, leaving landscaped courts between. <li data-bbox="485 971 1669 1240">4. The site is not allocated for development, but can be considered an acceptable in principle infill housing development site, in an established residential area with good access to public transport and local facilities in a reasonably short walking distance, provided an acceptable design, compatible with its context, capable of providing good quality homes, with good levels of daylight, sunlight, amenity space, privacy, and protection from the noise of the railway. At the same time, the existing housing of the estate could benefit hugely from an improved approach from the street to their front door, and there is potential to improve the estate landscaping to provide usable amenity space, as well as to give the existing, new, and neighbouring houses a more attractive landscaped setting. <p data-bbox="470 1273 726 1300"><u>Form, Bulk & Height</u></p> <ol style="list-style-type: none"> <li data-bbox="485 1336 1669 1416">5. The proposal is to remove the parking decks and various butts of ancillary rear projections, including some of the existing vertical circulation for the existing block, opening up the un-day-lit lower two floors of the existing access corridor to day and sunlight, with three new landscaped 	

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	<p>courtyards along the north-eastern side, between four new residential blocks. Each will provide new stairs and for the first time lift access to both the new and existing flats, although the new blocks will rise higher than the existing, which have very low floor to ceiling heights.</p> <p>6. Three of the four new blocks will also rise one more floor than the existing, to five storeys. This height is a reasonable, modest step up in height of just one more floor than the existing and north-western neighbour, with the south-eastern-most capped at four to maintain the same relationship to Dagmar Road as the existing, and with the wide railway zone creating no context constraint on the height from the north-east. The north-western-most block also extends past the end of the existing, so that the proposal does not attempt to hide from the surroundings, but “poke its head” confidently over the roof and around the end of the existing block, as well as being unavoidably visible on Dagmar Road at its south-eastern end.</p> <p>7. The overall form of the blocks therefore needs to be appealing in these glimpsed views, as well as from within the development. Views of it from and across the railway are of a lesser concern, being a dynamic experience in a context of a more open aspect, “brutal”, linear transit corridor, but can still be interesting. The pitched form of the top of the new blocks, including the expressed turret of the lift overrun, and their seamless modelling in the same metal cladding over the walls and pitched roof, gives them a simplicity, expressive of the project’s boldness, that works just as well as a glimpsed view over the roof and at the end and in thin views of their ends from Dagmar & within the development. The pitched form softens their appearance and integrates them with the existing bock, being much more harmonious than the tested flat roof alternative.</p> <p>8. The ground floor, including the sturdy, sound proof wall to the railway edge that continues across the courtyards, is contrastingly expressed in heavy masonry, so that the metal clad boxes read as sitting on the wall from the railway side. The four evenly spaced blocks, sitting on the wall, should have a dynamic quality appropriate to the transit corridor context. Altogether, this bold, distinctive design should form a notable local landmark and enhance the sense of place of the location.</p> <p><u>Elevational Treatment; Fenestration Materials & Details</u></p> <p>9. Distinctive fenestration to the main longer sides of the proposed blocks is treated as a series of “punched” windows, with strongly expressed frames to those punched holes, arranged in a dynamic, not-quite-random pattern, carefully coordinated with the metal cladding. The shorter ends onto the courtyard include taller openings, over multiple storeys, containing balconies and floor height living room windows, appropriate to their uses, internally as living rooms, externally</p>	

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	<p>as looking onto the new communal amenity spaces, and proportionate to the tall, thin elevations.</p> <p>10. Notably, windows have been added, to extend the pattern of fenestration, to the upper floors where they face onto or over the roof of the existing building, to avoid too great an expanse of metal cladding, especially where it will be visible over the roof, but this also improved the quality of daylighting to those flats. The same applies, with greater importance to its appearance, to the north-western end, where the new build will be visible from the local street beyond the north-western end of the existing block.</p> <p>11. Proposed materials are appropriate for their location, use and to compliment the bold, dynamic design modelling. Provided conditions ensure good quality materials specification and robust detailing of key junctions, including cills, jambs and heads of windows, balconies, base, eaves and ridge of the roof, this should be an excellent, distinctive, striking, durable palette of materials supporting the high quality design and proving attractive and durable.</p> <p><u>Approach, Accessibility, Legibility & Landscaping</u></p> <p>12. These proposals not only create 33 new homes in four new blocks, they should significantly improve the setting, approach to and amenity spaces for the existing dwellings of the estate and make some not inconsiderable improvements to the setting and landscape of the wider immediate context. At present, flats in the existing block are accessed via undistinguished entrance doors and ugly utilitarian communal corridors, on the lower floors lacking natural light.</p> <p>13. The entrances will be considerably upgraded, and lead to light filled communal circulation with views and at ground floor access onto new communal outdoor landscaped courtyards. New stairs and for the first time lifts will provide access to upper floors. In addition, the existing communal external landscaping to the frontage will be considerably improved, with new purpose designed refuse storage in more convenient locations, cycle storage and landscaping capable of being used, not merely enjoyed visually.</p> <p><u>Conclusions</u></p> <p>The scale and form of the proposals respond to the shape of the site, its boundary conditions, the nature of the local built environment and neighbouring residential and visual amenity. At five storeys, they respond dynamically to the open aspect presented by the railway, with the south-westernmost block stepping down to four, to respond to its immediate context facing Dagmar Road. The pitched roof breaks down the overall bulk and massing of the proposal, softening its presence as glimpsed in the wider townscape while enhancing the views from the local context.</p>	

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	<p>The architectural style of the proposed buildings has also been carefully considered to be attractive and contemporary, constructed using high-quality metal cladding, carefully positioned and proportioned windows and contrasting detailing. The development will assist in creating a noticeable sense of place and add interest to the streetscape, enhancing the function and legibility of the area. It will also deliver a high quality new homes, with much improved approach to and amenity spaces for both the existing and new homes on the estate, and improved landscaped setting for the wider immediate context.</p>	
<p>Waste management team</p>	<p>From a collection perspective the proposal is acceptable, however in terms of distances that residents were expected to carry waste / recycling this was initially a concern however further information has clarified that this is an existing arrangement.</p> <p>For people with mobility issues there is the opportunity to offer some form of 'assisted' collection as there is an on-site caretaker who could fulfil this function.</p> <p>The 140 litre food waste bins are a standard size so should be ok and I've asked our contractor for the measurements and will provide those as soon as I get them and then review provision.</p>	<p>Comments noted, waste condition attached.</p>
<p>Building Control</p>	<p>With regards to the Fire Strategy report, dated 19 August 2022, for the development at the above site, please see our comments below;</p> <ol style="list-style-type: none"> 1. Dry riser inlet positions to Block C to be agreed with the London Fire Brigade, as it is not code compliant. Position of dry riser inlet to Block A to be clarified as it appears to be greater than 18m 2. The discharge of the common stairs at ground level into the common 'enclosed walkway', serving Blocks B,C and D appears unsatisfactory and is not code compliant. <p>A more detailed check of the fire strategy, including space separation, compartmentation etc, will be carried out upon the submission of a Building Control application.</p>	<p>Comment noted</p>
<p>Arboricultural Officer</p>	<p>From an arboricultural point of view, I hold no objections to the above proposal. A tree survey and an arboricultural impact assessment has been carried out by Tamla Trees Consulting Arborists dated June 2022.</p> <p>The report has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition</p>	<p>Comments noted. Conditions included</p>

Stakeholder	Question/Comment	Response
	<p>and construction- Recommendations.</p> <p>I concur with the findings within the report including the tree quality classification. Providing all sections within the report are adhered to and conditioned including the tree protection plans (TPP) within the drawings prior to any construction, facilitated pruning prior to construction and arboricultural method statements carried out for any works within the root protection areas, I hold no objections.</p> <p>I do have concerns regarding storage on site and the TPP will require regular checks. An Arboriculturist will need to be kept on board until completion of the project.</p> <p>There is a loss of three low grade trees (x1 U and x2 category C1). Part of the Landscape plans show a net gain of canopy cover with tree planting. The species choice shows good all year-round interest, diversity, and urban fitness.</p> <p>An aftercare and re placement programme will be required to establish independence within the landscape and replace any losses.</p>	
<p>Lead Pollution Officer</p>	<p>Having considered the submitted supportive information relevant to our aspect of the work i.e. Energy Statement prepared by Flatt Consulting Ltd dated 27th July 2022 taken note of the applicant proposed use of Air Source Heat Pumps & Photovoltaic Panels (PV) as the site source of energy, Air Quality Assessment with reference WRC-AND-00-ZZ-RP-Y-XX-0001_P02 prepared by Anderson Acoustics Ltd dated 28th July 2022 taken note of sections 4 (Air Quality Assessment), 5 (Desk Study Assessment), 6 (Air Quality Neutral & Positive Assessment) and 7 (Conclusions) as well as Note on Geotechnical & Geo-environmental Conditions with reference WRC-CRE-XX-XX-RP-C-90-0002 Rev.04 prepared by CRE8 Structures dated 11th May 2022 taken note of sections 4 (Ground Conditions and Preliminary Foundation Advice), 5 (Preliminary Conceptual Site Model and Preliminary Risk Assessment), 6 (Japanese Knotweed) and 7 (Intrusive Investigations), please be advise that whilst, we have no objection to the proposed development in relation to AQ and Land Contamination, the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u></p> <p>Before development commences other than for investigative work:</p> <p>e. Using the information already submitted in the Note on Geotechnical & Geo-environmental Conditions with reference WRC-CRE-XX-XX-RP-C-90-0002 Rev.04 prepared by CRE8 Structures dated 11th May 2022, ground gas investigation and assessment with chemical analyses on samples of the near surface soil in order to</p>	<p>Comments noted. Conditions/informative included</p>

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	<p>determine whether any contaminants are present 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.</p> <p>f. 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.</p> <p>g. 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>h. 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>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u></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>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.</p> <p>3. <u>NRMM</u></p> <p>a. Prior to the commencement of the development, evidence of site registration at http://nrmm.london/ to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the</p>	

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	<p>demolition/construction phase of the development shall be submitted to and approved by the Local Planning Authority.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>b. Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IIIB of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>c. During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.</p> <p>Reasons: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. <u>Demolition/Construction Environmental Management Plans</u></p> <p>a. 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. 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</p>	

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	<p>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> <ul style="list-style-type: none"> 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. <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> <ul style="list-style-type: none"> i. Dust Monitoring and joint working arrangements during the demolition and construction work; 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); and 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. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate. 	

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	<p>Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: 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>Informative:</p> <ol style="list-style-type: none"> 1. Prior to the demolition or construction on the existing building and land, 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. 	
Flood & Water Management Lead	<p>Having reviewed the applicant's submitted Flood Risk Assessment and Drainage Strategy report reference number WRC-CRE-XX-XX-RP-C-90-0001, Rev P04 dated 11th May 2022 prepared by CRE8 Structures Consultants, we have no comments to make on the above planning application.</p> <p>If the application site is constructed as per the above Flood Risk Assessment and Drainage Strategy document, we are satisfied that the impacts of surface water drainage will be addressed adequately.</p>	Comments noted
Carbon Team	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by Flatt (dated 27 July 2022; Rev 6) • TM59 Overheating Analysis prepared by Flatt (dated 27 July 2022; Rev 9) • Sustainability Statement prepared by Flatt (dated 27 July 2022; Rev 4) • Whole Life Carbon Assessment prepared by Flatt (dated 27 July 2022; Rev 2) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 106% carbon dioxide emissions on site, which means the development is net positive, which is strongly supported. Some clarifications must be provided with regard to the energy and overheating strategies that should be responded to when discharging the planning conditions.</p>	Comments noted. Conditions and legal agreement Clauses included

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	<p>2. Energy – Overall</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 CO₂ emissions for the development shows an improvement of approximately 106% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 42.5 tonnes of CO₂ from a baseline of 40.2 tCO₂/year. This means that all regulated operational emissions are reduced on site.</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: 20.8 tCO₂, which leaves 18.6 tCO₂/year in unregulated emissions.</p> <table border="1" data-bbox="472 657 1667 1003"> <thead> <tr> <th colspan="4"><i>Residential (SAP10 emission factors)</i></th> </tr> <tr> <th></th> <th>Total regulated emissions (Tonnes CO₂ / year)</th> <th>CO₂ savings (Tonnes CO₂ / year)</th> <th>Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td>Part L 2013 baseline</td> <td>39.8</td> <td></td> <td></td> </tr> <tr> <td>Be Lean</td> <td>23.6</td> <td>16.3</td> <td>41%</td> </tr> <tr> <td>Be Clean</td> <td>23.6</td> <td>0</td> <td>0%</td> </tr> <tr> <td>Be Green</td> <td>-0.1</td> <td>23.7</td> <td>59%</td> </tr> <tr> <td>Cumulative savings</td> <td></td> <td>39.9</td> <td>100%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td> <td>N/A</td> <td></td> <td></td> </tr> </tbody> </table> <p>Energy – Lean</p> <p>The applicant has proposed a saving of 14.7 tCO₂ in carbon emissions (33%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes far beyond the minimum 10% set in London Plan Policy SI2, so this is strongly supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="472 1279 1654 1404"> <tbody> <tr> <td>Floor u-value</td> <td>0.10 W/m²K</td> </tr> <tr> <td>External wall u-value</td> <td>0.13 W/m²K</td> </tr> <tr> <td>Roof u-value</td> <td>0.12 W/m²K</td> </tr> <tr> <td>Door u-value</td> <td>1.00 W/m²K</td> </tr> </tbody> </table>	<i>Residential (SAP10 emission factors)</i>					Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)	Part L 2013 baseline	39.8			Be Lean	23.6	16.3	41%	Be Clean	23.6	0	0%	Be Green	-0.1	23.7	59%	Cumulative savings		39.9	100%	Carbon shortfall to offset (tCO₂)	N/A			Floor u-value	0.10 W/m ² K	External wall u-value	0.13 W/m ² K	Roof u-value	0.12 W/m ² K	Door u-value	1.00 W/m ² K	
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	Window u-value	0.8-0.9 W/m ² K	
G-value	0.50		
Air permeability rate	1 m ³ /hm ² @ 50Pa		
Mechanical ventilation with heat recovery (efficiency; Specific Fan Power)	Integrated heat recovery in exhaust air source heat pumps		
Thermal bridging	Accredited Construction Details		
Low energy lighting	100%		
Heating system (efficiency / emitter)	88% efficient gas boilers (Be Lean), heat pumps (Be Green)		
Waste water heat recovery	Included for shower and bath combinations		
Thermal mass	Low/Medium		
Space heating requirement	10.37 kWh/m ² /year		
Improvement from the target fabric energy efficiency (TFEE)	19% improvement		
<p><u>Actions:</u></p> <ul style="list-style-type: none"> - What is the efficiency figure of the MVHR (3 beds)? - Please identify on a plan where the MVHR units will be located within the dwellings. The units should be less than 2m away from external walls. - Door u-values? - What are the proposed demand-side response to reducing energy: smart grids, smart meters, battery storage? - Set out how the scheme's thermal bridging will be reduced. <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean The applicant is not proposing any Be Clean measures. The site is not within reasonable distance of a proposed Decentralised Energy Network (DEN). A Combined Heat and Power (CHP) plant would not be appropriate for this site.</p> <p>Energy – Green 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 air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to</p>			

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	<p>deliver the Be Green requirement. A total of 23.7 tCO₂ (59%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array is estimated to produce around 50,239 kWh/year of renewable electricity per year.</p> <p>Heating strategy:</p> <ul style="list-style-type: none"> - Individual exhaust air source heat pumps (e.g. NILAN Compact S) within the utility/services cupboard (with integrated compressor, MVHR unit, heat exchangers and controls) for space heating and hot water. Energy efficiency for water heating 118%. - Electric panel heaters are proposed for the main living areas, controlled by the heat pump. This is intended only to be activated by the heat pump in case of low internal temperatures. <p><u>Actions:</u></p> <ul style="list-style-type: none"> - The SAP calculations currently include cooling; this is not acceptable. Please explain how the reversible element of the proposed heat pumps will be managed so that occupants do not use the active cooling facility. How will this affect the efficiency of the unit if only used in a heating capacity? - How is the space heating being delivered if the electric panels are not being used? - The heating efficiency reported at 118% does not correspond with the efficiency used in the SAP calcs. - Direct electric heating is not acceptable for developments; please explain why this is being proposed when the Nilan suppliers do not include electric panel heaters within their system specification. Please also ensure that this is accounted for properly in the SAP calculations <ul style="list-style-type: none"> o the SAP calcs present two scenarios; one where ASHP is only assumed heating system and one where 100% efficient secondary heating system is also included. - What is the peak output of the PV array, how much of the roof area will be covered approximately, what is the assumed efficiency, angle and orientation of the panels? - How will the solar energy be used on site (before surplus is exported onto the grid)? - How much of the heating/hot water demand will be met by the proposed types of heat pumps? - What is the Seasonal Performance Factor (SFP) and Seasonal Energy Efficiency ratio (SEER) of the ASHPs? <p>Energy – Be Seen London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p>	

