

## NOTICE OF MEETING

# PLANNING SUB COMMITTEE

**Monday, 16th January, 2023, 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 12 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 (PAGES 1 - 16)**

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

## **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/2022/2723 - BRUNEL WALK, LONDON, N15 5HQ (PAGES 17 - 148)**

**Proposal:** 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.

**Recommendation:** GRANT

## **9. HGY/2022/2293 - 45-47 GARMAN ROAD, N17 0UN (PAGES 149 - 242)**

**Proposal:** Redevelopment of the site to provide a self-storage facility (Use Class B8) with associated car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development.

**Recommendation:** GRANT

## **10. UPDATE ON MAJOR PROPOSALS (PAGES 243 - 260)**

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

## **11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 261 - 290)**

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 28 October 2022 – 31 December 2022.

## **12. NEW ITEMS OF URGENT BUSINESS**

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

To note the date of the next meeting as 6 February 2023.

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

Friday, 06 January 2023

## **MINUTES OF PLANNING SUB COMMITTEE MEETING HELD ON MONDAY, 5TH SEPTEMBER, 2022, 7.00 - 9.15 PM**

**PRESENT:** Councillor Barbara Blake (Chair), Councillor Reg Rice (Vice-Chair), Councillor Nicola Bartlett, Councillor Cathy Brennan, Councillor Lester Buxton, Councillor Luke Cawley-Harrison, Councillor George Dunstall, Councillor Ajda Ovat, Councillor Matt White, and Councillor Alexandra Worrell.

### **1. FILMING AT MEETINGS**

The Chair referred to the notice of filming at meetings and this information was noted.

### **2. PLANNING PROTOCOL**

The Chair referred to the planning protocol and this information was noted.

### **3. APOLOGIES**

Apologies for absence were received from Councillor John Bevan and Councillor Yvonne Say. Councillor Cathy Brennan was in attendance as substitute.

### **4. URGENT BUSINESS**

There were no items of urgent business.

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

There were no declarations of interest.

### **6. MINUTES**

#### **RESOLVED**

That the minutes of the Planning Sub-Committee held on 6 June 2022 be confirmed and signed as a correct record.

### **7. PLANNING APPLICATIONS**

The Chair referred to the note on planning applications and this information was noted.

**8. HGY/2021/2304 - THE HALE, LONDON, N17 9JZ**

The Committee considered an application for the 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.

Philip Elliott, Planning Officer, introduced the report and responded to questions from the Committee:

- The Committee asked about the standards required for student housing. The Planning Officer explained that student housing was classified as non-residential use. It was noted that the required room sizes for these units were smaller than for residential flats. The Head of Development Management added that, in relation to key requirements such as fire safety, student housing was subject to the same requirements as residential units.
- It was asked whether the Urban Greening Factor (UGF) could be increased. The Planning Officer noted that this would be challenging given the size of the site and other, practical issues. The Head of Development Management stated that, if the applicant agreed, it could be possible to provide offsite provision such as street trees.
- Some members queried who owned the land and noted that it could be costly to obtain land for development. The Head of Development Management noted that the price paid for the site was not a material planning consideration but members would have to be confident that the proposal was viable. It was noted that the retail unit owners were the owners of the land.
- It was noted that there would be a payment in lieu for off-site affordable housing of £6.5 million which would be the equivalent of providing 40% on-site affordable student accommodation. The Planning Officer clarified that this calculation was calculated based on a third of student maintenance loans for one year which was why the figure was lower than 40% of standard homes. The Assistant Director for Planning, Building Standards, and Sustainability explained that the affordability was not directly equivalent but that officers had negotiated a contribution to council homes as these were considered to be more of a priority. It was also noted that pages 52-54 of the agenda pack provided some detail relating to the justification for and negotiation of viability and the payment in lieu justification.
- Some members expressed concerns about the affordability of student accommodation. It was asked whether there had been an assessment of the need for student housing in Haringey and an assessment of affordability. The Assistant Director for Planning, Building Standards, and Sustainability noted that, as part of the emerging Local Plan, the Strategic Housing Market Assessment (SHMA) included some reference to student accommodation but that the main need in Haringey was for low cost rented homes.
- It was queried whether a payment in lieu for off-site affordable accommodation was permitted in the circumstances, based on the wording of paragraph 6.4.20 of the report which referred to the London Plan explanatory paragraphs for the use of a payment in lieu. The Head of Development Management noted that these paragraphs were explanatory text rather than policy and that the proposal was not necessarily contrary to policy. It was believed that the proposed payment would address local need and it was considered to be acceptable.

- It was noted that the Heads of Terms would require the applicant to use reasonable endeavours to secure a nominations agreement with a higher education institution for all or part of the proposed units of student accommodation. The Planning Officer explained that the accommodation would still be for student accommodation if the applicant could not secure an agreement for all units with one institution. The Head of Development Management noted, if the Head of Term required one agreement for all units, there was a risk that none of the accommodation would be provided. It was suggested that Head of Term 4 could be amended to be clearer to explain that the applicant was required to use reasonable endeavours to secure an agreement for all, or failing that, for part of the proposed units.
- It was noted that the accommodation would be used by students during the academic year but could be used by others outside of this time. It was clarified that the development would be required to be used for student accommodation in perpetuity, for the lifetime of the development. The Planning Officer believed that any other use outside of term time should be related to something educational but that this could be clarified with the applicant.
- Some members noted that the full viability assessment was not included in the agenda pack and requested that this was included in future. The Planning Officer noted this request. It was explained that the viability had been independently assessed and had also been considered by the Greater London Authority (GLA).
- The Planning Officer explained that paragraph 6.5.22 of the report was corrected in the addendum.
- It was clarified that the proposed condition on overheating would require additional detail on the noise impact and possible measures. This condition also incorporated noise, pollution, and overheating as these issues were related.
- In relation to the impact of the proposal on local services, the Planning Officer stated that there was a large health centre in the area and that there was not anticipated to be a significant impact on schools due to the nature of the accommodation.
- In response to a question about wind and microclimate, the Planning Officer explained that there had been an independent assessment of these issues and that the proposal was one of the last buildings to be developed in the area and therefore had to navigate some impacts from other buildings. It was also noted that the side elevation would have baffled panels to address wind mitigation.
- In relation to a concern raised by the Health and Safety Executive (HSE) about the means of fire escape from the roof terrace, it was highlighted that the applicant had submitted a technical note in response. It was added that there would be a condition on fire safety, that Building Control would need to agree the arrangements, and that the Buildings Regulations would need to be satisfied. The Assistant Director for Planning, Building Standards, and Sustainability commented that applicants were now required to provide more detail than ever before and that the applicants in this case had referenced the latest requirements from a government circular from August 2022 in the addendum.
- It was noted that the development was car free but some members enquired about the impact of students moving into and out of the accommodation throughout the year. The Planning Officer explained that this would be a management issue which could best be addressed by the applicant. It was noted that there was a policy to support student accommodation near transport hubs which was satisfied in this case.

Ian McKenna, Hollis Global (on behalf of Argent Housing), spoke in objection to the application. He noted that Argent was bringing forward the Tottenham Hale centre development and had significant concerns about the impact on daylight and sunlight of future occupiers of buildings under construction, mainly 'Building 3'. He felt that the design of the proposals resulted in an abrupt change in urban scale and did not respond appropriately to the low rise and emerging masterplan context.

It was explained that Argent wanted to highlight two key points: the mirror image assessment and the Building Research Establishment (BRE) target for the Vertical Sky Component (VSC). Ian McKenna commented that the applicant had understated the number of Building 3 windows which would have a VSC result below the mirror target; this would be 72 rather than 15. He stated that the applicant had reduced the BRE/ VSC target by approximately half but that over 85% of the windows tested in Building 3 would not meet the target, with 17 windows below 5%, 49 windows between 5-10%, and 50 windows between 10-15%. It was commented that 116 of 136 windows tested were below the 15% target and that it was very difficult to achieve adequate daylight for results between 5-15%. Ian McKenna said that some units in Building 3 would have little or no direct light and it was believed that this would result in poor conditions for future occupiers. He said that a VSC below 5% meant that it was often not possible to achieve reasonable daylight.

Lucien Smithers, Sage Housing, spoke in objection to the application. He noted that Sage was the largest provider of new homes in England and had never objected to a neighbouring housing application as it recognised the significant need for housing. However, Sage urged refusal of this application due to future occupiers' quality of life and the financial impacts on Building 3. It was explained that Sage and Argent were delivering 108 affordable homes in Tottenham Hale and, although they were not opposed to a sensitive scheme, they considered that the proposal would surround the affordable homes and impact their access to light. It was stated that some apartments would get little to no daylight and would need to use lights for the majority of the day which would impact on wellbeing, mental health, and energy costs for residents, particularly those in lower cost units. It was noted that there were currently no residents in Building 3 and the objection was being made for future occupiers. Lucien Smithers believed that the daylight analysis for the proposal was incomplete and unlawful as it did not meet the BRE guidance. He acknowledged that maximising affordable housing was important but highlighted the importance of living conditions; he urged the Committee to refuse the application and work with the applicant to produce a better scheme.

In response to the points raised in the objections, the following responses were provided:

- Ian McKenna explained mirror image methodology where a model of Building 3 was modelled onto the application site, the same distance from boundary of building, and the windows of Building 3 were tested against mirror image of itself on the application site. He stated that the proposal would affect more light in 72 homes than the mirror image of Argent's Building. Lucien Smithers stated that the massing set out in the masterplan was considerably smaller. The Head of Development Management commented that this was an area of expertise and an



expert review was provided; this was set out in the report and it was noted that mirror massing was considered to be acceptable.

Members of the applicant team addressed the Committee. Jim Hindle, Jigsaw, and Liam Dunford, Point 2, said that the site was currently underdeveloped and so any building would have a significant impact. Liam Dunford stated that Building 3 had not incorporated the BRE guidance on neighbouring developments and had placed windows too close to the boundary. It was commented that mirror massing was included in the BRE guide and had been confirmed as correct by an expert. The applicant team stated that most of the reductions were within 20% and that the results above this level were not noticeable; it was added that reductions of 20% or less were often considered by BRE to be unnoticeable and this was where the applicant team had got the term BRE compliance from. The applicant team believed that Argent had made several objections to applications before. It was commented that Argent had previously tried to acquire the site and had submitted plans for a building, Building 4; it was suggested that the current proposal was not materially different from Building 4.

Jim Hindle commented that key sites were often considered first but, in this case, the proposal was being considered last which enabled the applicant to consider how the surrounding sites had been developed and what would be an appropriate design. It was noted that the applicant had undertaken consultation with the Council, the Committee, and Argent. It was explained that, in response to objections from Argent, the applicant had reduced the width of the proposed tower by 30%. It was commented that the scheme was considered to be acceptable by the Design Officer and by the Haringey Design Panel. Jim Hindle stated that the scheme would have considerable financial benefits, including 300 construction jobs, local apprenticeship schemes, and full time jobs, as well as the payment in lieu for affordable housing. It was suggested that the proposals responded to local challenges, provided a high quality scheme, and secured the future of businesses in the area.

The applicant team responded to questions from the Committee:

- It was confirmed that the site was privately owned and was currently a menswear shop.
- The applicant confirmed that they would be happy to accept a condition requiring off-site greening provision and for the UGF to be 0.4.
- In relation to the movement of students, the applicant team noted that the manager would be experienced in this type of accommodation and it was likely that a timetable would be used.
- The Transport Planning Team Manager noted that the car free restriction on site related to car ownership rather than dropping off and there were two loading bays nearby. It was added that the service and delivery plan would be secured by Section 106 legal agreement. Some members requested that the detail of the managing moving in and out arrangements to be included in the proposed conditions. The Head of Development Management suggested that this could be included in an amendment to Condition 30 to state that the 'delivery and serving plan shall set out measures for managing moving in and out to avoid congestion in the area'.
- In relation to overheating, the Climate Change Manager noted that the applicant was relying on natural ventilation. It was explained that the applicant had passed the mandatory weather file on this basis but that it may be necessary to re-model

based on closed windows and that the proposal may require mechanical ventilation. Jim Hindle stated that there had been an overheating study and that, based on this, the applicant had introduced thin blades on south/ south west facing elevation. It was added that students would not be on site during the summer months. The Head of Building Control noted that the proposal was considered non-residential in planning terms but residential in Building Control terms and the new regulations for overheating would be taken into account.

- Some members commented that the daylight assessment was a balanced decision. The applicant team clarified that they had referenced the endorsement of the use independent expert report for the use of mirror massing as an appropriate benchmark rather than the outcomes specifically. The applicant team stated that the development would have a significant impact compared to the existing building but suggested that this was an inappropriate way to measure the proposal. It was noted that mirror massing was an appropriate baseline and highlighted that the BRE guidance stated that results of 20% or less were likely to be unnoticeable.
- In response to a query about taking the BRE guidelines and all other considerations into account, the Head of Development Management noted that this was for the Committee to consider alongside the points raised by objectors and supporters. It was explained that mirror massing was considered to be a fair assessment in terms of methodology and supported by an independent peer review but that the Committee was asked to determine the acceptability of the impact as part of its decision making. It was added that members should also consider whether the decision was defensible based on the evidence. It was noted that the issues had been considered in the round and officers believed that the proposal was acceptable.
- There was further discussion of the mirror massing method and the objections and how to balance this with the percentage of windows/ homes impacted.
- The Planning Officer explained that GLA policy mentioned suitable examples of uses which included accommodation for conference delegates, visitors, interns on university placements, and students on short term education courses at any institution approved in advance by the borough. It was proposed that Head of Term 3 could be amended accordingly.
- In relation to Head of Term 5, the applicant confirmed that they would be happy to accept a commitment to providing local jobs.
- It was noted that there was reference, on page 31 of the agenda pack, to an area of land outside the site boundary which had not been acquired but was included in the map. The Planning Officer explained that this was owned by the Council and would have the potential to be brought forward with the public realm contributions.

It was confirmed that the recommendation was to grant planning permission, as set out in the report and the addendum, and with the following amendments:

- Amendment to Condition 30: to include additional wording to require that the delivery and serving plan shall set out measures for managing moving in and out to avoid congestion in the area.
- Additional Condition 45: to include provision for off-site greening so that the proposal could achieve an overall Urban Greening Factor (UGF) of 0.4.
- Amendment to Head of Term 3: to define acceptable uses outside of term time as accommodation for conference delegates, visitors, interns on university placements, and students on short term education courses at any institution approved in advance by the borough.

- Amendment to Head of Term 4: to clarify that the applicant was required to use reasonable endeavours to secure an agreement for all, or failing that, for part of the proposed units.
- Amendment to Head of Term 5: to secure local jobs during occupation.

Following a vote with 7 votes in favour, 1 vote against, and 2 abstentions, it was

**RESOLVED**

1. To GRANT planning permission and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below and a section 278 Legal Agreement providing for the obligations set out in the Heads of Terms below.
2. That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.
3. That the section 106 legal agreement referred to in resolution (1) above is to be completed no later than 03/11/2022 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow; and
4. That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

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

- 1) 3-year time limit
- 2) Approved Plans & Documents
- 3) Basement impact mitigation measures
- 4) Accessible Accommodation
- 5) Commercial Units - Retail Opening Hours
- 6) BREEAM (PRE-COMMENCEMENT)
- 7) Commercial Units – Noise Attenuation
- 8) Noise Attenuation – Student Accommodation
- 9) Fire Statement
- 10) Landscape Details
- 11) Biodiversity
- 12) External Materials and Details
- 13) Living roofs
- 14) Energy Strategy

- 15)Overheating (Student accommodation)
- 16)Overheating (Commercial areas)
- 17)Energy Monitoring
- 18)Circular Economy
- 19)Whole Life Carbon
- 20)Low-carbon heating solution details
- 21)PV Arrays
- 22)Secured by Design
- 23)Stage I Written Scheme of Investigation of Archaeology (PRE-COMMENCEMENT)
- 24)Stage II Written Scheme of Investigation of Archaeology
- 25)Foundation Design – Archaeology (PRE-COMMENCEMENT)
- 26)Land Contamination – Part 1 (PRE-COMMENCEMENT)
- 27)Land Contamination – Part 2
- 28)Unexpected Contamination
- 29)Cycle & Mobility Scooter Parking Details (PRE-COMMENCEMENT in part)
- 30)Delivery and Servicing Plan
- 31)Student Accommodation Waste Management Plan
- 32)Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 33)Public Highway Condition (PRE-COMMENCEMENT)
- 34)Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)
- 35)Management and Control of Dust (PRE-COMMENCEMENT)
- 36)Impact Piling Method Statement (PRE-COMMENCEMENT)
- 37)Business and Community Liaison Construction Group (PRE-COMMENCEMENT)
- 38)Telecommunications
- 39)Wind Mitigation
- 40)Foundation Design (PRE- COMMENCEMENT)
- 41)Noise from building services plant and vents
- 42)Anti-vibration mounts for building services plant / extraction equipment
- 43)Evidence of operational public hydrants/suitable alternatives
- 44)Estate Management Plan
- 45)Urban Greening Factor**

### **Informatives**

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Written Scheme of Investigation – Suitably Qualified Person
- 9) Deemed Approval Precluded
- 10)Composition of Written Scheme of Investigation
- 11)Geoarchaeological Assessment and Coring
- 12)Evaluation
- 13)Disposal of Commercial Waste

- 14) Piling Method Statement Contact Details
- 15) Minimum Water Pressure
- 16) Paid Garden Waste Collection Service
- 17) Sprinkler Installation
- 18) Designing out Crime Officer Services
- 19) Land Ownership
- 20) Site Preparation Works
- 21) s106 Agreement and s278 Agreement
- 22) Revised Fire Statement required with any revised submission
- 23) Building Control
- 24) Building Regulations - Soundproofing

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

#### *Affordable Housing*

**1) Payment in lieu of on-site affordable housing**

A payment of £6,525,654.00 to be paid to the Council for the provision of Affordable Housing in Haringey (This reflects the equivalent cost to the applicant of providing 40% on-site affordable student accommodation);

**2) Viability Review Mechanism**

- a. Early Stage Review if not implemented within 2 years; and
- b. Development Break review – review if construction is suspended for 2 years or more.

**3) Accommodation secured for the use of students only during the academic year**

Acceptable uses outside of term time to be accommodation for conference delegates, visitors, interns on university placements, and students on short term education courses at any institution approved in advance by the borough.

**4) Nominations agreement – reasonable endeavours**

The applicant will be obliged to use reasonable endeavours to secure a nominations agreement with a higher education institution for all or, **failing this**, part of the proposed units of student accommodation.

**5) Employment & Skills Plan**

Including Construction Apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD). And a commitment to being part of the borough's Construction Programme. To secure local jobs during construction and occupation.

**6) Travel Plan (pre-occupation and operational, as well as monitoring reports) and monitoring fee (£5,000 contribution)**

The plan relates to the student accommodation element and must include:

- Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan)

- Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables, to every new occupant.
- Details of cyclist facilities (lockers, changing rooms, showers, drying rooms for the non-residential uses);
- a mechanism whereby the proposed mobility scooter charging spaces can be converted into spaces for larger cycles as and when required, based on regular monitoring of usage tied in with the travel surveys and surveys of cycle parking uptake; and
- the emergency cycle access arrangements via the passenger lifts should the large/cycle lift break down.

**7) Car capping (£5,000 contribution)**

No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development. £5,000 for revising the associated Traffic Management Order.

**8) Construction Logistics/Monitoring contribution**

A payment of £20,000 to be paid to the Council.

**9) Considerate Constructors Scheme**

A commitment to sign up to the scheme for the entirety of construction works.

**10) High-speed broadband connectivity**

All rooms of accommodation must have access to high-quality digital connectivity for new residents through high-speed broadband connections.

**11) Carbon Management & Sustainability - Future connection to District Energy Network (DEN) or alternative low carbon solution**

- Prioritise connection to the DEN with an interim heating solution if phasing allows.
- Submit justification and details of the backup ASHP heating solution if not connecting to the DEN.
- Re-calculation of the carbon offset contributions prior to commencement (which is one of the requirements of the Energy Plan).
- A covenant to comply with the Council's standard DEN specification for the building DEN and for any components of the area wide DEN installed on site.
- Connection charge to be reasonable and based on avoided costs of delivering an ASHP system, details of the avoided ASHP system costs should be agreed at an earlier stage.
- Submission of Energy Plan for approval by LPA to include details of
- Sustainability Review

**12) Carbon offsetting**

Payment of a carbon offset contribution payable before completion (calculated as the DEN or low-carbon backup scenario)

**13) Monitoring costs**

Based on 5% of the financial contribution total (albeit with the payment in lieu of on-site affordable housing, as well as the carbon offsetting payment removed from this total), and £500 per non-financial contribution.

**Section 278 Highways Legal Agreement Heads of Terms**

**14) Highways/Public realm contribution**

A payment of £188,769.00 to be paid to the Council for resurfacing, street furniture, and landscaping works immediately adjacent to the site and associated project management fees. The highway works include a contribution towards the landscaping of the semi-circle of land to the front of the site.

**15) Disabled users' parking space along Hale Road**

A payment of £77,000.00 to be paid to the Council to cover a feasibility study, design and project management fees, Traffic Management Order (TMO) and Road Safety Audit (RSA) costs (totalling £25,000.00), and a further £52,000.00 for construction works and delivery. It is noted that the construction and delivery cost would be refunded in the unexpected event that the works were found to be unfeasible.

5. In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
6. That, in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (2) above, the planning permission be refused for the following reasons:
  1. In the absence of a legal agreement securing 1) the provision of off-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H6, Strategic Policy SP2, and DM DPD Policies DM11 and DM13, and Policy TH12.
  2. In the absence of a legal agreement securing financial contributions towards infrastructure provision (Public Realm, Disabled Space, & other Transport Contributions), the scheme would fail to make a proportionate contribution towards the costs of providing the infrastructure needed to support the comprehensive development of Site Allocation TH4. As such, the proposals are contrary to London Plan Policy S1, Strategic Policies SP16 and SP17, Tottenham Area Action Plan Policies AAP1, AAP11 and TH4 and DM DPD Policy DM48.

3. In the absence of legal agreement securing 1) a student accommodation Travel Plan and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T5, T1, T2, T3, T4 and T6. Spatial Policy SP7, Tottenham Area Action Plan Policy TH4 and DM DPD Policy DM31.
4. In the absence of an Employment and Skills Plan the proposals would fail to ensure that Haringey residents' benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.
5. In the absence of a legal agreement securing the implementation of an energy strategy, including the prioritisation of a connection to a DEN or a fall-back alternative low-carbon heating solution, and carbon offset payments – the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.
6. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.
7. In the absence of a legal agreement securing the developer's agreement to using reasonable endeavours to secure a nominations agreement with a higher education institution for all or part of the proposed units of student accommodation, the proposals would fail to meet the requirements of London Plan Policy H15 and Policy DM15.
7. In the event that the Planning Application is refused for the reasons set out in resolution (6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to refuse any further application for planning permission which duplicates the Planning Application provided that:
  - (i) There has not been any material change in circumstances in the relevant planning considerations, and
  - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
  - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

At 8.35pm, the Committee agreed a brief adjournment. The meeting resumed at 8.40pm.



**9. HGY/2022/0859 - BARBARA HUCKLESBY CLOSE, N22 6PQ**

The Committee considered a full planning application for the 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.

Gareth Prosser, Planning Officer, introduced the report and responded to questions from the Committee:

- It was clarified that the accommodation would not be classified as a halfway house but would be a form of independent living for people living with a long term disability.
- In relation to the minimum distance between the proposal and the dwellings on The Sandlings, the Planning Officer explained that all distances would be in excess of 20 metres. It was added that there had been massing and overshadowing studies and the application was not considered to have a significant impact.
- In response to a question about landscaping, the Planning Officer explained that the beds were beyond the red line boundary of the site. It was noted that the trees on the site would be pruned to a suitable degree but it was not believed that there would be any upgrade to The Sandlings.
- The applicant team explained that there would be some improvements to a stretch of land adjacent to the site which would make a small improvement to The Sandlings but clarified that this would not include changes to the pavement, parking, or the introduction of a crossing. It was noted that this would involve a substantial consultation exercise which was beyond the scope of this project. It was added that the project brief was to ensure safe and controlled access to the accommodation and it was considered that this was best achieved through the existing access which could provide vehicle access for two disabled parking spaces and controlled access by staff. The applicant team noted that the proposal would improve the stretch of land on the adjacent site but that the possibility to deliver wider improvements was limited.
- It was explained that the particular staffing and care arrangements would depend on the residents. It was anticipated that all residents would have a statutory entitlement to care and that some people would have more significant care needs. It was highlighted that the format, such as the staffing levels and arrangements, would be driven by the needs of residents. In relation to overnight staffing provision, it was explained that Adults Mental Health was currently looking into arrangements with a co-production group, including those with lived experience and professionals, to determine suitable provision and inform the service specification. It was clarified that staff facilities were included in the proposal and would be classified as concierge rather than 'sleep in' staff. The Planning Officer added that there was a condition to secure the Management Plan.
- In relation to staffing and possible concierge services, the applicant team explained that there was a preference for this to be provided internally by the Council but that the ability to deliver this would be assessed after the service specification had been confirmed.

- In response to queries about tenancy arrangements, it was explained that there were some restrictions on the type of tenancies that could be agreed. It was believed that the arrangements would be a type of secure tenancy which would be fixed term and would include break clauses. It was highlighted that, although some residents would stay for a longer time period, some residents would be able to move on to live independently in permanent housing.
- It was noted that the residents would generally be 40-50 years old.
- The applicant team explained that residents of the site would be allowed guests but that, as they were potentially vulnerable to exploitation, part of the support work would involve securing tenancy management. It was highlighted that work would be undertaken with the residents to make sure that they were keeping themselves safe.
- It was commented that it would be important for the accommodation to be integrated with the local community. The applicant team explained that there was a commitment to work with local people and to include them in the development of the service specification through the establishment of a sub group with local residents. It was noted that various methods of engaging the community were planned, including door knocking, leaflet dropping, and open days.
- The Head of Development Management noted that the Council's policy on specialist housing focused on ensuring that the facilities were suitable for intended occupiers. It was highlighted that this was addressed through the requirement for a management plan, as set out in Condition 21. It was added that the team delivering the project were experts in the specific health provision and would determine the details.

It was noted that the recommendation was to grant planning permission as set out in the report.

Following a vote with 10 votes in favour, 0 votes against, and 0 abstentions, and subject to the amendments above, it was

## **RESOLVED**

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 the signing of a legal agreement providing for the obligations set out in the Heads of Terms below.
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 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.
3. That the agreement referred to in resolution (2.1) above is to be completed no later than 31st October 2022 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in her/his sole discretion allow; and

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.
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.
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.
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.
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.
9. Summary of the planning obligations for the development is provided below:
  1. Carbon offset contribution
    - Carbon offset contribution if the zero-carbon policy requirement is not met, at £2,850 per tCO<sub>2</sub>.
    - 'Be Seen' commitment to upload energy performance data.
  2. Car-Capped Agreement including a £4,000 contribution to amend the Traffic Management Order
  3. Car Club Membership Subsidies

## **10. UPDATE ON MAJOR PROPOSALS**

It was noted that some applications which were on hold had been removed from the list of major proposals whilst they were on hold; it was explained that these could be included in a separate section within the report.

It was noted that The Goods Yard appeal had closed in July 2022 and that a decision would normally have been delivered by now. It was explained that the recent Council

decision on High Road West had affected the timeframe as an appeal was required to consider any committed schemes.

The Chair noted that any further queries could be directed to the Head of Development Management.

**RESOLVED**

To note the report.

**11. NEW ITEMS OF URGENT BUSINESS**

There were no items of urgent business.

**12. DATE OF NEXT MEETING**

It was noted that the date of the next meeting was 10 October 2022.

CHAIR: Councillor Barbara Blake

Signed by Chair .....

Date .....

Planning Sub Committee – 16 January 2023

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2022/2723

**Ward:** Seven Sisters

**Address:** Brunel Walk N15 5HQ

**Proposal:** 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

**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 capitalising on the location of the site to bring forward and deliver 45 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 development would have a positive impact on the quality of the immediate surroundings of the Conservation Area
- The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements to the wider Turner Avenue Estate.

- The proposal achieves a site-wide reduction of 101% of 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 private 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 existing parking areas will be reconfigured and enhanced. The proposed development is car-free (except for the provision of 4 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 measures 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 measures 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 23/01/2023 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. Unexpected Contamination
11. NRMM
12. Demolition/Construction Environmental Management Plan
13. Arboricultural Impact Assessment
14. Tree Protection Measures
15. Cycle parking
16. Construction Logistics Plan
17. Satellite antenna
18. Restriction to telecommunications apparatus
19. Piling Method Statement
20. Architect retention
21. Energy strategy
22. Sustainability Review
23. Be Seen
24. Future DEN Connection
25. Overheating
26. Living roofs
27. Biodiversity
28. Residents Satisfaction Survey
29. Wheelchair accessible dwellings
30. Future DEN Connection

**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 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:**

- Council rent housing
- Employment and Skills Plan and Skills contribution
- Physical changes and/or stopping up of the public highway for the accesses to the parking courts off Turner Avenue
- £4000 towards amendment to the Traffic Management Order (TMO)
- Implementation of a Travel Plan for a period of 5 years
- Travel Plan Monitoring Contribution – £3,000



- 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 (and associated obligations) based on £2,850 per tonne of carbon emissions
- Obligations monitoring fee

**CONTENTS**

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

**APPENDICES:**

- |            |   |
|------------|---|
| Appendix 1 | Planning Conditions and Informatives                      |
| Appendix 2 | Plans and Images  |
| 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 Brunel Walk to provide 45 new homes comprising 39 apartments and 6 maisonettes for Council rent (Use Class C3) contained within four blocks ranging from 3 to 4-storeys in height. This includes the provision of associated amenity space, landscaping, cycle and refuse/recycling stores and 4 wheelchair parking spaces. In addition the proposal seeks to reconfigure and enhance the existing parking and outdoor communal areas and play spaces on the adjoining Turner Avenue Estate.
- 3.1.2 The proposed development is split into four blocks (A, B, C, D1/D2) aligned along Brunel Walk. Block A is accessed from Elmar Road, Blocks B and C are accessed via Turner Avenue and Blocks D1 and D2 are accessed via Kirkton Road.
- 3.1.3 The development would include 8 one-bedroom flats (18%), 16 two-bedroom flats (36%), 15 three-bedroom flats (33%) and 6 three-bedroom maisonettes (13%). Four of the new dwellings would be wheelchair-accessible located on the ground floor of each block.
- 3.1.4 Extensive public realm and landscape improvements to the wider Turner Avenue Estate are proposed as part of the scheme. The layout of the existing parking areas will be rationalised, and the parking integrated into more attractive landscaped and pedestrian friendly areas. The proposed development will also include enhancement of the existing communal areas/public realm and re-activating the green space on the existing estate and enhanced and additional play space, substantial new planting, including buffer planting and additional new trees, new boundary treatments and secure access points, new pathways and new permeable surfaces, new ramped access, a new seating area, new lighting and CCTV. For the new dwellings private gardens/terrace and communal landscaped gardens with children's play space are located between the proposed buildings for the new residents. Additional trees and planting are proposed along the new boundary treatment to the south and the garden along Braemar Road will be extended.
- 3.1.5 The existing 29 car parking spaces on the Turner Avenue Estate would be re-provided including 3 new blue badge parking bays to meet existing demand on the estate. In addition, one blue badge parking bay to the front of block D1 is proposed to specifically serve the proposed development.
- 3.1.6 Communal cycle stores are located within each new block, with cycle storage facilities for the ground floor flats and the maisonettes located in their private

garden. In addition to the secure cycle storage provided for the proposed new block, two cycle stores will be provided on the Turner Avenue Estate for existing residents. A communal refuse/recycling store is located within blocks A and D1 and accessed externally. The communal refuse/recycling stores that serve the Turner Avenue Estate are being replaced and combined with the refuse stores for blocks B and C and integrated within the enhanced landscaped areas.