Stakeholder	Question/Comment	Response										
	<p>The applicant will install metering equipment on site, with sub-metering of electricity and water by apartment, and further utility meters for landlord lighting and power and water; and utility and renewable energy meters for import and export for solar PV arrays.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform) <p>3. Carbon Offset Contribution</p> <p>No carbon shortfall remains as this scheme is net positive in regulated emissions. If the scheme does not meet the zero carbon target, it should offset the shortfall at £95 per tCO₂ over 30 years.</p> <p>4. Overheating</p> <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.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The Results are listed in the table below.</p> <p>Due to the noise constraints of this site being adjacent to the railway line, the TM59 criteria for predominantly mechanically ventilated dwellings apply (assuming windows need to remain closed).</p> <p>An initial baseline was modelled, which all rooms failed. Subsequent mitigation measures were modelled, in order according to the Cooling Hierarchy:</p> <ul style="list-style-type: none"> - + internal venetian blinds - + additional mechanical purge ventilation (1.5ach) - + fixed capacity active cooling for peak temperatures only 1.5kW <table border="1" data-bbox="472 1269 1667 1416"> <thead> <tr> <th></th> <th>TM59 – criterion A (<3% hours of overheating)</th> <th>TM59 – criterion B hours (<32 hours)</th> <th>Number of habitable rooms pass</th> <th>Number of corridors pass</th> </tr> </thead> <tbody> <tr> <td>DSY1 2020s (baseline)</td> <td>0/60</td> <td>0/33</td> <td>0/93</td> <td>15/15</td> </tr> </tbody> </table>		TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours (<32 hours)	Number of habitable rooms pass	Number of corridors pass	DSY1 2020s (baseline)	0/60	0/33	0/93	15/15	
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Stakeholder	Question/Comment					Response
	DSY1 2020s (venetian blinds)	0/60	0/33	0/93	15/15	
	DSY1 2020s (purge ventilation)	14/60	0/33	14/93	15/15	
	DSY1 2020s (cooling)	60/60	33/33	93/93	15/15	
	<p>All rooms pass the overheating requirements for 2020s DSY1 with the proposed mitigation measures. In order to pass this, the following measures will be delivered built based on:</p> <ul style="list-style-type: none"> - Glazing g-value of 0.5 - Internal Venetian blinds (shading co-efficient 0.6, short wave radiant fraction 0.3, white blinds 45°) - Rear elevation sliding window shutters (perforated) - Exhaust ASHP or mechanical ventilation with heat recovery (with 1.5ach and 1.5kW cooling coil for peak temperatures) - 300mm window recesses - Natural ventilation in lift/stair cores only and 2ach extract ventilation <p>There would be an annual cooling demand of 11 MJ/m² (equivalent to 3 kWh/m²/year), by the ASHP. A cost of £30-£60 is estimated per annum.</p> <p>Proposed future mitigation measures to pass future weather files include:</p> <ul style="list-style-type: none"> - Mitigation measures 1-3 as above - + 600mm deep Brise Soleil - + External blinds - + Full comfort cooling <p><u>Overheating Actions:</u></p> <ul style="list-style-type: none"> - Where will the sliding perforated shutters be located? - Building Regulations Part O cannot be passed with internal blinds. What assessment has been done to demonstrate that DSY1 2020s can be passed without blinds? - What is the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m² and MY/year? - Please confirm the 1.5 ach can be achieved with the proposed ASHP/MVHR – show calculations from the m³/h to ach. <p>5. Overall Sustainability Policy DM21 of the Development Management Document requires developments to demonstrate</p>					

Stakeholder	Question/Comment	Response																
	<p>sustainable design, layout and construction techniques. The Sustainability Statement sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p>Urban Greening / Biodiversity All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p> <p>The external landscaping</p> <p>The development achieves an Urban Greening Factor of 0.38, which falls just short of the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5.</p> <p>Whole Life Carbon 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. Although not required by policy, the application includes a Whole Life Carbon Assessment.</p> <p>The total calculated emissions based on the GIA is estimated at:</p> <table border="1" data-bbox="468 1052 1675 1414"> <thead> <tr> <th data-bbox="468 1052 751 1117"></th> <th data-bbox="762 1052 1003 1117">Estimated carbon emissions</th> <th data-bbox="1014 1052 1360 1117">GLA benchmark</th> <th data-bbox="1371 1052 1675 1117">Embodied carbon rating (Industry-wide)</th> </tr> </thead> <tbody> <tr> <td data-bbox="468 1117 751 1268">Product & Construction Stages Modules A1-A5 (excl. sequestration) –</td> <td data-bbox="762 1117 1003 1268">694 kgCO₂e/m²</td> <td data-bbox="1014 1117 1360 1268">Meets GLA benchmark (<850 kgCO₂e/m²) but misses the aspirational target (<500 kgCO₂e/m²).</td> <td data-bbox="1371 1117 1675 1268">Modules A1-A5 achieve a band rating of 'E', not meeting the LETI 2020 Design Target.</td> </tr> <tr> <td data-bbox="468 1268 751 1390">Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)</td> <td data-bbox="762 1268 1003 1390">186 kgCO₂e/m²</td> <td data-bbox="1014 1268 1360 1390">Meets GLA target (<350 kgCO₂e/m²) and aspirational benchmark (<300 kgCO₂e/m²).</td> <td data-bbox="1371 1268 1675 1390"></td> </tr> <tr> <td data-bbox="468 1390 751 1414">Modules A-C (excl</td> <td data-bbox="762 1390 1003 1414">880 kgCO₂e/m²</td> <td data-bbox="1014 1390 1360 1414">Meets GLA target (<1200</td> <td data-bbox="1371 1390 1675 1414">Modules A1-B5, C1-4</td> </tr> </tbody> </table>		Estimated carbon emissions	GLA benchmark	Embodied carbon rating (Industry-wide)	Product & Construction Stages Modules A1-A5 (excl. sequestration) –	694 kgCO ₂ e/m ²	Meets GLA benchmark (<850 kgCO ₂ e/m ²) but misses the aspirational target (<500 kgCO ₂ e/m ²).	Modules A1-A5 achieve a band rating of 'E', not meeting the LETI 2020 Design Target.	Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)	186 kgCO ₂ e/m ²	Meets GLA target (<350 kgCO ₂ e/m ²) and aspirational benchmark (<300 kgCO ₂ e/m ²).		Modules A-C (excl	880 kgCO ₂ e/m ²	Meets GLA target (<1200	Modules A1-B5, C1-4	
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Stakeholder	Question/Comment				Response
	B6, B7 and incl. sequestration)		kgCO ₂ e/m ²) but misses the aspirational benchmark (<800 kgCO ₂ e/m ²).	(incl sequestration) achieve a letter band rating of 'D', not meeting the LETI2020 Design Target.	
	Use and End-Of-Life Stages Modules B6 and B7		1,333 tCO ₂ e	N/A	
	Reuse, Recovery, Recycling Stages Module D		240 kgCO ₂ e/m ²	N/A	
	<p>The highest embodied carbon in Modules A1-A5 is attributed to the superstructure (33%), substructure (21%) and façade (18%). The highest carbon in Modules B and C is façade (34%), services/MEP (30%) and internal finishes (19%).</p> <p>A number of areas have been identified to reduce the embodied carbon of the buildings: recycled elements for reinforced concrete and metal cladding systems, window frame materials, reduced material quantity for structural elements, using the Green Guide to Specification, retaining 95% excavation material on site, construction target waste resource efficiency of 11.3 m³ of waste per 100m².</p> <p>Sequestered carbon was calculated at 65.68 kgCO₂e/m².</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> - The figures between the Sustainability Statement, exec summary of the WLC report and Table 3 of the WLC report differ. Please clarify the differences or correct if there are errors. - The savings reported for the dismantling and reuse of the MMC products has been reported as 85 and 240 kgCO₂e/m². - What is the embodied carbon estimated to be for the demolition waste (not included in the WLC assessment, but calculated with indicative GLA figures). <p>Circular Economy</p> <p>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. Although not required by policy, the application includes a Circular Economy Statement.</p> <ul style="list-style-type: none"> - Modern Method of Construction (MCC) is a viable option for this development, with minimal 				

Stakeholder	Question/Comment	Response
	<p>waste due to pre-fabricated and modular construction.</p> <ul style="list-style-type: none"> - Construction waste resource efficiency of 7.5m³ of waste/100m² - Reuse of soil for landscaping on site - Pre-demolition audit to take place - Sustainable Procurement Plan <p>6. Conclusion</p> <p>Overall, it is considered that the application can be supported from a carbon management and sustainability point of view.</p> <p>Planning Conditions</p> <p>To be secured:</p> <p><u>Energy strategy</u></p> <p><i>The development hereby approved shall be constructed in accordance with the Energy Strategy by Flatt (dated 27 July 2022) delivering a minimum 100% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a solar photovoltaic (PV) array.</i></p> <p>(</p> <p><i>(b) Within a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 41% reduction in SAP10 carbon factors, including details to reduce thermal bridging;</i> - <i>Confirmation of how the dwellings will be heated, avoiding electric panel heaters where possible;</i> - <i>Location, specification and efficiency of the proposed exhaust ASHPs with mechanical ventilation (COP, SCOP, SPF, SEER), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> - <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) generating a minimum of 50,239 kWh/year;</i> - <i>A metering strategy.</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>six months of first occupation, evidence that the solar PV and ASHP 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 one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy S12, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>Be Seen</i></u></p> <p><i>(a) Prior to the completion of the superstructure a detailed scheme for energy monitoring has been submitted to and approved in writing by the Local Planning Authority. This shall include details of suitable automatic meter reading devices for the monitoring of energy use and renewable/low carbon energy generation. The monitoring mechanisms approved in the monitoring strategy shall be made available for use prior to the first occupation of each building.</i></p> <p><i>(b) Prior to each Building being occupied, the Owner shall provide updated accurate and verified ‘as-built’ design estimates of the ‘Be Seen’ energy performance indicators for each Reportable Unit of the development, as per the methodology outlined in the ‘As-built stage’ chapter / section of the GLA ‘Be Seen’ energy monitoring guidance.</i></p> <p><i>(c) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i></p> <p><i>(d) Upon completion of the first year of Occupation or following the end of the Defects Liability Period</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>(whichever is the later) and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it).</i></p> <p><i>All data and supporting evidence should be submitted to the GLA using the 'Be Seen' reporting webform (https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance).) If the 'In-use stage' evidence shows that the 'As-built stage' performance estimates have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising measures shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.</i></p> <p><i>REASON: To ensure the development can comply with the Energy Hierarchy in line with London Plan 2021 Policy SI 2 and Local Plan Policy SP4 before construction works prohibit compliance.</i></p> <p><u><i>Overheating</i></u> <i>Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the TM59 Assessment prepared by Flatt (dated 27 July 2022).</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> <i>- Revised modelling of units modelled based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;</i> <i>- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i> <i>- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form</i> 	

Stakeholder	Question/Comment	Response
	<p><i>part of the retrofit plan;</i></p> <ul style="list-style-type: none"> - <i>Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;</i> - <i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i> <p><i>The development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> - <i>Mechanical ventilation with heat recovery (with summer bypass);</i> - <i>External sliding window shutters;</i> - <i>Window g-values of 0.50 or better;</i> - <i>Hot water pipes insulated to high standards;</i> - <i>Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.</i> <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><i>Biodiversity</i></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>	

Stakeholder	Question/Comment	Response
	<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, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Carbon Offset Contribution (in case the development does not meet the zero carbon target of reducing carbon emissions by 100% compared to a Part L 2013 Building Regulations notional building) 	
<p>Public Health</p>	<p>Summary of comments</p> <p>1. Housing quality and design Key things we would like to see:</p> <ul style="list-style-type: none"> - Provision of affordable housing, responding to local housing needs - Good design through layout, orientation, and meeting space standards - Adaptable and accessible housing included <p>Comments: As highlighted in the Design and Access Statement it is very important that noise and vibrations from the trainline is defused so as not to have a detrimental impact on the health and wellbeing of future residents. Many surveys have been undertaken, informing the proposed design and specifications. It is exciting to see the applicant's commitment to the Quiet Mark certification.</p> <p>It is great to see that 88% of homes will exceed the National Space Standards with larger living spaces, and we understand this is due to the omission of private amenity spaces on</p>	<p>Comments noted</p>

Stakeholder	Question/Comment	Response
	<p>upper floors because of railway noise. It looks as though the drawings show large windows that can open fully internally to encourage air flow and feeling of being outdoors.</p> <p>It is good to see that wheelchair accessible homes are on the ground floor ensuring no reliance on lift access to homes.</p> <p>2. Access to healthcare services and other social infrastructure Key things we would like to see:</p> <ul style="list-style-type: none"> - Nearby healthcare facilities e.g., GPs, Pharmacies - Access to range of education establishments - Access to dedicated community space <p>Comments: We are encouraged to see the inclusion of a new community room as part of the development whilst keeping existing community room.</p> <p>3. Access to open space and nature Key things we would like to see:</p> <ul style="list-style-type: none"> - Access to parks - Play areas inclusive of all ages especially young children and adolescents - Range of formal and informal play spaces and equipment which should be age appropriate. The location of open spaces should avoid isolating specific areas and spaces to increase safety - Opportunities to integrate play spaces with other related health and environmental programmes such as food growing 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Type of trees used to improve air quality and providing areas of shade - Opportunities for more greening e.g., green roofs and walls <p>Comments: The site looks to enhance open space, landscaping and outlooks benefitting both existing and future residents, encouraging more use and enjoyment. Additional greening of the site for example a large signature tree in communal courtyards with seasonal interest will make the site more exciting, absorb air pollution, reduce noise, and enhance biodiversity, and hopefully provide shaded areas for residents. Inclusion of natural play opportunities will support local children’s development, an important role in developing self-esteem, confidence, and physical activity.</p> <p>4. Air quality, noise and neighbourhood amenity Key things we would like to see:</p> <ul style="list-style-type: none"> - Provision of green space and trees can improve air quality and act as a noise barrier in urban areas - Construction management plans should lessen construction impacts, particularly air quality, construction traffic movements, noise levels, hours of working - Good design and the sensitive location and orientation of residential units can lessen noise impacts <p>Comments: Construction impact will be minimised by utilising appropriate application of Modern Methods of Construction, addressing and mitigating concerns of residents on noise and dust pollution during construction, also increasing efficiency on site.</p> <p>As mentioned above and throughout, the application demonstrates the importance of green space, construction management plans, and good and sensitive design.</p>	

Stakeholder	Question/Comment	Response
	<p>5. Accessibility and active travel Key things we would like to see:</p> <ul style="list-style-type: none"> - Details on the design of the secure cycle storage - Cycle storage for all users <ul style="list-style-type: none"> o Include larger cycle storage and enough space between o Easily accessed through no more than two sets of doors and well located (no narrow doorways and tight corners) - Promote cycling and walking as a sustainable option, connecting routes to wider networks <p>Comments: As we move to more sustainable transport methods and to reach our target of being a net zero carbon by 2041, it is encouraging to see a low car parking strategy. Access to a car club (with a three-year membership) and £50 driving credit per household, and the provision of 76 long stay cycle parking spaces and visitor cycle parking will support this move. Further, the health benefits of cycling include reduced risk of heart disease and type 2 diabetes and improved mental health.</p> <p>6. Crime reduction and community safety Key things we would like to see:</p> <ul style="list-style-type: none"> - Development proposals incorporate 'secured by design' principles - Clear sight lines - Active use of public spaces with effective lighting <p>—</p>	