3.1.7 The proposed buildings will be finished in 2 types of brick, and the window frames and balcony balustrade will have a powder coated metal finish. They will also feature reconstituted stone details and brass coloured infill panels.

### **3.2 Site and Surroundings**

3.2.1 The site is located at Brunel Walk and the Turner Avenue estate. The buildings on Brunel Walk were recently demolished and formerly accommodated Council housing used for temporary accommodation. The Turner Avenue Estate is an established post war residential Council estate.

3.2.2 Brunel Walk was built on part of the former Palace Gates Railway Line, immediately south of the Turner Avenue Estate and backs onto the rear gardens of the terraced houses on Seaford Road. Access to Brunel Walk is from Kirkton Road to its east, at the point where it meets Braemar Road to the south and Lomond Close to the east. The Turner Avenue Estate occupies land between Brunel Walk and West Green Road to the north with main access gained via Turner Avenue.

## Aerial photographs



- 3.2.3 The properties formerly on Brunel Walk comprised 36 mainly one-bedroomed flats in 5 buildings ranging from 1- to 2.5-storeys in height. The Turner Avenue Estate accommodates 4 substantial blocks of flats ranging from 4 to 4.5 storeys set amongst landscaped communal amenity, private gardens and play space and two parking courtyards. There are high quality trees throughout the site and adjoining estate and a large green buffer to West Green Road on the northern side of the estate.
- 3.2.4 The wider area is predominantly residential in character, accommodating a range of property types and styles including traditional Victorian terraces, and post-war Council and more contemporary predominantly private blocks of flats.
- 3.2.5 The site's public transport accessibility level varies from PTAL 6a at the very eastern end of the site, to PTAL 3 for the centre of the site through to the western side. Several bus services are accessible from West Green Road, and Seven Sisters station is an 8-minute walk away.

3.2.6 The site is close to but not within the Clyde Circus Conservation Area to the north, including the Locally Listed Fountain Hotel, whose garden backs onto the wooded amenity space at the eastern end of Turner Avenue. The site is within a Critical Drainage Area.

3.2.7 The site falls within Site Allocation SS3 'Brunel Walk and Turner Avenue' of the Tottenham Area Action Plan, which allocates the site for a potential masterplanned housing estate renewal opportunity to improve the quality and utility of the housing stock on the site

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

3.4.1 HGY/2022/1379 - Prior Approval for the demolition of buildings under Part 11, Class B, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as Amended) – Prior Notification Approved 03/08/2022.

## **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 October 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 April 2022, Appendix 4, the Panel offered their 'warm support' for the scheme, with the summary from the report below:

*The panel welcomes the response to its comments at the previous review, largely supporting the improvements made to the scheme, and commenting that the overall relationship between the landscaping and the proposed residential blocks is positive.*

*The panel also welcomes the ambition of the proposals given such a challenging site, with the scheme having the potential to set a standard for the development of new homes on other council estates in the borough. Further consultation with residents and the local community will be essential in addressing some of the detailed issues informing the proposals, such as the removal / replacement of existing trees, overlooking, and the care and maintenance of the gardens. It will be essential that the security and long-term maintenance of the estate and its*

*landscaping is clearly understood and agreed to, both by residents and the local authority.*

*The massing and site layout are appropriately addressed overall, with blocks A, B and C working well. Block D, which is in closer proximity to the Victorian terraces on Kirkton Road, would benefit from a more sensitive approach, taking into account the detailing of the historical building stock. The panel also suggests that the proposed flat roof for block D might be revisited, and that its ground floor plan be given further thought as to the location of the entrance relative to the cycle store, refuse area and plant room.*

## **4.2 Development Management Forum**

4.2.2 The proposals were presented to a Development Management Forum in October 2021.

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

## **4.3 Application Consultation**

4.3.2 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

#### Conservation Officer

No Objections

#### 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

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Public Health

No objection

**EXTERNAL**

Thames Water

No objection subject to conditions and informatives

Designing out crime

No objections, subject to conditions

Environment Agency

No comments

Transport for London

No objection

**5. LOCAL REPRESENTATIONS**

5.1 The following were consulted:

544 Neighbouring properties  
2 Residents Associations

Public site notices were erected in the vicinity of the site



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

No of individual responses: 11  
Objecting: 9  
Supporting: 1  
Others: 1

5.3 The following local groups/societies made representations:

- Fountain Area Residents Association

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

#### **Design**

- Concerns with the height
- Harmful development
- Design out of character with the area
- Change to the skyline
- 

#### **Impact on neighbours**

- Impact on amenity
- Overlooking/loss of privacy to Seaford Road properties
- Overbearing impact on existing residents
- Overshadowing/Loss of light
- Concerns with the daylight/sunlight report submitted
- The existing trees do not provide adequate screening
- Concerns with the daylight/sunlight analysis

#### **Parking, Transport and Highways**

- Parking congestion
- Concerns with the access point of block A
- Separate cycle access must be retained through the garden
- A dedicated cycle path should be provided
- Access issues

#### **Environment and Public Health**

- Noise and disturbance from during the construction phase
- How will anti social behaviour be managed
- Very little notice was given on the demolition of the existing building
- Noise pollution from communal amenity space and private balconies
- Safety concerns
- Concern the greenspace will be used by residents
- No equalities analysis carried out
- Impact on quality of life

- The distinctive metalwork in the garden should be respected and retained and any new metal work should harmonise with the existing design
- The development should go further with sustainability measures
- Loss of trees

### **Others**

- Previous concerns raised during the engagement exercise have not been addressed

5.6 The following issues raised are not material planning considerations:

- Structural damage to neighbouring properties during construction process  
(Officer comment this is controlled through other legislation; the party wall act)
- Neighbours' concerns are always ignored
- The concerns raised during the community engagement exercise were ignored

## **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. Heritage Impact
4. Design and appearance
5. Residential Quality
6. The impact on Neighbouring Amenity
7. Parking and Highways
8. Sustainability, Energy and Climate Change
9. Urban Greening, Trees and Ecology
10. Flood Risk and Drainage
11. Air Quality and Land Contamination
12. Fire Safety
13. Employment
14. 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 of the London Plan '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 H8 of the London Plan 'Loss of existing housing and estate redevelopment' states that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Loss of hostels, staff accommodation and shared and supported accommodation that meet an identified housing need should be satisfactorily re-provided to an equivalent or better standard.

6.2.6 Policy H2A of the London Plan 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.

6.2.7 Policy H4 of the London Plan 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.

6.2.8 Policy D3 of the London Plan 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*

6.2.9 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 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.

6.2.10 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. 6.2.11 The Development Management DPD (2017) (hereafter referred to as the DM DPD) is particularly relevant. Policy DM10 of the DM DPD 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. 6.2.12 Policy DM15 of the DM DPD states that proposals involving the loss of an existing hostel will need to demonstrate that:

- a) The accommodation is no longer needed or there is alternative provision available in the immediate area; or
- b) The existing accommodation is not fit for purpose for its continued current use and re-provision is unviable.

6.2.13 The application sites forms part of Site Allocation SS3 'Brunel Walk and Turner Avenue' of the Tottenham Area Action Plan. Site Allocation SS3 designates the site for a potential masterplanned housing estate renewal opportunity to improve the quality and utility of the housing stock on the site.

6.2.14 Site Allocation SS3 has the following Site Requirement and Development Guidelines:

Site Requirements

- Development will be required to be in accordance with a masterplan, prepared with resident involvement;
- Existing buildings do not need to be retained, although refurbishment of the existing blocks with limited infill of the Turner Avenue part of the site should be considered;

- Design should take into account and positively respond to the Clyde Circus Conservation Area adjacent to the site;
- The use on this site will be residential;
- A new public open space should be provided on this site. The potential for this to link with the outside drinking area to the rear of the Fountain Pub should be considered.
- National Grid cables are identified as being present on site and need to be identified and built around to ensure appropriate access for contractors to maintain.

#### Development Guidelines

- Developments along West Green Road should be consistent with those of the neighbouring properties on West Green Road.
- Heights could increase towards the centre of the site, but would need to be reduced to the south, east and west to respect the amenity of neighbouring residential buildings.
- Due to the good, and improving, public transport connections, parking should be limited on this site. The parking needs of existing residents should be assessed through future site masterplanning;
- Improved site permeability to enhance connection to the local road network. A through route may be acceptable if sensitively integrated and designed to restrict through traffic, including traffic calming measures.
- This site lies in a groundwater Source Protection Zone and as such the Council will expect developments to demonstrate no adverse impact on water quality.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- The southern portion of the site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

#### Assessment

#### Masterplanning and Site Allocation

6.2.15 Policy DM55 of the DM DPD states that, where developments form only a part of allocated sites, a masterplan shall be prepared to demonstrate the delivery of the site allocation.

6.2.16 Whilst the proposal does not include the comprehensive estate renewal envisaged by the site allocation, the key principles of the site allocation would be

delivered through replacement of the former temporary accommodation on Brunel Walk and the proposed masterplanned approach to the Turner Avenue estate which includes significant improvements to the communal, parking and landscaped areas.

6.2.17 The proposal would therefore make more effective use of the vacant land at Brunel Walk for new, sustainable, and affordable housing to meet local need and to integrate the development and the Turner Avenue Estate and deliver comprehensive site-wide landscaping and parking improvements for the benefit of new and existing residents. The existing blocks on the Turner Avenue Estate are also currently undergoing major works as part of the Council's Decent Homes programme.

6.2.18 As such, the proposal is therefore in line with the aspirations of Site Allocation SS3, however further consideration is given to the detailed site requirements and guidelines below.

#### *Provision of New Housing*

#### 5 Year Housing Land Supply

6.2.19 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*

6.2.20 The site is one of a number of sites that the Council is seeking to develop for Council housing forming part of its 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 Brunel Walk will make a valuable contribution to Council housing supply. The Temporary Accommodation previously on-site was mostly void given its poor condition and it is the Council's intention to redevelop to provide high-quality affordable and permanent housing to more effectively meet local needs as part of its Housing Strategy. All former

residents of Brunel Walk have been rehoused in permanent and Temporary Accommodation.

- 6.2.21 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.
- 6.2.22 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.
- 6.2.23 Brunel Walk and the adjoining estate 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. The scheme will also deliver significant improvements to the environmental quality of the site to enhance both the setting of the new development and the quality, functionality, safety, and attractiveness of the Turner Avenue estate for existing and new residents. 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 London Plan (2021) 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 Policy SP2 of the Local Plan Policy and Policy DM11 of the Council's DM 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	Wheelchair accessible (M4 3)
1-bed 2- person flats	8	18%	
2-bed 4- person flats	16	36%	4
3-bed 5- person flats	15	33%	
3-bed 5- person maisonettes	6	13%	
Total	45	100%	8.9%

6.3.6 Twenty-one of the proposed homes (46%) would be three-bedroom family sized accommodation. This substantial provision of family-sized homes would avoid an overconcentration of smaller units in the area and would contribute significantly towards meeting the demand for family housing locally and in the Borough generally. The development as a whole would provide a mix of residential units that would contribute towards the creation of mixed and balanced neighbourhoods in this area. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

## 6.4 Heritage Impact

6.4.1 The application site does not fall within a conservation area and there are no listed structures or buildings on the site. However, Clyde Circus Conservation Area sits to the north of the site and the Fountain Hotel are identified as making a positive contribution within the conservation area appraisal.

### *Policy Context*

6.4.2 Policy HC1 of the London Plan 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. Policy SP12 of the Local Plan and Policy DM9 of the DM DPD set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.

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



projecting above the prevailing height of the surrounding area should conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that could be sensitive to their impact.

*Legal Context*

- 6.4.4 There is a legal requirement for the protection of Conservation Areas. The legal position on the impact on these heritage assets is as follows, Section 72(1) of the Listed Buildings and Conservation Areas Act 1990 provides: “In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.” Among the provisions referred to in subsection (2) are “the planning Acts”.
- 6.4.5 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”
- 6.4.6 The *Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council* case tells us that “Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.4.7 The judgment in the case of the Queen (on the application of *The Forge Field Society*) v *Sevenoaks District Council* says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in *Barnwell*, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.
- 6.4.8 The Authority’s assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in *Barnwell*, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against

planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

- 6.4.9 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

*Assessment of Impact on Heritage Assets and their Setting*

- 6.4.10 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'conserve and enhance' the conservation area and its setting
- 6.4.11 The Clyde Circus Conservation Area is characterised by roads that are principally lined with long terraces of Victorian and Edwardian properties with small front gardens. In places, the terraces are punctuated by larger detached and semi-detached houses including some late 20<sup>th</sup> Century infill properties. The Conservation Area is generally consistent in terms of the scale, mass and rhythm of its properties and the lack of any green space is also characteristic of the area.
- 6.4.12 The proposed development will be erected to the south of Clyde Circus Conservation Area, on a site lying further to the south of a group of four storey high apartment blocks that already characterise the townscape along West Green Road and Turner Road. The existing apartment blocks define the townscape and urban character of the immediate southern setting of the Conservation Area along the south side of West Green Road. This established urban setting, although disjointed from the urban and architectural qualities of the conservation area, do not impinge on its legibility and appreciation and can be considered as a neutral setting.
- 6.4.13 The proposed buildings and related landscape design would retain and successfully complement the proportions, height and character of the existing development located to the immediate south of the conservation area and will

enhance the urban quality and character of this residential area without affecting the southern views across and out of the Clyde Circus Conservation Area,

- 6.4.14 The Council's Conservation officer has advised that the proposed development would have a positive impact on the urban quality of the immediate surroundings of the Conservation Area and would not lead to any harm to the legibility, appreciation and significance of the conservation area.
- 6.4.15 Therefore the proposed development would preserve the setting of the Conservation Area and would not cause harm to it and is acceptable from a conservation perspective.

## **6.5 Design and Appearance**

### *National Policy*

- 6.5.1 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.
- 6.5.2 Chapter 12 also 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*

- 6.5.3 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 of the London Plan 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).
- 6.5.4 Policy D6 of the London Plan 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*

- 6.5.5 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.
- 6.5.6 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.
- 6.5.7 Policy DM6 of the DM DPD 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 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.

#### Assessment

##### *Quality Review Panel (QRP) Comments:*

- 6.5.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 15 September 2021 and 20 April 2022). The panel on the whole supported the scheme.
- 6.5.9 The full Quality Review Panel (QRP) report of the review on 15 September 2021 and 20 April 2022 is attached in Appendix 5. The final Quality Review Panel's summary of comments is provided below;

*The panel welcomes the response to its comments at the previous review, largely supporting the improvements made to the scheme, and commenting that the overall relationship between the landscaping and the proposed residential blocks is positive.*

*The panel also welcomes the ambition of the proposals given such a challenging site, with the scheme having the potential to set a standard for the development of new homes on other council estates in the borough. Further consultation with residents and the local community will be essential in addressing some of the detailed issues informing the proposals, such as the removal / replacement of existing trees, overlooking, and the care and maintenance of the gardens. It will be essential that the security and long-term maintenance of the estate and its landscaping is clearly understood and agreed to, both by residents and the local authority.*

*The massing and site layout are appropriately addressed overall, with blocks A, B and C working well. Block D, which is in closer proximity to the Victorian terraces on Kirkton Road, would benefit from a more sensitive approach, taking into account the detailing of the historical building stock. The panel also suggests that the proposed flat roof for block D might be revisited, and that its ground floor plan be given further thought as to the location of the entrance relative to the cycle store, refuse area and plant room.*

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

6.5.11 Table 1

Panel Comment	Officer Response
<b>Response to context</b>	
<p>The difference between public, semi-public and private space should be clearly legible, with further thought being given to the quality and detailing of fencing / walls to be used across the scheme. For example, the difference between public and private space could be signalled through introduction of simple barriers at key points of entry to the estate</p>	<p>The transition between the semi-private; private spaces will be carefully considered in order to define ownership and ensure privacy for residents. Defensible planted buffers to gardens will be used to protect the privacy of occupants. Timber fences in conjunction with low garden hedges and planting strips will be used to define the edges to streets, car parks and communal paths.</p> <p>Play areas for over the age of 12 will be open and not fenced, acting as shared green spaces with informal-natural play equipment. Play areas for below the age of 12 will be fenced and retained within the fencing of shared semi-private amenity spaces (1.8m high).</p>
<p>To ensure that routes through the site feel safe and attractive, it will be important to consider lighting and to design boundaries in a way that helps</p>	<p>Improved lighting within Turner Avenue and the private shared amenity areas is proposed. Lighting proposals have been developed for the public realm in consultation with the crime prevention</p>

<p>to avoid graffiti.</p> <p>The overall massing and site layout for blocks A, B and C is welcomed by the panel, with this deemed appropriate given the adjacent 1950s buildings.</p> <p>The panel feels that Block D would benefit from a more contextually sensitive approach given the Victorian terraces on Kirkton Road, with the facade detailing of this block being less plain. The panel suggests that the richness of the Victorian terraces, in terms of colour and detail, is reflected in the detailed design of this block.</p> <p>The panel feels that, while blocks A, B and C's flat roofs sit well with their neighbouring blocks, block D's flat roof could be a gable or pitched roof</p> <p>.</p> <p>Blocks B and C include balconies facing west and the panel suggests considering barriers to their southern face to reduce overlooking of Seaford Road gardens.</p>	<p>officer. Details of the lighting proposed will be submitted by the imposition of a condition. The project team has introduced unified boundary treatments which will be compliant with Secure By Design.</p> <p>QRP support noted</p> <p>Block D has been revised to have a more individual character separate to the buildings integrated within the Turner Avenue estate. The project team explored the architecture further on Kirkton and Braemar Road and have revised the elevation to block D to reflect the rhythm of street frontage/terraces.</p> <p>The project team have explored the panel's comments however it was felt that the proposed flat roof form is still the preference as other options result in a height and massing out of scale with the context and impair their ability to meet the net zero carbon on site target by using the roof space for plant and renewable energy generation via PVs.</p> <p>The project team has introduced 1.8m high screens to the southern edges of balconies of blocks A, B and C where they are closer to the garden boundary in order to prevent any direct overlooking of gardens to the south on Seaford Road.</p>
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<p>The panel highlights the awkward spaces created by the boundary fence at the western end of the site, between existing and new residents. It asks if a better solution could be found through consultation with residents, for example to agree a single shared private garden.</p>	<p>This refers to the private garden of a ground floor flat in the existing building of the Turner Avenue estate and therefore not within the scope of the proposals to change. However, through engagement with local residents post consent the applicant will seek to explore how the relationship between the new development and landscaping proposals with this space can be improved to enhance the use and appearance of this part of the estate.</p>
<p><b>Architecture</b></p>	<p>.</p>
<p>The panel recognises the work done in taking forward the architectural design of the scheme since the last Quality Review Panel and believes that the approach taken to blocks A, B and C is appropriate and in keeping with the existing 1950s estate adjacent to the site.</p> <p>However, the panel notes that detailed plans of the interiors of the blocks together with the landscape were not included in the presentation. It recommends these should be provided as part of the planning submission, to allow assessment of how the ground floor layout relates to the landscape setting.</p> <p>The panel feels that further consideration of the relationship between the one-bedroom flats in blocks B and C, which look onto shared private space, would be beneficial, in order to address privacy.</p>	<p>QRP support noted</p> <p>The new building layout offers an arrangement for natural surveillance to the semi-private gardens and paths. It also acts as a divider to create private gardens in between buildings with seating and play elements. The transition between shared and semi-private open areas is supported by a series of gates fences and green buffers for privacy and to enhance safety</p> <p>To address this the project team have revised the internal arrangement of blocks B and C and the proposed balcony positions adjusted in order to reduce the potential for overlooking. To the east the balcony is placed in a blind</p>

<p>In terms of proposed materials, the warm, buff brick and horizontal banding, with this reinforced by balconies, is generally supported by the panel.</p> <p>However, the panel feels that applying the same approach to materials and detailing to block D is less successful. It suggests further exploration of colour, detailing and roof design to respond to the Victorian terraces on Kirkton Road</p> <p>The panel asks for further thought about the location of the entrance to block D, which is currently located between the cycle store, bin area and plant.</p>	<p>spot so that windows can only be seen at an oblique angle. To the west the balcony is set further away</p> <p>QRP support noted</p> <p>Block D now has a more individual character separate to the buildings integrated within the Turner Avenue estate. A warmer brick has been chosen and a contrasting darker brick introduced. The detailing has been developed further in particular the ground floor banding and contrasting window surrounds with stone details.</p> <p>To address this, the project team have revisited the ground floor layout of block D and have now moved the entrance to the corner of the building with the entrance door facing Kirkton Road to give it more prominence and contribute to activity at street level.</p>
<p><b>Landscape</b></p>	
<p>The panel applauds the landscape strategy for the scheme, which it believes could be an exemplar for similar schemes in the borough</p> <p>It acknowledges the strategy's likely high maintenance requirements but emphasises the importance of following through on the scheme's ambition, with commitments made to the ongoing upkeep of the landscape.</p> <p>The panel suggests exploring the potential for garden clubs or twinning</p>	<p>QRP support noted.</p> <p>QRP comment noted.</p> <p>The project team has confirmed that the Council and its architects will seek</p>



<p>with local schools to form part of the landscape maintenance strategy.</p> <p>Similarly, consultation could help inform the use of the smaller garden / play spaces between blocks, solutions to potential overlooking. It is also essential that residents understand the rationale for the proposed removal and replacement of trees.</p> <p>The panel notes the intention to increase the number of biodiverse species proposed as part of the landscape strategy and recommends that details of this should form part of the planning submission.</p> <p>Similarly, further detail on the shared garden and play areas proposed for new and existing residents should be provided</p> <p>The panel highlights the importance of the landscape proposals having flexibility, as well as longevity, to take into account the changing requirements of the community over time</p> <p>The smaller spaces between buildings could also benefit from further consideration. One possibility might be their use s 'growing spaces' for residents</p>	<p>to bring together local residents to discuss the design of the proposed new open spaces, pedestrian areas, green landscaping and play facilities.</p> <p>Same as above. Trees are included as part of a green buffer to screen views from road frontages, shared gardens, public pedestrian paths and private neighbouring gardens.</p> <p>The project team has provided an assessment of the biodiversity net gain within the Ecological Impact Assessment prepared by EPR consultants and design and Access Statement – Landscape design prepared by OOBÉ.</p> <p>The project team has provided further details on the shared garden and play areas in the Design and Access Statement.</p> <p>The project team has considered climate change and long-term maintenance requirements by choosing low maintenance and drought tolerant species.</p> <p>The smaller spaces between buildings would benefit from outdoor dining areas an informal play areas.</p>
<p><b>Sustainability</b></p>	
<p>The panel welcomes the scheme's ambition to be net zero and looks forward to seeing more detail as to how this is to be achieved in practice—for</p>	<p>The Project team has provided further details of how the scheme will achieve net zero in the Energy and Overheating Assessment.</p>

<p>example, how PVs are to be sensitively and efficiently deployed across the site.</p> <p>The panel recognises that issues of overheating have been addressed since the scheme was last reviewed. However, it expresses concern that the mitigation of heat gain by tree cover may be adversely affected by the need to remove mature trees on the site and would welcome further detail on this aspect of the scheme, as well as the scheme's overall sustainability strategy.</p>	<p>The Project team has provided further details of the mitigation measures to address the overheating concern in the Energy and Overheating Assessment.</p>
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*Form, Bulk & Height*

- 6.5.12 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 respond to its boundary conditions, the nature of the local built environment, setting and neighbouring residential and visual amenity.
- 6.5.13 The Council's design officer has been consulted on the proposal and notes that the buildings vary in height from three to four storeys, to respond to the position and scale of neighbouring properties, protecting adjoining amenity and respecting the limited views to and from the adjacent Conservation Area. New street frontages are created to the eastern ends onto Kirkton Road and Braemar Road and also to the development's western end to Elmar Road. Blocks B and C are set back at the top floor to the southern most part. The second floor of Block D2 is set back to lessen the impact on Morland Place. The massing of blocks B and C have been carefully designed to respond well to the existing Turner Avenue buildings and minimise the impact on their outlook. The proposed flat roof from would result in a height and massing of buildings that are sympathetic with adjacent buildings and streetscape.



*Elevational Treatment; Fenestration Materials and Detail*

6.5.14 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 traditional materials including high-quality brick and stonework and contrasting detailing and carefully positioned and proportioned windows and balconies. Their detailed design has sought to reflect the architectural character of the surrounding area and incorporate a number of period features prevalent on the existing properties. The simple and balanced articulation of the elevations and considered use of materials complement the proportions of the buildings and provide a distinctive, contextual, and robust architectural language.

6.5.15 The design officer notes that the materials are appropriate for their location with block D1 having a more individual character separate to the buildings integrated within the Turner Avenue estate (Blocks A, B and C). Block D2 responds to the buildings to the north. 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 and roof parapet to be agreed, prior to commencement of works on site.

*Approach, Accessibility, Legibility & Landscaping*

6.5.16 The proposed scheme would significantly improve the setting and approach to amenity spaces for the existing flats whilst also improving the setting and landscape of the wider immediate context.

6.5.17 The scheme is designed to close off the cul-de-sac and activate the secluded and leftover areas of the estate with new building frontages. The location and

orientation of the new accommodation will also improve passive surveillance over the open areas of the estate. The new building layout offers an arrangement for natural surveillance to the semi-private gardens and paths. It also acts as a divider to create private gardens in between buildings with seating and play elements. The transition between shared and semi-private open areas is supported by a series of gates fences and green buffers for privacy and to enhance safety. The development proposals maximise the total amount of open space through improvement of the quality of landscape areas by making them more coherent, legible, accessible, and usable. Treatment of the public green frontages to West Green Road and Braemar Road help integrate the site into the wider public realm and adjacent neighbourhoods.

- 6.5.18 The accessibility strategy has been developed to provide clear circulation routes around the site and ensure the safe movement for all users, making sure there is clear transition from public/shared areas to semi-private and private areas. The proposals enhance privacy and safety by distinguishing clearly between public and private areas and the needs of pedestrians, vehicles and cyclists. Accessible parking bays are provided across the site, close to building entrances as required. All routes around the site will provide level access.
- 6.5.19 The public realm improvements around this site would be substantial and would add further to the high design quality of this proposed development.
- 6.5.20 Therefore, the proposed design of the development is considered to be a high-quality design and in line with the policies set out above.

## **6.6 Residential Quality**

### *General Layout*

- 6.6.1 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.
- 6.6.2 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*

- 6.6.3 All dwellings achieve or exceed minimum space standards including bedroom sizes. All homes would have private amenity space in the form of a projecting

balcony or rear garden that meets the requirements of the Mayor's Housing SPG Standard 26. All dwellings have a minimum floor to ceiling height of 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. None of the balconies would be north facing. All homes within each new building would also have access to the designated communal courtyards, as well as the communal green space to the existing estate. All of the proposed units are at least dual-aspect.

### *Accessible Housing*

- 6.6.4 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 Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.6.5 All dwellings on the ground floor achieve compliance with Building Regulations M4 (2) and just under 10% of the units achieve M4(3). 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. It has not been viable to provide lift access to dwellings on the first floor and above.
- 6.6.6 Whilst not all the new homes meet the Building Regulation M4 (2) 'step-free' access standards for accessibility as they do not incorporate a lift, all dwellings across the development have been laid out and designed to meet the accessibility and adaptability standards in all other respects.
- 6.6.7 London Plan policy and guidance accepts that in exceptional circumstances the provision of a lift to dwelling entrances may not be achievable. In blocks of four storeys or less the London Plan highlights that it may be necessary to apply some flexibility in the application of this policy and specifically in relation specific small-scale infill developments of no greater than 0.25ha. The site at Brunel Walk measures approximately 0.41ha which is slightly higher than the 0.25ha GLA requirement but it still represents a limited infill plot given its shape and relationship to the existing estate and given also its constraints and the need to optimise the level of affordable accommodation it has not been possible to incorporate a lift in the proposed blocks. The proposed four wheelchair accessible homes are on the ground floor and meet the required Building Regulation M4 (3) accessibility standards. In addition, through the Council's housing allocations and lettings policy, there is the opportunity to ensure that lettings on the upper floors of the proposed blocks are directed to those tenants who do not have additional mobility needs.

6.6.8 Four accessible car parking spaces are provided for the ground floor wheelchair accessible units within the reconfigured car parking areas and at the Kirkton Road end. All routes around the site will provide level access and new ramps will be compliant with Building Regs Part M requirements.

*Child Play Space provision*

6.6.9 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.

6.6.10 The applicant has provided a child yield calculation for the proposed Brunel Walk development based on the mix and tenure of units in accordance with the current GLA population yield calculator. There is currently 266sqm of existing play space within the Turner Avenue Estate which is currently dilapidated and underused. The proposed new accommodation at Brunel Walk requires 473.9sqm of play space. The proposed development includes 551sqm of child play space which comprises of informal play space for 0–4-year-olds within the shared landscaped gardens of the Brunel Walk development and the enhanced green space within the existing estate. The informal play space for 5–11-year-olds are also located within this enhanced green space of the estate. The existing informal play space for 12 years and older within the estate will also be enhanced. The playspace proposed will include play facilities and a playable landscape treatment incorporating a range of furniture and play elements for children aged from 0-17 years old. The designated areas have been distributed across the site to suit current dwelling numbers and mix.

6.6.11 For older children (12-17) the site is well served by parks and open spaces. The closest is Brunswick Road Open Space located within 500m of the site. Downhills Park for instance is located approximately a 12-minute walk away as well as Chestnuts Park, at a similar distance, to the west of the site.

6.6.12 The play space provision for younger and older children is therefore acceptable.

*Outlook and Privacy*

6.6.13 The proposed landscaped gardens of the Brunel Walk development 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. New tree planting between the new buildings would also add some screening to mitigate any overlooking.

6.6.14 The development incorporates windows and balconies with an outlook onto the new and enhanced communal amenity space whilst also allowing passive

surveillance and animation to the playspace. The outlook from the existing flats of the estate will be significantly improved by high quality and **attractive** landscaping.

6.6.15 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*

6.6.16 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 'daylight factor method'. Assessments were made using 'sunlight exposure' to measure sunlight. It concludes that the dwellings achieve a very high level of compliance with the BRE recommendations. Whilst a small number of rooms and outdoor amenity areas do not meet the recommendations, the results are not unusual in the context of an urban location. The proposal would therefore result in an acceptable standard of accommodation for future occupiers in this regard.

*Other Amenity Considerations – Future Occupiers*

6.6.17 Air quality levels at this site are acceptable, which makes the site suitable for residential accommodation (This is covered in more detail under paragraph 6.12 of the report). There are no significant noise-creating uses in the vicinity other than local roads. The Noise Impact Assessment submitted with the application confirms that appropriate internal noise levels can be achieved, in accordance with the required British Standard, through the installation of suitable glazing and ventilation methodologies.

6.6.18 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.

6.6.19 Bins stores are located in building A and serviced off Elmar Road and a new communal refuse/recycling stores will be provided for buildings B and C and the Turner Avenue Estate as part of the landscape strategy. Building D1 and D2 are provided with two bin stores. The first located within the ground floor of D1 and the second an external refuse store located to the north of building D2. All refuse/recycling storage facilities are conveniently located near the main entrance of each new and existing buildings with secure access from the communal courtyard for residents. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection

*Security*

- 6.6.20 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 safety and security issues on the site. The development has been designed with input from the Designing Out Crime Officer of the Metropolitan Police and have not raised any objections to the proposal.
- 6.6.21 To improve safety and security the scheme introduces pedestrian routes that are visually open, direct, well used and well lit. The site layout creates new lines of enclosure with building frontage and boundary fences on Elmar Road and Kirkton Road. Within the estate Blocks B & C form a building line to the south of new courtyards. The public realm is separated from private shared gardens and additional passive surveillance is created over the adjacent streets and Turner Avenue. In this way short cut routes over fences and into Brunel walk from Turner Avenue to Kirkton Road will be prevented. Defensible space has been located to create a clear boundary between public and private space. The planting will allow a clear line of sight to the pavement and open spaces. Clear physical barriers have been integrated in the design to separate private shared gardens spaces and to discourage access to specific areas with different degrees of privacy.
- 6.6.22 The dwellings have been orientated to create better surveillance opportunities and amenity areas within the Turner Avenue estate have been re-provided in overlooked and well-lit spaces in order to discourage crime and antisocial behaviour. Main access doors are visible from the public realm for good surveillance, well-lit and away from any potential hiding places. The buildings will have a visitor door entry system and an access control system. Communal mail delivery facility will be located within the building entrance and built following the criteria of the Secured by Design guide. External lighting will be provided throughout the estate and to all the elevations containing a door set. A CCTV camera system is proposed to improve security and deter crime.
- 6.6.23 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.
- 6.6.24 In summary, the design of the accommodation including internal and external living conditions proposed in respect to security satisfies the above planning policies.

## **6.7 Impact on Neighbouring Amenity**

- 6.7.1 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.

- 6.7.2 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*

- 6.7.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the neighbouring properties at 1 and 3 Elmar Road, 1 to 23, 25 to 51 and 53 to 83 Turner Avenue, 42 to 126 Seaford Road (even numbers), 4 to 7 Morland Place and 79, 81 and 83 Kirkton Road.

*Vertical Sky Component*

- 6.7.4 A number of windows at 79 Kirkton Road, 1 to 23, 25 to 51 & 53 to 83 Turner Avenue, 1 Elmar Road, 68, 98, 114, 120 & 124 Seaford Road, which have a requirement for daylight do not pass the Vertical Sky Component (VSC) Test. However, the following mitigating factors apply:
- 6.7.5 Firstly, a number of windows (4, 5, 100, 101, 111, 112, 143 to 145, 156, 386 & 387) that do not pass the test, achieve before/after ratios of 0.7 and above. This is close to the BRE 0.8 recommendation. Therefore, whilst the BRE guide gives numerical guidelines, there is an acknowledgement that these results should be interpreted flexibly since natural lighting is only one of many factors in site layout design.
- 6.7.6 Secondly, some of these windows are already impacted by a projecting wing or overhang. The BRE guide acknowledges that where a window has an overhang or a projecting wing, a larger relative reduction in VSC may be unavoidable, as the building itself contributes to its poor daylighting. The BRE guide explains that one way to demonstrate this is to test the windows without these existing obstructions in place. A number of the windows surpass the BRE criteria without the obstructions in place.
- 6.7.7 Thirdly, whilst the BRE guide states that daylight may be adversely affected if the above targets are not met, when setting targets, both the BRE guide and National Planning Policy Guidance (NPPG) recognise that it is necessary to have regard to the development context and site location. It is generally accepted that for large schemes in London, a retained Vertical Sky Component of 20% or more

represents a reasonably good level of daylight, and a retained Vertical Sky Component in the mid-teens (15% and above) is acceptable.

- 6.7.8 Finally, the BRE guide recognises that a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

#### *Daylight Distribution*

- 6.7.9 The vast majority of rooms meet the daylight distribution recommendations, with only 3 isolated rooms at 1 to 23 Turner Avenue (rooms served by windows 161, 162 & 163) not meeting the BRE recommendations. The rooms served by windows 161 & 163 achieve before/after ratios of 0.71 & 0.74 respectively, falling just marginally short of the BRE recommendation of 0.8. Window 162 achieves a before/after ratio of 0.67 but is hampered by a wing. Furthermore, windows 162 & 163 serve bedrooms and the BRE guide states that bedrooms should be analysed, although they are less important than living rooms, dining rooms and kitchens.

#### *Sunlight to Windows*

- 6.7.10 A number of windows at 79 Kirkton Road, 1 to 23, 25 to 51 & 53 to 83 Turner Avenue and 1 Elmar Road, have a requirement for sunlight and do not pass the Annual Probable Sunlight Hours test. The presence of projecting wings and overhangs can also be applied to the sunlight tests. With these obstructions removed, windows 5, 80, 88 & 96 would all meet the recommendations. Of the remaining windows, the vast majority all meet the annual probable sunlight hours targets over the whole year and only fall short during the winter months

#### *Overshadowing to Gardens and Open Spaces*

- 6.7.11 93% of all gardens and open spaces tested meet the BRE recommendations, with only 4 of the 59 gardens tested falling short of the BRE recommendations, all of which are to gardens of ground floor flats in the existing Turner Avenue blocks immediately adjacent. Two of these achieve 44% & 45% respectively, which is only marginally short of the BRE 50% recommendation. Whilst the other two cannot be classed as falling only marginally short, officers are of the opinion these isolated shortfalls can be considered on balance acceptable, as it appears the residents will have access to the improved communal gardens of the estate, which both exceed the BRE recommendations.

- 6.7.12 Whilst it highlights that a number of windows and gardens to neighbouring properties do not meet the standard numerical recommendations, the results are not unusual in the context of the urban location. The BRE guide explains that the numerical guidelines should be interpreted flexibly, since natural lighting is only one of many factors in site layout design. It is considered that the development

achieves an appropriate balance between daylight and sunlight related impacts and other material planning considerations.

6.7.13 Officers considered that the adjoining properties bounding the site will not be unduly affected by the proposed development in this regard, particularly when weighed against the other proposed benefits of the proposal. As such, the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties in accordance with the above policies.

*Privacy/Overlooking and outlook*

6.7.14 The proposed buildings have been carefully positioned and designed to avoid adversely affecting neighbouring amenity in these respects. The proposed development is separated from existing residential properties to the south on Seaford Road by 20-27 metres. Balconies are carefully positioned and face east and west and incorporate privacy screens to avoid direct overlooking of these properties. Angled bay windows to habitable rooms have been introduced on the rear elevations of the proposed buildings, again to prevent direct overlooking. In addition, new and replacement trees will be planted along the rear boundary to provide some screening and further mitigate the impact on neighbours. The proposed development would not cause an unacceptable loss of privacy to these neighbouring occupants.

6.7.15 The proposed development would establish gaps of 18 metres to allow views through to the Turner Avenue Estate. The buildings are also placed and orientated appropriately to minimise their presence and impact on the existing blocks on the estate.

6.7.16 In terms of outlook, existing surrounding residents would experience both actual and perceived changes in their amenity as a result of the development. Nevertheless, taking account of the urban setting of the site and the established pattern and form of the neighbouring development the proposal is not considered to result in an unacceptable impact on local amenity in this respect.

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

*Other Amenity Considerations*

6.7.18 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution.

6.7.19 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.

- 6.7.20 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.
- 6.7.21 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. 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.
- 6.7.22 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the current existing residential use of the site will be retained and the current urbanised nature of the surroundings.
- 6.7.23 Therefore, it is considered that the proposal would not have a material impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

## **6.8 Parking and Highways**

- 6.8.1 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 Policies DM31 and DM32 of the DM DPD.
- 6.8.2 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.
- 6.8.3 The site is located within an area with a public transport accessibility level (PTAL) of part-6a, part-3, which is a good level of accessibility. Several bus services are accessible from West Green Road, and Seven Sisters station is an 8 minute walk away. Turner Avenue estate and Brunel Walk are located within the wider St Anns Controlled Parking Zone which operates between the hours of 0800 to 1830 Monday to Saturday.
- 6.8.4 In respect of access arrangements, the site is accessed via a non-vehicular connection that passes east – west and connects to Turner Avenue and Elmar Road to the west of the site, and Kirkton Road, Braemar Road and Lomond close to the eastern side. Connections to the wider highway network are from Turner Avenue and Kirkton Road which both connect to West Green Road.

- 6.8.5 The site is located approximately 450m west of A10 High Road which forms part of the Transport for London Road Network (TLRN). Transport for London (TfL) is the highway authority for the TLRN and they seek to maintain the performance and/or safety of the TLRN.
- 6.8.6 The Council's Transport Planning Officers have considered the potential parking and public highway impact of this proposal.
- 6.8.7 They note that Turner Avenue and Kirkton/Elmar are public Highway, as are the short connections to Haringey Housing parking courts on the south side of Turner Avenue, that service the existing residences. The reconfiguration of the parking courts and change to the layout, will necessitate a formal process to alter the highway arrangement/layout of these two connections.

#### *Access and Parking*

- 6.8.8 The proposal seeks access and public realm changes that include reconfiguration of the parking areas, essentially the same quantum of parking will remain (29 spaces) and there will be public realm improvements enabling cyclist and pedestrian access to the 4 new blocks and connections to and from the site to the adjacent streets. Currently there are 70 units within the estate and prior to demolition, 36 small homes on Brunel Walk. This proposal is for a total of 45 new units representing an uplift of 9 homes. The two parking courts currently accommodate 29 spaces, and the same number will be retained in the parking court areas, plus a new blue badge bay will be provided to the eastern end of the development accessed off Braemar Road. In total there will be 4 blue badge bays available for existing and new residents within the site. All 29 spaces will be managed by the Council's Assets Team.
- 6.8.9 The Transport officer notes that in respect of the parking aspects overall, there will be an uplift of 9 new units, so there is the potential for additional parking demands compared to present. However, taking into account there will be cycle parking to meet London Plan standards provided for residents and visitors, a travel plan, and there are shops, services and local facilities within walkable distances, along with public transport services, it is not expected any adverse parking impacts will arise.

#### *Car Free*

- 6.8.10 A 'car-free' development is proposed meaning only wheelchair accessible parking is provided on site 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 6a -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 an on street parking permit which is in accordance with Policy DM32 of the DM DPD.

6.8.11 As such, Officers raise no objections to the proposals on transport grounds with the above measures and maintenance of the existing number of parking bays in respect of proposed car parking arrangements.

#### *Cycle parking*

6.8.12 Cycle parking is proposed in an internal cycle store for each block, and the proposed provision for each store matches the numerical requirements of each block. There is a mix of Sheffield stands and wall mounted vertical cycle stands, and there are facilities included for larger cycles. These are of sufficient size to accommodate the required cycle parking.

6.8.13 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards and full details of short stay/visitor cycle parking and the bike hangar cycle parking facility proposed for existing residents, to be located off Turner Avenue north of the site would need to be provided by the imposition of a condition.

6.8.14 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*

6.8.15 With regards to delivery and servicing considerations, the Transport Assessment predicts that there would be 3 delivery and servicing movements per day.

6.8.16 Delivery and service vehicles would generally park within Kirkton or Braemar Roads to service the properties formerly on Brunel Walk. In respect to the proposed redevelopment it is envisaged delivery and service vehicles may park and dwell in a number of locations including Turner Avenue, and the parking courts servicing the estate. In any instance it is not expected that there will be any adverse impacts from a very small uplift in delivery and service trips.

6.8.17 In terms of refuse and recycling collection there are internal bin stores provided for Blocks A and D, and external bin stores for Blocks B and C. Details of the anticipated manoeuvres and associated pull distances to be undertaken by collection lorries has been set out as part of the proposals. Overall, these are acceptable, as they show the vehicle reversing into the parking court area accesses to make collections. The proposed arrangements are therefore considered to be satisfactory, and this has been confirmed by the Waste Collection team.

*Construction Logistics and Management*

- 6.8.18 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.
- 6.8.19 Transport for London (TfL) accepts the proposal in principle and it is considered that the application overall is acceptable in transport and parking terms, and in terms of its impact on the public highway.

**6.9 Sustainability, Energy and Climate Change**

- 6.9.1 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.
- 6.9.2 London Plan Policy SI2 - 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.
- 6.9.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.9.4 The development Guideline within Site Allocation SS3 'Brunel Walk and Turner Avenue' of the Tottenham Area Action Plan states that development proposals should be designed for connection to a DEN network and seek to prioritise/secure connection to existing or planned future DEN networks, in line with Policy DM22 of the DM DPD.
- 6.9.5 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*

- 6.9.6 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 site falls within an area designated for the westward expansion of the Tottenham Hale Heat Network. 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). 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.
- 6.9.7 The development achieves a site-wide reduction of 101% 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 heating and overheating strategies which can be dealt with via condition.
- 6.9.8 The overall predicted reduction in CO<sub>2</sub> emissions for the development shows an improvement of approximately 101% 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 49.7 tonnes of CO<sub>2</sub> from a baseline of 49.1 tCO<sub>2</sub>/year. This means that all regulated operational emissions are reduced on site.
- 6.9.9 The applicant has proposed a saving of 10 tCO<sub>2</sub> in carbon emissions (17.8%) through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes beyond the minimum 10% set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.9.10 In terms of 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 38.7 tCO<sub>2</sub> (78%) reduction of emissions are proposed under Be Green measures.
- 6.9.11 An 'ambient loop' ASHP system is proposed: centralised air-to-water (SCOP 3.2 and ESEER 3.98) and water-to-water (COP of 4.3 for 4kW and 4.1 for 6kW). This is designed at 25 degrees, with a water-to-water heat pump by apartment to uplift the central loop to 55 degrees to provide hot water and heating to the dwellings for 100% of demand. Carbon Management Officers however would like to see a communal ASHP/gas boiler plant room designed into the scheme in place of ambient loop system as they are not compatible with connecting to a DEN.



6.9.12 The applicant has explored options to connect to the planned DEN, however due to necessary infrastructure requirements and associated costs and the constraints of the site and nature of the development proposed, it is not feasible to do so. The proposed scheme represents a backland/infill development on a narrow site incorporating both houses and flats across four small building plots. It optimises the quantum of Council rented homes including a significant proportion of family homes and provides high-quality external spaces as part of seeking to tie it into and enhance the poor environmental quality of the Turner Avenue Estate. The scheme delivers a zero-carbon development using a highly efficient and cost-effective system comprising ASHPs and an ambient loop, which would not be feasible should a connection to the DEN be provided. A condition, however is recommended to ensure that should a DEN be established in this location in the future, the development should seek to connect to it appropriately.

6.9.13 Having regard to the constraints associated with connecting to a potential DEN and the key benefits of the scheme, the proposals on balance are considered acceptable. They would deliver a highly sustainable development via an effective site-specific energy strategy and significantly improve the environmental setting of the local area.

6.9.14 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 tCO<sub>2</sub> over 30 years.

#### *Overheating*

6.9.15 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

6.9.16 The development would not overheat based on the London Heathrow weather files this is based on a series of mitigating measures being built into the development including natural ventilation, high g-value glazing, external vertical side fins to the west façade, horizontal brise soleil on southern façade, natural and mechanical ventilation heat recovery however the overheating modelling with the Central London weather file will need to be provided which will more accurately represent the urban heat island effect and future overheating scenarios will need to be considered however the Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

#### *Summary*

6.9.17 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

## **6.10 Urban Greening, Trees and Ecology**

6.10.1 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.

6.10.2 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.

6.10.3 Policy DM1 of the DM DPD 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 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

6.10.4 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. Policy SP13 of the Local Plan 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*

6.10.5 The proposed development would provide substantial enhancements and improvements to the soft landscaping within the Turner Avenue estate which currently consist of large areas of green space, mature trees throughout the site and existing amenity space. Communal gardens are also proposed between the new buildings of the Brunel Walk development. Various types of planting including new semi mature trees, amenity grassland, flower rich perennial planting, rain gardens and hedges 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.

6.10.6 An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types as described above. The development achieves an urban greening factor of 0.6 which exceeds the

minimum target of 0.4 set out in the London Plan. This is a significant urban greening improvement. It is considered that the proposed development in terms of urban greening is acceptable.

### *Trees*

- 6.10.7 A total of 65 trees will be retained on site made up of 28 individual trees and 7 groups (which comprise 37 trees). The proposal involves the removal of 12 individual and 1 group of trees (comprising 5 trees). Of these 17 trees, there are 12 category C, 2 category U and 3 category B trees for removal. Trees classed as category B are of moderate quality and estimated to have a remaining life of 20 years. Three of these trees on the southern boundary will be replaced by additional tree planting. The rest are C category trees of low-quality category C or U category which are in poor condition. Category A trees are of high quality with an estimated remaining life expectancy of at least 40 years. These trees to be retained are located in public space south of West Green Road. It is noted that 4 trees and one group have been removed by third parties since the applicant's survey was carried and for other reasons 4 trees are to be recommended to be removed irrespective of the proposals. Sixty-eight new semi-mature trees will be planted. Therefore, there will be a net increase of 47 trees on site. The crowns of the existing trees will be raised to open up the green space for amenity use.
- 6.10.8 The Council's Tree Officer does not raise any objections subject to the Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement (AMS) and the tree protection plans (TPP) being adhered to. The tree protection plans (TPP) 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 has confirmed that the species of the new tree planting shows good all year-round interest, diversity, and urban fitness and the Officer is satisfied with the five year aftercare and replacement plan to establish independence in the landscape.

### *Ecology and Biodiversity*

- 6.10.9 Bat and bird boxes bee bricks and hedgehog houses would be installed to support native species and species that support foraging of birds, attract pollinators and wildlife are proposed.
- 6.10.10 A bat survey was undertaken which concluded that the proposals will have no significant residual effect and recommends a sensitive lighting strategy to avoid negative effects on bat foraging and commuting behaviour. Whilst these measures 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.

6.10.11 Therefore, subject to conditions the proposal is acceptable in terms of its impact on trees, ecology and biodiversity, and its provision of urban greening.

## **6.11 Flood Risk and Drainage**

6.11.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.11.2 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. The online surface water flood maps indicate that surface water flooding is concentrated along the eastern part of the site, where the proposed new dwelling is raised above existing flood levels, additionally the surface water drainage strategy will ensure surface water is reduced off site to greenfield rates and designed to cater for the 1:100 year + 40% climate change event and therefore there will be no detrimental impact off site. Therefore, no additional flood mitigation measures (such as flood barriers) have been proposed for the development.

6.11.3 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.

6.11.4 Thames Water raises no objection with regards to water network and water treatment infrastructure. Thames Water recommends a condition regarding piling and an informative regarding groundwater discharge and water pressure

## **6.12 Air Quality and Land Contamination**

### *Air Quality*

6.12.1 Policy DM23 of the DM DPD 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.

6.12.2 Officers have reviewed this assessment. The proposed development is considered to be air quality neutral. Air quality neutral measures include the use of air source heat pumps and localised Water Source Heat Pump. It can therefore be concluded that the proposed development is not considered to conflict with national, regional and local planning guidance.

6.12.3 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*

6.12.4 Policy DM23 (Part G) of the DM DPD requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.

6.12.5 A Geotechnical Design Report for Phase 1 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.

### **6.13 Fire Safety**

6.13.1 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.

6.13.2 The Fire Statement submitted with the application confirms that all blocks and houses are to have an automatic water fire suppression system (sprinklers) along with automatic fire detection systems due to the constraints and nature of the site as a back-land location.

6.13.3 Elmar Road provides access to building A for a fire tender within 18m to the entrance and dry riser inlet. In a similar way Kirkton Road provides access to block D1 for a fire tender within 20m to the entrance and dry riser inlet. The landscape has been designed to allow a fire tender to reverse no more than 20m to provide access to the entrance and dry riser inlet again within 20m from the appliance. To access the dwellings within building D2, which is not fitted with a dry riser but has sprinklers, it is necessary for the fire tender to reverse into the mews through the gate in order to reach the top floor flats within a maximum hose distance of 75m. The gate entry system will provide for emergency access.

Haringey Building Control has been consulted on this application and has confirmed that they are satisfied with the proposals.

## **6.14 Employment**

6.14.1 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.

6.14.2 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.

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

## **6.15 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 capitalise on the location of the site to bring forward and deliver 45 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 development would have a positive impact on the quality of the immediate surroundings of the Conservation Area.
- The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements to the wider Turner Avenue Estate.
- The proposal achieves a site-wide reduction of 101% of 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 existing parking areas will be reconfigured and enhanced. The proposed development is car-free (except for the provision of 4 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.

## **7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)**

Based on the information given on the plans, the Mayoral CIL charge will be £308,549 (4780sqm x £64.55) and the Haringey CIL charge will be £255,538.8 (4780sqm x £53.46). 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.

## **8.0 RECOMMENDATIONS**

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

- 0001 - Existing Site Location Plan
- 0100 - Existing Site Plan
- 0300 - Existing Street Elevation – South
- 0301 - Existing Street Elevation - East & West
- 0303 - Existing Elevations 1/3
- 0304 - Existing Elevations 2/3
- 0305 - Existing Elevations 3/3
- 1000 - Proposed Site Plan - Full Site -Rev N
- 1001 - Proposed Ground Floor Plan - Full Site -Rev Q
- 1002 - Proposed 1st Floor Plan - Full Site -Rev P
- 1003 - Proposed 2nd Floor Plan - Full Site -Rev P
- 1004 - Proposed 3rd Floor Plan - Full Site -Rev N
- 1200 – Block A - Proposed Ground Floor Plan -Rev I
- 1201 – Block A - Proposed 1st & 2nd Floor Plan – Rev J
- 1203 – Block A - Proposed 3rd Floor Plan – Rev K
- 1204 – Block A - Proposed Roof Plan – Rev F
- 1205 - Block A - Wheelchair Apartment – Rev C
- 1300 – Block B & C - Proposed Ground Floor Plan – Rev J
- 1301 – Block B & C - Proposed 1st & 2nd Floor Plan – Rev J
- 1302 – Block B & C - Proposed 3rd Floor Plan – Rev K
- 1303 – Block B & C - Proposed Roof Plan– Rev G
- 1304 - Block B & C - Wheelchair Apartment– Rev C
- 1500 – Block D1 – Flats - Proposed Ground Floor Plan – Rev G
- 1501 – Block D1 – Flats - Proposed 1st Floor Plan– Rev I
- 1502 – Block D1 – Flats - Proposed 2nd Floor Plan– Rev I
- 1503 – Block D1 – Flats - Proposed Roof Plan– Rev D
- 1504 - Block D1 – Flats - Wheelchair Apartment– Rev D
- 1600 – Block D2 – Mews - Proposed Ground Floor Plan– Rev H

1601 – Block D2 – Mews - Proposed 1st Floor Plan– Rev G  
1602 – Block D2 – Mews - Proposed 2nd Floor Plan– Rev H  
1603 – Block D2 – Mews - Proposed Roof Plan– Rev F  
2000 – Proposed Site Sections 1– Rev G  
2001 – Proposed Site Sections 2– Rev G  
2002 - Proposed Site Sections 3– Rev F  
3100 - Proposed Site Elevations – Sections– Rev L  
3200 – Block A\_Proposed Elevations– Rev H  
3201 – Proposed Site Elevations - Block A - North & South– Rev I  
3202 - Proposed Site Elevations - Block A - East & West– Rev I  
3300 – Blocks B&C\_Proposed Elevations– Rev I  
3301 – Proposed Site Elevations - Block B - North & South– Rev I  
3302 - Proposed Site Elevations - Block B - East & West– Rev H  
3401 – Proposed Site Elevations - Block C - North & South– Rev I  
3402 - Proposed Site Elevations - Block C - East & West– Rev H  
3501 – Proposed Site Elevations - Block D - North & South– Rev I  
3502 - Proposed Site Elevations - Block D - East & West– Rev J  
Site Plan 5350- OOB- ZZ- 01- DR- L- 0005  
PROPOSED BELOW GROUND DRAINAGE SURFACE WATER LAYOUT-  
2844-MHT-CV-BG-XX-110 PROPOSED BELOW GROUND DRAINAGE FOUL  
WATER LAYOUT - 2844-MHT-CV-BG-XX-120

#### Documents

Air Quality Assessment report prepared by Accon Uk Limited, Air Quality Neutral Assessment report prepared by Accon Uk Limited, Arboricultural Assessment prepared by Hayden’s Arboricultural Consultants Limited, Daylight and Sunlight Assessment prepared by ROL Consulting, Design and Access Statement prepared by KC & Architects, Drainage Strategy (including SUDS strategy) prepared by Meinhardt (UK) Ltd, Ecological Impact Assessment (including Biodiversity Net Gain calculation prepared by EPR Ltd, Fire Strategy prepared by Goule Group, Energy and Overheating Assessment (including Lifetime Carbon Assessment) prepared by Meinhardt (UK) Ltd, Overheating Note dated 04 January 2023. Noise Assessment prepared by Max Fordham, Geotechnical Design Report by A2 Site Investigation, Landscape Design and Access Statement (including Urban Greening Factor calculation prepared by Oobe, Outline Construction Logistics Plan (CLP) prepared by RGP, Planning Statement prepared by London Borough of Haringey, Statement of Community Involvement (SCI) prepared London Borough of Haringey, Sustainability Statement prepared by Meinhardt (UK) Ltd, Transport Assessment prepared by RGP, Travel Plan prepared by RGP

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 and roof parapet 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 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.

- 11 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.

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

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

- 12 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  
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. Monitoring and joint working arrangements, where appropriate;
  - ii. Site access and car parking arrangements;
  - iii. Delivery booking systems;
  - iv. Agreed routes to/from the Plot;
  - v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); 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.

- 13 The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment (AIA), Preliminary Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) prepared by Hayden's Arboricultural Consultants Consulting Arborists dated October 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

- 14 The tree protective measures must be periodically checked by 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

- 15 Prior to above ground works further details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority, these shall include full dimensional details,

installation specifications for the systems proposed, spacing's, manoeuvring area, security and weather protection. The development shall not be occupied until a minimum of 89 cycle parking spaces for users of the development, have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

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

- 16 A Construction Logistics Plan will be required to be submitted prior to works commencing. 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

- 17 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

- 18 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.

- 19 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.

- 20 The applicant must ensure that the project architect (KC+A 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.

21. The development hereby approved shall be constructed in accordance with the Energy and Overheating Assessment prepared by Meinhardt (dated 5 October 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 minimum 82.5 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;
- Resubmission of the heating strategy, compatible with a future DEN connection;
- Confirmation of the necessary fabric efficiencies, and space heating demand, to achieve a minimum 18% reduction with SAP2012 carbon factors
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- 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 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);
- Confirmation of how the solar PV electricity generation will be used on site;
- 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) The solar PV arrays and air source heat pump system must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

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

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.

22 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% CO<sub>2</sub> 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.

23 (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-energymonitoring-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.

- 24 Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:
- Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
  - Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
  - Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;
  - 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 route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route

that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;

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

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.

25 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 Energy and Overheating Assessment prepared by Meinhardt (dated 5 October 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 for 2050s and 2080s, high emissions, 50% percentile;
- Additional sample modelling of the corridors;
- 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;
- Annotated floorplans showing which spaces/dwellings have been modelled;
- Summary tables of the modelling results.

The development must be built in accordance with the approved overheating measures prior to the first occupation of the development 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

26 (a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the 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 30m<sup>2</sup> of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m<sup>2</sup>, rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living 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; and
- vii) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

27 (a) Prior to above ground works, 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.

- 28 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.

- 29 All the residential units on the ground floor will be built to Part M4(2) accessible and adaptable dwellings of the Building Regulations 2010 (as amended) and the 4 wheelchair accessible units will be built to M4 (3) of the same Regulations, unless otherwise agreed in writing in advance with the Local Planning Authority.

Reason: To ensure that the proposed development meets the Council's Standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy D5.

- 30 Should a District Energy Network be established with the site allocation SS3 the applicant shall explore the possibility of connecting the DEN submit details to the Local Planning Authority for consideration. Should a connection be feasible, the applicant shall implement and maintain thereafter.

Reason: To ensure the development delivers long-term energy efficiencies as part of the Council's planned DEN in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21

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 £308,549 (4780sqm x £64.55) and the Haringey CIL charge will be £255,538.8 (4780sqm x £53.46). 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.

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](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

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](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.