Stakeholder	Question/Comment	Response
	<p>Comments: A consultation with a Designing Out Crime Police Officer has occurred to ensure the site incorporates secured by design principles, is well-lit and has controlled accessed for residents only throughout – considering the concerns of residents.</p> <p>7. Social cohesion and lifetime neighbourhoods Key things we would like to see:</p> <ul style="list-style-type: none"> - Mixed-use developments in residential neighbourhoods can help to widen social options for people. - Intergenerational mixing to improve community cohesion and inclusive and Age-friendly design - Connectivity and permeability reducing community severance <p>Comments: The application ensures both existing and new residents will be able to enjoy well designed public realm and community spaces, supporting community cohesion.</p> <p>8. Minimising the use of resources Key things we would like to see:</p> <ul style="list-style-type: none"> - Require standards and criteria on hazardous waste disposal, recycling and domestic waste to that development proposal <p>Comments: It would be helpful to see what inclusion will be for waste and recycling materials in the refuse storage but understand this is being discussed and reported back on.</p> <p>Construction impact will be minimised by utilising appropriate application of Modern</p>	

Stakeholder	Question/Comment	Response
	<p>Methods of Construction, addressing and mitigating concerns of residents on noise and dust pollution during construction, also increasing efficiency on site.</p> <p>9. Climate change Key things we would like to see:</p> <ul style="list-style-type: none"> - The design proposal ensures that new housing and public realm can adapt to changes in temperature - Sustainable urban drainage systems in place to reduce the risk of flooding <p>Comments: It is clear extensive work has undergone to ensure the development will be as sustainable and climate friendly as possible. Including the Circular Economy Statement, with an aim to minimise damage to the environment, and new construction methods to be used to cause minimal disruptions to residents. A constant consideration has been the impacts of noise and vibration due to the railway and providing thermally efficient buildings and creating a net zero carbon development, and to help reduce operational and embodied carbon in the scheme.</p> <p>Conclusion We are in support of this application, a well-designed yet challenging site, that will provide 33, much needed, new homes and improved public realm for our Haringey residents. The improved green spaces, including play opportunities, can be enjoyed by existing and new residents supporting social cohesion and recreation. Existing concerns around antisocial behaviour and safety have been addressed in the proposal. The application reflects on important health implications such as overheating, air quality and noise pollution, mitigating against all.</p> <p>However, it is important to acknowledge the objections from residents – particularly around disruption and car parking. Although it is inevitable that development may cause some disturbance the plans consider the potential disruption with aims to alleviate as much as possible. To reach our overall objective in reducing emissions related to road transportation by 50% by 2025 and towards a net zero carbon Haringey, it is important to continue to grow active travel and offer more sustainable transport options. We look forward to seeing how a shift to more sustainable transport options will be supported.</p>	
EXTERNAL		
Crossrail 2 Safeguarding Team	Thank you for your letter dated 15 September 2022, requesting the views of the Crossrail 2 Project Team on the above application. I confirm that the application relates to land outside the limits of land subject to consultation by the Crossrail 2 Safeguarding Direction. I have no comment on the application.	Comments noted

Stakeholder	Question/Comment	Response
Thames Water	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission.</p> <p>No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide â working near our assets â to ensure your workings will be in line with the necessary processes you need to follow if you are considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water 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>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows</p>	<p>Comments noted. Condition/Informative included</p>

Stakeholder	Question/Comment	Response
	<p>the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</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 will 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. https://www.thameswater.co.uk/developers/larger-scaledevelopments/planning-your-development/working-near-our-pipes</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments If you are planning on using mains water for construction purposes, its important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/building water.</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> <p>The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility</p>	

Stakeholder	Question/Comment	Response
	<p>infrastructure. Please read our guide working near our assets to ensure your workings will be in line with the necessary processes you need to follow if you are considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email:developer.services@thameswater.co.uk</p>	
Secure By Design	<p>With reference to the above application we have had an opportunity to examine the details submitted would like to offer the following comments, observations and recommendations. These are based 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. 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 both feasibility and pre-application stage and have discussed our concerns around the design and layout the development. The Architects have made mention in the Design and Access Statement refer to design out crime or crime prevention and have stated that they will be working in close collaboration with DOCOs to ensure that 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, and 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 suitable worded conditions and an informative. The comments made can be easily mitigated early if the Architects ensure the ongoing dialogue with our department and this continues throughout the design and build process. This can be achieved by the following Secured by Design conditions being applied (Section 2) 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><u>Section 2 - Secured by Design Conditions and Informative:</u></p> <p>In light of the information provided, we request the following Conditions and Informative:</p>	<p>Comments noted. Conditions/Informative included</p>

Stakeholder	Question/Comment	Response
	<p><u>Conditions:</u></p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design Accreditation'. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p><u>Informative:</u></p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p><u>Section 3 - Conclusion:</u></p> <p>We would ask that our department's interest in this planning application is noted and that we are advised the final Decision Notice, 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> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in appendices please do not hesitate to contact us at the above office.</p>	
Environment Agency	I have just checked the site however and it does not look like the development would hit any of the criteria on our external consultations checklist and therefore we would have no comment to make.	Comment noted
London Fire Brigade	The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and	Comment noted

Stakeholder	Question/Comment	Response
	<p>have no further observations to make as long as Fire Brigade access, facilities and the provision/location of hydrants demonstrate compliance with the functional requirements of the Building Regulations, particularly in regards to B5; access and facilities for the fire service.</p> <p>It should be ensured that if any material amendments to this consultation is proposed, a further consulta may be required.</p>	
Network Rail	<p>Network Rail own, operate and develop Britain’s railway infrastructure. Our role is to deliver a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis.</p> <p>Following assessment of the details provided to support the above application, whilst the proposed build is very close to the railway boundary, we are aware that the developer has been liaising with Network Rail in respect of agreeing works (construction methodology, design etc) in proximity to operational railway land. We also note that the developer is seeking use of railway land in the construction of the scheme and subject to the continuation of discussions and the developer entering the necessary licences and agreements with us, we have no objection to the scheme.</p> <p>Given the proximity of the scheme to operational railway land and would strongly recommend that the developer ensures that they are able to maintain the proposed properties without the need for access to railway property (in this instance the adjacent maintenance yard and live track beyond). It should be noted that unauthorised access to railway owned land without prior agreement and adequate supervision is a criminal offence.</p> <p>In addition, we would recommend that the council give consideration to the following to ensure the residential amenity of future occupants;</p> <p>Railway Noise Mitigation The Developer should be aware that any development for residential or noise sensitive use adjacent to an operational railway may result in neighbour issues arising. Consequently, every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst-case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.</p> <p><u>Conclusion</u> Thank you again for the opportunity to comment on the proposed scheme. We trust that the above will be given due consideration in determining the application and if you have any enquiries in relation to the above, please contact us at townplanninglne@networkrail.co.uk.</p>	<p>Comment noted. Informative included</p>

Stakeholder	Question/Comment	Response
UK Power Networks (UKPN)	The application site is subject to a Lease for an electrical substation with Eastern Power Networks plc. No works should be commenced until such time as a suitable alternative location and any protective measures have been agreed and a new substation established and the existing substation is decommissioned.	Comment noted. Condition included
NEIGHBOURING PROPERTIES	<p>Land Use and housing</p> <ul style="list-style-type: none"> - Good to see more social housing - Concerns with non-openable windows - Lack of daylight to existing flats - Poor outlook - Noise pollution from the railway line - Inappropriate site for development 	<p><u>Land Use and housing</u></p> <p>Comment noted</p> <p>The windows on the railway side will be restricted opening not fixed shut. Other are openable on the buildings.</p> <p>There will be no undue impact on the existing building in terms daylight/sunlight</p> <p>The proposed courtyard gardens provide an alternative view for the proposed flats</p> <p>The development incorporates double glazing and appropriate ventilation to mitigate any noise implications from the trains</p> <p>The land at Woodridings Court is a brownfield location, close to sustainable transport connections in an established residential area</p>

Stakeholder	Question/Comment	Response
	<p>Design</p> <ul style="list-style-type: none"> - Excessive height - The height should be limited to 4 storeys - Overdevelopment of the site - Design out of character with the area - Cramped development <p>Parking, Transport and Highways</p> <ul style="list-style-type: none"> - Parking and Traffic congestion - Underground parking should be provided - Concerns with road safety - Access concerns for emergency vehicles/refuse/delivery - Concerns with transport assessment 	<p><u>Design</u></p> <p>Officers consider the proposal to be of a compatible and appropriate scale to the context. The pitched roof breaks down the overall bulk and massing of the proposal</p> <p>The scale and form of the proposed buildings successfully responds to the shape of the site</p> <p>The bold, distinctive design would form a notable local landmark and enhance the sense of place of the location.</p> <p>The Transportation Officer has assessed these points and which have been covered in the main body of the report; Officers raise no objections to the proposals subject to conditions/S106 being imposed</p> <p>The Council's Transportation team are satisfied that the scheme is car free that restricts future residents of the development from applying for a no street parking permit</p>

Stakeholder	Question/Comment	Response
	<p>Impact on neighbours</p> <ul style="list-style-type: none"> - Impact on amenity - Overshadowing/Loss of light - Overbearing impact on existing residents - Overlooking/loss of privacy <p>Environment and Public Health</p> <ul style="list-style-type: none"> - Pressure on existing infrastructure and service - Noise, vibration Dust and debris and disturbance during construction phase - Increased anti-social behaviour concerns 	<p>The Council's Transportation team are satisfied with access</p> <p>The Councils Transportation team are satisfied with the transport assessment</p> <p>The proposal is not considered to result in an unacceptable impact on local amenity – covered in the report</p> <p>Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooking</p> <p>Overshadowing/Loss of light -There are no daylight/sunlight and overshadowing concerns to neighbouring properties</p> <p>The proposal is not of a sufficient scale to have a detrimental impact on local services.</p> <p>Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Concerns the development is built up to the electricity substation - There should be a financial contribution towards the upkeep of Alexandra Park 	<p>by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition.</p> <p>The proposed development enhances security through the design and layout of the building. The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme</p> <p>A condition regarding the electricity substation has been attached.</p>

Appendix 4 – QRP reports

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Haringey Quality Review Panel

Report of Formal Review Meeting: Woodridings Court

Wednesday 23 June 2021
Video conference

Panel

Peter Studdert(Chair)
Jonas Lencer
Ann Sawyer
Alan Shingler
Lindsey Whitelaw

Attendees

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects
Kiki Ageridou	Frame Projects
Zainab Malik	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Deborah Denner	Frame Projects

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.

Declaration of interest

Lindsey Whitelaw was a partner of Whitelaw Turkington with Ian Turkington until 2011. She has no involvement in Turkington Martin Studio who are the landscape architects for Woodridings Court.

Report of Haringey Quality Review Panel
23 June 2021
HQRP109_Woodridings Court

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1. Project name and site address

Woodridings Court, Crescent Road, London, N22 7RX

2. Presenting team

Jack Goulde	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Geertje Kreuziger	London Borough of Haringey
Roy Collado	Collado Collins Architects
Antonia Blege	Collado Collins Architects
Joe Todd	Turkington Martin Studio
Charles Chamunorwa	Cre8 Structures

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is bounded by housing to the north, Crescent Rise and Crescent Road to the west, Dagmar Road to the south and the main railway line to the east. The surrounding area is predominantly low-rise built form and residential in land use terms. The existing building occupying the site is a four storey 1970s council building which houses 56 flats. The undercroft parking area at ground floor, the parking deck at first floor and the amenity decks at second floor have been closed for a number of years. There are two vehicle access points at either end of the site, from Dagmar Road to the south and Crescent Rise to the north. Both are gated, and provide pedestrian and refuse collection access only. The main access point is at the centre of the site off Crescent Road. Two other pedestrian entry points are located off Dagmar. The existing flats are accessed via the circulation along the rear of the building which runs parallel with the railway, and the duplexes are located within the perpendicular block. All dwellings have a single aspect facing onto the amenity space along the front of the building.

The site is not within or near a Conservation Area. The current proposal (at pre-application stage) is for the redevelopment of the disused parking court and amenity deck to provide four separate buildings of three, four and five storeys comprising 29 council rented homes (13 x one bedroom, 14 x two bedroom and 2 x three bedroom flats). It also includes improvement to the existing landscaping access and entrances to the existing building, and the provision of three blue badge spaces and cycle parking. The scheme is at a very early stage in terms of its design and massing. Officers seek the panel's views on the massing and design quality of the proposals, and the relationship with the existing building.

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5. Quality Review Panel's views

Summary

The panel thinks that given the number of constraints and challenges, the project team has made good progress with an ambitious scheme. As design work progresses, it thinks that the approach should be extended to look at the proposals comprehensively with the existing building, to ensure that both the existing and new-build elements are well integrated and of a high quality. The site presents many challenges and constraints, but offers an interesting opportunity to increase the amount of housing on site while also improving existing accommodation within Woodridings Court. The panel feels that early, meaningful engagement with existing residents will be very important to inform the brief and identify priorities. The proposals will need to offer a lot to the existing residents by improving the circulation arrangements, building entrances, communal amenity space and thermal performance of the built fabric. The panel supports the scale of the new elements and thinks that the development could perhaps extend up to five or six storeys, especially towards Dagmar Road. Exploration of the optimum number of pavilions – and of opportunities for additional accommodation in the roof – would also be welcomed. The panel encourages greater generosity and a simpler and clearer approach to circulation and entrance arrangements within the scheme. It welcomes the proposed materiality of the new additions; however, scope remains to improve the architectural expression and thermal performance of the existing building. At a detailed level, further consideration of the landscape design, communal amenity space and play space provision would be supported, alongside further work to improve accessibility of blue badge parking spaces. Adoption of Passivhaus principles within the scheme is very positive; the panel would like to see this approach explored further and embedded within the detailed design of the proposals. Further details on the panel's views are provided below.

Approach to development and community engagement

- The panel encourages the project team to consider the redevelopment comprehensively, seeking to better integrate the new elements with the existing building, and in doing so, significantly improve the visual qualities, fabric performance, and entrance and circulation arrangements of the whole. It would like to see the scheme developed as a coherent whole, rather than just as a development at the rear of the existing building.
- It will be extremely important to engage more proactively with the existing residents at the earliest stage to inform the brief, to identify residents' needs and to ensure that the redevelopment will improve the existing situation. Consultation with the residents should help to inform the entrance strategy and the form of the development at the rear.



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- An open day held on site for residents to actively engage and provide feedback at the earliest opportunity will help to achieve this. The panel thinks that this type of proactive engagement will help to identify new issues and establish a list of “do’s and don’ts” for the redevelopment.
- Careful planning of the construction phases should minimise and mitigate noise and nuisance for the existing residents. The panel questions whether it is realistic to cut the rear slab of the development with a diamond saw when the residents remain in-situ.

Massing and development density

- The panel considers that the new elements to the rear of the existing building do not need to be completely hidden. Enabling them to be more visible from the street and achieving a greater visual coherence through design interventions on the existing façades can help to change the aesthetic of the overall development.
- The panel is open to development of around five or six storeys in this location, subject to further scrutiny of townscape views from close at hand and further afield, including from the other side of the railway. If the scheme is considered as a whole and, in so doing, resolves (and improves) the architecture of the existing building, then five or six storeys to the rear would be easier to justify.
- It would support exploration of the potential to replace the roof space (in whole or in part) with additional accommodation, which could also help to improve the fabric of the existing building.
- As there is more space at the Dagmar Road end of the site, an increase in height to perhaps six storeys at this end of the development could be appropriate, subject to testing the views up the road from the south.

Scheme layout

- The panel would encourage the project team to establish a strong understanding of the existing building. Using the redevelopment as a springboard to resolve access issues, vertical circulation, legibility, and the quality of accommodation would be welcomed.
- The existing circulation is confusing and unwelcoming; residents are anxious about personal security. Further consideration of entrances and circulation arrangements would be supported, to avoid a convoluted arrangement of access points, and to ensure that the process of entering the building and reaching an individual apartment is welcoming, intuitive and perceived as safe.