**Appendix 2 – Plans and images**

Site location plan



Aerial view of site



Proposed ground floor plan



Typical Upper Floors



### 05 Proposed Landscape Masterplan of Brunel Walk & Turner Avenue Estate



Birds eye artist impression of the proposal looking south



Birds eye artists impression of the proposal looking north



Street view of Building D1 and Brunel Walk seen from Kirkton Road





Street view seen from Elmar Road showing proposed Building A





1-23 Turner Avenue

**C. Proposed front elevation Building B - North**

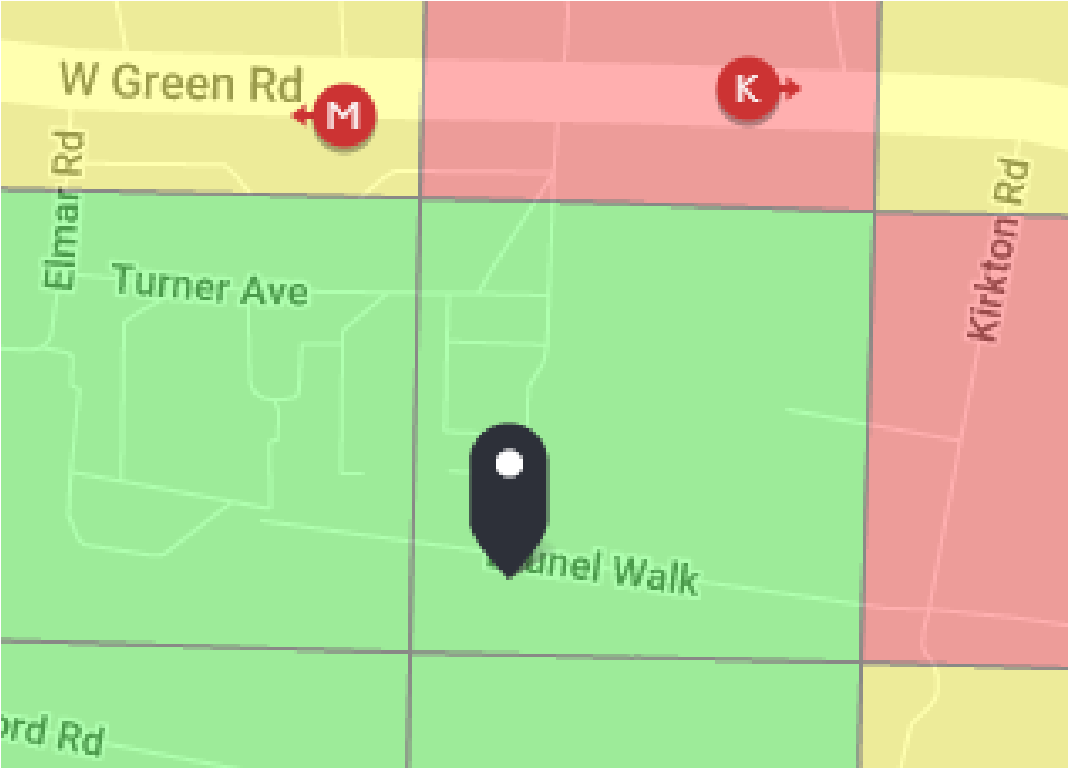


**D. Proposed rear elevation Building C - South**




Appendix 3 Consultation Responses from internal and external consultees

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Transportation</b>	<p><u>Development proposals</u>            This proposal is for demolition of the existing residential blocks to the south side of this estate and their replacement with 45 new residential units, comprising 39 flats and 6 maisonettes, with 4 accessible units included. These are to be accommodated within 4 new blocks aligned along Brunel Walk, and accessible from Elmar Road to the west, and Turner Avenue, and Kirkton Road to the east.</p> <p>The breakdown of these new units is as follows;</p> <ul style="list-style-type: none"> <li>• 8 No. 1 bed, 2 person flats</li> <li>• 16 No. 2 bed 4 person flats including 4 wheelchair adapted homes</li> <li>• 15 No. 3 bed 5 person bed flats</li> <li>• 6 No. 3 bed 5 person maisonettes</li> </ul> <p>The units that have been demolished to enable this development were temporary housing units, there were 36 units in total, so there will be an uplift of 9 units overall.</p> <p>The development is proposed as car free apart from blue badge spaces for the accessible units, and cycle parking stores will be located within each of the four blocks. There will also be a travel plan in place plus it is required that there be provision of a car club facility. It is noted and welcomed that there is cycle parking proposed for existing residents of the estate in the form of a cycle hanger.</p> <p>There are 70 maisonettes within the remaining existing blocks at the site plus two parking areas administered and managed by Homes for Haringey. In total these accommodate 29 spaces.</p> <p><u>Location and access</u>            This redevelopment site is located to the southern edge of the Turner Estate, which is located to the south side of West Green Road. Brunel Walk is essentially a car free connection which connects Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site. It is not public highway, it is assumed it is owned and maintained by Homes for Haringey.</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p>The site's PTAL varies across it, from PTAL 6a at the very eastern end of the site, to PTAL 3 for the main component through to the western side. Several bus services are accessible from West Green Road, and Seven Sisters station is an 8 minute walk away.</p> <p>The changing PTAL value across the site is shown below;</p>  <p>The PTAL values for the site have actually reduced from 2019. Most of the site was formerly designated as PTAL 4.</p> <p>Brunel Walk and the Turner Estate are located within the wider St. Anns CPZ, which has operating hours of 0800 – 1830 Monday to Saturday. However, the car parking areas that service the Turner Estate, whilst accessed off public highway, are privately run and</p>	

Stakeholder	Question/Comment	Response
	<p>managed by Homes for Haringey.</p> <p><u>Transportation considerations</u>  A 'Healthy streets' Transportation Assessment accompanies this application. This considers and provides commentary on the transportation aspects of the development. The main considerations are as follows;</p> <p><u>Access arrangements</u>  At present, the site is accessed via a non-vehicular connection that passes east – west and connects to Turner Avenue and Elmar Road to the west of the site, and Kirkton Road, Braemar Road and Lomond close to the eastern side. Connections to the wider highway network are from Turner Avenue and Kirkton Road which both connection to West Green Road.</p> <p>With the proposed development, there will be access and public realm changes that include reconfiguration of the parking areas, essentially the same quantum of parking will remain (29 spaces) and there will be public realm improvements enabling cyclist and pedestrian access to the 4 new blocks and connections to and from the site to the adjacent streets.</p> <p>The existing layout with respect to public highway status is shown below;</p>	

Stakeholder	Question/Comment	Response
	 <p data-bbox="514 873 1575 959">As can be seen Turner Avenue and Kirkton/Elmar are public Highway, as are the short connections to the Hones for Haringey parking courts on the south side of Turney Avenue, that service the existing residences here.</p> <p data-bbox="514 995 1575 1143">With this development it is intended to reconfigure the parking courts and change the layout, and that will necessitate a formal process to alter the highway arrangement/layout of these two connections. There may be slight changes associated also with the provision of a new blue badge bay to the eastern end of the development accessed off Braemar Road.</p> <p data-bbox="514 1179 1575 1297">It is understood this is running concurrently to the planning considerations, with the applicant engaging with the Highway Authority to formalise and progress the process. The applicant will need to meet all of the costs associated with this process both on the administrative side and for the physical works associated with the changes.</p> <p data-bbox="514 1333 1575 1417">Given the two connections from Turner Avenue to the parking areas/courts do not have a highway network function as such, it is suggested consideration be given to the applicant taking on ownership of the short connections off Turner Avenue to these parking courts.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Healthy Streets Assessment</u> The TA includes details of the inspection/assessment made of 5 walk routes to local facilities and services, such as shops, transport, green space and a local primary school. Essentially, the report from these details the routes are overall reasonable and the only observations/recommendations made relate to footway surface maintenance and implementation of tactile paving at a crossing on the walk route to Seven Sisters Primary school.</p> <p><u>Car Parking</u> At present, there are 70 units within the estate plus there were prior to demolition, 36 units within Brunel Walk. This application is for a total of 45 new units so an uplift of 9 compared to previous.</p> <p>This development is proposed as a formal car free/permit free development, the PTAL varies from 3 to 6A along the site (most of the site is PTAL 3, however WEBCAT plots for 2019 show most of the site as being designated PTAL 4). Under the London Plan it is detailed that the PTAL value for a site should be taken as the highest value when considering parking provision or parking aspects of a development site. Therefore, this development should be (if implemented) formalised as permit free so occupiers are unable to obtain permits to park within the St. Anns CPZ. There is a cost to cover the administrative and consultation time for officers of £4000 that the applicant will need to meet. It is assumed that as well as CPZ permits Homes for Haringey will not be enabling parking within their own parking courts as well.</p> <p>The two parking courts currently accommodate 28 spaces, and the same number will be retained in the parking court areas, plus a new blue badge bay will be provided to the eastern end of the development accessed off Braemar Road. In total there will be 4 blue badge bays which meets London Plan requirements for a bay to be available for each accessible unit within the development. All 29 spaces will be managed by Homes for Haringey.</p> <p>A Parking stress survey was carried out and the results presented within the TA. This recorded that the HfH managed spaces within the existing parking courts were essentially fully used overnight. The survey also recorded also that there was very little spare capacity within Turner Avenue and Kirkton Road, however in the adjacent streets to the estate within the survey area stresses were lower with 27 spaces available out of 60 spaces within Seaford Road and 21 available out of 46 on Braemar Road. Survey area wide, the stresses recorded when considering a 5m car length were 70% with 126 spaces</p>	



Stakeholder	Question/Comment	Response
	<p>available, and when considering a 6m car length, a stress of 81% with 69 spare spaces within the survey area.</p> <p>Considering the parking aspects overall, there will be an uplift of 9 new units, so there is the potential for additional parking demands compared to present. However, taking into account there will be cycle parking to meet London Plan standards provided for residents and visitors, a travel plan, and there are shops, services and local facilities within walkable distances, along with public transport services, it is not expected any adverse parking impacts will arise. The development will also be formally designated as permit/car free as well preventing parking by occupiers/residents within CPZ operational hours which will act as a deterrent to car ownership.</p> <p>Transportation also requires that a car club facility be provided which will act as a further mitigation measure in relation to future additional parking demands.</p> <p>With the above measures and maintenance of the existing number of HfH parking bays, it is considered that the development as proposed will be acceptable with respect to parking considerations.</p> <p><u>Car club provision</u> As commented above, transportation require that the applicant provide a car club facility for the new units in the development. There are two existing car club bays within a short walking distance of the site, and the applicant should consult with a car club operator to obtain their written recommendations for provision of a car club facility for the development. It is expected that this will include the funding of memberships for each household for a period of 3 years plus a £50 driving credit for each residence.</p> <p><u>Cycle parking</u> To meet London Plan numerical requirements for the provision of cycle parking, 86 long stay and 3 short stay/visitor spaces are required.</p> <p>The applicant has also proposed the provision of two bike hangers to be located off Turner Avenue, which is welcomed.</p> <p>The applicant is proposing an internal cycle store for each block, and the proposed provision for each store matches the numerical requirements of reach block. There is a mix of Sheffield Stands and wall mounted vertical cycle stands, and there are facilities included for larger cycles. Whilst it appears that there is sufficient space to comfortably accommodate the required cycle parking the applicant will need to provide full dimensional</p>	

Stakeholder	Question/Comment	Response
	<p>details to confirm this and demonstrate that the manufacturer's installation specifications can be met with regards to spacing, room height and manoeuvring space and the also demonstrate adherence to TfL's London Cycle Design standards. This information can be covered by a pre commencement condition.</p> <p>The same information will be required (and can be covered with the same condition) with respect to short stay/visitor cycle parking and the bike hanger cycle parking facility proposed for exiting residents, to be located off Turney Avenue north of the site.</p> <p><u>Delivery and servicing arrangements</u> The TA details that the additional delivery and servicing trips compared to present will be a very minor increase, 3 trips per day is suggested. Even if each additional residential unit generated a delivery and servicing trip per day, this would only be 9 additional service trips compared to present.</p> <p>With the recently demolished properties along Brunel Walk, delivery and service vehicles would generally have parked within Kirkton or Braemar Roads, with this proposed redevelopment it is envisaged delivery and service vehicles may park and dwell in a number of locations including Turner Avenue, and the parking courts servicing the estate. In any instance it is not expected that there will be any adverse impacts from a very small uplift in delivery and service trips.</p> <p><u>Refuse and recycling collection arrangements</u> There are bin store locations detailed for each block (internal for A and D. external for B and C) and details of the anticipated manoeuvres and associated pull distances to be undertaken by collection lorries. Overall, these appear acceptable, they show the vehicle reversing into the parking court area accesses to make collections. It is understood that the Council's waste management team are supportive of the proposed arrangements and deem them acceptable.</p> <p><u>Emergency services access</u> Included in the application are details of how fire appliances will access the new blocks, swept path plots show that they will be able to access the car parking courts and use the accesses off Turner Avenue to get within 13 to 19 metres of building entrances and dry risers. It is also noted that there will be sprinklers and a fire detection system in place as well. The emergency services will need to confirm arrangements as proposed are acceptable.</p> <p><u>Travel plan</u></p>	

Stakeholder	Question/Comment	Response
	<p>A draft travel plan has been included in the submission, this appears sound with respect to the proposed contents, there are no proposed mode share targets included, and there should be reference to provision of a car club facility for the new units included. The implementation of a travel plan for the normal 5 year period can be covered by condition.</p> <p><u>Construction Phase</u> Given the site's location adjacent to other residential properties, it will be essential for a Construction Logistics Plan to accompany any future application. A draft document has been included in the application, and this does include some useful information. A 28 month build out is detailed, and it is intended to build the development in two phases (east side and west side) with the new access arrangements to be in place prior to the main build.</p> <p>In order to do this the applicant will need to formalise Highway changes to stop up and/or alter the public highway arrangements currently in place and it is understood the applicant has commenced discussions to progress this.</p> <p>The draft CLP also references the use of a slot booking system for ensuring construction vehicle arrivals and departures are managed and avoid the AM and PM peak periods, and do not wait on the public highway. All materials will be stored within the site, and accredited banksmen will oversee all vehicle arrivals, manoeuvring and departures.</p> <p>If consented a pre commencement condition will be required for a fully detailed CLP, which will be based on the draft document submitted with the application.</p> <p><u>Summary</u> This application is for provision of 45 new social housing residential units to the southern side of the Turner Estate, at the location of the now demolished temporary housing that was previously located on Brunel Walk. Compared to previous arrangements there is a net uplift of 9 residential units. This is proposed as a car free development, and it also retains the same quantum of car parking as at present.</p> <p>A Transport Assessment accompanies this application, and this examines the main transportation aspects of the proposal.</p> <p>With respect to parking, there is only a small uplift in the number of units and the quantum of parking remains as existing. The new units will be formally designed as permit free and unable to obtain CPZ permits nor Homes for Haringey permits for the parking courts. As there will be high quality cycle parking provided, and a travel plan in place, a car club</p>	

Stakeholder	Question/Comment	Response
	<p>facility should also be provided, and given there are local shops, services and public transport facilities within a short walk it is not expected there will be any parking issues generated by the additional units.</p> <p>Arrangements for deliveries and servicing and waste/recycling collections are satisfactory, and subject to confirmation from the blue light services, arrangements for emergency services access appears fine.</p> <p>There will be physical changes and/or stopping up of the public highway for the accesses to the parking courts off Turner Avenue and the optimum arrangements for this will need to be agreed and progressed with the Highway Authority.</p> <p>Subject to a number of conditions and provision of appropriate contributions, transportation are supportive of this application;</p> <p><u>Suggested Conditions</u>            Cycle parking details            Travel plan            Construction logistics Plan</p> <p><u>Transport contributions</u>            Formalise car free/permit free status (£4000 cost)            Car club facility</p>	
<p><b>Waste management team</b></p>	<p><u>Comments dated 17 October 2022</u></p> <ol style="list-style-type: none"> <li>1. The turner avenue site, for the number of blocks it seems to only have one refuse chamber, no mention of bulk storage facility's as far as I can see,</li> <li>2. There is no mention of Estate Services staff welfare facilities for this site</li> </ol> <p><u>Comments dated 24 October 2022</u>            I've looked at the proposals and my initial comments are that the refuse capacity outlined in the DAS is slightly lower than what we would expect, so bin numbers should be</p>	<p>Comments noted</p>

Stakeholder	Question/Comment	Response
	<p>rounded up rather than down. My calculations for the new development estimate that there should be at least:</p> <ul style="list-style-type: none"> <li>- 8 x 1,100 litres refuse eurobins</li> <li>- 5 x 1,100 litres recycling eurobins</li> <li>- 6 x 140 litres food waste wheelie bins</li> </ul> <p>There was also reference in the DAS, of using the existing chute facilities but I wasn't clear about how that capacity was apportioned to the new development and whether that offset's some of the container calculations. The drag distances of bins from the bin store to the point of collection should not exceed 10m but Block A shows a 15m distance. This should be reviewed and the developers may also find it useful to consider space in the domestic bin store for bulky waste.</p> <p><u>Comments dated 25 October 2022</u></p> <p>Based on the additional details y provided you've addressed the concerns I raised and I don't have any other comments to add.</p>	
<b>Building Control</b>	<p>I have received amendments for this planning application.</p> <p>Aside from requesting the minor addition of a Fire appliance location for Block A and its dimension from the riser inlet, it is felt that the scheme satisfies the requirement for the Planning consultation.</p>	Comment noted
<b>Arboricultural Officer</b>	<p>The submitted details satisfies my raised queries below:</p> <ul style="list-style-type: none"> <li>• Net gain of proposed tree planting to what is removed (shown by any of the following- canopy net gain in hectares, number of trees felled and proposed number planted, CAVAT, or iTree)</li> <li>• Planting tree species list showing good interest, diversity, and urban fitness. Specification and any planned impact trees</li> <li>• An on board Arboricultarist to completion</li> <li>• A five-year aftercare and replacement plan to establish independence in the</li> </ul>	Comments noted. Conditions included

Stakeholder	Question/Comment	Response
	<p>landscape</p> <p>The only outstanding query is:</p> <ul style="list-style-type: none"> <li>Given percentage for the encroachment into the RPAs of G01, T08, T011, T017 &amp; T020</li> </ul> <p>However, going over the report, I can see these are for mainly adjacent neighbouring trees. These are low quality category C, with only T020 Sycamore 14m H being slightly affected on site.</p> <p>I am satisfied after reviewing again the measures to mitigate within the RPAs of these trees.</p>	
<b>Flood &amp; Water Management Lead</b>	<p>Having reviewed applicant's recently submitted :</p> <ol style="list-style-type: none"> <li>Below Ground Drainage Strategy document reference number Ref. 2821-MHT-CV-RP-00202, Issue P06 dated 7th December 2022 along with all the attached appendices (A to G) as prepared by Meinhardt Consultant</li> </ol> <p>Along with previously submitted document :</p> <ol style="list-style-type: none"> <li>Below Ground Drainage Strategy document reference number Ref. 2821-MHT-CV-RP-00202, Issue P05 dated 9th September 2022 along with all the attached appendices as prepared by Meinhardt Consultant</li> <li>Flood Risk Assessment report reference number 2844-MHT-CV-RP-001, Issue P05 dated 9th September 2022 along with all the attached appendices as prepared by Meinhardt Consultant</li> </ol> <p>We have no further comments to make on the above planning application. We are therefore content that if the application site is to be constructed as per the attached Flood Risk Assessment / Below Ground Drainage Strategy and management and maintenance plan, the impact of surface water drainage will be addressed adequately</p>	Comments noted
<b>Carbon Team</b>		Comments noted.

Stakeholder	Question/Comment	Response																												
	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Energy and Overheating Assessment prepared by Meinhardt (dated 5 October 2022)</li> <li>• Sustainability Statement prepared by Meinhardt (dated 5 October 2022)</li> <li>• Relevant supporting documents.</li> </ul> <p><b>1. Summary</b></p> <p>The development achieves a reduction of 101% carbon dioxide emissions on site, which is supported in principle. However, the heating and overheating strategies are not currently acceptable and will need to be re-submitted and resolved as part of a pre-commencement planning conditions. A set of planning conditions have been recommended to ensure that this development meets the necessary requirements for a good, low-carbon proposal.</p> <p>Overall, it is considered that the application <b>can be supported</b> subject to securing the list of planning conditions.</p> <p><b>2. Energy – Overall</b></p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO<sub>2</sub> emissions for the development shows an improvement of approximately 101% 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 49.7 tonnes of CO<sub>2</sub> from a baseline of 49.1 tCO<sub>2</sub>/year.</p> <table border="1" data-bbox="516 1049 1577 1416"> <thead> <tr> <th colspan="4"><i>Residential (SAP10 emission factors)</i></th> </tr> <tr> <th></th> <th><b>Total regulated emissions (Tonnes CO<sub>2</sub> / year)</b></th> <th><b>CO<sub>2</sub> savings (Tonnes CO<sub>2</sub> / year)</b></th> <th><b>Percentage savings (%)</b></th> </tr> </thead> <tbody> <tr> <td><b>Part L 2013 baseline</b></td> <td>49.1</td> <td></td> <td></td> </tr> <tr> <td><b>Be Lean</b></td> <td>38.1</td> <td>11</td> <td>22.5%</td> </tr> <tr> <td><b>Be Clean</b></td> <td>38.1</td> <td>0</td> <td>0%</td> </tr> <tr> <td><b>Be Green</b></td> <td>-0.6</td> <td>38.7</td> <td>78.7%</td> </tr> <tr> <td><b>Cumulative savings</b></td> <td></td> <td>49.7</td> <td>101.2%</td> </tr> </tbody> </table>	<i>Residential (SAP10 emission factors)</i>					<b>Total regulated emissions (Tonnes CO<sub>2</sub> / year)</b>	<b>CO<sub>2</sub> savings (Tonnes CO<sub>2</sub> / year)</b>	<b>Percentage savings (%)</b>	<b>Part L 2013 baseline</b>	49.1			<b>Be Lean</b>	38.1	11	22.5%	<b>Be Clean</b>	38.1	0	0%	<b>Be Green</b>	-0.6	38.7	78.7%	<b>Cumulative savings</b>		49.7	101.2%	<p>Conditions and legal agreement Clauses included</p>
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	<p>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>An ambient loop ASHP system has been proposed, which is not acceptable as it is not compatible with a future DEN connection. The correspondence included in the appendix only shows the early part of the discussion and omits the clarification of the policy position once it was clarified it was an ambient loop system.</p> <p><b>Energy – Green</b> 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 deliver the Be Green requirement. A total of 38.7 tCO<sub>2</sub> (78%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 82.5 kWp, which is estimated to produce around 66,581 kWh/year of renewable electricity per year, equivalent to a reduction of 15.5 tCO<sub>2</sub>/year. The array of 21.6% efficient panels would be mounted on a roof area of 381 m<sup>2</sup>.</p> <p>An ‘ambient loop’ ASHP system is proposed: centralised air-to-water (SCOP 3.2 and ESEER 3.98) and water-to-water (COP of 4.3 for 4kW and 4.1 for 6kW). This is designed at 25 degrees, with a water-to-water heat pump by apartment to uplift the central loop to 55 degrees to provide hot water and heating to the dwellings for 100% of demand.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- An ambient loop system has been proposed, which is not acceptable in terms of its incompatibility with a future DEN connection. It also appears to allow for cooling, which the overheating assessment has currently</li> </ul>	

Stakeholder	Question/Comment	Response
	<p>demonstrated is not required.</p> <ul style="list-style-type: none"> <li>- How will the solar energy be used on site (before surplus is exported onto the grid)?</li> <li>- Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact.</li> </ul> <p><b>Energy – Be Seen</b>  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>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: 7.2 tCO<sub>2</sub> (baseline), and reduced to 6.4 tCO<sub>2</sub> (12.9%).</p> <p>The applicant should install metering equipment on site, with sub-metering by dwelling.</p> <ul style="list-style-type: none"> <li>- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development:  (<a href="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">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</a>)</li> </ul> <p><b>3. Carbon Offset Contribution</b>  No carbon shortfall remains currently, as this development is zero carbon in regulated on-site emissions. The remaining carbon emissions will need to be offset at £95/tCO<sub>2</sub> over 30 years if the development does not meet the zero carbon target.</p> <p><b>4. Overheating</b>  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</p>	

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	<p>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 is not clear on how many habitable rooms or dwellings have been modelled, without manually counting. No corridors were modelled. The London Heathrow weather files were used, which are not the correct files.</p> <p>Results are listed in the table below.</p> <table border="1" data-bbox="516 565 1524 1008"> <thead> <tr> <th data-bbox="516 565 716 716">London Heathrow</th> <th data-bbox="722 565 947 716">TM59 – criterion A (&lt;3% hours of overheating)</th> <th data-bbox="953 565 1157 716">TM59 – criterion B hours &gt;26°C (pass &lt;33 hours)</th> <th data-bbox="1163 565 1367 716">Number of habitable rooms pass TM59</th> <th data-bbox="1373 565 1524 716">Number of corridors pass</th> </tr> </thead> <tbody> <tr> <td data-bbox="516 721 716 748">DSY1 2020s</td> <td data-bbox="722 721 947 748">100%</td> <td data-bbox="953 721 1157 748">100%</td> <td data-bbox="1163 721 1367 748">100%</td> <td data-bbox="1373 721 1524 781" rowspan="9">None modelled</td> </tr> <tr> <td data-bbox="516 753 716 781">DSY2 2020s</td> <td data-bbox="722 753 947 781">100%</td> <td data-bbox="953 753 1157 781">100%</td> <td data-bbox="1163 753 1367 781">100%</td> </tr> <tr> <td data-bbox="516 786 716 813">DSY3 2020s</td> <td data-bbox="722 786 947 813">86%</td> <td data-bbox="953 786 1157 813">48%</td> <td data-bbox="1163 786 1367 1008" rowspan="7">Not reported in a summary table</td> </tr> <tr> <td data-bbox="516 818 716 846">DSY1 2050s</td> <td data-bbox="722 818 947 846">92%</td> <td data-bbox="953 818 1157 846">47%</td> </tr> <tr> <td data-bbox="516 850 716 878">DSY2 2050s</td> <td data-bbox="722 850 947 878">77%</td> <td data-bbox="953 850 1157 878">2%</td> </tr> <tr> <td data-bbox="516 883 716 911">DSY3 2050s</td> <td data-bbox="722 883 947 911">64%</td> <td data-bbox="953 883 1157 911">0%</td> </tr> <tr> <td data-bbox="516 915 716 943">DSY1 2080s</td> <td data-bbox="722 915 947 943">59%</td> <td data-bbox="953 915 1157 943">0%</td> </tr> <tr> <td data-bbox="516 948 716 976">DSY2 2080s</td> <td data-bbox="722 948 947 976">47%</td> <td data-bbox="953 948 1157 976">0%</td> </tr> <tr> <td data-bbox="516 980 716 1008">DSY3 2080s</td> <td data-bbox="722 980 947 1008">27%</td> <td data-bbox="953 980 1157 1008">0%</td> </tr> </tbody> </table> <p>All rooms pass the overheating requirements for 2020s DSY1, however, the dwellings were modelled under the wrong weather file so they will need to be remodelled. The following measures were assumed for this model:</p> <ul style="list-style-type: none"> <li>- Natural ventilation, with openable areas of 30% for side-hung windows (to pass the modelling)</li> <li>- Glazing g-value of 0.4</li> <li>- External vertical side fins to the west façade and horizontal brise soleil on southern façade</li> <li>- MVHR with summer bypass and boost mode (19 l/s)</li> <li>- No active cooling</li> </ul> <p>The submitted overheating strategy is not considered acceptable.</p>	London Heathrow	TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <33 hours)	Number of habitable rooms pass TM59	Number of corridors pass	DSY1 2020s	100%	100%	100%	None modelled	DSY2 2020s	100%	100%	100%	DSY3 2020s	86%	48%	Not reported in a summary table	DSY1 2050s	92%	47%	DSY2 2050s	77%	2%	DSY3 2050s	64%	0%	DSY1 2080s	59%	0%	DSY2 2080s	47%	0%	DSY3 2080s	27%	0%	
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Stakeholder	Question/Comment	Response
	<p><u>Overheating Actions:</u></p> <ul style="list-style-type: none"> <li>- Redo the overheating modelling with the Central London weather file, which will more accurately represent the urban heat island effect. This is in line with the pre-application advice sent.</li> <li>- Confirm that, although the dwellings have been modelled with partially open windows to reduce noise levels, occupants will be able to open their windows fully if they choose to.</li> <li>- No future mitigation measures have been proposed, apart from occupant adaptation measures. What measures can be implemented to reduce overheating risk in the future, and demonstrate how this will improve the overheating results?</li> <li>- Please include images indicating which sample dwellings were modelled and floorplans showing the modelled internal layout of dwellings</li> <li>- No reference has been made to secure by design measures that will ensure that any accessible windows or doors relying on natural ventilation can meet Building Regulations Part O.</li> <li>- Reference was made in the report to the noise report with units that are limited by noise constraints, however, no further information could be found in either the Noise Report or the Overheating Report.</li> <li>- No corridors have been modelled; which is not in line with TM59.</li> </ul> <p><b>5. Sustainability</b></p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the 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, whole life carbon, and landscape design.</p> <p><b><i>Urban Greening / Biodiversity</i></b></p> <p>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,</p>	

Stakeholder	Question/Comment	Response								
	<p>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>Extensive public realm and landscape improvements to the wider Turner Avenue Estate are proposed as part of the scheme, with new pocket parks and enhancement of quality amenity space and biodiversity. This is supported.</p> <p>The development achieves an Urban Greening Factor of 0.65, far exceeding the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5.</p> <p>The Biodiversity Net Gain calculation shows a net gain of 23.32%, which is above the 10% requirement as set out in the Environment Act 2021.</p> <p><b>Living roofs</b> All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.</p> <p>The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. 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. Living walls should be rooted in the ground with sufficient substrate depth.</p> <p>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><b>Whole Life-Cycle Carbon</b> Policy S12 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions.</p> <p>This application is not required to submit a full statement, however, WLC calculations have been done anyway which is supported. The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:</p> <table border="1" data-bbox="514 1388 1575 1421"> <thead> <tr> <th data-bbox="514 1388 777 1421"></th> <th data-bbox="783 1388 1008 1421">Estimated</th> <th data-bbox="1014 1388 1312 1421">GLA benchmark</th> <th data-bbox="1318 1388 1575 1421">Embodied carbon</th> </tr> </thead> <tbody> <tr> <td data-bbox="514 1421 777 1421"></td> <td data-bbox="783 1421 1008 1421"></td> <td data-bbox="1014 1421 1312 1421"></td> <td data-bbox="1318 1421 1575 1421"></td> </tr> </tbody> </table>		Estimated	GLA benchmark	Embodied carbon					
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Stakeholder	Question/Comment			Response
		<b>carbon emissions</b>		<b>rating (Industry-wide)</b>
	<b>Product &amp; Construction Stages</b> Modules A1-A5 (excl. sequestration) –	433 kgCO <sub>2</sub> e/m <sup>2</sup>	Meets GLA benchmark (<850 kgCO <sub>2</sub> e/m <sup>2</sup> ) but not the aspirational target (<400 kgCO <sub>2</sub> e/m <sup>2</sup> ).	Modules A1-A5 achieve a band rating of 'C', meeting the LETI 2020 Design Target.
	<b>Use and End-Of-Life Stages</b> Modules B-C (excl. B6 and B7)	314 kgCO <sub>2</sub> e/m <sup>2</sup>	Meets GLA target (<350 kgCO <sub>2</sub> e/m <sup>2</sup> ) but not the aspirational benchmark (<300 kgCO <sub>2</sub> e/m <sup>2</sup> ).	
	Modules A-C (excl B6, B7 and incl. sequestration)	747 kgCO <sub>2</sub> e/m <sup>2</sup>	Meets GLA target (<1200 kgCO <sub>2</sub> e/m <sup>2</sup> ) and the aspirational benchmark (<800 kgCO <sub>2</sub> e/m <sup>2</sup> ).	
	<p><b>Circular Economy</b>            Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>This application is not required to submit a full statement.</p> <p><b>6. Planning Obligations Heads of Terms</b></p> <ul style="list-style-type: none"> <li>- Carbon offset contribution (and associated obligations) based on £2,850 per tonne of carbon emissions</li> </ul> <p><b>7. Planning Conditions</b></p> <p>To be secured:</p> <p><u>Energy strategy</u>  <i>The development hereby approved shall be constructed in accordance with the Energy</i></p>			

Stakeholder	Question/Comment	Response
	<p><i>and Overheating Assessment prepared by Meinhardt (dated 5 October 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 minimum 82.5 kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> <li><i>- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i></li> <li><i>- Resubmission of the heating strategy, compatible with a future DEN connection;</i></li> <li><i>- Confirmation of the necessary fabric efficiencies, and space heating demand, to achieve a minimum 18% reduction with SAP2012 carbon factors</i></li> <li><i>- Details to reduce thermal bridging;</i></li> <li><i>- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i></li> <li><i>- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i></li> <li><i>- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);</i></li> <li><i>- Confirmation of how the solar PV electricity generation will be used on site;</i></li> <li><i>- A metering strategy.</i></li> </ul> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) The solar PV arrays and air source heat pump system must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.</i></p> <p><i>(d) Within one year of first occupation, evidence shall be submitted to and approved by the Local Planning Authority to demonstrate how the development has performed against the approved Energy Strategy and to demonstrate how occupants have been taken through training on how to use their homes and the technology correctly and in the most energy efficient way and that issues have been dealt with. This should include energy use data for the first year and a brief statement of occupant involvement to evidence this training and engagement.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><i>Energy Plan</i></p> <p><u><i>Sustainability Review</i></u>  <i>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:</i></p> <ul style="list-style-type: none"> <li><i>• 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;</i></li> <li><i>• explains and provides evidence to demonstrate whether or not the Development following Occupation complies with London Plan and Council policies;</i></li> <li><i>• 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;</i></li> <li><i>• provides evidence to support (a) to (c) above including but not limited to photographic evidence, air tightness test certificates and as-built</i></li> </ul>	



Stakeholder	Question/Comment	Response
	<p style="text-align: center;"><i>energy performance certificates; and</i></p> <ul style="list-style-type: none"> <li>• <i>such other information reasonably requested by the Council.</i></li> </ul> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and 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 (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 (<a href="https://www.london.gov.uk/what-wedo/planning/implementing-london-">https://www.london.gov.uk/what-wedo/planning/implementing-london-</a></i></p>	

Stakeholder	Question/Comment	Response
	<p><i>plan/london-plan-guidance-and-spgs/be-seen-energy-monitoring-guidance).</i> ) <i>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><i><u>Future DEN connection</u></i>  <i>Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</i></p> <ul style="list-style-type: none"> <li><i>• Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);</i></li> <li><i>• Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.</i></li> <li><i>• Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;</i></li> <li><i>• A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the</i></li> </ul>	

Stakeholder	Question/Comment	Response
	<p><i>heat substation;</i></p> <ul style="list-style-type: none"> <li>• <i>Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;</i></li> <li>• <i>Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;</i></li> <li>• <i>Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;</i></li> <li>• <i>Details of a future pipework route from the temporary boiler location to the plant room.</i></li> </ul> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><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 Energy and Overheating Assessment prepared by Meinhardt (dated 5 October 2022).</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> <li>- <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 for 2050s and 2080s, high emissions, 50% percentile;</i></li> <li>- <i>Additional sample modelling of the corridors;</i></li> <li>- <i>Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building</i></li> </ul>	

Stakeholder	Question/Comment	Response
	<p><i>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></p> <ul style="list-style-type: none"> <li>- <i>Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i></li> <li>- <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></li> <li>- <i>Annotated floorplans showing which spaces/dwellings have been modelled;</i></li> <li>- <i>Summary tables of the modelling results.</i></li> </ul> <p><i>The development must be built in accordance with the approved overheating measures prior to the first occupation of the development and retained thereafter for the lifetime of the development.</i></p> <p><i>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u><i>Living roofs</i></u></p> <p><i>(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ul style="list-style-type: none"> <li><i>i) A roof plan identifying where the living roofs will be located;</i></li> <li><i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);</i></li> <li><i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i></li> <li><i>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> of living roof: substrate mounds and 0.5m high sandy</i></li> </ul>	

Stakeholder	Question/Comment	Response
	<p><i>piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m<sup>2</sup>, rope coils, pebble mounds of water trays;</i></p> <p><i>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</i></p> <p><i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vii) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. 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><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>	

Stakeholder	Question/Comment	Response
	<p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p>	
<b>Design Officer</b>	No objection	Comment noted
<b>Conservation Officer</b>	<p>The proposed development will be erected to the south of Clyde Circus Conservation Area, on a site lying further to the south of a group of four storey high apartment blocks that already characterise the townscape along West Green Road and Turner Road. The existing apartment blocks define the townscape and urban character of the immediate southern setting of the Conservation Area along the south side of West Green Road. This established urban setting, although disjointed from the urban and architectural qualities of the conservation area, do not impinge on its legibility and appreciation and can be considered as a neutral setting.</p> <p>The proposed buildings and related landscape design would retain and successfully complement the proportions, height and character of the existing development located to the immediate south of the conservation area and will enhance the urban quality and character of this residential area without affecting the southern views across and out of the Clyde Circus Conservation Area,</p> <p>The proposed development would have a positive impact on the urban quality of the immediate surroundings of the Conservation Area and would not lead to any harm to the legibility, appreciation and significance of the conservation area.</p>	Comment noted

Stakeholder	Question/Comment	Response
Public Health	<p><b>Introduction</b></p> <p>Things that influence our health are multiple and complex but most lie outside the health and social care system. It is estimated that socio-economic and physical environments determine 60% of health outcomes<sup>1</sup>. Focusing on these determinants of health is essential for improving population health and wellbeing and reducing inequalities.</p> <p>The National Planning Policy Framework requires planning decisions to “enable and support healthy lifestyles, especially where this would address identified local health and wellbeing needs”<sup>2</sup>.</p> <p>Public Health have reviewed the above planning application and development proposals of this scale need to consider impacts on health and wellbeing of residents. This document will comment on the potential impacts of development on the social, psychological and physical health of individuals and communities.</p> <p>The redevelopment of Brunel Walk, Haringey, London, N15 5HQ will deliver 45 new Council rent homes and the provision of associated amenity space, cycle and refuse/recycling stores and 4 wheelchair parking spaces. It will also re-configure and enhance existing parking and outdoor communal areas and play spaces on the Turner Avenue Estate.</p> <p>We will apply some of the themes highlighted in the <a href="#">London Healthy Urban Development Unit Rapid Health Impact Assessment (HIA) tool</a>.</p> <p>The Health in All Policies team, part of Public Health, have participated in pre-applications and discussions with key officers throughout and have noticed significant improvements to the site offer in this time.</p> <p><b>Summary of comments</b></p> <p><b>1. Housing quality and design</b></p> <p>All designs reach national and Greater London Authority spaces standards for new accommodation, creating sizeable homes with private amenity spaces for our residents to live in. All wheelchair accessible units are situated on the ground floor ensuring fully accessible.</p> <p><b>2. Access to open space and nature</b></p> <p>The site looks to enhance open space, landscaping and outlooks benefitting both existing and future residents, encouraging more use and enjoyment. The site exceeds the urban</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>greening factor target of 0.4 to reach 0.65 and delivers a biodiversity net gain of 23.3% (higher than the required 10% from the Environment Act 2021).</p> <p>It is great to see so much inclusion of natural play-on-the-way opportunities will support local children’s development, an important role in developing self-esteem, confidence, and physical activity. There are opportunities of play for all ages throughout the site, showing no age group has not been considered.</p> <p>Something that will hopefully be considered through more co-production with residents is the inclusion of food growing opportunities, whether this would be supported or reach needs of local people.</p> <p><b>3. Accessibility and active travel</b> The proposal aims to achieve a more pedestrian focused environment and looks to promote cycling and walking as a sustainable option, connecting routes to wider networks and clear pathways throughout the site. This is shown through the inclusion of cycle storage, larger cycle spaces also, and clear path lines – this is encouraging to see to encourage our residents to choose more active travel options and for achieving our wider sustainability goals.</p> <p>The whole site is wheelchair accessible.</p> <p><b>4. Crime reduction and community safety</b> The landscape strategy incorporates Secured by Design principles for the public realm, identifying existing issues that need to be tackled. This is achieved by introducing well-lit pedestrian links, removing blind corners, adding buffer planting to give more privacy, and controlled accessed for residents only throughout the site. Furthermore, the site seeks gold standard accreditation for the use of Secured by Design principles making the utmost effort to ensure our residents feel safe and happy in their homes and local area.</p> <p><b>5. Climate change</b> It is clear extensive work has undergone to ensure the development will be as sustainable and climate friendly as possible. Including the target of achieving net zero operational and an aim to minimise damage to the environment, and new construction methods to be used to cause minimal disruptions to residents.</p>	



Stakeholder	Question/Comment	Response
	<p>The focus on sustainability (green roofs, solar panels, and more) will hopefully keep living costs for our residents at a lower price – an important consideration with cost of living and fuel poverty rates increasing.</p> <p><b>Conclusion</b>  We are in support of this application that provides much needed Council rent homes and improved public realm for our Haringey residents. The improved green spaces (with increased urban greening factor and biodiversity) and 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>Although it is inevitable that development may cause some disturbance the plans consider the potential disruption with aims to alleviate as much as possible. The overall improvement to this site is welcomed and will hopefully instil pride to new and existing residents of their estate.</p>	
<b>EXTERNAL</b>		
<b>Thames Water</b>	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. “No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.” Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</a> Should you require further information please contact Thames Water. Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a> Phone: 0800 009</p>	<p>Comments noted.  Condition/Informative included</p>

Stakeholder	Question/Comment	Response
	<p>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's Risk Management Team by telephoning 020 3577 9483 or by emailing <a href="mailto:trade.effluent@thameswater.co.uk">trade.effluent@thameswater.co.uk</a> . Application forms should be completed on line via <a href="http://www.thameswater.co.uk">www.thameswater.co.uk</a>. 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 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. <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</a></p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide <a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-working-near-or-diverting-our-pipes">working near or diverting our pipes</a>.</p>	

Stakeholder	Question/Comment	Response
	<p>yourdevelopment/working-near-our-pipes</p> <p>Water Comments</p> <p>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <a href="https://www.gov.uk/government/publications/groundwater-protection-positionstatements">https://www.gov.uk/government/publications/groundwater-protection-positionstatements</a>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at <a href="http://thameswater.co.uk/buildingwater">thameswater.co.uk/buildingwater</a>.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
<b>Secure By Design</b>	<p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main</p>	<p>Comments noted. Conditions/Informative included</p>

Stakeholder	Question/Comment	Response
	<p>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 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 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). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p>	

Stakeholder	Question/Comment	Response
	<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><b><u>Informative:</u></b></p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion:</p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and 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 the appendices please do not hesitate to contact us at the above office.</p>	
<b>Environment Agency</b>	You should be aware we are not providing any site-specific comments as this site does not fall within our Ground Water and Contaminated Land team's risk bar.	Comment noted

Stakeholder	Question/Comment	Response
<b>Transport London</b> for	TfL accept the applicant's response and have no further comment to make with regards to this application.	Comment noted
<b>NEIGHBOURING PROPERTIES</b>	<p><b>Design</b></p> <ul style="list-style-type: none"> <li>- Concerns with the height</li> <li>- Harmful development</li> <li>- Design out of character with the area</li> <li>- Changes to skyline</li> </ul> <p><b>Impact on neighbours</b></p> <ul style="list-style-type: none"> <li>- Impact on amenity</li> <li>- Overlooking/loss of privacy to Seaford Road properties</li> <li>- Overbearing impact on existing residents</li> <li>- Overshadowing/Loss of light</li> <li>- Concerns with the daylight/sunlight report submitted</li> <li>- The existing trees do not provide adequate screening</li> <li>- Concerns with the daylight/sunlight analysis</li> </ul>	<p>Officers consider the proposal to be of a compatible and appropriate scale to the context. The proposed flat roof from would result in a height and massing of buildings that are sympathetic with adjacent buildings and streetscape.</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– covered in the report</p> <p>Balconies are carefully positioned and face east and west and incorporate privacy screens to avoid direct overlooking of these properties. Angled bay windows to habitable rooms have been introduced on the rear elevations of the proposed buildings, again to prevent direct overlooking</p> <p>New and replacement trees will be</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="562 688 984 716"><b>Parking, Transport and Highways</b></p> <ul data-bbox="562 721 1312 867" style="list-style-type: none"> <li>- Parking congestion</li> <li>- Concerns with the access point of block A</li> <li>- Separate cycle access must be retained through the garden</li> <li>- A dedicated cycle path should be provided</li> <li>- Access issues</li> </ul> <p data-bbox="562 1360 953 1388"><b>Environment and Public Health</b></p> <ul data-bbox="562 1393 1289 1421" style="list-style-type: none"> <li>- Noise and disturbance from during the construction phase</li> </ul>	<p data-bbox="1604 233 2028 321">planted along the rear boundary to provide some screening and further mitigate the impact on neighbours.</p> <p data-bbox="1604 354 1990 506">Overshadowing/Loss of light – the proposal is not considered to have a significant, detrimental impact on the amenity of the existing properties</p> <p data-bbox="1604 581 2024 760">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 data-bbox="1604 792 2039 945">The Council’s Transportation team are satisfied that the scheme is car free that restricts future residents of the development from applying for a no street parking permit</p> <p data-bbox="1604 977 2032 1065">The Council’s Transportation team are satisfied with access and cycle provision</p> <p data-bbox="1604 1097 1997 1125">A travel plan will ensure the cycle</p> <p data-bbox="1604 1221 2032 1399">Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li data-bbox="562 415 1115 443">- How will anti social behaviour be managed</li>   <li data-bbox="562 781 1402 808">- Very little notice was given on the demolition of the existing building</li>   <li data-bbox="562 995 1413 1023">- Noise pollution from communal amenity space and private balconies</li>   <li data-bbox="562 1239 1570 1328">- No equality analysis has been carried on this planning application especially if the garden is opened up it will attract strangers and will be even more threatening and physically dangerous for women, children, elderly and the disabled</li> <li data-bbox="562 1333 884 1360">- Impact on quality of life</li> <li data-bbox="562 1365 1199 1393">- Concern the greenspace will be used by residents</li> </ul>	<p data-bbox="1602 233 2032 323">methodology for the development would be controlled by the imposition of a condition</p> <p data-bbox="1602 358 2022 654">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 data-bbox="1602 690 2032 898">A Prior Approval application for the demolition of the existing buildings on site was approved under planning reference HGY/2022/1379. The application was publicised by way of site notices displayed in the vicinity of the site</p> <p data-bbox="1602 995 2032 1203">The increase in noise from occupants of the proposed dwellings would not be significant to existing residents given the current existing use of the site and the current urbanised nature of the surroundings.</p> <p data-bbox="1602 1239 2032 1414">Public Health are satisfied the improved green spaces (with increased urban greening factor and biodiversity) and play opportunities, can be enjoyed by existing and new residents</p>



Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- Loss of trees</li>   <li>- The development should go further with sustainability measures</li>   <li>- The distinctive metalwork in the garden should be respected and retained and any new metal work should harmonise with the existing design</li>   <li><b>Others</b></li> <li>- Previous concerns raised during the engagement exercise have not been addressed</li> </ul>	<p>supporting social cohesion and recreation. The Designing Out Crime Officer of the Metropolitan Police and have not raised any objections to the proposal.</p> <p>The Council's Climate Change Officer supports the proposed development subject to conditions. As such, the application is considered acceptable in terms of its sustainability</p> <p>Sixty-eight new semi-mature trees will be planted. Therefore, there will be a net increase of 47 trees on site.</p> <p>The applicant has confirmed that they are seeking to enhance the public 'garden' and realm on Braemar Road and work with local residents to ensure an appropriate landscaping treatment is delivered including the metalwork.</p> <p>The design and access statement sets out how the concerns raised during the engagement exercised were adequately addressed</p>



## Appendix 4 – QRP reports

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### Haringey Quality Review Panel

Report of Formal Review Meeting: Brunel Walk and Turner Avenue

Wednesday 15 September 2021  
Zoom video conference

#### Panel

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

#### Attendees

Valerie Okeiyi	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Miranda Stuart	Frame Projects

#### Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	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.

Report of Formal Review Meeting  
15 September 2021  
HQR115\_ Brunel Walk and Turner Avenue

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**1. Project name and site address**

Brunel Walk and Turner Avenue Estate, London, N15 5HQ

**2. Presenting team**

Bruno Bridge	London Borough of Haringey
Ishen Stewart-Dowding	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Geertje Kreuziger	London Borough of Haringey
Colin Merifield	KC+A Architects
Kiran Curtis	KC+A Architects
Maria Boyer	KC+A Architects
Emma Currens	Madlins LLP
Abi Grant	OOBE 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 in the east of the borough; the Turner Avenue Estate is on the south side of West Green Road, and the Brunel Walk Estate lies immediately to the south of that. Access to Brunel Walk is from Kirkton Road to its east, at the junction of Braemar Road and Lomond Close. To the west of Turner Avenue runs Elmar Road. The existing 1970s buildings occupying Brunel Walk are one to two-and-a-half storeys in height, and currently house 36 temporary accommodation one-bedroom units, which will be demolished. Turner Avenue contains four three- and four storey 1950s blocks, which will be retained. There is no existing connection between the two estates, which are separated by fences and concrete walls. The alleyway access to Brunel Walk has little or no natural surveillance. The site has a public transport accessibility level rating of 4. Seven Sisters underground and rail station is within easy walking distance (eight minutes' walk of the site). There are bus services on West Green Road to the north. The site lies close to the Clyde Circus Conservation Area to the north, which includes the Locally Listed Fountain Hotel, whose garden backs onto the wooded amenity space at the eastern end of Turner Avenue. The site is designated as SS3 'Brunel Walk and Turner Avenue' in the Tottenham Area Action Plan 2017, where there is a potential master-planned housing estate renewal opportunity to improve the quality and utility of the housing stock on the site.

The current proposal is for the redevelopment of Brunel Walk and some of the space between the buildings of Turner Avenue. The proposed development would include

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38 flats (seven one-bedroom, 14 two-bedroom, 17 three-bedroom), four three-bedroom maisonettes, and two four-bedroom houses across four buildings, with associated amenity space, cycle and refuse / recycling stores and a reconfiguration and enhancement of the existing parking area, public realm, play space and landscaping of the Turner Avenue Estate. Officers seek the panel's views on the design and massing of the proposals, in addition to the relationship between the proposed and existing buildings on site and nearby, in terms of privacy, overlooking and noise disturbance.

**5. Quality Review Panel's views***Summary*

The Quality Review Panel welcomes the opportunity to consider the proposals for Brunel Walk and Turner Avenue. The site is very challenging, reflecting very piecemeal development, with two estates, a railway line and terraced housing. The panel welcomes the approach that seeks to undertake a 'repair' of some of the issues and sees the project as a major opportunity to improve the quality of the immediate area. The panel feels that the project team has made a good start, and it welcomes the work that has gone into the process so far. It applauds the consultation that has informed the design development to date, and would support continued engagement, especially with residents of Seaford Road. It considers that the scale and layout are promising in broad terms, but it would encourage a further evaluation and iteration of some of the scale relationships to adjacent buildings, the articulation of the massing, and privacy, amenity and aspect issues. As design work continues, further consideration should be given to the permeability of the development and the nature of the new amenity spaces, and to the configuration of Building D and the linear mews. Scope also remains for refinement of the scheme's architectural expression. Further details on the panel's views are provided below.

*Massing, development density and development approach*

- It is clear that the proposals are the result of a design rationale that seeks to respond in a sensitive way to the scale of the existing context. While the scale and massing of the proposals seem broadly acceptable, the panel has some concerns about the scale relationships with neighbouring buildings. It would encourage a further evaluation and iteration of design, to consider these scale relationships at greater depth, which should also include overshadowing and daylight / sunlight impacts.
- The articulation and moderation of massing in terms of the Heat Loss Form Factor – the efficiency of the surface area of the thermal envelope in terms of the floor area – should also be considered, to ensure a careful balance is achieved between urban design principles and sustainable and energy efficient design.

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- At a detailed level, the panel questions the inclusion of louvres at the upper storeys of the southern elevation of the new blocks. It thinks that if the problem is actually one of scale, then the removal of the top storey at the rear elevation of the buildings (from four storeys to three storeys) may be a more appropriate solution.
- As there is 18m between the rear of the new development and the rear of the adjacent terraces on Seaford Road, the louvres could be removed to allow the new development more access to the southerly aspect.
- The panel thinks that if the current form / layout of the scheme is retained then there is a need for greater engagement with the Seaford Road residents.

*Place-making, public realm and landscape design*

- A design response to antisocial behaviour and crime – exacerbated by the nature of the alleyway through the site – needs to inform the scheme as it evolves. Options for reducing the permeability of the scheme – by reducing or removing the through routes – should be considered.
- This would also allow further opportunities to allocate each green space to a separate block as a secure communal amenity space, as the panel feels that the proposed open areas separating the new blocks may be vulnerable to antisocial behaviour, as they are currently shown.
- Additional community consultation to explore the options for reducing permeability and enhancing security would be beneficial.
- The panel would like more information about the proposed management arrangements for the landscaped areas.

*Scheme layout, access and integration*

- The panel welcomes the positive relationship that Buildings B and C have with the landscape and feels that Building D successfully brings active frontage to the entrance of the development.
- It would encourage the project team to step back from the design work and spend some time reviewing how successfully the current footprint relates to adjacent housing, in terms of privacy and outlook: there may be an opportunity to revisit some aspects of the layout to improve the overall quality of the scheme.
- Further analysis of the relationships between the front and backs of the buildings – both existing and proposed – would be helpful. The new development should seek to rationalise the configuration, with back gardens against back gardens and building frontages addressing other building

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frontages. While this is successful in some parts of the new development, it is less so in others.

- The external balconies on Buildings B and C are located very close to the existing blocks and the panel is concerned that these balconies may allow direct views at quite close range into what may be bedrooms within existing blocks. It would be very helpful to establish the floor plans of the existing blocks so that privacy and amenity conflicts like these can be avoided.
- Building A at the west of the site is configured differently to the other blocks; the panel notes that it is very close to both a gable wall and a boundary wall. As design work continues, careful consideration of the aspect, outlook and landscape of Building A would be welcome.
- The panel also has concerns about the nature of the outlook of the linear mews houses adjacent to Building D. Alternative typologies for these dwellings could be considered, such as providing terraces and roof gardens within the overall footprint, to allow the building line of the main frontage to move away from the gable end of the existing terrace of houses to the north. Examples of this typology include housing by Alison Brooks Architects.
- A further option to explore could be the reconfiguration of Building D and the linear mews to orientate to the east and west, rather than to the north and south.

*Architectural expression*

- The panel welcomes the contextual analysis that has begun to inform the evolving architectural expression of the proposals. It feels that further development of the elevational treatment of the buildings is required, to enhance the level of interest, particularly within the important northern elevations of Buildings B and C.
- It would also encourage the project team to revisit how the main entrance sits within the elevation of Building B. The current arrangement, with the front door located in the left-hand bay, appears unresolved.
- The articulation of the entrances across the new development, which are recessed and lined with a darker brick, is in contrast with the much more positive relationship to the street of the bin stores, which are brought forward from the main plane of the elevations. Further work to delineate and celebrate the entrances would be welcomed, perhaps drawing on the example of the entrances within Peabody Housing Association mansion blocks, where the entrances are in a bay that pushes forward and are under the tallest section of roof.

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- The current proposals for Building D (sitting at the junction of Braemar Road, Kirkton Road and Lomond Close) seem a little generic in comparison to the late Victorian / Edwardian residential architecture adjacent, and its built form would benefit from further consideration.
- The prevailing materiality of the adjacent streets is typically warm red brick and contrasting brick and stucco. Building D could reflect the richness of the materiality on the adjacent streets to a greater extent, in terms of tones and contrast.
- The panel understands that the windows have been designed 'from the outside' as a part of the elevational composition. It would encourage further consideration of the windows from inside, in terms of how they contribute to the liveability of the accommodation. Inclusion of wider, shorter windows would improve levels of daylight within the dwellings, alongside enhanced privacy, and easier cleaning, while reducing overheating.

*Inclusive and sustainable design*

- The panel would encourage the project team to consider the provision of lifts within blocks to ensure that the development is inclusive and suitable for residents at different life stages and with different mobility needs. If it is not possible to provide lifts at the outset then stairs should be carefully designed, with generous width and manageable risers; scope for possible future adaptation should also be considered.
- The panel would like to know more about the strategic and detailed approach to low carbon design and environmental sustainability within the scheme. Following its Climate Emergency Declaration in 2019, Haringey Council adopted the Climate Change Action Plan in March 2021, which identifies a route map to enable the borough to become Net Zero Carbon by 2041. All new development coming forward should have regard for these requirements to avoid the need for retrofitting later; proposals should demonstrate how they comply with these targets.

*Next steps*

- As design work continues, 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 scheme at a further Chair's Review, if required.
- It also offers a focused chair's review specifically on the approach to low carbon design and environmental sustainability.

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**Haringey Quality Review Panel**

Report of Chair's Review: Brunel Walk and Turner Avenue

Wednesday 20 April 2022

Clockwise, Greenside House, 50 Station Road, London N22 7DE. Room 5M1

**Panel**

Peter Studdert (chair)  
Marie Burns

**Attendees**

Suzanne Kimman	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Joe Brennan	Frame Projects
Kate Trant	Frame Projects

**Apologies / report copied to**

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Chris Smith	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey

**Confidentiality**

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Report of Haringey Quality Review Panel  
20 April 2022  
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**1. Project name and site address**

Brunel Walk and Turner Avenue Estate, London, N15 5HQ

**2. Presenting team**

Bruno Bridge	Senior Housing Project Manager, Haringey Council
Martin Cowie	Planning Advisor, Haringey Council
Geertje Kreuziger	Design and Technical Lead, Haringey Council
Ishen Stewart-Dowding	Housing Project Manager, Haringey Council
Kiran Curtis	KC+A architects
Colin Merifield	KC+A architects
Kate Monzei	Landscape Architect, Oobe

**4. Planning authority briefing**

The site is located in the east of the borough. The Turner Avenue estate is on the south side of West Green Road which is a town centre just east of the site. The Brunel Walk estate is immediately south of the Turner Avenue Estate and backs onto the rear gardens of the terrace houses on Seaford Road to its south. Access to Brunel Walk is from Kirkton Road to its east, at the point where it meets Braemar Road to the south and Lomond Close to the east. To the west of Turner Avenue, Elmar Road runs west.

The existing 1970s buildings occupying Brunel Walk are 1–2.5 storeys in height, and currently house 36 temporary accommodation one-bedroom units, which are all proposed to be demolished. Turner Avenue contains four, three and four storey 1950s blocks, which will all be retained. There is no connection as existing between the two estates, which are separated by two-metre-high fences and concrete walls.

The alleyway access to Brunel Walk has little or no natural surveillance. The existing site is relatively flat, except for the eastern end where Brunel Walk starts to fall towards Kirkton Road, which in turn steps down to the south onto Braemar Road. Brunel Walk was built on the site of part of the former Palace Gates Railway Line, which also explains the change in name and level of Kirkton and Braemar Roads and impermeable boundaries between the existing estates.

The site has a public transport accessibility level of four. Seven Sisters underground and rail station is within easy walking distance (eight minutes' walk from the site). There are bus services on West Green Road to the north.

The site is close to but not within the Clyde Circus Conservation Area to the north, including the locally listed Fountain Hotel, whose garden backs onto the wooded amenity space at the eastern end of Turner Avenue. The site is designated as SS3 "Brunel Walk and Turner Avenue" in the Tottenham Area Action Plan (AAP) 2017 where there is a potential master planned housing estate renewal opportunity to improve the quality and utility of the housing stock on the site.

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The proposal for Brunel Walk and Turner Avenue replaces the existing buildings of one-bed flats on Brunel Walk with around 45 homes comprising between one- to three-bed apartments and maisonettes across four three- and four-storey blocks. The proposal also comprises new landscaping and amenity / play spaces and enhancements to existing communal areas / play spaces serving the Turner Avenue estate. Existing parking areas will also be reconfigured, with refuse stores replaced, as part of the landscaping scheme, with this tying the new and existing developments together.

#### 5. Quality Review Panel's views

##### *Summary*

The panel welcomes the response to its comments at the previous review, largely supporting the improvements made to the scheme, and commenting that the overall relationship between the landscaping and the proposed residential blocks is positive.

The panel also welcomes the ambition of the proposals given such a challenging site, with the scheme having the potential to set a standard for the development of new homes on other council estates in the borough. Further consultation with residents and the local community will be essential in addressing some of the detailed issues informing the proposals, such as the removal / replacement of existing trees, overlooking, and the care and maintenance of the gardens. It will be essential that the security and long-term maintenance of the estate and its landscaping is clearly understood and agreed to, both by residents and the local authority.

The massing and site layout are appropriately addressed overall, with blocks A, B and C working well. Block D, which is in closer proximity to the Victorian terraces on Kirkton Road, would benefit from a more sensitive approach, taking into account the detailing of the historical building stock. The panel also suggests that the proposed flat roof for block D might be revisited, and that its ground floor plan be given further thought as to the location of the entrance relative to the cycle store, refuse area and plant room.

These comments are expanded below.

##### *Response to context*

- The difference between public, semi-public and private space should be clearly legible, with further thought being given to the quality and detailing of fencing / walls to be used across the scheme. For example, the difference between public and private space could be signalled through introduction of simple barriers at key points of entry to the estate.
- To ensure that routes through the site feel safe and attractive, it will be important to consider lighting and to design boundaries in a way that helps to avoid graffiti.

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- The overall massing and site layout for blocks A, B and C is welcomed by the panel, with this deemed appropriate given the adjacent 1950s buildings.
- The panel feels that Block D would benefit from a more contextually sensitive approach given the Victorian terraces on Kirkton Road, with the facade detailing of this block being less plain. The panel suggests that the richness of the Victorian terraces, in terms of colour and detail, is reflected in the detailed design of this block.
- The panel feels that, while blocks A, B and C's flat roofs sit well with their neighbouring blocks, block D's flat roof could be a gable or pitched roof.
- Blocks B and C include balconies facing west and the panel suggests considering barriers to their southern face to reduce overlooking of Seaford Road gardens.
- The panel highlights the awkward spaces created by the boundary fence at the western end of the site, between existing and new residents. It asks if a better solution could be found through consultation with residents, for example to agree a single shared private garden here?

*Architecture*

- The panel recognises the work done in taking forward the architectural design of the scheme since the last Quality Review Panel and believes that the approach taken to blocks A, B and C is appropriate and in keeping with the existing 1950s estate adjacent to the site.
- However, the panel notes that detailed plans of the interiors of the blocks together with the landscape were not included in the presentation. It recommends these should be provided as part of the planning submission, to allow assessment of how the ground floor layout relates to the landscape setting.
- The panel feels that further consideration of the relationship between the one-bedroom flats in blocks B and C, which look onto shared private space, would be beneficial, in order to address privacy.
- In terms of proposed materials, the warm, buff brick and horizontal banding, with this reinforced by balconies, is generally supported by the panel.
- However, the panel feels that applying the same approach to materials and detailing to block D is less successful. It suggests further exploration of colour, detailing and roof design to respond to the Victorian terraces on Kirkton Road.
- The panel asks for further thought about the location of the entrance to block D, which is currently located between the cycle store, bin area and plant.



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*Landscape*

- The panel applauds the landscape strategy for the scheme, which it believes could be an exemplar for similar schemes in the borough.
- It acknowledges the strategy's likely high maintenance requirements but emphasises the importance of following through on the scheme's ambition, with commitments made to the ongoing upkeep of the landscape.
- The panel suggests exploring the potential for garden clubs or twinning with local schools to form part of the landscape maintenance strategy.
- Similarly, consultation could help inform the use of the smaller garden / play spaces between blocks, solutions to potential overlooking. It is also essential that residents understand the rationale for the proposed removal and replacement of trees.
- The panel notes the intention to increase the number of biodiverse species proposed as part of the landscape strategy and recommends that details of this should form part of the planning submission.
- Similarly, further detail on the shared garden and play areas proposed for new and existing residents should be provided.
- The panel highlights the importance of the landscape proposals having flexibility, as well as longevity, to take into account the changing requirements of the community over time.
- The smaller spaces between buildings could also benefit from further consideration. One possibility might be their use as 'growing spaces' for residents.