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- The panel is concerned that the 1.8m entrance slots are too constrained in size and are not visually articulated enough on the frontage. Exploration of bringing the entrances forward from the existing building line and re-configuring the circulation 'diagram' by reducing the number of entrances and simplifying the circulation would be welcomed. Revisiting earlier circulation diagrams may also prove helpful.
- The panel suggests a solution that retains and enhances the entrances at either end of the building and creates a third, more primary entrance more centrally within the frontage of the existing building would improve the relationship between the entrances and vertical circulation. Exploring whether the primary entrance could link through to a large winter garden or space at the rear which allows legible access to circulation within the building would also be supported.
- Further work would also be welcomed on the configuration of the additions to the rear of the existing building. Current proposals show four attached 'pavilions'; it would be interesting to explore different options for these additions, perhaps three taller pavilions instead of four.
- The Dagmar Road entrance and section of the site presents a tricky design challenge due to the projecting block. The panel thinks that there may be a case for selective demolition at this southern end of the site, to enable creation of a building that will close – and address – the view from the south.
- The relocation of cycle stores and bins is welcomed.

Architectural expression

- The panel likes the evolving architectural language and thinks that the material studies are interesting. It thinks there is great potential to improve the visual perception of Woodridings Court both from the road frontage, and from the railway behind.
- If the rear additions are well designed then they can be prominent within the roofline of the overall view of Woodridings Court, if the elevational treatment of the existing building is also improved.
- The panel highlights the need for proposals to demonstrate a clear benefit to the existing residents; alongside lifts and improved entrance and circulation areas, there should be some interventions within the fabric of the existing building that introduces light and ventilation into communal areas – for example glazed slots – and that achieves an overall improvement in the visual qualities of the building as a whole.



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Inclusive design

- The panel is pleased that the project includes removal of the large ramp, and the inclusion of lifts that will service both existing and new accommodation. Opportunities to further enhance the quality of accommodation for existing residents would be welcomed; incorporating new stairs located centrally within the building would also be of great benefit.
- Of the three wheelchair units on ground floor the panel notes that two of these are located at some distance from the blue-badge parking. It encourages further work to reduce this distance.

Landscape design

- The panel notes that the new amenity space is only intended for new residents of the building. It encourages the project team to establish a new communal area at ground level – shared by both existing and new residents – with a small defensible perimeter, and communal space in the centre.
- It would also like to know more about the play strategy, and how this fits in with the wider provision in the area. Installing a safer crossing or a signal crossing may be beneficial to improve access to play space in the vicinity.
- Locating play provision close to individual dwelling units can potentially cause friction. The panel notes that the new play space is located in front of the existing residents' accommodation; it highlights that this may be unwelcome, and the location may need to be reconsidered following consultation.
- Ground floor windows – especially those located near to new entrances – will be vulnerable to overlooking from the public realm. Effective defensible space will need to be created in these locations.
- A greater understanding of how the ground levels vary in relation to the building, its entrances and the public realm would be very helpful.

Environmental sustainability and construction

- The panel feels that it will be important to improve the thermal fabric performance of the existing building, whether that is through insulation or glazing.
- It would encourage the project team to further explore a Passivhaus approach to the new development and adopting a 'fabric first' mode of design.
- Modern methods of construction (pre-fabrication, quick form construction or (CLT) cross-laminated timber) may be beneficial to the project, through the reduction in construction time and noise. It will be very important to consider



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these modes of construction from a sustainability point of view; the panel encourages the project team to explore this further, with advice from installers and specialist contractors.

Next steps

- The panel would welcome a further opportunity to review the proposals. It highlights a number of action points for consideration by the design team, in consultation with Haringey officers.
- It also offers a focused chair's review on the approach to low carbon design and environmental sustainability.

Appendix: Haringey Quality Charter**Policy DM1: Delivering High Quality Design**

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 - 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.

Haringey Development Management DPD (2017)





Haringey Quality Review Panel

Report of Chair's Review Meeting: Woodridings Court

Wednesday 13 October 2021

Zoom video conference

Panel

Peter Studdert (chair)

Jonas Lancer

Attendees

Kevin Tohill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Sarah Carmona	Frame Projects
Adela Papparisto	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey

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Report of Chair's Review Meeting
13 October 2021
HQRP109_Woodridings Court

1. Project name and site address

Woodridings Court, Crescent Rd, London, N22 7RX

2. Presenting team

Jack Goulde	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Roy Collado	ColladoCollins Architects
Antonia Blege	ColladoCollins Architects
Andy Love	Love Design Studio
Joe Todd	Turkington Martin Landscape Architects

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is bounded by housing to the north, Crescent Rise and Crescent Road to the west, Dagmar Road to the south and the main railway line to the east. It has a Public Transport Accessibility Level of part three, and part five. The surrounding area is predominantly low-rise residential in land use terms. The site is not within, adjacent or near a Conservation Area and the building is not statutorily or locally listed.

The existing building occupying the site is a four storey 1970s council building, which houses 56 flats. The undercroft parking area at ground floor, the parking deck at first floor and the amenity decks at second floor have been closed off for a considerable number of years. There are two vehicle access points at either end of the site, from Dagmar Road to the south and Crescent Rise to the north. Both are still in place but gated and provide pedestrian and refuse collection access only. The main access point is at the centre of the site off Crescent Road. Two other pedestrian entry points are located off Dagmar Road, but due to the ground level differences pedestrians can either enter at first floor level directly into the end of the enclosed circulation corridor or descend two flights of steps to a ground floor entrance. The existing flats are accessed via the circulation along the rear of the building which runs parallel with the railway, while the duplexes are located within the perpendicular block. All dwellings have a single aspect facing onto the amenity space along the front of the building.

Officers seek the panel's views on the massing and design quality of the proposals, in addition to the relationship with the existing building.

5. Quality Review Panel's views

Summary

The panel feels that, given the number of constraints and challenges, the project team has made good progress with this ambitious scheme. The site presents an interesting opportunity to increase the amount of housing on site, while also improving existing accommodation within Woodridings Court. The design team has responded positively to the comments made at the previous review and the panel feels that the revised scheme will both benefit the existing residents and give definition and status to the existing building. The focus on the landscape and the circulation diagram has radically improved the redevelopment, which is now much more coherent, and the increase in height works well; the approach to the Dagmar Road end of the site is pragmatic and sensible. There are a number of opportunities to refine the scheme further, and the panel feels that identifying the best construction strategy will be a challenge. However, it offers warm support to the planning application, and feels that the scheme will significantly improve this corner of the borough. Further details on the panel's views are provided below.

Massing and development approach

- The panel thinks that the proposals represent an interesting solution to a seemingly impossible brief. The strategy for development is convincing, offering a measurable improvement to the circulation, entrance areas and amenity areas for existing residents.
- While additional height may have been appropriate for the site, the panel agrees with the decision not to make the new development the 'marker' building in townscape terms, in line with views elicited from the community engagement process. It is, however, very positive that the new blocks are visible above the roofline of the existing building in front.
- The construction process will be very challenging, and the decision to pursue off-site construction methods seems to be sensible.

Scheme layout and architectural expression

- The panel highlights The Rye Apartments (in Peckham Rye) as a good example of dealing with the level change from street to lower ground floor apartments.
- There is a missed opportunity within the roof space of the new blocks to use the void space as either additional small apartments within the roof, or as extra space for the apartments in the level below. This approach has been adopted within The Rye Apartments (Tikari Works).
- The panel would like to see further consideration given to the circulation routes, to maximise the daylight levels and transparency / visual links into and



out of corridors, walkways, and stairs, and make the entrance sequence – from street to dwelling – more pleasant.

- The panel supports the form of the building and the approach to 'wrapping' it in a single cladding material. Copper cladding is a good choice, and the panel feels this will be very attractive when seen from the railway.
- The quality of materials and construction, for example the detail of the hidden gutter, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.
- The design and integration of bin storage – that is self-maintaining, neat and tidy – can be one of the biggest design challenges within residential projects. The panel would encourage the project team to revisit the current bin storage arrangements, to locate it away from key entrance areas, and to make it as attractive as possible.

Landscape design

- The landscape strategy seems well-considered, and the panel supports the approach to enclosing spaces, giving them definition and ensuring surveillance.
- The panel welcomes the proposals for tree planting and thinks that they will work well in townscape terms.

Next steps

- The panel gives the planning application warm support.
- It identifies some further aspects which have the potential for further exploration, which the applicant and project team could consider, in consultation with officers.

Appendix 5 DM Forum minutes

9 attended which included Cllr Alessandra, Cllr Dixon, Cllr Gordon and Cllr Bevan

- Concerns neighbours of Crescent Road were not notified
- Residents are not being listened to
- Parking concerns
- Taking away the ramp is an issue
- The proposal will dwarf the existing building
- Concerns with noise pollution during construction
- The proposal will ruin the existing building
- Access for disabled residents affected
- Who gets priority to the new units

Appendix 6 Pre-application briefing minutes

PPA/2021/0016 Woodridings Court, Crescent Road N22 7RX

Proposal: Redevelopment of the disused parking court/ amenity deck to the rear of an existing 4 storey block of Council flats to create 29 additional new homes.

Minutes

The Committee considered the pre-application briefing for the redevelopment of the disused parking court/ amenity deck to the rear of an existing 4 storey block of Council flats to create 29 additional new homes.

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

- It was enquired whether the proposal had sufficient three bed units and whether the balconies would be fully enclosed to protect from noise disturbance and to ensure appropriate temperature control. It was explained that, in balancing the units with the location, it was considered that the location may not be suitable for three bed units but that the mix of units could still be amended. In relation to the balconies, it was noted that these would be 6-7m² amenity spaces in the corners of the buildings. It was noted that these were not internalised and were winter gardens. It was explained that there were screens for acoustic privacy but it was accepted that, due to possible weather and noise, it may not be practical to use the balconies at all times.
- In relation to parking, it was confirmed that no parking would be provided by the proposal. It was explained that there was an intention to have an active car club and that the applicant team was in contact with two car club providers.
- It was clarified that the applicant proposed to remove the ramp on the site and that the road would connect to a new, wider lobby which would result in improved access within the building so that there would be a single entry point and so that all residents could access their apartments from the lift or the stairs.
- The Committee expressed some concerns that the development would be car free but that the surrounding area did not have Controlled Parking Zones (CPZs). The applicant team commented that the scheme was not able to provide parking; they asked whether the Council might be able to assist with this and suggested that it might be useful to consider this at the consultation stage.
- It was noted that there were some concerns about having a single point of entry due to some previous anti-social behaviour issues and it was enquired which areas would be public and which would be residential. The applicant team explained that the spaces at the front and side of the building were intended to be private spaces for residents and would not be open to the public. It was added that the applicant team was looking forward to engaging with residents to determine how to make the spaces as practical as possible. It was also noted

that the block had undergone decent homes improvements approximately five years' ago but that some further, although less intrusive, improvement works were planned in 2022-23.

- It was commented that the applicant was proposing to remove the concrete structure on the site to open up the building to additional natural light. It was noted that new glazing would be set slightly away to provide ... [view the full minutes text for item 9.](#)

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Pre-application briefing to Committee - 5 December 2022**1. DETAILS OF THE DEVELOPMENT****Reference No:** PPA/2022/0020**Ward:** Hermitage & Gardens**Address:** Land adjacent to 341 and 339 & 341a (“Cara House”) Seven Sisters Road and to the rear of 341 & 343 Seven Sisters Road**Proposal:** Construction of two linked buildings - one of 10 storeys on land adjacent to 341 Seven Sisters Rd and one of 4 storeys to the front of Cara House (Eade Road) both containing ground floor café / workspace uses and Warehouse Living accommodation with associated waste storage and cycle parking; and ten stacked shipping containers to a height of 2 storeys containing workspace / artist uses to the rear of 341 & 343 Seven Sisters Rd with associated toilet facilities, waste storage and cycle parking.

The proposals include landscaping works including the widening and remodelling of the public footpath alongside 341 Seven Sisters Rd and works to Tewksbury Road. And the creation of rain gardens, greening, seating, signage, and artworks and other associated infrastructure works, including the removal of an existing, and the construction of a new, substation.

Applicant: Provewell Limited**Agent:** Jen Ross Consulting**Ownership:** Private**Case Officer Contact:** Philip Elliott**2. BACKGROUND**

2.1 The application site falls within site allocations SA34 and SA35 – Overbury & Eade Roads (SA34) and Land behind Seven Sisters & Tewkesbury Roads (SA35) as noted in the Site Allocations DPD. SA34 is allocated for a potential development to increase accessibility, providing increased mixed use floorspace including Warehouse Living accommodation. SA35 is allocated for the redevelopment of existing buildings to create a higher quality streetscape on Tewkesbury Road, to complement the Haringay Warehouse neighbourhood.

Haringay Warehouse District and Warehouse Living

2.2 Warehouse living is defined in Development Management DPD (DM DPD) policy DM39 as a specific type of land use that has emerged over time in certain employment locations within Haringey and lends particular support to the creative industries sector. It does not fall within a specific use class – and is not live/work development – and as such is considered a Sui Generis use.

- 2.3 The Harringay Warehouse District (HWD) area is a collection of buildings commercial in nature and of a range of quality. The location and sites that fall within the Warehouse Living Area are shown below in Figure 1. There is a strong link to the textile manufacturing trade, although there is a wide range of goods manufactured within the employment area. The area surrounding the industrial buildings consists of terraced housing, and in some parts industrial and resident uses sit side by side.

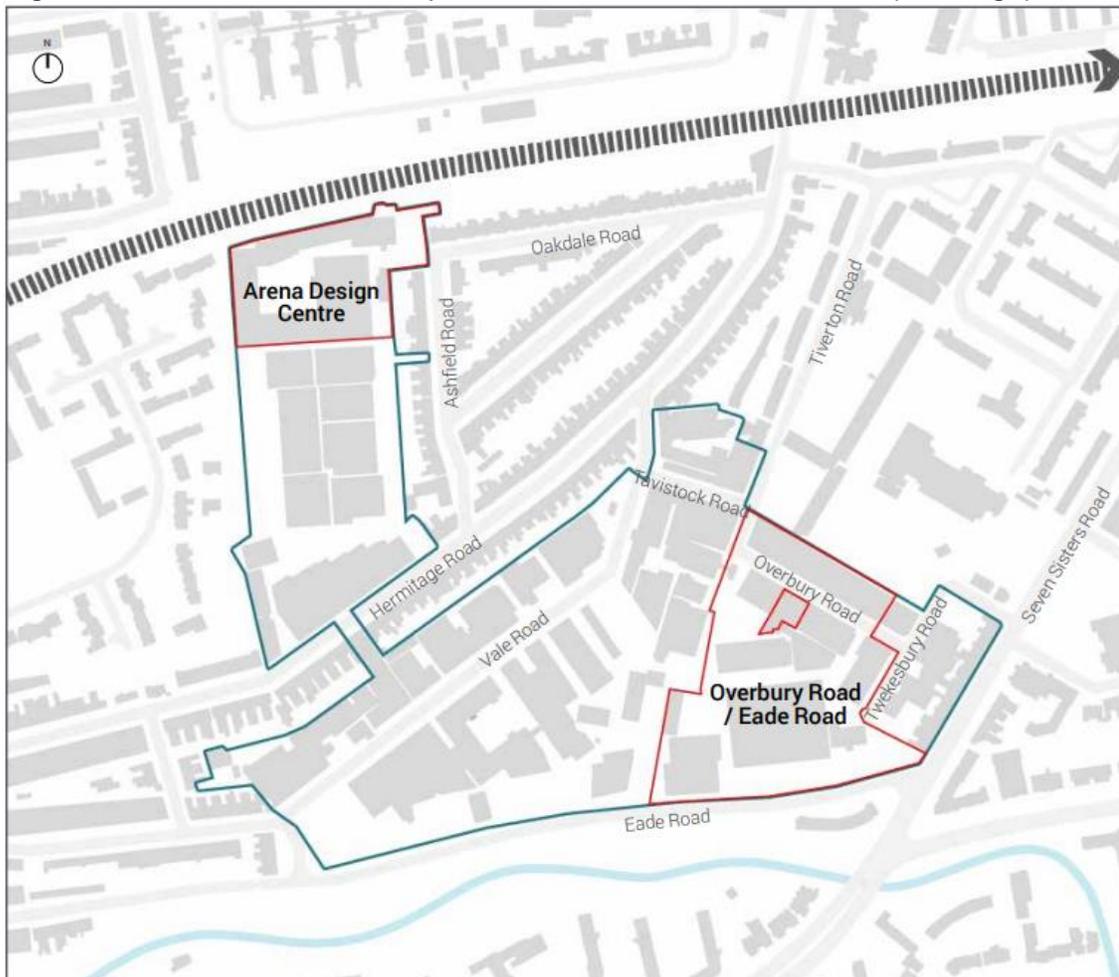
Figure 1 – Harringay Warehouse District (Orange = HWD sites)



- 2.4 The District can be considered in two sections, Arena, Crusader, and Omega Industrial estates are in the north of the area, and the Vale, Eade, Hermitage, and Overbury Roads area to the south provides a separate contiguous area. Both areas are subject to significant authorised and unauthorised residential occupation in the form of Warehouse Living. This has arisen organically over the past 10-15 years.
- 2.5 The vision for the area outlined in the Site Allocations DPD is to create a collection of thriving creative quarters, providing jobs for the local economy, cultural output that can be enjoyed by local residents, and places for local artists to live and work. The DPD notes that changes from existing employment use will need to be accompanied by detailed management arrangements that secure long term access to affordable business premises.

- 2.6 SA34 encourages a comprehensive approach to site management and managed enhancement of the employment and residential offer, including improved permeability in line with Policy DM55 of the DM DPD: Regeneration/Masterplanning. The allocation (SA34) states that the Council will work with landowners and residents to find ways to reintroduce employment, while continuing to meet the accommodation needs of the existing creative community. A new street layout that improves accessibility through the site will also be considered.
- 2.7 A summary list of both the SA34 & SA35 site requirements are as follows:
- A site-wide management plan masterplan;
 - The potential for a building on the corner of Eade and Seven Sisters Roads; marking the gateway to the warehouse district;
 - Reintroduction of employment-generating uses;
 - Local Employment Area: Regeneration Area status;
 - The principles of policy DM39: Warehouse Living apply, and the site is subject to the requirements of Policy DM38: Employment-Led Regeneration;
 - Pedestrian permeability encouraged;
 - Affordable commercial rents will be expected;
 - If necessary, cross subsidy of employment floorspace from residential will be considered;
 - Maximum amount of employment floorspace must be provided subject to viability;
 - Appropriate development = employment-led mixed use development;
 - The terrace fronting Seven Sisters Rd should be retained;
 - Access from the Overbury Road area to and across Seven Sisters Road should be improved.
- 2.8 Provewell have owned sites across the Warehouse District since the 1990s and have stated that they are seeking to encourage and incubate the creative community to remain at the Warehouse District.

Figure 2 – Prowevell ownership across the Warehouse District (red edge)



3. SITE AND SURROUNDS

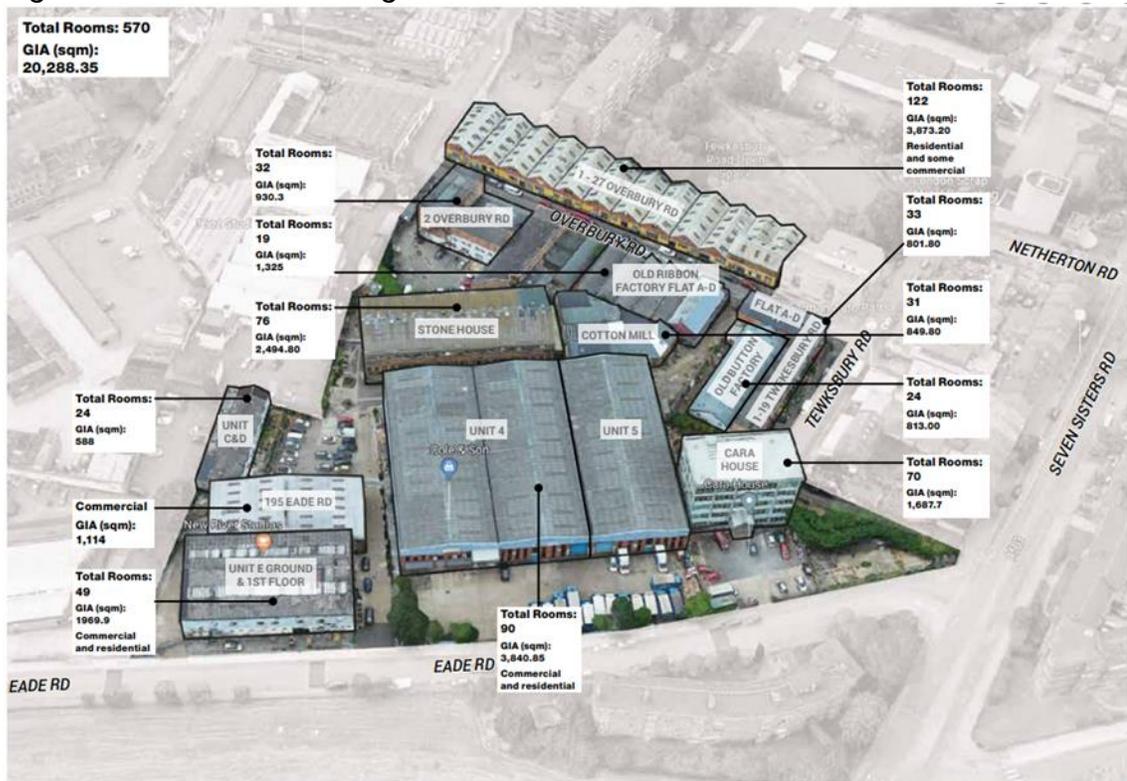
- 3.1 The site consists of a triangular parcel of land adjacent to 341 Seven Sisters Road which includes a staircased public right of way which descends from Seven Sisters Road to Tewksbury Road. The site also includes the land to the front and rear of 339 & 341a Seven Sisters Road (“Cara House”) and land to the rear of 341 & 343 Seven Sisters Road.
- 3.2 The triangular parcel of land adjacent to 341 Seven Sisters Road and beyond the staircased public right of way is made up of hardstanding alongside the adjacent highways with trees/shrubs beyond. The land levels fall dramatically beyond this to the north by approximately 2 storeys from Seven Sisters Road down to Tewksbury Road. To the front and rear of Cara House is a hardstanding yard which is used for parking and cycle/refuse storage and outdoor amenity purposes.

Figure 3 – Location Plan



- 3.3 The land to the rear of 341 & 343 Seven Sisters Road is currently used for storage and what appears to be 'car breaking'. Whilst there are several commercial/industrial/storage businesses operating out of buildings which are within the site allocation, there is also a sizable Warehouse Living community, as indicated in the image below which gives estimates of room numbers.
- 3.4 Beyond the site allocation to the west is the Vale Road/Tewkesbury Road Locally Significant Industrial Site (LSIS) which includes the locally listed Former Maynard's Sweet Factory.
- 3.5 The application site is bounded by Eade Road to the south and Seven Sisters Road to the east. Seven Sisters Road forms part of the Transport for London Road Network (TLRN) and is a red route. Most of the site has a Public Transport Accessibility Level (PTAL) of 5.

Figure 4 – Warehouse living accommodation across the site allocation

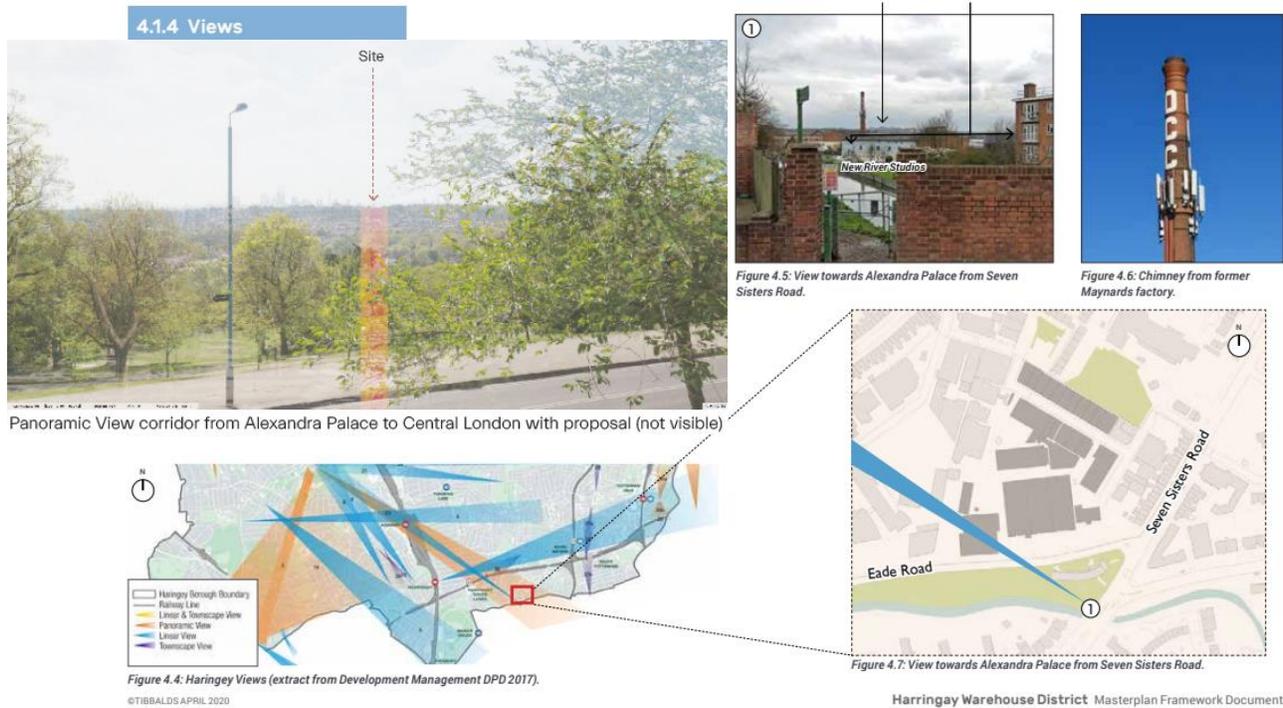


- 3.6 The site falls within the Seven Sisters Corridor Area of Change, which has potential for new housing and social infrastructure including, where appropriate and viable, the provision of new green space and community facilities.
- 3.7 The site does not fall within a Tall Building Growth Area. The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London. The London Plan defines a tall building as one of 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey.
- 3.8 To the east and south of the site lies the borough boundary of the London Boroughs of Haringey and Hackney. To the southwest is the New River which is a Site of Importance of Nature Conservation (SINC) of Metropolitan Importance, an ecological corridor, and part of the Green Chain and Blue Ribbon. Woodberry Down Baptist Church is a locally listed building located nearby, albeit to the northeast of the site down the sloped Seven Sisters Road within Seven Sisters Ward.
- 3.9 The site sits within a strategic Panoramic View corridor that runs from Alexandra Palace to Central London (City and St Pauls Cathedral). This is a long distance

view corridor, and therefore the relatively low rise topographical nature of the site is very unlikely to cause any impact on it.

- 3.10 A Linear View also passes through the site allocations in its southwestern corner. This view corridor extends from the corner of Seven Sisters Road, Amhurst Park and Eade Road towards Alexandra Palace. The location of this corridor is shown in more detail in Figure 5 below along with the Panoramic View from Alexandra Palace. Given the location of the site within the site allocations the proposed buildings would not have an impact on the Linear View.

Figure 5 – Images showing the Panoramic view from Alexandra Palace and the Linear View from Seven Sisters Road towards Alexandra Palace as well as features within these views such as the locally listed chimney of the former Maynards factory.



4. PROPOSED DEVELOPMENT

4.1 The proposals include the following:

- 4.2 Construction of two linked buildings - one of 10 storeys on land adjacent to 341 Seven Sisters Rd and one of 4 storeys to the front of Cara House (Eade Road) both containing ground floor café / workspace uses and Warehouse Living accommodation with associated waste storage and cycle parking; and ten stacked shipping containers to a height of 2 storeys containing workspace / artist uses to the rear of 341 & 343 Seven Sisters Rd with associated toilet facilities, waste storage and cycle parking.

- 4.3 The proposals include landscaping works comprising of the widening and remodelling of the stepped public footpath alongside 341 Seven Sisters Rd and works to Tewksbury Road. The proposals also include the creation of rain gardens, greening, seating, signage, and artworks and other associated infrastructure works, including the removal of an existing, and the construction of a new, substation.
- 4.4 The 10 storeys building would provide 83 bedspaces whilst the 4 storey building would contain 18 bedspaces, totalling 101 bedspaces. 11 of these would be accessible. The current proposals identify 69 of the bedspaces being single rooms with the remaining 21 being double bedrooms and the rest being wheelchair accessible rooms.

5. PLANNING HISTORY

- 5.1 The site and wider SA34 site allocation has a long planning history. Most historic applications relate to Certificates of Lawfulness for conversions from commercial to residential use. There are approximately 68 separate units across the site allocations. Within the application site itself, there are approximately 70 rooms of lawful residential accommodation all within Cara House.

6. CONSULTATION

6.1 Public Consultation

Development Management Forum (DMF)

- 6.2 A DMF has been scheduled for early December.

6.3 Quality Review Panel (QRP)

- 6.4 An earlier iteration of the scheme was presented to the QRP in August. The full report can be found at Appendix 1. The QRP's comments for that meeting are summarised as follows:

- The panel offers its support for the approach taken within the proposals.
- It also welcomes the strategic overview contained within the framework for the wider Haringay Warehouse District, especially as this relates to landscape and public realm considerations.
- This is a challenging scheme, seeking to purposefully recreate the organic character of Warehouse Living that has arisen informally through the reuse of existing buildings: the proposals represent an encouraging response to this challenge.
- Further detail is required, however, to demonstrate that the scheme can be delivered in a way that ensures the affordability of the units to the intended residents.

- The proposed scale and form of the buildings are broadly appropriate, but there is scope for the buildings to make a greater contribution in townscape terms.
- This could be a significant gateway building and be a positive addition to Seven Sisters Road, and the panel would encourage the design team to be bold in their architectural approach, especially of the corner building.
- Further refinement of the internal arrangement of the units would be beneficial, to enhance the opportunities for communality and to ensure that they provide a comfortable environment for residents.
- In particular, thorough testing of overheating risks needs to be undertaken, with mitigation measures put in place where necessary.
- The panel would also like to see specific and quantifiable targets established for the scheme's environmental performance.

6.5 The developer team subsequently developed the design of the proposals and will present their revised scheme to the QRP in December.

7. MATERIAL PLANNING CONSIDERATIONS

7.1 The Planning Team's initial views on the development proposals are outlined below.

Principle of development

7.2 The principle of the development is supported given the location of the site and its allocations within the local plan for change, an increase in accessibility, and an increase in mixed use floorspace including Warehouse Living accommodation.

7.3 The proposed development would deliver on the site allocation's aims for a building on the corner of Eade and Seven Sisters Roads that marks the gateway to the District. The proposal would also increase employment-generating uses. The main issues or constraints are how the additional built form would affect neighbouring buildings and openness, and whether the proposal would successfully deliver on the aims and objectives of the site allocation and associated policies.

7.4 As noted above, The DM DPD Policies (DM38-40) and the Site Allocations DPD (in particular SA34) promote Warehouse Living accommodation and creative and artists' workspace in the Harringay Warehouse District. London Plan policy HC5 supports the continued growth and evolution of London's diverse cultural facilities and creative industries.

7.5 The scheme seeks to make best use of vacant space at a key location for the District to provide an increase in Warehouse Living accommodation as well as commercial space and creative & artists' workspace and provide improvements

to the public realm notably the footpath leading from Seven Sisters Road down to Tewksbury Road.

- 7.6 The increase in commercial space and creative & artists' workspace is welcome and would provide activation to the street frontages as well as passive surveillance over what is currently a stepped alleyway that can feel unsafe, particularly at night. Further improvements to the public realm in and around the site would improve accessibility and the amenity of the area in general.
- 7.7 Warehouse living accommodation does not have defined space standards because of the nature of the use as it is a sui generis use. It shares characteristics with build to rent and co-living but is a unique form of accommodation in its own right that provides workspace within the home which is often functionally and physically separate to the living elements. It is also rarely self-contained.
- 7.8 The Warehouse Living policy (DM39) sets out that the Council will support proposals for Warehouse Living that form part of an agreed masterplan to increase and diversify the employment offer of these employment areas whilst providing an appropriate standard of living for the integrated residential element.
- 7.9 DM39 requires the preparation of a masterplan which must have regard to individual site circumstances and several criteria, which seek to intensify the employment offer to provide for the existing community's current and future needs, whilst safeguarding neighbouring industrial employment uses. The applicant has been developing a masterplan framework that will be submitted alongside a formal application that would seek to show compliance with the requirements of policy DM39 and the site allocations.
- 7.10 The full policy (DM39) including the individual criteria are set out in Appendix 2. The developer team has confirmed that the scheme would comply with policy DM39, and conditions and obligations could be used to ensure ongoing compliance.