*Sustainability*

- The panel welcomes the scheme's ambition to be net zero and looks forward to seeing more detail as to how this is to be achieved in practice—for example, how PVs are to be sensitively and efficiently deployed across the site.
- The panel recognises that issues of overheating have been addressed since the scheme was last reviewed. However, it expresses concern that the mitigation of heat gain by tree cover may be adversely affected by the need to remove mature trees on the site and would welcome further detail on this aspect of the scheme, as well as the scheme's overall sustainability strategy.

*Next steps*

The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers.

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- Where will building A be
- Loss of green space for building A
- Anti social behaviour could be shifted to Elmar Road
- Access concerns to Brunel walk
- Who will do the surveillance?
- Will allotments be comprised or encroached upon
- Parking inadequate for additional units
- CPZ on Elmar Road already makes it difficult to park there
- Where is the exact position of block A in relation to Elmar Road?
- Where would new residents park their cars?
- Where will electric car charging points go?
- Concerns with increased Service Charges
- Is there an independent survey of the existing building
- More information required on existing residents
- What is the proposed construction work route
- Query on the parking survey
- Concerns the building will be demolished
- Is there an independent survey available to the public?
- Question on tenure and rents?
- Upkeep on green spaces
- How will the scheme be financed if there is no market sale?
- What is Homes for Haringey position on these type of accommodation in terms of management?

## Appendix 6 Pre-application briefing minutes

### 8. PPA/2021/0011 - BRUNEL WALK, TURNER AVENUE ESTATE, N15 5HQ

The Committee considered the pre-application briefing for the demolition of the existing 36 temporary accommodation homes on site and redevelopment of Brunel Walk and some of the space between the Council buildings of Turner Avenue to create 44 additional new homes for Council rent.

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

- The Committee welcomed the mix of unit sizes that were proposed.
- In relation to parking, it was clarified that no parking spaces would be lost in the estate and that there would be two additional spaces in the Turner Avenue Estate area. Some members noted that the proposals included a number of family sized units and that this was likely to result in additional cars and stress on parking.
- It was noted that the Quality Review Panel (QRP) and the application report discussed the permeability of the site. Some members enquired whether the permeability of the site would be increased and cautioned that increasing the permeability of the site for vehicles could create some safety issues. The applicant team noted that the site was an alleyway at present with a number of avenues that were used as cut through routes. It was explained that the proposals would aim to reduce permeability of the site by defining public and private space more clearly with landscaping and boundary treatments.
- The Committee enquired about outlook and the proximity of balconies in Blocks B and C to the existing blocks, about the outlook from the mews houses, and about overlooking into the gable ends of existing blocks. The applicant team explained that the existing Turner Avenue Estate wings had outlook from the southern end and would look directly onto the new courtyards. It was noted that it had recently been confirmed that the units in the existing blocks were two bed units and that the applicant team would need to consider the position and treatment of the balconies in reference to the windows; it was added that consultation responses were also being considered.
- The Chair commented that there was a sketch which showed projecting balconies and that she would be opposed to having those, especially at the lower levels. She explained that these would not be very private and that people would likely cover up the transparent elements. It was explained that the application sought to optimise the number and types of accommodation on site and that recessed balconies used potential accommodation area and had a significant impact on the thermal performance of the building. The applicant team believed that the projecting balconies worked as part of the design. It was noted that they were considering the treatment of the balustrade and that some screening or alternative positioning of balconies might be possible but this would need to be weighed against the need to deliver as much high quality accommodation as possible.
- In response to a question from the Committee, the applicant team stated that some of the key challenges would be to integrate the development with the wider estate,

to deliver the significant enhancements to the existing public realm and open spaces, and to ensure that the buildings also respected the wider context and the properties on Seaford and Kirkton Roads. It was noted that there was the possibility of remodelling, potentially with reduced units or setting back, and that the balance of delivering affordable accommodation and safeguarding residential amenity would need to be carefully considered.

The Chair thanked the applicant team for attending.

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Planning Sub Committee – 16 January 2023

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

**Reference No:** HGY/2022/2293

**Ward:** Northumberland Park

**Address:** 45-47 Garman Road N17 0UN

**Proposal:** Redevelopment of the site to provide a self-storage facility (Use Class B8) with associated car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development.

**Applicant:** Shurgard UK Ltd.

**Ownership:** Private

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

**Committee Site Visit Date:** 13/01/2023

**Date received:** 15/08/2022

**Last amended date:** N/A

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

#### 1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is strong policy support for employment space within a site designated as a Strategic Industrial Location.
- The proposed scale and design of the development is appropriate within the context of the site and would be of good quality and have a positive impact on the visual appearance of the area.
- The development would provide a sufficient number of appropriately located car and cycle parking spaces, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway; and
- Further sustainability measures are secured via conditions and a Carbon Offset contribution.

## **2. RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission and that the Head Development Management is authorised to issue the planning permission and impose conditions and informative subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That the agreement referred to in resolution (2.1) above is to be completed no later than 24<sup>th</sup> February 2023 or within such extended time as the Assistant Director Planning, Building Standards & Sustainability/Head of Development Management shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.
- 2.4 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 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 Lists of Conditions, Informative and Heads of Terms

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

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Materials submitted for approval
- 4) Land contamination
- 5) Unexpected contamination
- 6) NRMM
- 7) Waste and recycling
- 8) Restrictive in use classes
- 9) CMP
- 10) Cycle parking Design and Layout
- 11) Surface Water Drainage
- 12) Management and Maintenance
- 13) Secure by design
- 14) Energy Strategy
- 15) Be Seen
- 16) Overheating
- 17) BREEAM Certificate

- 18) Living Roofs
- 19) Urban Greening Factor
- 20) External lighting
- 21) Boundary Treatment
- 22) Noise
- 23) Servicing and delivery plan

### **Informatives**

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

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

- 1) Energy Statement
  - a. An amended energy plan and Sustainability Review is to be provided on first occupation of the development.
  - b. Estimated carbon offset contribution (and associated obligation) of £11,685 plus a 10% management fee to be recalculated using Part L2013 software, based on £2,850 per tonne of carbon emissions.
- 2) Site – Wide Travel Plan
  - a. To include details of welcome packs that will be provided to all new residents (to include information on public transport and cycling/walking connections).
  - b. To appoint a travel plan co-ordinator to work in collaboration with the Estate Management Team, to monitor the travel plan initiatives for a minimum of five years.
  - c. Provision of a contribution of £1,000 per annum for five years towards monitoring of the travel plan.
- 3) Employment and Skills

- a. Submission of an employment and skills plan
  - b. No less than 20% of the peak construction workforce to be Haringey residents
  - c. Provision of financial contribution £150,096.00 at which will be used by the council to provide and procure the support necessary for local people who have been out employment and / or do not have the skills set required for the jobs created.
- 2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. *The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2 and SI 4 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.*
  2. *The proposed development, in the absence of a legal agreement securing sustainable transport measures, would have an unacceptable impact on the safe operation of the highway network, give rise to unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7, Local Plan Policy SP7 and Policy DM31 of the Development Management DPD.*
  3. *The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team to provide employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.*
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management or the Assistant Director of Planning, Building Standards and Sustainability (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and;
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and;
- (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (2.6) above to secure the obligations specified therein.

**CONTENTS**

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

**APPENDICES:**

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

### 3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

#### 3.1 Proposed development

3.1.1. This is an application for the demolition of the existing building on site and redevelopment to provide a self-storage facility (Use Class B8), comprising of 11,426 sqm of floor-space across three levels, with associated landscaping, external car parking and cycle parking. The proposal is to be operated by Shurgard UK Ltd, who have a number of similar operations throughout the country.

3.1.2. The proposed warehouse building would be four storeys, at a total height of 23.70 metres, and the footprint is set within the extent of the existing building area to be demolished.

3.1.3. The existing access off Garman Road will be retained.

#### 3.2 Site and Surroundings

3.2.1 The existing site comprises a single-storey 1592 sqm warehouse in industrial/retail use with ancillary office/welfare floorspace located to the eastern side of Garman Road, on the southern side of the junction of Garman Road with Sedge Road.

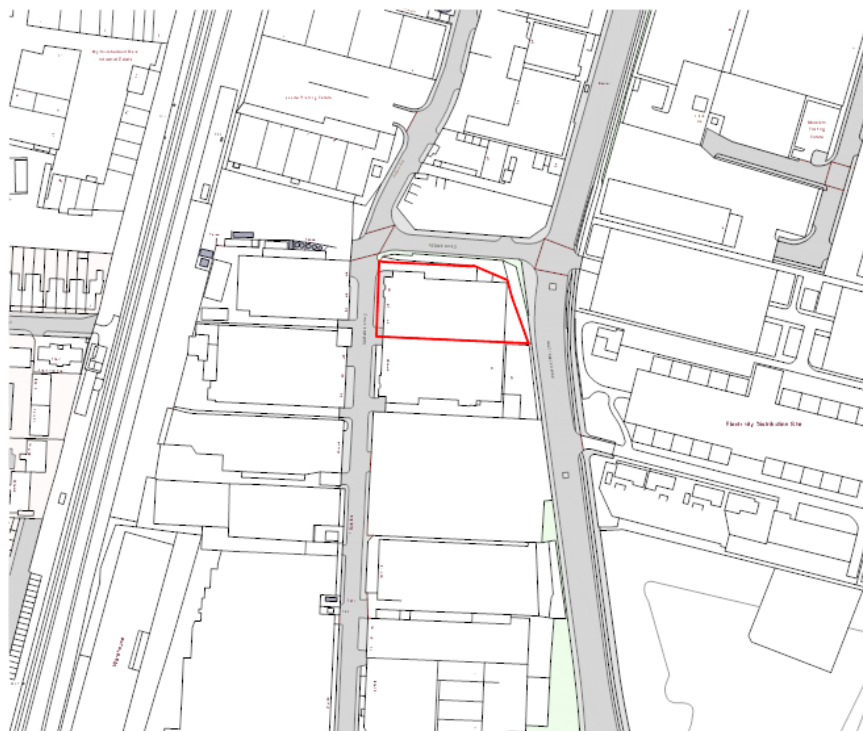


Image 1 Site location Plan



Image 2 Aerial view of the site

3.2.2 The existing building forms half of a larger building, broadly symmetrical in design. The application site is currently vacant, and the site's last use was by Tower Systems Furniture Ltd. There are 3 recent planning permission for large replacement buildings on neighbouring sites to the south details are set out in planning history below.

3.2.3 The site is designated as a Strategic Industrial Location and within Flood Zone 2. The surrounding area is characterised by industrial and commercial uses. The site also lies within the Tottenham Area Action Plan and is within an Archaeological Priority Area.

### 3.3 Relevant Planning History

3.3.1 HGY/2022/2771 - Prior Approval: Demolition of approximately 0.25 ha of building comprises a single storey building. (This application is under consideration).

3.3.2 Permission has recently been approved on neighbouring sites:



3.3.3 HGY/2021/2248 Proposal: Erection of two replacement B1/B2/B8 units following fire damage and demolition of the original units (Amended drawings)  
Site Address: 27-31 Garman Road London N17 0UP  
Decision: Approve with Conditions (14/09/2022)

3.3.4 HGY/2020/3186 Proposal: Erection of two-storey replacement light industrial unit.  
Site Address: Unicorn Works 21-25 Garman Road London N17 0UN  
  
Decision: Approve with Conditions (30/08/2022).

3.3.5 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 second floor frontage together with 10 No. Self-contained design studio offices on the third floor.  
Site Address: 15-19 Garman Road London N17 0UR  
Committee resolved to grant permission subject to S106 4/7/2022.

### **3.4 Relevant Enforcement History**

3.4.1 None

## **4. CONSULTATION RESPONSE**

### **4.1 Application Consultation**

4.1.1 The following were consulted regarding the application:

Internal:

- 1) LBH Transport: No objection subject to obligations and condition to secure cycle parking details and Construction Logistics Plan.
- 2) LBH Carbon Management: No objection subject to condition and obligations.
- 3) LBH Waste Management: No objection subject to condition.
- 4) LBH Building Control: No objection, but requested for additional information. This additional information has been provided by applicant.
- 5) LBH Flood & Water Management: No objection subject to conditions in relation to drainage strategy and management/maintenance.
- 6) LBH Pollution Air Quality: No objection, subject to contamination conditions.

7) LBH Economic Regeneration: No comments.

8) LBH Arboriculturist Officer: No comments.

External:

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

10) London Fire Brigade: No comments.

## 5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

34 Neighbouring properties

1 site notices were erected close to 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: 1

5.1.2 Cllr Bevan: submitted the following comments:

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

## 6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Tall Building
3. Design and appearance
4. Parking and highway safety
5. Energy and Climate Change

6. Urban Greening Factor
7. Ecology and Biodiversity
8. Flood risk and drainage
9. Air quality
10. Land contamination
11. Impact on the amenity of adjoining occupiers
12. Waste and recycling
13. Employment
14. Fire Safety
15. Conclusion

## **6.2 Principle of the development**

- 6.2.1 The site is designated as a Strategic Industrial Location (SIL) (DEA2) which safeguards the land for a range of industrial uses – Classes ranging from B1 (Business) (now class E (Commercial Business and Service) (g)), B2 (General Industrial) and B8 (Distribution or Storage).
- 6.2.2 The NPPF encourages Local Authorities to help create the conditions in which businesses can invest, expand and adapt, stating that significant weight should be placed upon the need to support economic growth and productivity, taking into account business needs and wider opportunities for development.
- 6.2.3 The London Plan (2021) Policies E4 and E5 state that the retention, enhancement and provision of additional industrial capacity should be prioritised in locations that:
1. are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport;
  2. provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population;
  3. provide capacity for micro, small and medium-sized enterprises;
  4. are suitable for 'last mile' distribution services to support large-scale residential or mixed-use developments subject to existing provision; and
  5. support access to supply chains and local employment in industrial and related activities.
- 6.2.4 Strategic Policy SP8 of the Local Plan indicates that there is a presumption to support industry and business in the borough through safeguarding designated land for a range industrial uses The Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land, Strategic

Industrial Locations, Locally Significant Industrial Sites, Local Employment Areas and other non-designated employment sites. The forecast demand is for an additional 23,800sqm of B Class floor space up to 2026. This forecast demand is to be met through:

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

6.2.5 In addition, the Council will also:

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

6.2.1 The application site is within the Northeast Industrial Estate which is part of a Strategic Industrial Location (SIL), located within the North Tottenham area identified within the Tottenham AAP. The proposed net increase in internal floorspace would be approx. 6254 sq.m Therefore, the site would provide enhanced employment use and economic benefits particularly in terms of securing a modern, viable use of the site. The proposal would contribute to the delivery of good quality employment floorspace in Haringey. This is supported by policy E6 of the London Plan and policy AAP4 of the Tottenham AAP.

6.2.2 The proposed development meets the Local Plan objective of making efficient use of land and contributes towards policy objectives for accommodating industrial land and supporting economic growth and to be acceptable in principle.

### **6.3 Tall Building**

6.3.1 London Plan Policy D9 states that local development plans should define what is considered a tall building, and that buildings should not be considered 'tall' where they are less than six storeys (or 18 metres) in height. Policy D9 also states that boroughs should determine the locations where tall buildings may be an

appropriate form of development and that tall buildings should be located in areas identified as suitable in local development plans.

- 6.3.2 The DM DPD defines 'tall' buildings as being those which are ten storeys or greater in height and 'taller' buildings as those which generally project above the prevailing height of the surrounding area and are lower than ten storeys.
- 6.3.3 Policy DM5 of the DM DPD states that obstructions to locally significant views should be minimised. Policy DM6 of the DM DPD states that that all proposals for taller and tall buildings must be accompanied by an appropriate urban design analysis that explains how the buildings would fit into the local context. The Tottenham Area Action Plan Policy AAP 6 notes that Taller buildings will be appropriate in some cases promoting intensification, increasing heights from low-rise to mid-rise where appropriate.
- 6.3.4 The height of the existing single storey building is 6.7 metres, the proposal is for 3 storeys of storage space which would be equivalent to approximately 7 storeys of non-industrial floorspace due to the floor to ceiling heights proposed and would be 23.7 metres in height.
- 6.3.5 Policy DM6 of the DM DPD states that tall buildings will only be acceptable within identified areas. This site is not identified within Figure 2.2 of the DM DPD as being suitable for tall buildings, but the proposal does not meet the definition of a tall building within the DM DPD. The proposed building projects above the prevailing height of the surrounding area of 1-3 storeys (industrial) but would sit in the context of other taller buildings in the surrounding area which includes buildings of 14 metres approved on Garman Road and the existing substation of 22 metres so would not be unduly prominent within the surrounding townscape.
- 6.3.6 As the proposal exceeds 18 metres it must satisfy the detailed criteria of the Policy D9 in terms of visual, functional, environmental and cumulative impacts.
- 6.3.7 The applicant has submitted a Tall Building Analysis including an assessment of key views using 3D mapping software. This demonstrates that in the context of the existing Sub-Station on Watermead Way (22 metres), approved planning permissions on Garman Road (14 metres) and further North in LB Enfield (where heights exceed 100 metres) the proposal is appropriate in local views particularly given the likelihood of further redevelopment within the surrounding area and is therefore considered to accord with Policy DM6 and Policy AAP6.



**Image 3** View from Garman Road looking North (the proposal is pink with approved buildings in blue and yellow)

- 6.3.8 The Tall Building Analysis notes that the building would aid wayfinding by marking the junction of Sedge Road and Watermead Way and the Architectural quality and materials are of good quality for a building of this nature as set out in more detailed below. The Tall Building Analysis notes the proposal would not impact on any heritage assets or significant local views in accordance with DM5. It would not create glare or light pollution.
- 6.3.9 The design officer has reviewed the Tall Buildings Analysis and notes that the proposal will be compatible in height, bulk and massing with the existing and emerging context. In particular it will be of comparable height and mass, albeit less bulk due to its shorter width, to the electricity installation. Views 1 and 2 (set out in appendix 2 below) show its similarity, with the latter, from the edge of the marshes, showing it will not be more impactful than the existing electricity installation in any views from the park, whilst the view looking north-west up Watermead Way (View 4) demonstrates this and also shows how they will frame a view of the more distant point block in Meridian Water.
- 6.3.10 The design officer notes that View 6, looking up Garman Road from the south shows how it represents a gradual build up in height, of one additional storey on each of the plots along the east side of Garman Road, along with its immediate

neighbouring recently permitted developments, from the existing 2 storey industrial buildings at the southern end of the street. This view also shows the greater heights permitted in Meridian Water, whilst the more distant Views 7a and 8 show how the greater height of the wider masterplanned developments both there and to the south will leave the Garman Road area still at significantly lower height.

6.3.11 In terms of fire safety access and servicing the proposal is found to be acceptable as set out below and all other functional impacts are acceptable. There would be no significant environmental impacts given the height of the building in relation to its context.

6.3.12 It is considered that the proposal satisfies policy objectives requiring tall and taller buildings to be appropriately located, and acceptable in terms of their surroundings.

## **6.4 Design and appearance**

6.4.1 DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity which is supported by London Plan Policy D4.

6.4.2 The proposal would replace the existing industrial unit with largely the same footprint but introduce a separation from the neighbour building to the south. The existing built form of the locality is fairly dense and there are tight relationships between buildings so this layout is considered acceptable.

6.4.3 In terms of design the scheme includes grey, sinusoidal profiled cladding to the majority of the building exterior, with vertically aligned corrugations and a narrow, red, horizontal band at first floor level on all elevations with a similar red band around the margins of an inset section on the southern elevation. The inset itself utilises white coloured cladding, which is considered appropriate in this location.



**Image 4-** proposed elevations

6.4.4 The Council's design officer has reviewed the scheme and notes that the site is in the centre of an established industrial area surrounded by other active industrial buildings. Most of these immediate neighbours are in the 1-3 storey height range, but recent permissions for neighbouring sites immediately south of this application site have granted permission for new industrial buildings of four storeys (HGY/2022/0081). It should also be noted that all these industrial buildings' floor heights are greater than would be typical in residential buildings.

6.4.5 The design officer notes that immediately east of the application site, across, is a very large, tall and imposing electricity switching station, with a main building of equivalent to at least 6 industrial floors, and with a dense cluster of much taller electricity pylons.



- 6.4.6 With regard to the proposed design and appearance the design officer notes that design advice to simplify the form of the proposal, to give it a more elegant, less complex and visually jarring appearance, and to significantly tone down the colour scheme proposed for the external cladding, has been fully followed. The design officer notes that a fairly lively external appearance, as proposed, is not incompatible with the vibrant mix of existing industrial buildings, signs and advertising boards in the immediate context.
- 6.4.7 The design officer notes that the proposed design is utilitarian but enlivened by landscaped edges and provided with clear, legible approach and entrances that will accommodate pedestrian and cycle access as well as to greater prominence than vehicle access. Small landscaped external amenity spaces are included for staff and visitors, and the proposals avoid the use of ugly, alienating external boundary fences, any ugly and unsustainable large expanses of surface parking / delivery bays (they being accommodated under the building) or any “forgotten” left-over spaces.
- 6.4.8 The design officer concludes that the proposals are acceptable in design terms for a location with low sensitivity and already with significant height, bulk and mass, trending in the direction of being further redeveloped at similar heights, and with much greater height not far away.
- 6.4.9 A condition will require approval of all external materials and restrict the addition of rainwater goods to the building elevations.
- 6.4.10 The proposal includes good quality landscaping around the eastern and northern boundaries of the site, the detail of which can be secured by condition. Comments in relation to the boundary treatment are noted and a condition is included to ensure the final boundary treatment is approved prior to occupation of the development.
- 6.4.11 Officers consider that the proposals are considered acceptable in design terms for a location with low sensitivity and already with significant height, bulk and mass, trending in the direction of being further redeveloped at similar heights, and with much greater height not far away. This development, would be a striking, functional, compatible with its location and of no harm to any more sensitive areas and respond successfully to the setting.

## **6.5 Parking and highway safety**

- 6.5.1 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 ‘Sustainable Transport’. The Tottenham Area Action Plan Policy

AAP7 further identifies the need for sustainable transport measures to be considered.

6.5.2 The site has a PTAL value of 3, considered 'moderate' access to public transport services. 4 different bus services are accessible within 2 to 5 minutes' walk of the site, and Northumberland Park Railway Station is a 5-minute walk away. It is also located within the Tottenham Hotspur event day CPZ.

6.5.3 In terms of parking, while the adjoining building includes 5 dedicated off-street parking spaces, the application site does not have any specified off-street parking, however limited parking has taken place in an ad hoc capacity, within the front forecourt of the building. The existing access off Garman Road will be retained, it is not proposed to make any physical changes to it.



Image 5 - Proposed Access and Parking Plan

6.5.4 The proposed development will be fully enclosed and gated within the site, off Garman Road, which would avoid vehicles waiting in the street for access. This will provide a secure area within which there will be 6 car parking spaces, plus a bay for vans up to 7.5 tonne which is the largest van operationally likely to visit the site. This will be for customers making deposits or retrievals from the storage facility. Long stay cycle parking including cargo bike parking will also be in this area.

6.5.5 There will also be 3 bays for visitors in between the access gate and site entrance along with visitor cycle parking. Two of the car parking bays will be

Electric Vehicle Charging Points (EVCP) bays, with active charging facilities plus two of the spaces will be blue badge bays with larger dimensions.

- 6.5.6 The Transportation Team have reviewed the proposal and advise that the proposed levels of car parking both suit the likely operational requirements of the development and are within the range of provision prescribed by the London Plan (up to 1 space per 100 sqm for outer London).
- 6.5.7 They note that the Transport Assessment details that in the AM peak there will be 7 two way vehicle trips and 6 within the PM peak. There are no on street parking demand impacts expected from this proposal.
- 6.5.8 10 short-stay, plus 10 long-stay cycle (including 4 cargo bike) parking spaces will be provided. This meets the requirements of the London Plan. The arrangements need to be sufficiently secure and weatherproof and should be designed in accordance with the London Cycle Design Standards as produced by TfL. Dimensioned and detailed drawings demonstrating this and the manufacturer's installation specifications will be required and this can be covered by condition.
- 6.5.9 Numbers of delivery and servicing trips will be very low and there is the ability to accommodate car/vans and trucks up to 7.5 tonne within the site. Refuse storage will be on the ground floor and the Transport Assessment notes the expected pick up will be from Garman Road.
- 6.5.10 A draft travel plan has been included in the application. The Council's Transportation officer is satisfied with the measures provided. A Travel Plan monitoring fee will be required through the s106 agreement. To help mitigate the impact of development on the highway, and to ensure that the adjacent roads are not impacted, a condition requiring a Construction Logistics Plan is included.
- 6.5.11 Subject to the Conditions included at Appendix 1, Officers consider that the proposed scheme would not have any undue impacts on the road network, and through the inclusion of cycle parking, would encourage the uptake of sustainable modes of transport.

## **6.6 Energy and Climate Change**

- 6.6.1 The NPPF requires development to contribute to the transition to a low carbon future and to reduce energy consumption.
- 6.6.2 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 be zero carbon and 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.

### ***Energy – Clean***

- 6.6.3 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.
- 6.6.4 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.

### ***Energy - Green***

- 6.6.5 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
- 6.6.6 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 3.5 tCO<sub>2</sub> (38%) reduction of emissions are proposed under Be Green measures

### ***Overheating***

- 6.6.7 The 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.
- 6.6.8 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM49 weather files, and the cooling hierarchy has been followed in the design.

### ***Whole Life Carbon and Circular Economy***

- 6.6.9 Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment (WLCA) and demonstrate actions undertaken to reduce life-cycle emissions.
- 6.6.10 This application is not required to submit a full statement. A WLCA was submitted, but it does not summarise the results in kgCO<sub>2</sub>/m<sup>2</sup> and report against GLA benchmarks and aspirational targets or the LETI targets but nevertheless is in line with the above policy and the Carbon Management Officer raises no objections on this basis.
- 6.6.11 Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement (CES) 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.
- 6.6.12 A CES was submitted as part of the application, which is supported.
- 6.6.13 The proposal satisfies the required development plan policies and the Council's Climate Change Officer supports this application subject to conditions and planning obligations. As such, the application is considered acceptable in terms of its carbon reduction and sustainability.

### **6.7 Urban Greening Factor**

- 6.7.1 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. The policy states that non-residential development should meet an urban greening factor target of 0.3 but states that whilst B2 and B8 uses are excluded from the 0.3 target, such development is still expected to set out what measures they have taken to achieve urban greening on-site.
- 6.7.2 A significant increase in soft landscaping is proposed as part of the development along the boundaries with Sedge Road and Watermead Way to the north and east of the site. The proposed soft landscaping comprises:

- 3-3.5m tall tree planting in native species such as birch, hornbeam, rowan, cherry and hawthorn trees;
- Mixed native species hedging, maintained at a 1.5m height, such as guelder rose, hawthorn, slow, hazel, holly, dog rose and honeysuckle;
- Low growing native species shrubs at under 1m in height;
- Medium/tall growing native species shrubs and over 2m in height; and
- Medium growing specimen native species shrubs at between 2 and 3m in height.

6.7.3 The development would include a biodiverse roof at roof level incorporating native planting, such as wildflowers and herbs. A condition of approval will be secure to ensure that proposal is policy compliant.

#### 6.7.4 **Ecology/ Biodiversity**

6.7.5 Policy G6 of the London Plan requires development proposals to manage impacts on biodiversity and aim to secure net biodiversity gain.

6.7.6 Strategic Policies DPD Policy SP13 requires development to protect and improve biodiversity, including contributing to wildlife and ecological habitats and, where possible, including tree planting, green and brown roofs, rainwater harvesting, green walls, bird and bat boxes.

6.7.7 The proposed soft landscape area surrounding the new self-storage facility have been design to maximise the Bio-diversity of the area by using a mixture of nature species hedging plants.

6.7.8 The proposal will create a significant increase in ecological value in relation to broad habitats and 100% increase in ecological value in relation to hedgerow habitats, significantly exceeding the 10% Biodiversity Net Gain requirement in accordance with the above policies.

#### 6.8 **Flood Risk and Drainage**

6.8.1 London Plan Policy SI12 states that flood risk should be minimised and Policy SI13 states that development proposals should aim to achieve greenfield run-off rates with water managed as close to source as possible. Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.8.2 The site is located with Flood Risk Zone 2 (low) as defined by the Environment Agency. The site is modelled as being at low risk (1 in 1000 years) from surface water flooding. The applicant has submitted a Flood Risk Assessment and drainage strategy.

- 6.8.3 The DPD Policy DM24 seeks that *“All proposals for new development within Flood Zone 2 and 3a will be required to provide sufficient evidence for the Council to assess whether the requirements of the Sequential Test and Exception Test, where required, have been satisfied.”*
- 6.8.4 The proposals are considered least vulnerable in relation to flood risk. Therefore, it is considered that the Sequential and Exception Test are not necessary for the proposed use. The development will not place additional persons at risk of flooding and will offer safe means of access and egress. In addition, the development will not increase flood risk elsewhere as the same, if not less, impermeable surfaces are proposed.
- 6.8.5 In terms of sustainable drainage, surface water run-off will be attenuated using an underground cellular attenuation tank before connecting to existing surface water sewers and filter strips adjacent to soft landscaping. In the event that flows from rainfall exceed the 1 in 100 year rainfall event, surface water run-off will be directed via exceedance routes away from buildings and critical infrastructure. A condition to secure a drainage system and its details is recommended.
- 6.8.6 While the site is within a critical drainage area, the area of hardstanding does not increase. DPD Policy DM26 states that *‘All proposals for new development within a Critical Drainage Area (CDA) will be required to incorporate measures to reduce the overall level of flood risk in the CDA.’* A condition will be required to put measures in place to reduce flood risk.
- 6.8.7 Accordingly, the proposed development is considered to comply with local drainage policies.

## **6.9 Air Quality**

- 6.9.1 Policy SI1 of the London Plan states that development proposals should be air quality neutral. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.9.2 The applicant has submitted an Air Quality Assessment. The report sets out a range of mitigation measures to prevent air quality impacts during construction and demolition, including avoiding scabbling (roughening of concrete surfaces), and storage of sand and other aggregates in bunded areas, ensuring the material are not allowed to dry out. These measures will ensure that the development will be air quality neutral.
- 6.9.3 Officers consider that the mitigation measures proposed during demolition and construction are sufficient to make the scheme acceptable from an air quality perspective.

## **Land Contamination**

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

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

## **6.10 Impact on the amenity of adjoining occupiers**

6.10.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

6.10.2 The proposed use due to the nature of the use as storage, without the use of heavy industrial equipment or large heavy good vehicles, would not generate significant or unacceptable levels of noise disturbance. Any noise generated from comings and goings and servicing is likely to be masked by existing background noise from the road and railway track. The closest neighbouring residential properties are over 200m away from the boundary of the site, which also helps to ensure that neighbouring amenity will not be impacted.

## **6.11 Waste and Recycling**

6.11.1 London Plan Policy London Plan Policy SI5 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4, requires development proposals make adequate provision for waste and recycling storage and collection.



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

### 6.11.3 **Employment**

6.11.4 Local Plan Policy SP8 requires all major development to help ensure that Haringey residents have access to work and share in the increasing wealth associated with expanding the local and London - wide economy. To this end, proposals are expected to demonstrate a commitment to improve education, skills and training provision. Policy AAP4 of the TAAP states that The Council will support local residents to access local and London-wide jobs and, where appropriate, may seek planning contributions towards employment initiatives in line with policies SP9 and DM48.