Affordable accommodation & workspace

- 7.11 Warehouse Living is a unique type of accommodation, and Policy DM39 does not specify a specific percentage of units that should be provided as affordable housing. There are also no London Plan policy requirements in terms of affordable housing as it is not defined in The London Plan. Policy DM39: Warehouse Living does however, under part iii of criteria e, identify the need for low-cost workspace and affordable residential accommodation.
- 7.12 The nature of Warehouse Living means it would be unsuitable for on-site delivery of family housing or low-cost/social rented accommodation but is by its nature more affordable than conventional housing. Nevertheless it could provide

discount market rent subject to viability. In this respect it shares characteristics with build to rent accommodation, whereby any affordable accommodation that is provided can be owned and/or managed by the landlord themselves rather than the Local Authority or a Registered Provider being responsible for certain parts of a building would not be practical in terms of management.

- 7.13 In terms of discount market rents, the developer team recognises the pressing need for affordable accommodation and is seeking to let the maximum reasonable number of units at a London Living Rent (LLR) equivalent. They are targeting 35-40% of the overall room numbers for this. Discussions around discount market rent are in the early stages but it is acknowledged that 35% at an LLR equivalent would reflect the affordable housing requirement for build to rent accommodation in The London Plan
- 7.14 Policy DM39 seeks to maximise employment floorspace, which includes Warehouse Living. Therefore, viability considerations will seek to prioritise workspace provision and affordable workspace which would support the existing community and its skills/businesses, particularly those in the arts/creative sectors and start-up and early stage businesses.
- 7.15 This proposal is seeking to provide large work/amenity areas with high ceiling heights; and shared and private spaces that would have good levels of natural light. These are characteristics of existing accommodation in the District that can support artistic and creative activities. Furthermore, the proposal would provide workspaces within the shipping containers to the rear of 341 & 343 Seven Sisters Road as well as commercial units at ground floor level within both of the proposed buildings.
- 7.16 The exact terms and costs of the shipping container spaces, and commercial spaces are still being formulated and discussed but the early signs are that the layout and design could potentially provide affordable commercial rents as well as a maximisation of employment floorspace. Officers will continue to negotiate on these matters and seek the maximum reasonable subject to viability.

Design and appearance

- 7.17 The height of the taller building would fall within the Council's definition of a tall building – i.e. one of 10 storeys or over. However, due to the topography of land levels, the building would only appear as 7-8 storeys from Seven Sisters Road. The building would therefore be 3-4 storeys higher than Cara House – i.e. taller but not substantially taller than its neighbours.
- 7.18 A sympathetic and well-designed building of 9-10 storeys is considered appropriate in this location given the land levels, the context (with 5-6 storey heights of neighbouring buildings), and the site allocation requirement for a

building on the corner of Eade and Seven Sisters Roads to mark the gateway to the District.

- 7.19 The proposal requires compliance with The London Plan policy D9 (Tall buildings). Policy D9 sets out requirements for assessing tall buildings (Part C) including addressing visual impacts at different distances; aiding legibility and wayfinding; having exemplary architecture and materials; avoiding harm to heritage assets; not causing adverse glare; and minimising light pollution.
- 7.20 Officers and the QRP have been convinced by the studies the applicant has produced to show that there is a compelling argument for a tall building to mark the gateway to the Warehouse District from the south on Seven Sisters Road. CGIs have been used to indicate how the building could have an acceptable visual impact in short, mid, and long range views. These views will be scrutinised further as the scheme progresses using VU.CITY and verified views as required to ensure acceptability.
- 7.21 The site is not within a conservation area and there are no conservation areas in the immediate area that would be affected by the proposal. The building is likely to be visible in the background of views of the locally listed Woodberry Down Baptist Church but at this stage of analysis any harm would appear to be negligible. The impact on heritage assets is still under review but it is expected that any impacts are unlikely to be adverse to an extent that would not be outweighed by the public benefits of the scheme. A specific analysis covering heritage impacts would be submitted with any formal planning application.
- 7.22 Officers and the QRP are supportive of the design approach so far and the work produced in the masterplan framework which appears to satisfy the requirements of Part D of Policy DM39 (set out in full in Appendix 2). The QRP felt the proposals had so far responded well to the challenge of purposefully recreating the organic character of Warehouse Living. However, they felt there was scope for the buildings to make a greater contribution in townscape terms, suggesting the approach to the corner building could be 'bolder'.
- 7.23 The QRP would like to see further refinement of the internal arrangement of the units to enhance the opportunities for communality and to ensure that they provide a comfortable environment for residents. They also require to be convinced that overheating had been addressed and the environmental performance of the building improved.
- 7.24 The design team has sought to address these points and has finessed the design so that it better addresses the corner with a bold architectural approach. Work has also been done to address issues of overheating through solar shading and the developer team has confirmed that the environmental performance of the building would meet local and London Plan requirements. The detailed

information on wind and daylight & sunlight still needs to be reviewed in full so that Officers can be completely convinced of its impact.

- 7.25 The landscaping and public realm works would improve accessibility in appropriate areas whilst also improving security and privacy. The proposed opening up of the public right of way is supported in design terms given that it activates and improves a constrained well used space that can be perceived as unsafe. Officers will continue to seek as much activation/informal surveillance as possible.

Residential quality and impact on residential amenity

- 7.26 There are no defined space standards for Warehouse Living and so the developer team has as part of their masterplan work carried out a review of National and Borough specific HMO standards, co-living standards, Local Plan Policy and existing features and components of Warehouse Living at other sites nearby to develop appropriate standards that can be rolled out across the masterplan area. These seek to provide good quality of accommodation whilst providing the essence of current warehouse living.
- 7.27 Rooms sizes in the current proposals are approximately between 8 and 12sqm which falls below space standards for self-contained accommodation. However, this would be supplemented by shared bathrooms, raised floor-to-ceiling heights, windows to all rooms, and the large kitchen/living/workspace on each floor. The developer team will need to provide justification for the room sizes and ensure that they would meet an acceptable standard of accommodation.
- 7.28 Housing policies usually resist single aspect units. However, the nature of the use and accommodation would make the delivery of dual aspect rooms challenging, particularly given the site layout and circumstances. The developer team will still need to demonstrate that adequate passive ventilation, daylight and privacy can be achieved, whilst avoiding overheating.
- 7.29 North facing is usually defined as an orientation less than 45 degrees either side of due north. It is unclear whether the northwest facing single aspect bedspaces would fall within this criteria, in any case, there would be north facing bedspaces within the lower block. All of the communal spaces would be dual aspect and have balconies and double height sections. Again, aspects of residential quality are still under review but will be balanced against workspace requirements/needs.
- 7.30 Separation distances between habitable rooms would be modest at certain points between the new buildings and Cara House. Whilst a degree of mutual overlooking is to be expected in this context, the developer team will need to show how the proposal would minimise overlooking and safeguard privacy, as well as ensure sufficient daylight and sunlight will reach Cara House and its surroundings.

- 7.31 Internal daylight to the proposed buildings has not been fully assessed but the early signs are that the majority of rooms would be able to receive acceptable daylight and sunlight and would meet the requirements of recognised BRE guidance.
- 7.32 As the design develops, Officers will seek to ensure that the developer team maximise the quality of all rooms – particularly those to the north, which are likely to have a lower quality outlook, daylight and sunlight. Roof terraces and balconies are supported as they provide additional residential amenity and quality.
- 7.33 Acoustic mitigation measures for the units facing Seven Sisters Road will likely be required, and can be provided at application stage, along with confirmation of accessibility to amenity spaces for all residents.

Inclusive access

- 7.34 The developer team will be required to show in any future application where any wheelchair accessible rooms would be located and how many there would be. At present 11 accessible rooms (10%) are proposed and it is expected these would be distributed across the site to give people with disabilities and older people a wide variety of choice. Rooms that meet M4(3) requirements could also be secured by condition as part of any planning permission.

Fire safety

- 7.35 The developer team would be subject to fire safety ‘Gateway 1’ consultation with the Health & Safety Executive and any planning application would need to be accompanied by detailed fire engineering analysis / fire statement to ensure all the appropriate measures are in place.

Energy & sustainability

- 7.36 The building has been designed to minimise heat gain. The proposed approach to minimising potential overheating, in terms of window design and shading, as well as photovoltaic provision are strongly supported. The full details of this will need to be supplied and reviewed by the Council’s Carbon Management team but the emerging signs are that the proposals would be able to meet policy requirements.

Impact on transport, parking and highway safety

- 7.37 The proposal would be car free with blue badge provision being provided off-street just outside the site. The PTAL of 5 and the provision of what is likely to be extensive cycle parking would support this approach. The site’s good public transport connectivity also supports higher density development.

Other matters

- 7.38 Matters such as landscaping, greening & public realm, flood risk & drainage, air quality, cycle parking & other transport matters, and energy and sustainability have not been assessed in detail at this stage, but the early signs are that the proposals would meet or exceed the associated Local and London Plan policies. Officers will seek further information in these areas to ensure policy compliance as the scheme progresses.

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CONFIDENTIAL



FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Haringey Warehouse District

Wednesday 17 August 2022

Clockwise Wood Green, Greenside House, 50 Station Road, London N22 7DE

Panel

Peter Studdert (chair)
Louise Goodison
Dieter Kleiner
Craig Robertson
Joanna Sutherland

Attendees

Richard Truscott	London Borough of Haringey
Philip Elliott	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Adrian Harvey	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Deborah Denner	Frame Projects

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

Gateway to the Haringey Warehouse District, 341A Seven Sisters Road,
London N15 6RD

2. Presenting team

Chris Horn	Provewell
David Storrng	Morris+Co
Funmbi Adeagbo	Morris+Co
John Hodges	Dakota
Ruth Campbell	Campbell Cadey
Jennifer Ross	Tibbalds

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is located on the junction of Seven Sisters Road and Eade Road, at the southeast corner of the Haringey Warehouse District, and forms an important gateway to the district as a whole. The site also includes a small parcel of neighbouring land, consisting of an end of terrace property fronting Seven Sisters Road and a former garage / breakers yard behind it, fronting Tewkesbury Road. This is separated from the rest of the site by a steep, narrow alleyway / flight of steps, and improvements to this will be an important part of the proposals.

The Warehouse District contains a collection of warehouse and industrial buildings of varying age, size and quality, many of which have, over the last 10-15 years, been gradually occupied by a form of communal living and working, which has become known as 'warehouse living'. Provewell, the largest landowner within the district, propose an incremental approach to developing the area, to retain the existing community and to allow the renewal of existing buildings alongside new infill development. Provewell have been working on a Framework for the wider site, alongside their site-by-site discussions.

Officers would welcome feedback on the proposed heights and massing, the architectural treatment, and whether the approach to these early proposals build constructively on earlier proposals. In addition, comments are sought on the approach to daylight/sunlight, and wider microclimate effects.



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5. Quality Review Panel's views

Summary

The panel thanks the design team for their presentation and offers its support for the approach taken within the proposals. It also welcomes the strategic overview contained within the framework for the wider Haringey Warehouse District, especially as this relates to landscape and public realm considerations. This is a challenging scheme, seeking to purposefully recreate the organic character of warehouse living that has arisen informally through the reuse of existing buildings: the proposals represent an encouraging response to this challenge. Further detail is required, however, to demonstrate that the scheme can be delivered in a way that ensures the affordability of the units to the intended residents.

The proposed scale and form are broadly appropriate, but there is scope for the buildings to make a greater contribution in townscape terms. This could be a significant gateway building and be a positive addition to Seven Sisters Road, and the panel would encourage the design team to be bold in their architectural approach, especially of the corner building. Further refinement of the internal arrangement of the units would be beneficial, to enhance the opportunities for communality and to ensure that they provide a comfortable environment for residents. In particular, thorough testing of overheating risks needs to be undertaken, with mitigation measures put in place where necessary. The panel would also like to see specific and quantifiable targets established for the scheme's environmental performance.

Strategic approach and viability

- The panel welcomes the ambition of the scheme to formalise the informality of warehouse living and feels that the proposals represent a good attempt at achieving this.
- The proposed framework is positive and will be essential to ensuring that the wider site is successful, as individual plots are brought forward.
- The panel questions the location of the residential entrances on the street, since moving through the sequence of communal spaces is fundamental to the principles underpinning the framework for the wider site. It feels that locating entrances on the yards and courts within the Warehouse District could also help to activate these spaces.
- The panel notes that there are significant challenges to the scheme's viability which need to be resolved as early as possible, to ensure that the proposals can be delivered in practice and be affordable. The panel notes in particular the intention to relocate the substation, but it also feels that discussions with the Highway Authority should be prioritised, as the proposals for Tewkesbury Road are critical to the success of the scheme and need to be delivered.



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Scale, massing and townscape

- The proposed volumes appear to be developing well, but the panel would like to see further illustrations of how the scheme sits within its context. Given the significance of the corner building, signifying the entry point to the wider site, the panel feels that there is scope for it to work harder in townscape terms.
- The panel feels that the language of a gateway is a positive metaphor but that this is not currently delivered by the scheme, with the actual gateway pushed to the side, between the two buildings, rather than being focused on the steps. The panel questions whether the access to the top of the steps could be relocated to fall between the two buildings, to form an actual gateway.

Landscape and public realm

- The needs-based analysis that underpins the landscape strategy is encouraging and this should be embedded within the framework to ensure that the aspirations for site-wide permeability and wayfinding are realised from the outset.
- The panel welcomes the ambition to widen the steps to a minimum of three metres, but it would like to see the generosity of this clearance tested. This is the key public benefit of the scheme and the panel would like reassurance that this space will be as good as it can be.
- The function of the courtyard between Cara House and the Eade Road building needs clarifying if it is to be truly valuable.
- The scope for introducing a platform lift within the gated courtyard behind the Eade Road building should be explored, to enhance the accessibility of the site. By locating it here, rather than in the public space at the top of the steps, many of the concerns about security and maintenance could be mitigated.
- The panel feels that there are some discrepancies between the visualisations and the plan, which appears to show that the key ground floor façade fronting onto the steps is blank. This would have significant implications for the animation and overlooking of this critical space, and the panel would like reassurance that this will not be the case.
- The frontage to Eade Road is currently largely inactive, dominated by bin stores and cycle parking, and this should be considered further.

Internal layout

- The panel would like to see options explored for linking the two buildings, as this could mean that one of the stair cores could be removed, creating the potential for a more generous internal layout.



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- The geometry of the corner building could be exploited to create more interesting circulation spaces than the proposed corridors to the bedrooms.
- The panel questions the rationale for arranging the entrance to units in the Eade Road building through the bedroom corridor, rather than the communal living space (as in the corner building). If it is not possible to rearrange the entrance sequence, then opportunities for fostering communality will need to be created in other ways.
- The panel questions the proximity of the bathroom doors to some bedroom doors, as this could create significant disruption to those residents. It would rather that these entrances faced out onto the corridor to create greater separation.
- The panel notes that, in the absence of a goods lift, there is unlikely to be substantial making at the upper storeys of the building, and it would like to see further thought given to the kinds of activities that might be associated with these units, with this reflected their design.

Sustainable design

- The scheme's energy strategy needs further development, with specific and quantifiable targets set for the scheme's environmental performance. It feels that these targets should go beyond a 35 per cent improvement on Part L and should instead target the LETI Guide on embodied and operational carbon.
- The panel has concerns about the potential for overheating in the residential units, particularly given the levels of noise and air pollution related to Seven Sisters Road. It would therefore like to see these issues fully and rigorously tested.
- To mitigate the risks of overheating, the south elevation of both buildings will need dynamic façades to manage solar gain.

Architecture and materials

- The panel recognises that the proposed reflective metallic façades reference the industrial, maker character of the wider site, but it would like to see options explored for a softer materiality, perhaps including planting and greening.
- The panel would like to see flexibility designed into the façades to allow for personal expression here, as well as in the internal spaces.