6.11.5 Provisions for local employment skills and training will be secured by S106 obligations.

6.11.6 The applicant has indicated that a self-storage facility generates direct jobs (3-4 FTE) and indirect jobs for local businesses, especially SMEs. The occupier's analysis of existing operations shows that approximately 15-20% of their customers are registered businesses and an additional 10% are sole-trader businesses, with a majority being small, start-up or local businesses and small medium enterprises.

### 6.12 **Fire Safety**

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

6.12.2 The applicant has provided a Fire Statement in accordance with Policy D12. Haringey Building Control has been consulted on this application and requested further information which the application has provided. A revised response from Building Control will be reported as an addendum,

### 6.13 **Conclusion**

- There is strong policy support for employment space within a Strategic Industrial Location.

- The proposed scale and design of the development is appropriate within the context of the site and would be of good quality and have a positive impact on the visual appearance of the area.
- The development would provide a sufficient number of appropriately located car and cycle parking spaces, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway.
- Officers are also satisfied that the proposal complies with policy objectives regarding tall buildings, employment, impact upon amenity, transport and travel, energy and sustainability, biodiversity floor risk and air quality. Officers have recommended conditions, and s106 heads of terms, where necessary to make the scheme acceptable in planning terms.

## **7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)**

Based on the information given on the plans, the Mayoral CIL charge will be £300,932.10 (4,662sqm x £64.55) and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate

## **8.0 RECOMMENDATION**

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

## Appendix 1 – Condition and Informatives

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

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

2. The development hereby authorised shall be carried out in accordance with the following approved plans and specifications: Sustainability Statement Ref: 22 E066-002; Whole Lifecycle Carbon Assessment Ref: 22-E066-004; Energy Statement Ref:22-E066-003; Circular Economy Statement Ref:22-E066-005; V.U. City Analysis Report June 2022 (28.11.22 Rev. A); 22007GA-VuCity Analysis Document (1) 8-14; Thermal Comfort Analysis Ref:22-E066-006; 22007GA-10-001; 22007GA 10-003A; 22007GA-10-004; 22007GA-D-001; 22007GA\_D\_002B; 22007GA\_D\_003A; 22007GA-D-004; 22007GA-D-005A; 22007GA-D-006A; 22007GA-D-007A; 22007GA-D-010; 22007GA-D-011; 22007GA-D-012; 22007GA-D-013; ST102.21.SL-01 Rev. B; Design and Access Statement -July 2022 Rev. C; Air Quality Assessment - Report Ref:2203250-01A, August 2022; Transport Statement - Report Ref:2203250-02A, August 2022; Travel Plan Report Ref:2203250-03A, July 2022; 2203250-05 Noise Assessment Letter dated 26 July 2022; Construction & Environmental Management Plan for Shurgard UK Ltd - June 2022; Site Waste Management Plan for Shurgard Uk Ltd - June 2022; Planning Statement - Project Number R00619 - August 2022; Drainage Strategy Doc Ref: 24318-HYD-XX-XX-RP-C-7000 - 1 August 2022 prepared by Hydrock Consultants; Desk Study completed by Brownfield Solution Ltd (Ref: SRP/M4993/10841); Biodiversity Impact Assessment Report prepared by Martin Roche - Ref:552088MRJuly22\_FV03\_BIA docx; Preliminary Ecological Appraisal Report prepared by Martin Roche -Ref:552088MRJuly22\_FV03\_PEA docx and PEA-part 2; London Plan Fire Safety Report Ref: 65206817 Rev.1 - Prepared for Shurgard UK Ltd; Daylight and Sunlight Letter dated 6 June 2022; Part 2 Report, Part 3 Report, Part 4; Carbon Emission Reporting Spreadsheet; Phase II Geo-Environmental Assessment Report Ref: SRP/M4993/10981 - April 2022;

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

## Materials

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

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

### **Land Contamination**

4. Before development commences other than for investigative work:
  - a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
  - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
  - c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
  - d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
  - e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

### **Unexpected contamination**

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

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

### **NRMM**

6. 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 plants 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.

Reason: To protect local air quality and comply with Policy SI 1 of the London Plan and the GLA NRMM LEZ.

### **Waste and recycling**

7. 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. Waste management plan should include details of how refuse is to be collected from the site. 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.

### **Restriction of use**

8. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the premises shall be restricted to use classes Office/Light Industrial E (g)); industrial (Use Class B2);

and/or storage and distribution (Use Class B8) purposes only and shall not be used for any other purpose including any purpose within Class B

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

### **Construction Management Plan (including Construction Logistics Plan)**

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

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

### **Cycle Parking**

10. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the all cycle parking spaces for users of the development (10 no. short-stay, 10 no. long-stay cycle, including 4 cargo bike parking spaces) have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

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

### **Drainage**

11. 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:

- a) The surface water generated by this development for all the rainfall durations starting from 15 min to 10080 min (7 days not 1 day) and intensities up to and including the climate change adjusted critical 100 yrs. storm can be accommodated and disposed of without discharging onto the highway and without increasing flood risk on or off-site.
- b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.
- c) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.
- d) 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.

Reason: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter in accordance with policies DM26 and DM27 of the DPD (2017).

### **Management and Maintenance**

12. 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.

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

### **Secure by design accreditation**

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

Reason To ensure safe and secure development and reduce crime.

### **Energy Strategy**

- 14.(a) Prior to above ground construction, a revised 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, in line with Part L 2013;
  - Confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction in emissions, including details to reduce thermal bridging;
  - Location, specification and efficiency of the proposed ASHPs, their heating and cooling loads where relevant (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
  - 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 that a minimum of 200 sqm of the roof has been utilised and located to avoid any overshadowing, delivering a minimum 30 kWp array roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);
  - A metering strategy.

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

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

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.

### **Be Seen (Detail scheme for energy monitoring)**



15. (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.

### **Overheating (Office space)**

16. 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 report shall include:

This report will include:

- Revised modelling of units modelled based on CIBSE TM52, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy, demonstrating that any 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 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.

Reason: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy S14 and Local Plan (2017) Policies SP4 and DM21.

### **BREEAM Certificate**

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

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

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

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

### **Living Roofs**

18. a) Prior to the commencement of development, details of the living roof must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roofs will be located;
  - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
  - iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
  - iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m<sup>2</sup>, rope coils, pebble mounds of water trays;
  - v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
  - vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
  - vii) Management and maintenance plan, including frequency of watering arrangements.

(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

### **Urban Green Factor**

19. Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.3 has been met through greening measures.

Reason: To ensure that the development provides the maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

### **External Lighting**

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

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

### **Boundary Treatment**

21. Above ground works must not commence until details of the proposed boundary treatment have been submitted to and approved in writing by the Local Planning Authority. This should include the proposed layout, materials and colours for the full site boundary and any internal fencing/gates.

The approved boundary treatment must be implemented prior to first use of the site and maintained for the lifetime of the development.

Reason: To ensure that boundary treatment is of a high-quality, and successfully responds to the context of the site.

### **Noise**

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

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

### **Delivery and Servicing Plan**

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

Reason: To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local

highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.

### **Section 278 (Highway Works) Agreement**

24. Before works commence on site to implement the development, the developer shall provide detailed of the existing road surface condition including the footways and bell mouth access. Before the scheme is occupied the developer will be required to submit details of the condition of the highways to the Local Planning Authority.

Reason: To ensure the highway works are undertaken to a high-level of standards and in accordance with the Council's requirements.

#### **Informatives:**

INFORMATIVE: NPPF

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 £300,932.10 (4,662sqm x £64.55) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: NPPF

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre application advice service and published development plan, comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG

documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

INFORMATIVE: Land Ownership

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

INFORMATIVE: 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: London Fire Brigade

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

INFORMATIVE: Thames Water

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

prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

**INFORMATIVE:**

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



### Appendix 3 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
<b>INTERNAL</b>		
<b>Design Officer</b>	<p><b><u>Site Context</u></b></p> <p>The site is in the centre of an established industrial area, protected with a Strategic Industrial Location (SIL) planning designation, surrounded by other active industrial buildings. Most of these immediate neighbours are in the 1-3 storey height range, but recent permissions for neighbouring sites immediately south of this application site have granted permission for new industrial buildings of four storeys (HGY/2022/0081). It should also be noted that all these industrial buildings' floor heights are greater than would be typical in residential buildings.</p> <p>Of more significance, immediately east of the application site, across Watermead Way, a major north-south dual carriageway road, is a very large, tall and imposing electricity switching station, with a main building of equivalent to at least 6 industrial floors, and with a dense cluster of much taller electricity pylons. Overall, it presents an ugly, imposing, industrial and utilitarian great mass on the skyline for widely about the site.</p> <p>Beyond the industrial estate and electricity installation to the east is Tottenham Marshes, a naturally landscaped park containing some large, grassed areas, part of the Lee Valley Regional Park. From within the park, long views, including of the switching station and pylons, can be seen to the west and north-west, as well as the more</p>	Support noted.

Stakeholder	Question/Comment	Response
	<p>distant high-rise developments around Tottenham Hale and Blackhorse Road to the south, whilst views in other directions, and in any direction from within or close to its significant wooded areas are purely natural.</p> <p>South of the industrial estate is an area of allotments followed by a bus depot and tube depot. The Lee Valley railway line forms the western edge of the industrial estate, beyond which is residential, with a mixture of two and three storey terraces and medium and higher rise flatted blocks, although they are some distance from the site and generally turn their backs on the railway and the industry beyond. The northern boundary of the industrial estate is also the borough boundary. Immediately north and stretching east and west of the railway and dual carriageway, is LB Enfield's Meridien Water development, a major masterplanned high density, high rise, mixed use redevelopment, including clusters of high-rise buildings amongst a generally six-eight storey "mansion block" datum. Developments that have been granted planning permission within Meridien Water include a cluster of high-rise point blocks surrounded by mid-rise mansion blocks immediately west of the railway at the new Meridien Water Station and a mid-rise masterplanned development to the east.</p> <p><b><u>Proposed Design and Appearance</u></b></p> <p>The proposals in this planning application are for a self-storage building on five floors, albeit of tall storey heights. In pre-application discussions, including with the design officer, officers agreed that the site was</p>	

Stakeholder	Question/Comment	Response
	<p>suitable for such a development in principle, noting amongst other things that self-storage is compatible with industrial uses, has been shown in studies to generate significant employment, and would have excellent accessibility, by road from the adjacent Watermead Way dual carriageway and by rail from the two nearby stations at Northumberland Park and Meridien Water.</p> <p>Design advice to simplify the form of the proposal, to give it a more elegant, less complex and visually jarring appearance, and to significantly tone down the colour scheme proposed for the external cladding, has been fully followed. The applicants consider strong, visually arresting signage on the exterior cladding to be an important part of their business model, but the site location beside Watermead Way, at its junction with Sedge Road, which forms the northern edge of the site, gives the proposed development sufficient visibility for a toned-down corporate signage, less dominated by the colour red. Notwithstanding that, a fairly lively external appearance, as proposed, is not incompatible with the vibrant mix of existing industrial buildings , signs and advertising boards in the immediate context.</p> <p>The proposed design is utilitarian but enlivened by landscaped edges and provided with clear, legible approach and entrances that will accommodate pedestrian and cycle access mas well and to greater prominence than vehicle access. Small landscaped external amenity spaces are included for staff and visitors, and the proposals avoid the use of ugly, alienating external boundary fences, any ugly and</p>	

Stakeholder	Question/Comment	Response
	<p>unsustainable large expanses of surface parking / delivery bays (they being accommodated under the building) or any “forgotten” left-over spaces.</p> <p><b><u>Local and more distant Views</u></b></p> <p>The Vu.City model views demonstrate as officers thought, that this proposal will be compatible in height, bulk and massing with the existing and emerging context. In particular it will be of comparable height and mass, albeit less bulk due to its shorter width, to the electricity installation. Views 1 and 2 show its similarity, with the latter, from the edge of the marshes, showing it will not be more impactful than the existing electricity installation in any views from the park, whilst the view looking north-west up Watermead Way (View 4) demonstrates this and also shows how they will frame a view of the more distant point block in Meridien Water.</p> <p>View 6, looking up Garman Road from the south shows how it represents a gradual build up in height, of one additional storey on each of the (fairly large) plots along the east side of Garman Road, along with its immediate neighbouring recently permitted developments, from the existing 2 storey industrial buildings at the southern end of the street. This view also shows the greater heights permitted in Meridien Water, whilst the more distant Views 7 a&amp; 8 show how the greater height of the wider masterplanned developments both there and to the south will leave the Garman Road area still at significantly lower height.</p>	

Stakeholder	Question/Comment	Response
	<p><b><u>Conclusions</u></b></p> <p>These proposals are considered acceptable in design terms for a location with low sensitivity and already with significant height, bulk and mass, trending in the direction of being further redeveloped at similar heights, and with much greater height not far away. A number of recent studies have demonstrated that employment generation, industrial uses can and increasingly must be accommodated in higher density, over multiple storeys, to maintain and expand industrial employment and essential services provision, and to aid in the transition to more sustainable, less car intensive transport use. This development, whilst not being a piece of particularly “beautiful”, exceptional or sophisticated architecture, should be striking, functional, compatible with its location and of no harm to any more sensitive areas.</p>	
<b>Transportation</b>	<p><u>HGY/2022/2293 - 45-47 Garman Road London N17 0UN</u></p> <p>Redevelopment of the site to provide a self-storage facility (Use Class B8) with associated car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development.</p> <p><u>Location and access</u></p> <p>This site is located to the eastern side of Garman Road, on the southern side of the junction of Garman Road with Sedge Road.</p> <p>It has a PTAL value of 3, considered ‘moderate’ access to public transport services. 4 different bus services are</p>	<p>Noted conditions 9 and 10 including obligation attached requesting details of (CMP) and (Cycling parking details).</p>

Stakeholder	Question/Comment	Response
	<p>accessible within 2 to 5 minutes walk of the site, and Northumberland Park Railway Station is a 5-minute walk away.</p> <p>It is also located within the Tottenham Hotspur event day CPZ, which operates on match evenings and days when there are events at the Tottenham Hotspur Stadium.</p> <p><u>Existing use and arrangements</u> The existing Site measures approximately 0.25ha and currently comprises a single-storey warehouse in industrial/retail use with ancillary office/welfare floorspace. There is a single highway crossover/access into the site close to the junction of Garman/Sedge.</p> <p><u>Development proposal</u> The Proposed Development comprises the demolition of the existing building on site and redevelopment to provide a self-storage facility (Use Class B8), which is to be operated by Shurgard UK Ltd, who have a number of similar operations throughout the Country. This is proposed to be over three levels, to include an office/shop for the development at ground level and the remainder for hired storage usage. There is reference to the use of demountable mezzanine floors to provide the ability to accommodate up to 11,426 SQM (internal area) within the proposed building. The development will initially have a floor area of 6254 sqm but for transport terms has been assessed on the basis of the potential 11426 sqm configuration.</p>	

Stakeholder	Question/Comment	Response
	<p>There is reference to 3 employees working at the site once operational, which is the operational norm for premises such as these.</p> <p><u>Transportation considerations</u> A transport assessment accompanies this application for this proposal. The main topics for consideration are as follows;</p> <p><u>Access, Parking and trip generation</u> The existing access off Garman Road will be retained, it is not proposed to make any physical changes to it. Appropriate reinstatement will be required should the construction process damage existing highway infrastructure. There will be a gate arrangement within the site, which will provide a secure area within which there will be 6 car parking spaces plus a bay for vans up to 7.5 tonne which is the largest van operationally likely to visit the site. This will be for customers making deposits or retrievals from the storage facility. Long stay cycle parking including cargo bike parking will also be in this area.</p> <p>There will also be 3 bays for visitors in between the access gate and site entrance along with visitor cycle parking. Two of the car parking bays will be EVCP bays with active charging facilities plus two will be blue badge bays with larger dimensions.</p> <p>The proposed levels of car parking both suit the likely operational requirements of the development and are within the range of provision prescribed by the London</p>	

Stakeholder	Question/Comment	Response
	<p>Plan (up to 1 space per 100 sqm for outer London).</p> <p>The car parking demands of the development should be met within the site, actual demands will be very low given the numbers of trips generated by operations of this type. The TA details that in the AM peak there will be 7 two way vehicle trips and 6 within the PM peak. There are no on street parking demand impacts expected from this Proposal.</p> <p><u>Cycle parking</u> 10no. short-stay, plus 10 no. long-stay cycle (including 4 cargo bike parking spaces) will be provided. This meets the requirements of the London Plan. The arrangements need to be sufficiently secure and weatherproof and should be designed in accordance with the London Cycles Design standards as produced by TfL. Dimensioned and detailed drawings demonstrating this and the manufacturer's installation specifications will be required and this can be covered by condition.</p> <p><u>Delivery and servicing</u> Numbers of delivery and servicing trips will be very low and there is the ability to accommodate car/vans and trucks up to 7.5 tonne within the site.</p> <p><u>Refuse and recycling</u> Refuse storage will be on the ground floor and the TA detail expected pick up will be from Garman Road. Colleagues in the Haringey Waste Team will need to confirm if storage and collection arrangements meet standards.</p>	



Stakeholder	Question/Comment	Response
	<p><u>Travel Plan</u> A draft travel plan has been included in the application. This appears sound. A nominal Travel Plan monitoring fee will be appropriate to cover officer time to be spent on assessing updates and survey information, reviews, and liaison with the travel plan co-ordinator. If there is a S106 for this application this can be covered within that agreement.</p> <p><u>Construction Phase</u> A draft CEMP is included within the application. This provides some useful details. A 48 week build out is proposed, up to 3 construction vehicles a day will attend site, and it is detailed all materials and plant and site operations will take place within the hoarded boundary of the site.</p> <p>A CEMP/CLP can be conditioned, to also include details of arrangements to minimise the impact on both the Public Highway and adjacent neighbours. This will include deliveries and collections being made outside of the peak AM and PM periods, and full details of any temporary measures envisaged for the highway. The applicant should engage with the Borough's Network Managers to agree the scope of any temporary arrangements on the highway, and the outcomes of these discussions should inform the CLP.</p> <p><u>Summary</u> This application is for redevelopment of the industrial site at 45 – 47 Garman Road to provide a private storage</p>	

Stakeholder	Question/Comment	Response
	<p>facility for Shurgard.</p> <p>Overall, it appears that this should not create any adverse transportation impacts, overall transport demands will be low, there should be no external car parking demands generated, and appropriate provision of cycle parking will be included.</p> <p>Subject to the following conditions no objections to this application from the transportation perspective.</p> <ul style="list-style-type: none"> <li>• Cycle parking details</li> <li>• Construction Logistics Plan</li> </ul> <p>If a S106 is in place this can cover the travel plan monitoring fee.</p>	
<b>Carbon Management</b>	<p><b>Carbon Management Response 25/11/2022</b></p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> <li>• Energy Statement v5 prepared by Ensphere (dated July 2022)</li> <li>• Thermal Comfort Analysis prepared by Ensphere (dated July 2022)</li> <li>• Sustainability Statement v4 prepared by Ensphere (dated July 2022)</li> <li>• Whole Life Cycle Carbon Assessment v5 prepared by Ensphere (dated July 2022)</li> <li>• Circular Economy Statement v5 prepared by Ensphere (dated July 2022)</li> <li>• Relevant supporting documents.</li> </ul>	No objection subject to conditions and obligations

Stakeholder	Question/Comment	Response
	<p><b>1. Summary</b></p> <p>Overall, it is considered that the application is not fully policy compliant. It currently does not meet London Plan Policy SI2 as the Energy Strategy was submitted under the new Building Regulations which have not yet been implemented by the GLA. The Thermal Comfort Analysis also does not fully meet the requirements set out by Haringey. It also does not meet Policy G5 as not Urban Greening Factor calculation was submitted.</p> <p>However, the application can be supported in principle as it demonstrates that is reducing carbon emissions from the notional building and delivering sustainability benefits. However, in order to make this application acceptable, a number of planning conditions should be secured which have been included below.</p> <p>It is noted that a number of actions are listed in this response, these should be dealt with when the applicant discharges their pre-commencement conditions.</p> <p><b>2. Energy – Overall</b></p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L. The London Plan (2021) further confirms this in Policy SI2. The GLA have clarified that new applications should still be reporting their reduction in carbon emissions under Part L 2013. This scheme has submitted calculations under Part L 2021, however, which is not policy compliant.</p>	

Stakeholder	Question/Comment	Response																																				
	<p>The overall predicted reduction in CO<sub>2</sub> emissions for the development shows an improvement of approximately 54% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 4.9 tonnes of CO<sub>2</sub> from a baseline of 9 tCO<sub>2</sub>/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 1.6 tCO<sub>2</sub>.</p> <table border="1" data-bbox="575 708 1377 1406"> <thead> <tr> <th colspan="4" data-bbox="575 708 1377 816"><i>Non-residential (SAP10.2 emission factors) – before the implementation of Part L 2021 in planning policy terms</i></th> </tr> <tr> <th data-bbox="575 816 808 1003"></th> <th data-bbox="808 816 1001 1003"><b>Total regulated emissions (Tonnes CO<sub>2</sub> / year)</b></th> <th data-bbox="1001 816 1171 1003"><b>CO<sub>2</sub> savings (Tonnes CO<sub>2</sub> / year)</b></th> <th data-bbox="1171 816 1377 1003"><b>Percentage savings (%)</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="575 1003 808 1076"><b>Part L 2021 baseline</b></td> <td data-bbox="808 1003 1001 1076">9</td> <td data-bbox="1001 1003 1171 1076"></td> <td data-bbox="1171 1003 1377 1076"></td> </tr> <tr> <td data-bbox="575 1076 808 1114"><b>Be Lean</b></td> <td data-bbox="808 1076 1001 1114">7.6</td> <td data-bbox="1001 1076 1171 1114">1.4</td> <td data-bbox="1171 1076 1377 1114">16%</td> </tr> <tr> <td data-bbox="575 1114 808 1151"><b>Be Clean</b></td> <td data-bbox="808 1114 1001 1151">7.6</td> <td data-bbox="1001 1114 1171 1151">0</td> <td data-bbox="1171 1114 1377 1151">0%</td> </tr> <tr> <td data-bbox="575 1151 808 1188"><b>Be Green</b></td> <td data-bbox="808 1151 1001 1188">4.1</td> <td data-bbox="1001 1151 1171 1188">3.5</td> <td data-bbox="1171 1151 1377 1188">38%</td> </tr> <tr> <td data-bbox="575 1188 808 1268"><b>Cumulative savings</b></td> <td data-bbox="808 1188 1001 1268"></td> <td data-bbox="1001 1188 1171 1268">4.9</td> <td data-bbox="1171 1188 1377 1268">54%</td> </tr> <tr> <td data-bbox="575 1268 808 1377"><b>Carbon shortfall to offset (tCO<sub>2</sub>)</b></td> <td data-bbox="808 1268 1001 1377">4.1</td> <td data-bbox="1001 1268 1171 1377"></td> <td data-bbox="1171 1268 1377 1377"></td> </tr> <tr> <td data-bbox="575 1377 808 1406"><b>Carbon</b></td> <td colspan="3" data-bbox="808 1377 1377 1406">£95 x 30 years x 4.1 tCO<sub>2</sub>/year =</td> </tr> </tbody> </table>	<i>Non-residential (SAP10.2 emission factors) – before the implementation of Part L 2021 in planning policy terms</i>					<b>Total regulated emissions (Tonnes CO<sub>2</sub> / year)</b>	<b>CO<sub>2</sub> savings (Tonnes CO<sub>2</sub> / year)</b>	<b>Percentage savings (%)</b>	<b>Part L 2021 baseline</b>	9			<b>Be Lean</b>	7.6	1.4	16%	<b>Be Clean</b>	7.6	0	0%	<b>Be Green</b>	4.1	3.5	38%	<b>Cumulative savings</b>		4.9	54%	<b>Carbon shortfall to offset (tCO<sub>2</sub>)</b>	4.1			<b>Carbon</b>	£95 x 30 years x 4.1 tCO <sub>2</sub> /year =			
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Stakeholder	Question/Comment		Response					
	<b>offset contribution</b>	£11,685 (TBC)						
	<b>10% management fee</b>	£1,168						
	<p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- Please submit the GLA's Carbon Emission Reporting Spreadsheet (appended to the GLA Energy Assessment Guidance 2020).</li> <li>- The applicant should be revising their calculations to Part L 2013 to be policy compliant and calculate their carbon offset contribution on that basis.</li> <li>- As the applicant has modelled under Part L 2021, they should also report the Primary Energy Factor and Energy Use Intensity.</li> <li>-</li> </ul> <p><b>Energy – Lean</b></p> <p>The applicant has proposed a saving of 1.4 tCO<sub>2</sub> in carbon emissions (16%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This goes beyond the minimum 15% reduction respectively set in London Plan Policy SI2, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="575 1295 1375 1403"> <tbody> <tr> <td data-bbox="575 1295 915 1333">Floor u-value</td> <td data-bbox="921 1295 1375 1333">0.12 W/m<sup>2</sup>K</td> </tr> <tr> <td data-bbox="575 1338 915 1375">External wall u-value</td> <td data-bbox="921 1338 1375 1375">0.20 W/m<sup>2</sup>K</td> </tr> <tr> <td data-bbox="575 1380 915 1409">Roof u-value</td> <td data-bbox="921 1380 1375 1409">0.12 W/m<sup>2</sup>K</td> </tr> </tbody> </table>			Floor u-value	0.12 W/m <sup>2</sup> K	External wall u-value	0.20 W/m <sup>2</sup> K	Roof u-value
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Stakeholder	Question/Comment		Response
	Window u-value	1.40 W/m <sup>2</sup> K	
	Air permeability rate	3 m <sup>3</sup> /hm <sup>2</sup> @ 50Pa	
	Ventilation strategy	Natural ventilation Mechanical ventilation with heat recovery for office areas	
	Thermal bridging	Accredited Construction Details	
	Low energy lighting	140 l/W	
	<p>Overheating is dealt with in more detail below.</p> <p><b>Energy – Clean</b> 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 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</p>		

Stakeholder	Question/Comment	Response
	<p>site.</p> <p><b>Energy – Green</b> 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 deliver the Be Green requirement. A total of 3.5 tCO<sub>2</sub> (38%) reduction of emissions are proposed under Be Green measures. The solar array peak output would be 30 kWp (confirmed in the DAS, not ES).</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> <li>- The ES does not provide enough detail on the proposed solar PV system and ASHP heating strategy. This detail needs to be submitted as part of the pre-commencement condition to demonstrate that this scheme’s heating strategy is sufficient.</li> </ul> <p><b>Energy – Be Seen</b> 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</p>	

Stakeholder	Question/Comment	Response
	<p>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.</p> <ul style="list-style-type: none"> <li>- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development:  <a href="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">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</a>)</li> </ul> <p><b>3. Carbon Offset Contribution</b>  A carbon shortfall of 4.1 tCO<sub>2</sub>/year remains. The remaining carbon emissions will need to be offset at £95/tCO<sub>2</sub> over 30 years.</p> <p><b>4. Overheating</b>  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 TM52 with</p>	



Stakeholder	Question/Comment	Response												
	<p>TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled the office space under the London Heathrow files.</p> <p>Results are listed in the table below.</p> <table border="1" data-bbox="575 451 1377 787"> <thead> <tr> <th data-bbox="575 451 968 488"></th> <th data-bbox="968 451 1377 488">Passes TM52</th> </tr> </thead> <tbody> <tr> <td data-bbox="575 488 968 526">DSY1 2020s (base case)</td> <td data-bbox="968 488 1377 526">Fails</td> </tr> <tr> <td data-bbox="575 526 968 599">DSY1 2020s (mechanical ventilation)</td> <td data-bbox="968 526 1377 599">Fails</td> </tr> <tr> <td data-bbox="575 599 968 672">DSY1 2020s (comfort cooling)</td> <td data-bbox="968 599 1377 672">Passes</td> </tr> <tr> <td data-bbox="575 672 968 709">DSY1 2050s (base case)</td> <td data-bbox="968 672 1377 709">Fails</td> </tr> <tr> <td data-bbox="575 709 968 787">DSY1 2050s (comfort cooling)</td> <td data-bbox="968 709 1377 787">Passes</td> </tr> </tbody> </table> <p><u>Overheating Actions:</u></p> <ul style="list-style-type: none"> <li>- Redo the overheating modelling with the Central London weather file, which will more accurately represent the urban heat island effect.</li> <li>- The applicant has not modelled DSY 2 or 3 for the development. Please also model these and ensure the design has incorporated as many mitigation measures to pass DSY 2 and 3 as feasible. Any remaining overheating should inform the future retrofit plan.</li> <li>- Confirm who will own the overheating risk when the building is occupied (not the residents).</li> <li>- What is the active cooling demand (space</li> </ul>		Passes TM52	DSY1 2020s (base case)	Fails	DSY1 2020s (mechanical ventilation)	Fails	DSY1 2020s (comfort cooling)	Passes	DSY1 2050s (base case)	Fails	DSY1 2050s (comfort cooling)	Passes	
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Stakeholder	Question/Comment	Response
	<p>cooling, not energy used) on an area-weighted average in MJ/m<sup>2</sup> and MY/year? Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point / any renewable sources.</p> <p><b>5. Sustainability</b> Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the 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> <p><b><i>Non-Domestic BREEAM Requirement</i></b> Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p>The applicant has prepared a BREEAM Pre-Assessment Report. Based on this report, a score of 71% is expected to be achieved, equivalent to 'Excellent' rating.</p> <p><b><i>Living roofs</i></b> All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.</p>	

Stakeholder	Question/Comment	Response
	<p>The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. 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. Living walls should be rooted in the ground with sufficient substrate depth.</p> <p>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><b><i>Urban Greening / Biodiversity</i></b></p> <p>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>	

Stakeholder	Question/Comment	Response
	<p>No Urban Greening Factor calculation was submitted, which is not policy compliant.</p> <p><b>Whole Life Carbon</b> 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.</p> <p>This application is not required to submit a full statement. A WLC assessment was submitted, but it does not summarise the results in kgCO<sub>2</sub>/m<sup>2</sup> and report against GLA benchmarks and aspirational targets or the LETI targets.</p> <p><b>Circular Economy</b> Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>6. This application is not required to submit a full statement. A CES was submitted as part of the application, which is supported. <b>Planning Conditions</b> To be secured:</p> <p><u>Energy Strategy</u></p>	

Stakeholder	Question/Comment	Response
	<p><i>(a) Prior to above ground construction, a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> <li>- <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy, in line with Part L 2013;</i></li> <li>- <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction in emissions, including details to reduce thermal bridging;</i></li> <li>- <i>Location, specification and efficiency of the proposed ASHPs, their heating and cooling loads where relevant (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i></li> <li>- <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i></li> <li>- <i>Details of the PV, demonstrating that a minimum of 200 sqm of the roof has been utilised and located to avoid any overshadowing, delivering a minimum 30 kWp array roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp);</i></li> <li>- <i>A metering strategy.</i></li> </ul> <p><i>The development shall be carried out strictly in</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) Within six months of first occupation, evidence that the solar PV and ASHPs installations have been installed correctly shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, a six-month energy generation statement, and a Microgeneration Certification Scheme certificate.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><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'</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>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 (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 (<a href="https://www.london.gov.uk/what-">https://www.london.gov.uk/what-</a></i></p>	