Next steps

- The panel would welcome the opportunity to see the scheme again for a further Formal Review.



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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

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

Design Standards

Character of development

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



Appendix 2

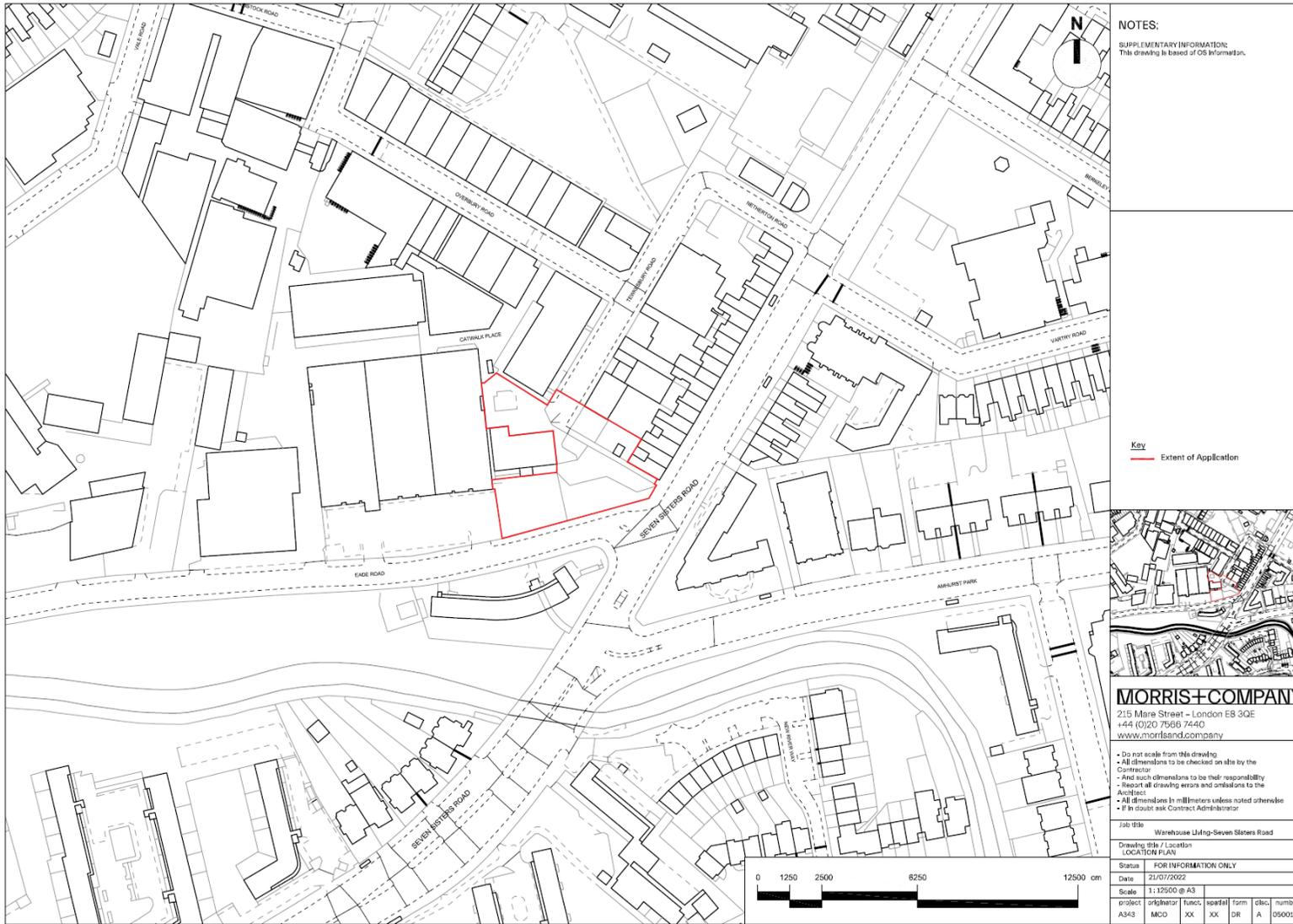
POLICY DM39: WAREHOUSE LIVING

- A Warehouse living is a specific type of land use that has emerged over time in certain employment locations within Haringey, and lends particular support to the creative industries sector. It does not fall within a specific use class – and is not live/work development – and as such is considered a Sui Generis use.
- B The Council has made provision for proposals for warehouse living, at selected Local Employment Area – Regeneration Areas, within the Haringay Warehouse District as defined in the Site Allocations DPD, and the Fountayne & Markfield Road area as defined in the Tottenham Area Action Plan (See Figure 6.1). Warehouse living proposals will only be acceptable within these identified locations.
- C The Council will support proposals for warehouse living that form part of an agreed masterplan to increase and diversify the employment offer of these employment areas whilst providing an appropriate standard of living for the integrated residential element.
- D The preparation of a masterplan will have regard to individual site circumstances and the following matters:
- a The access arrangements, physical condition and layout of the existing buildings and accommodation on the site;
 - b The lawful planning uses on site, establishing the existing baseline with respect to the intensification of the employment offer and re-provision of the host community;
 - c The host community's existing and future accommodation needs for creative living and working;
 - d The quantum of commercial floorspace to be retained, re-provided, increased, and the resulting increase in employment density to be achieved having regard to the baseline at (b);
 - e The size and type of both the workplace space and residential accommodation to be provided, having regard to:
 - i the needs of SMEs for smaller unit sizes (<100m²);
 - ii provision for communal work space, both internal and external;
 - iii the need for low-cost workspace and affordable residential accommodation to support and grow the existing start up and creative industry sectors.
 - f The interface with, and potential impact on, neighbouring uses;
 - g The internal layout of uses and therein, the potential to optimise the positive inter-relationships and avoid, where practicable, negative impacts;
 - h Having regard to (e – g) above, the building specifications and amenity standards to be achieved for both the workshop space and the residential accommodation;
 - i The specific site requirements as identified in the individual site allocations;
 - j Controls over the management and operation of the warehouse living spaces, in particular, the means by which to ensure that the use of the site continues to promote the genuine inter-relationship of the living and working elements;
 - k Servicing and parking requirements; and
 - l Viability, including requirements for cross-subsidy from other uses including private residential development (market sale/PRS etc).
- E In the case of applications for improvements or extensions to existing buildings or temporary structures the applicant will not be required to complete a full masterplan, but will be required to demonstrate the proposal does not compromise the wider sites from coming forward for redevelopment. Such proposals will be assessed against the relevant policy requirements in Parts C and D of this Policy.
- F Applications for non 'warehouse living' proposals within the industrial estates identified in Part B of the policy will be assessed against the requirements of Policies DM38, DM40 and Site Allocations as appropriate.
- G Proposals for warehouse living on industrial estates not identified in Part B of the Policy will be resisted.
- H Proposals for Live/Work units anywhere within the Borough will be resisted.

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PLANS AND IMAGES

- Location Plan

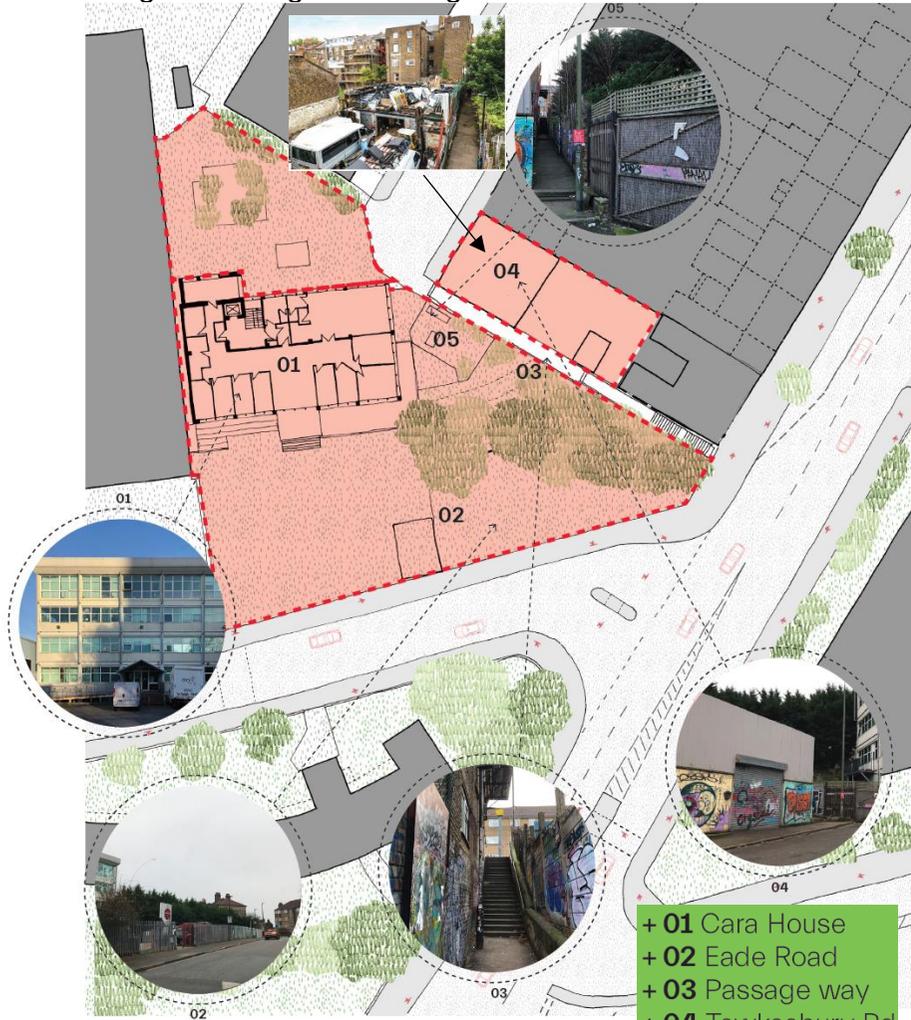


- Image showing satellite photo of the existing site (looking north)

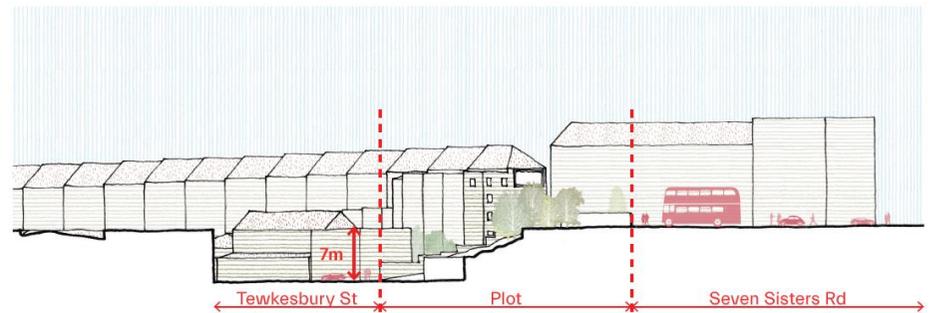


1. Vacant plot on the corner of Eade Road and Seven Sisters Road
2. Cara House + Associated land
3. 2-4 Tewkesbury Road

- Images showing the existing site condition

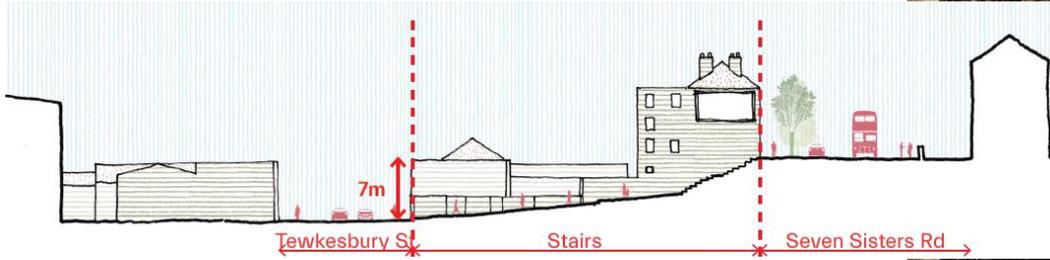


- + 01 Cara House
- + 02 Eade Road
- + 03 Passage way
- + 04 Tewkesbury Rd
- + 05 Substation



- + Level change - around 7 m
- + Existing retaining wall in line with Cara House front facade
- + Full of trees and vegetation at the top of the slope
- + Substation at the bottom of the slope

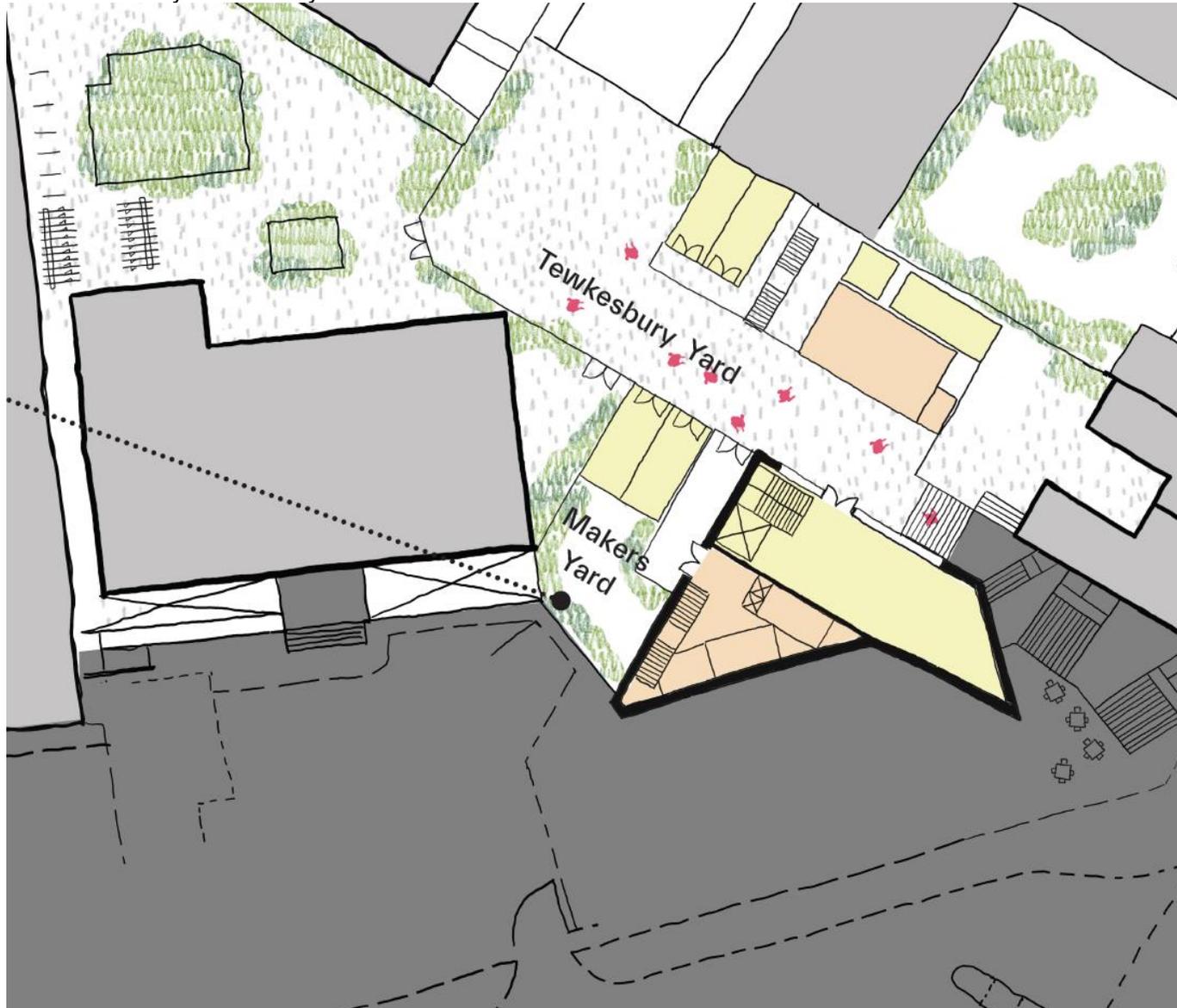
- Images showing the existing condition of the public right of way from Seven Sisters Rd down to Tewkesbury Rd



- Image showing proposed ground floor uses (Seven Sisters/Eade Roads)



- Tewkesbury Rd level layout



- Typical upper floor plan layout



- CGI images showing the southern façade and the south-eastern corner



- Sketch view looking northwest from Seven Sisters Road (southeast corner)



- Sketch view looking southeast from Tewkesbury Road (towards Seven Sisters Road)



- Image showing view looking north from Seven Sisters Road (Eade Road frontage)



• Servicing strategy

Existing Cycle parking

Cara House existing cycle parking relocated to North of site.

Final location position to be integrated with landscape design

Proposed Residential Cycle parking

Long-stay requirements: 84 spaces

- 5 Standard Sheffield stands
- 3 Enlarged Sheffield stands
- 68 Double stacked spaces

Short-stay requirements: 5 spaces

- 3 Sheffield stands within yard

Proposed Commercial Cycle parking

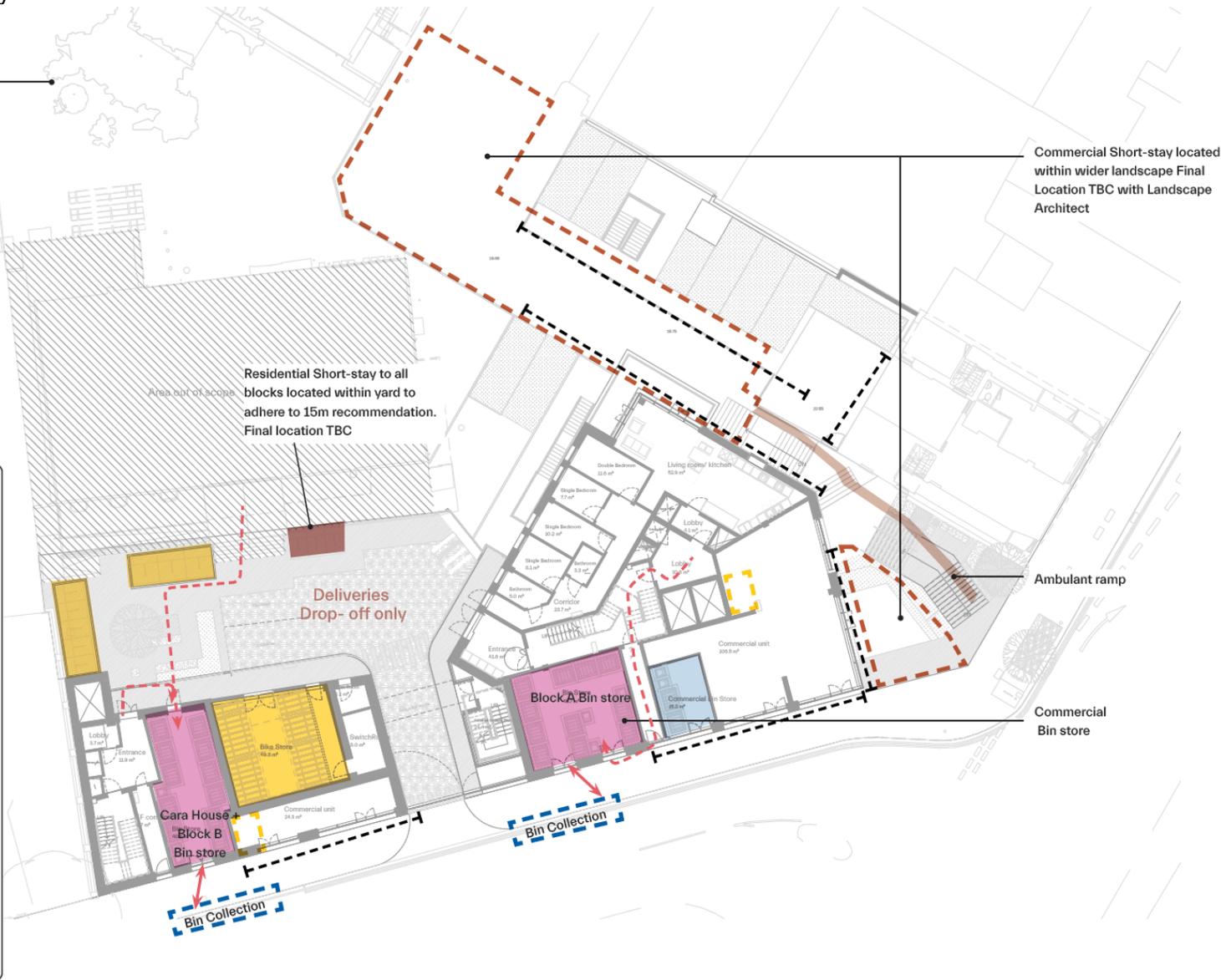
Long-stay requirements: 2 spaces

- Cycle storage recommended within demise as part of fit-out to suit final occupiers.

Short-stay requirements: 16 spaces

- 8 stands provided across site and levels

	Commercial Frontage to public route
Servicing	
	Drag Distance (Max 10m)
	Travel Distance
	Residential Bin store
	Commercial Bin store
	Bin Collection Pickup point
Cycle parking	
	Residential Long-stay (Covered and secured)
	Residential Short-stay Bikes
	Commercial Short-stay Final stand positions TBC
	Commercial Long-stay* indicative only





Report for:	Planning Sub Committee Date: 05 December 2022	Item Number:	12
Title:	Update on major proposals		
Report Authorised by:	Robbie McNaugher		
Lead Officer:	John McRory		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

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. 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
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
109 Fortis Green, N2 HGY/2021/2151	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
573-575 Lordship Lane, N22 HGY/2022/0011	Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Chris Smith	John McRory
Adj to Florentia Clothing Village Site, 108 Vale Road, N4 HGY/2022/0044	Light industrial floorspace	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	James Mead	Matthew Gunning
15-19 Garman Road, N17 HGY/2022/0081	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	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.	Kwaku Bossman-Gyamera	Kevin Tohill

	second floor frontage together with 10No. self-contained design studio offices on the third floor. (Full Planning Application).	Negotiations on legal agreement are ongoing.		
29-33 The Hale, N17 HGY/2021/2304	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.	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
Barbara Hucklesby Close, N22 HGY/2022/0859	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.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations on legal agreement are ongoing.	Gareth Prosser	Kevin Tohill
313-315 Roundway and 8-12 Church Lane, N17 HGY/2022/0967	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.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Chris Smith	Kevin Tohill
APPLICATIONS SUBMITTED TO BE DECIDED				
Broadwater Farm, Tottenham, N17 HGY/2022/0823	Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3),	Application deferred at planning committee on 10 th October 2022 after the mural on Tangmere	Chris Smith	John McRory

	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.	block was designated as Grade II listed shortly before the committee date. Listed building consent application now under assessment. To be reported to Members at Planning Sub-Committee on 5 th December 2022.		
Woodridings Court, Crescent Road, N22 HGY/2022/2354	Redevelopment of the derelict undercroft car park behind Woodridings Court and provision of 33 new Council rent homes in four and five storey buildings. Provision of associated amenity space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space at the front of Woodridings Court, including new landscaping, refuse/recycling stores and play space.	Application submitted and under assessment. To be reported to Members at Planning Sub-Committee on 5 th December 2022.	Valerie Okeiyi	John McRory
44 Hampstead Lane, N6 HGY/2022/2731	Demolition of existing dwellings and redevelopment to provide a care home (Use Class C2); associated basement; side / front lightwells with associated balustrades; subterranean and forecourt car parking; treatment room; detached substation; side access from Courtenay Avenue; removal 8 no.	Application submitted and under assessment. Amendments have sought to reduce scale and massing and better articulate the public benefits	Samuel Uff	John McRory

	trees; amended boundary treatment; and associated works	HGY/2021/2703 has been withdrawn and new number is HGY/2021/2703.		
Cross House, 7 Cross Lane, N8 HGY/2021/1909	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
550 White Hart Lane, N17 HGY/2022/0709	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 loading/unloading of deliveries) attached to planning permission reference HGY/2014/0055	Application submitted and under assessment. To be determined by committee.	Valerie Okeiyi	John McRory
550 White Hart Lane, N17 HGY/2022/0708	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. To be determined by committee.	Valerie Okeiyi	John McRory
The Goods Yard and The Depot 36 & 44-52 White Hart Lane (and land to the rear), and 867-879 High Road, N17	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	Application under assessment, further information to be provided by the applicant. Revised version of scheme refused in November 2021 –	Philip Elliott	John McRory

HGY/2022/0563	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.	which was appealed – appealed upheld (allowed).		
St Ann's Hospital, St Ann's Road, N15 HGY/2022/1833	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.	Application recommended for approval. Reported to members at Planning Sub-Committee on 29 th November 2022.	Chris Smith	John McRory
Hornsey Police Station, 94-98 Tottenham Lane, N8 HGY/2022/2116	Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Land Rear of 2-14 Kerswell Close, N15 HGY/2022/2250	Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an Adult Care Hub in two, four and five-storey buildings. Provision of associated amenity space, including new landscaping, refuse/recycling stores and play space, cycle and refuse/recycling stores and wheelchair parking	Application submitted and under assessment. Reported to members at Planning Sub-Committee on 29 th November 2022.	Gareth Prosser	John McRory

	spaces, and enhancement of existing amenity space within the Kerswell Close Estate.			
Former Petrol Filling Station 76 Mayes road HGY/2022/2452	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Brunel Walk N15 5HQ HGY/2022/2723	Redevelopment of Brunel Walk to provide 45 new Council rent homes in four buildings ranging from 3 to 4-storeys high including 39 apartments and 6 maisonettes. Provision of associated amenity and play space, cycle and refuse/recycling stores and 4 wheelchair parking spaces. Reconfiguration and enhancement of existing parking areas and outdoor communal areas and play spaces on the Turner Avenue Estate	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Omega Works, Hermitage Rd (Only part of the site allocation – Omega B) HGY/2022/4064	36 homes above ground floor commercial units	Application submitted	Phil Elliott	John McRory

Drapers Almshouses, Edmansons Close, Bruce Grove, N1 TBC – additional information required	Redevelopment consisting of the amalgamation, extension and adaptation of the existing almshouses to provide family dwellings; and creation of additional units on site to consist of a mix of 1, 2 and 3 bedroom units.	Application submitted and under assessment.	Chris Smith	John McRory
30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ HGY/2022/3846	Demolition of the existing buildings and construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU	Redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part 4, 5 and 7- storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate.	Application submitted and under assessment.	James Mead	John McRory
175 Willoughby Lane	Redevelopment of vehicle storage site for industrial uses (seven medium-large warehouse units)	Application submitted and under assessment.	Sarah Madondo	Kevin Tohill
IN PRE-APPLICATION DISCUSSIONS				
Civic Centre, Wood Green, High Road, N22	Refurbishment and extension to Haringey Civic Centre, to provide approximately 11,500sqm of commercial/ civic floorspace.	PPA in place with ongoing meetings	Samuel Uff	John McRory

679 Green Lanes, N8	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was 18/11	Samuel Uff	John McRory
Archway Road	Council House scheme 16 units	PPA in place with ongoing meetings	Mark Chan	Matthew Gunning
Mecca Bingo, 707-725 Lordship Lane, N22	Student accommodation, homes for rent and commercial uses	Initial pre-application held in November 2022.	Chris Smith	John McRory
Berol Quarter Berol Yard, Ashley Road, N17	<p><u>Berol House</u></p> <p>Refurbishment of Berol House for a mix of flexible commercial and retail floorspace with additional floors on the roof. Comprising refurbishment of c. 3,800sqm of existing commercial floorspace and addition of c. 2,000sqm new additional accommodation at roof level. Targeting net zero.</p> <p><u>2 Berol Yard</u></p> <p>2 Berol Yard will comprise circa 200 new Build to Rent (BTR) homes with a mix of flexible retail and commercial space at ground floor level. The BTR accommodation will include 35% Discount Market Rent affordable housing. Tallest element 33 storeys.</p> <p>And associated public realm and landscaping within the quarter.</p>	PPA in place with ongoing meetings – Applicant is looking to submit later in the autumn	Phil Elliott	John McRory

Printworks 819-829 High Road, opposite the junction with Northumberland Park and just east of the Peacock Industrial Estate	Potential change to student accommodation	Initial pre-app meeting held	Phil Elliott	John McRory
50 Tottenham Lane, Hornsey	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning
Sir Frederick Messer Estate, South Tottenham, N15 Council Housing led project	Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market.	Initial pre-app meetings and QRP held. Discussions ongoing.	Chris Smith	John McRory
Reynardson Court, High Road, N17 Council Housing led project	Refurbishment and /or redevelopment of site for residential led scheme – 10 units.	Pre-application discussions taking place	TBC	John McRory
Arundel Court and Baldewyne Court, Lansdowne Road, N17 Council Housing led project	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.	Pre-application discussions taking place	Kwaku Bossman-Gyamera	Kevin Tohill

Gourley Triangle, Seven Sisters Road, N15	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
Highgate School, North Road, N6	1. Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield	Pre-application discussions ongoing.	Tania Skelli	John McRory
25-27 Clarendon Road, N22	Residential-led redevelopment of site, including demolition of existing buildings.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
Selby Centre, Selby Road, N17	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory
Ashley House and Cannon Factory, Ashley Road, N17	S73 to amend tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Negotiating PPA – Submission likely in the Autumn	Phil Elliott	John McRory
Warehouse living proposals: Corner of Eade Road and Seven Sisters Road, N16	Warehouse living and commercial uses on corner of Seven Sisters and Eade Roads	PPA signed, preapp briefing to members, QRP2, & DM Forum in December	Phil Elliott	John McRory
Warehouse living proposals:	Warehouse Living and other proposals across 2 sites.	Draft framework presented for Overbury/Eade Road Sites.	Chris Smith	John McRory

Overbury Road and Eade Road, Arena Design Centre, Haringey Warehouse District, N16		Discussions continuing.		
Warehouse living proposal – Omega Works, Hermitage Road, Warehouse District, N4	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
142-147 Station Road, N22	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	TBC	John McRory
Osborne Grove Nursing Home/ Stroud Green Clinic 14-16 Upper Tollington Park N4	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 principles. Day Centre for use of residents and the wider community as part of a facility to promote ageing wellness.	Pre-app advice issued Discussions ongoing	Tania Skelli	John McRory
The Braemar Avenue Baptist Church, Braemar Avenue, N22	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	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory

	minor external alterations to adjacent listed church, together with landscaping improvements.			
Pure Gym, Hillfield Park, N10	Demolition of existing building and redevelopment with gym and residential units on upper floors	Pre-app advice note issued.	Valerie Okeiyi	John McRory
(Part Site Allocation SA49) Lynton Road, N8	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
157-159 Hornsey Park Road, N8	The scheme is for the erection of 2 buildings ranging from 3 to 6 storeys in height and a detached 2-storey house, to provide for 33 residential units and 154m2 commercial floorspace, together with associated landscaping with delivery of a new public pedestrian route, car and cycle parking, and refuse and recycling facilities.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
139 - 143 Crouch Hill, N8	Demolition of existing buildings and the erection of a five storey building over basement with a setback sixth floor to provide 31 flats and a sustainable hydroponic urban farm with small shop. Associated landscaping, refuse and cycle storage.	Pre-application meeting taken place and response to be issued.	Samuel Uff	John McRory
Former Clarendon Gasworks, Mary Neuner Road, N8	Reserved Matters Phase 4 (H blocks).	Reserved matter discussions taking place	Valerie Okeiyi	John McRory

Parma House Clarendon Road (Off Coburg Road), N22	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
Ashley House, 235-239 High Rd, N22	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
36-38 Turnpike Lane, N8	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
1 Farrer Mews, N8	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
356-358 St. Ann's Road & 40 Brampton Road, N15	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
Wood Green Corner Masterplan	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

13 Bedford Road, N22	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 in the upper floors together with cycle and refuse storage at ground floor level.	Pre-app advice note to be issued.	Valerie Okeiyi	John McRory
Land to the rear of 7-8 Bruce Grove, N17	Redevelopment of the site to provide new residential accommodation	Pre-app advice note issued.	Valerie Okeiyi	John McRory
Major Application Appeals				
Goods Yard / Depot White Hart Lane	Proposal to amend previous proposals for Goods Yard and 867- 879 High Road Part of High Road West Masterplan Area.	Application refused, appeal submitted and allowed		Robbie McNaugher & John McRory