Stakeholder	Question/Comment	Response
	<p><a href="#">wedo/planning/implementing-london-plan/london-plan-guidance-and-spqs/be-seen-energymonitoring-guidance</a>). ) 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.</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>Overheating</u></p> <p><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 report shall include:</i></p> <ul style="list-style-type: none"> <li>- <i>Revised modelling of units modelled based on CIBSE TM52, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s, high emissions, 50% percentile;</i></li> </ul>	



Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> <li>- <i>Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy, demonstrating that any noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i></li> <li>- <i>Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i></li> <li>- <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></li> <li>- <i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i></li> </ul> <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> <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>Living roofs</i></u></p>	

Stakeholder	Question/Comment	Response
	<p><i>(a) Prior to the above ground commencement of development, details of the living roof must be submitted to and approved in writing by the Local Planning Authority. Living roof must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <p><i>i) A roof plan identifying where the living roof will be located;</i></p> <p><i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);</i></p> <p><i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate</i></p> <p><i>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m<sup>2</sup>, rope coils, pebble mounds of water trays;</i></p> <p><i>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vii) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><u><i>Urban Greening Factor</i></u></p> <p><i>Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.3 has been met through greening measures.</i></p> <p><i>Reason: To ensure that the development provides the</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>maximum provision towards the urban greening of the local environment, creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><b><u>BREEAM</u></b></p> <p><i>(a) Prior to commencement on site, a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i></p> <p><i>The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i></p> <p><i>(b) Within six months 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.</i></p> <p><i>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</i></p> <p><i>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.</i></p> <p><b>7. Planning Obligations Heads of Terms</b></p> <ul style="list-style-type: none"> <li>- Energy Plan and Sustainability Review</li> <li>- Estimated carbon offset contribution (and associated obligations) of £11,685 (indicative), plus a 10% management fee to be recalculated using Part L 2013 software, based on £2,850 per tonne of carbon emissions.</li> </ul>	
<b>Waste Management</b>	<p>Due to the nature of this facility, the refuse and recycling area is relatively small as no customers are permitted to leave any waste and there is only a small office / shop on site. The proposed refuse and recycling bins meet the specified storage requirements and the proposed collection point on Garman Rd is acceptable.</p> <p>.</p>	Noted, condition attached accordingly.
<b>Building Control</b>	From the plans submitted, the following queries have been raised;	Comments noted. Additional information submitted by the applicant in addressing the

Stakeholder	Question/Comment	Response
	<ol style="list-style-type: none"> <li>1. Please provide plans showing the Fire Brigade hose length runs to the furthest room.</li> <li>2. No cross corridor doors have been shown on the floor plans.</li> <li>3. No smoke detectors, alarms sounders, emergency lighting points, call points or exit signage indicated on plan.</li> <li>4. The distance of the relevant boundary, from each elevation, not indicated.</li> </ol>	<p>points raised. As such the Council's Building control service are reviewing these documents. If additional conditions are required – these will be reported through an addendum.</p> <p>The additional information shows that the Fire Brigade hose length runs to the furthest room, compartments sizes are below 2000 sqm therefore cross corridor door on plans are not required, provides details of smoke detectors, alarm sounders, emergency lighting points, call points or exit signage and provides the distance from the relevant boundary from each elevation.</p>
<p><b>Flood &amp; Water Management</b></p>	<p>Having reviewed the applicant's submitted Flood Risk Assessment document reference number 24318-HYD-XX-XX-RP-FR-000 dated 13<sup>th</sup> June 2022 along with Drainage Strategy document reference number Doc ref: 24318-HYD-XX-XX-RP-C-700 dated 1<sup>st</sup> August 2022 prepared by Hydrock Consultant, we are generally content with the overall methodology as mentioned within the above documents, subject to following planning conditions to be implemented regarding the Surface water Drainage Strategy and it's management and maintenance plan.</p> <p><b><u>Surface Water Drainage condition</u></b></p> <p>No development shall take place until a detailed Surface</p>	<p>Noted and conditions included as required.</p>

Stakeholder	Question/Comment	Response
	<p>Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate that :</p> <ul style="list-style-type: none"> <li>a) The surface water generated by this development for all the rainfall durations starting from 15 min to 10080 min (7 days not 1 day) and intensities up to and including the climate change adjusted critical 100 years storm can be accommodated and disposed of without discharging onto the highway and without increasing flood risk on or off-site.</li> <li>b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.</li> <li>c) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.</li> <li>d) 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.</li> </ul> <p><b>Reason: To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</b></p> <p><b><u>Management and Maintenance condition</u></b></p> <p>Prior to occupation of the development hereby approved,</p>	

Stakeholder	Question/Comment	Response
	<p>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><b>REASON: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system</b></p>	
<b>Pollution Air Quality</b>	<p>Having considered all the submitted supportive information, please be advised that we have no objection to the development in relation to AQ and Land Contamination but planning conditions are recommended should planning permission be granted considering the site is located on an unspecified factory work of medium risk and within a close proximity of other contaminated land use sites.</p>	Noted conditions attached.
<b>EXTERNAL</b>		
<b>Thames Water</b>	<p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021.</p> <p>Where the developer proposes to discharge to a public</p>	Noted, informative attached.



Stakeholder	Question/Comment	Response
	<p>sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.</p> <p><a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</a></p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p><a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-</a></p>	

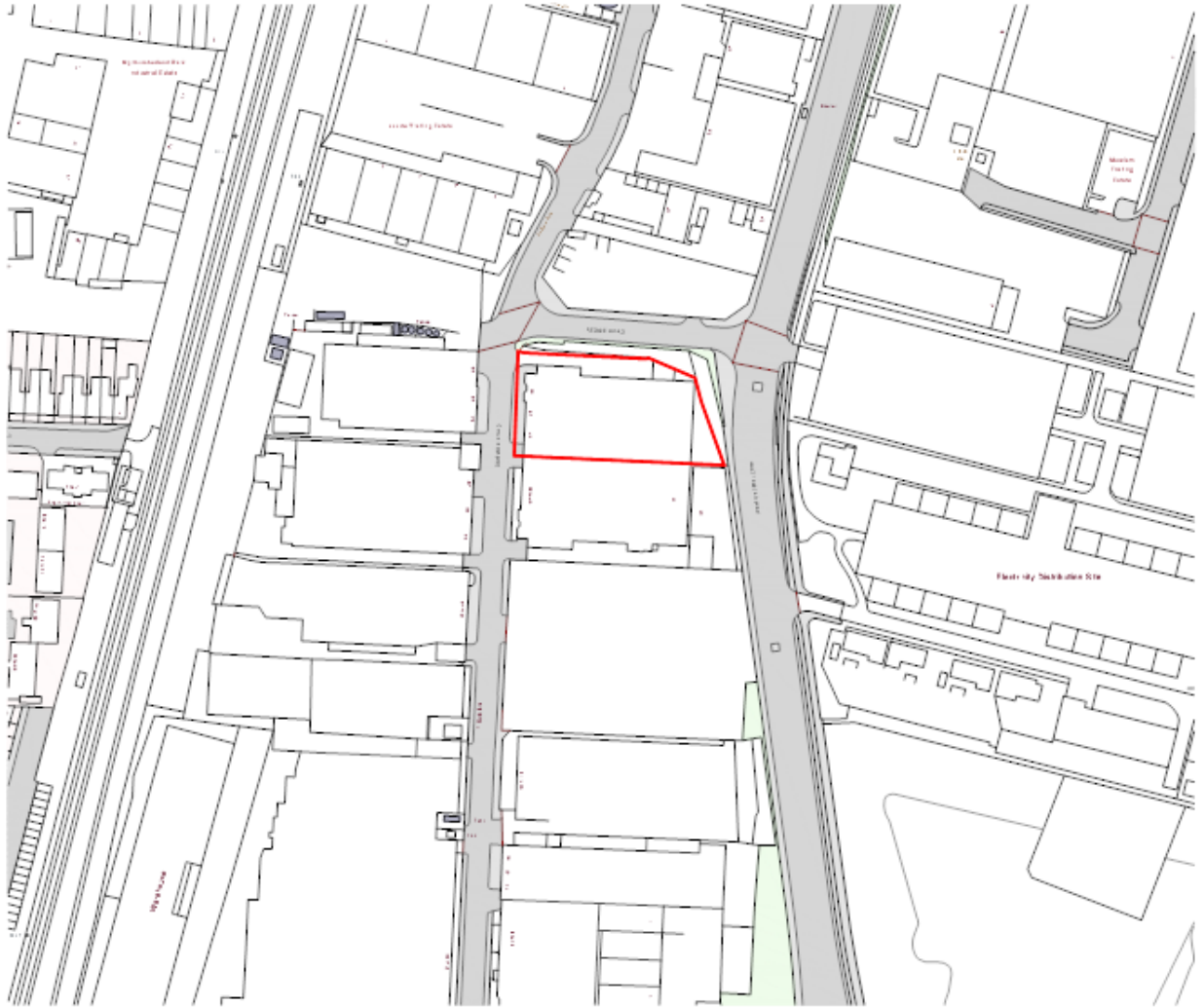
Stakeholder	Question/Comment	Response
	<p data-bbox="573 235 1356 302"><a href="#">our-pipes</a> Should you require further information please contact Thames Water.</p> <p data-bbox="573 345 1377 488">Email: <a href="mailto:developer.services@thameswater.co.uk">developer.services@thameswater.co.uk</a> 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 data-bbox="573 529 1377 813">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.</p> <p data-bbox="573 854 1377 1032">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 data-bbox="573 1073 821 1105">Water Comments</p> <p data-bbox="573 1146 1377 1399">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</p>	

Stakeholder	Question/Comment	Response
	<p>provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p><a href="https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</a></p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
<b>Cllr Bevan</b>	<p>Comments: I am the Cllr responsible for responding to planning issues within this ward, I have visited the above address and my comments are below and are based on my observations and local knowledge during my 20 years as a Cllr for this ward.</p> <p>In addition, I now refer to the MAYOR of London's Supplementary Planning Guidance in particular I would require that this proposal will comply with the above guidance standards and indeed building regulations.</p>	<p>Building Control concerns have been addressed.</p>

Stakeholder	Question/Comment	Response
	<p>I am seeking some uniformity in this development of this whole site, with the nearby adjacent sites that are also being developed. This to be considered prior to approval of this application and how this application would permit and enhance this aspiration.</p> <p>I would draw attention to the industrial estate on Leaside Road, N17 0QJ, the Mowlem estate which has recently been developed and is to a very high standard in many respects. I would request that this development achieve the same high standards, including the green fencing, which ensures to some extent that the site does not look like a prison site. Assuming of course that fencing will be required for this development</p> <p>I appreciate that this is an industrial site, but I refer to the need for improved design and attractiveness that is now required by Haringey and The Mayor of London for all applications.</p> <p>I note that the street scene at this location is very degraded the boundary with SEDGE ROAD Japanese knotweed issues, temporary eyesore metal fencing in place, been like this for many years. The whole street scene around this site needs to be upgraded, even more so considering the traffic issues at this corner junction, junction needs to be reconfigured.</p> <p>I have concerns that this aspiration for improved design has not been achieved with this application.</p>	<p>Design and comprehensive development addressed in para 6.5 – 6.5.11. The proposal reflects and complements existing permissions in Garman Road.</p> <p>A condition has been attached requiring details of fencing.</p> <p>A condition is attached requiring materials to be submitted for approval.</p> <p>High quality landscaping is proposed at the junction of Sedge Road and Watermead Way.</p>

**Appendix 2 Plans and Images**

**Location Plan**



**Aerial photo of the site and its surroundings**



**Photographic View – West Elevation**



**West Elevation**



**View of the existing north Sedge Road**





View from roundabout on north-west corner



West Elevation



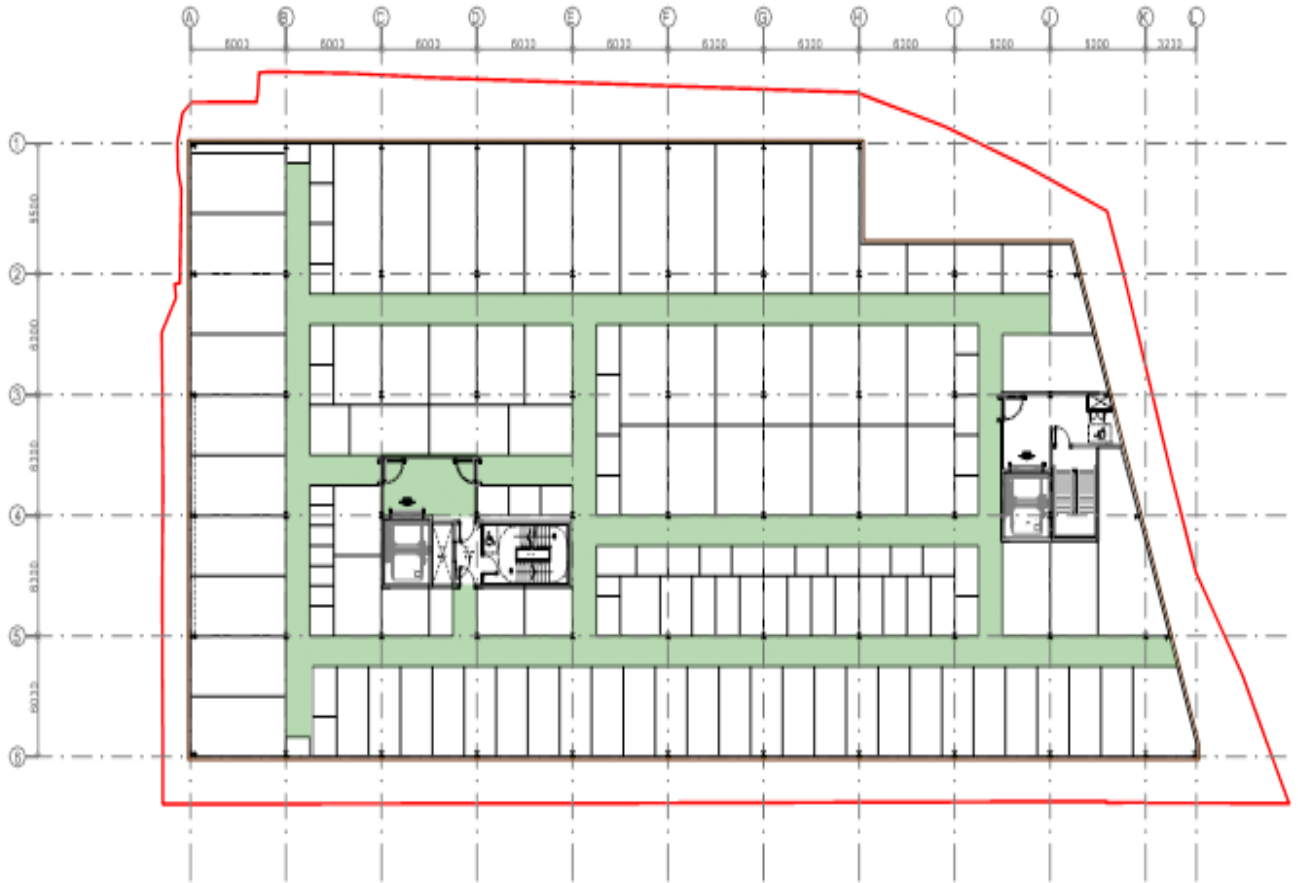
**Proposed Site Plan**



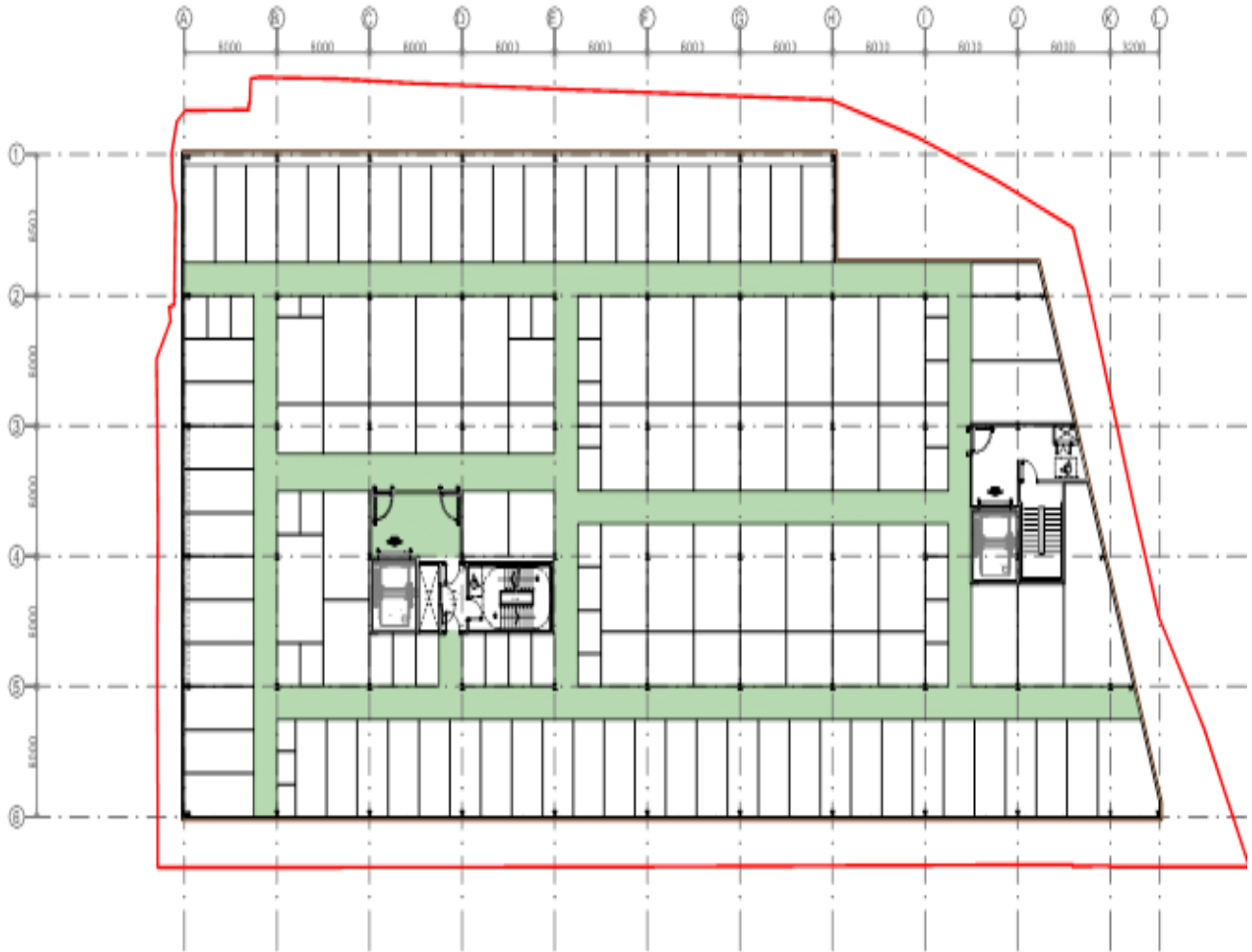
**Proposed Ground Floor**



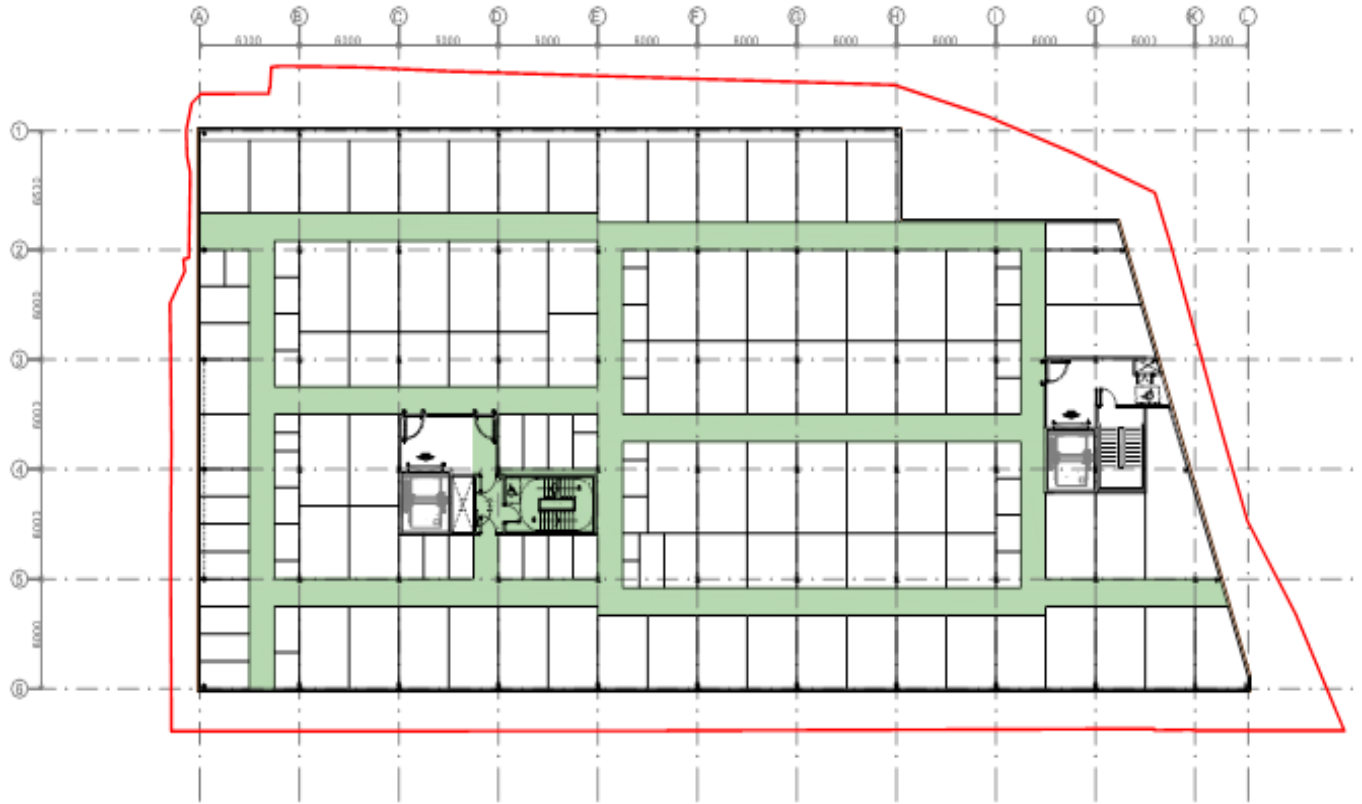
**Proposed First floor Plan**



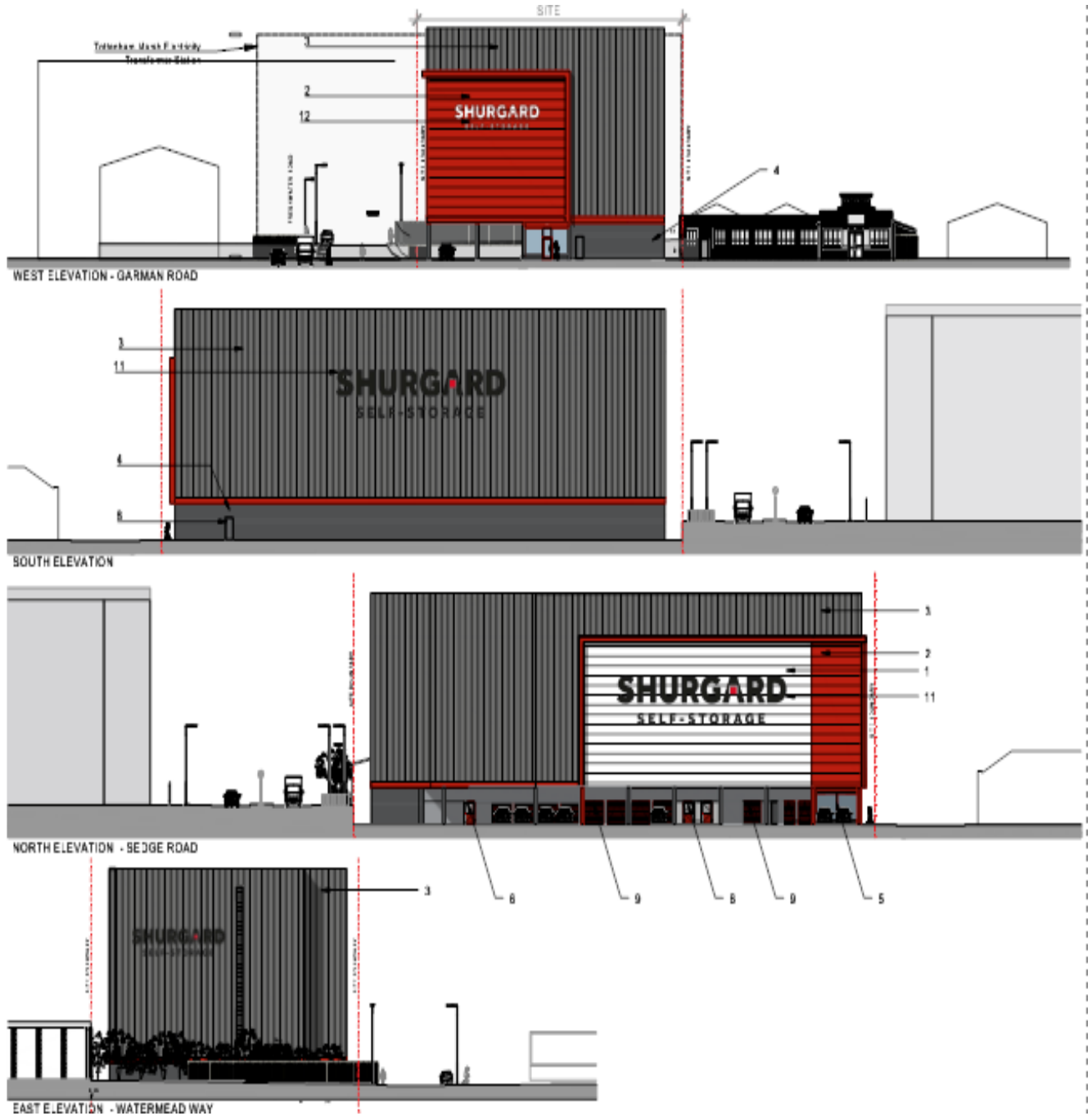
**Proposed Second Floor Plan**



**Third Floor Plan**

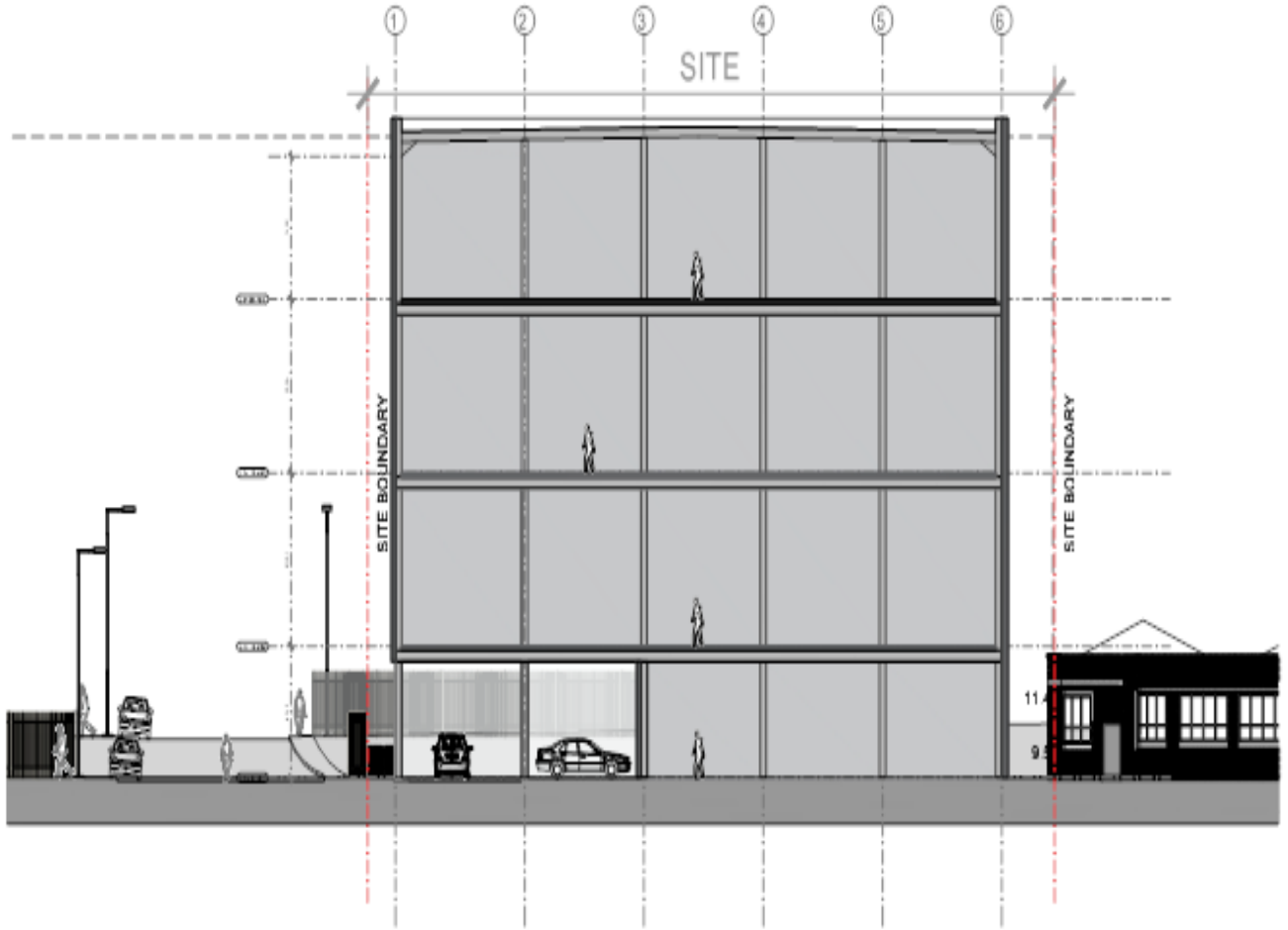


**Proposed Elevations**



**Proposed Cross Section Plan**





## Landscape Proposals



View from Watermead Way (looking South) Proposal is pink



**View from the Electricity Transformer station (looking W)**



View from Garman Road (looking S)



View from Watermead Way (looking NW)



View from Railway Line (looking E)



Aerial view from Northumberland Park railway station (looking NE)



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<b>Report for:</b>	<b>Planning Sub Committee Date: 16 January 2023</b>	<b>Item Number:</b>	<b>10</b>
<b>Title:</b>	<b>Update on major proposals</b>		
<b>Report Authorised by:</b>	<b>Robbie McNaugher</b>		
<b>Lead Officer:</b>	<b>John McRory</b>		
<b>Ward(s) affected:</b>  <b>All</b>	<b>Report for Key/Non Key Decisions:</b>		

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

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

## **2. Recommendations**

- 2.1 That the report be noted.

## **3. Background information**

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



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

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

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



Site	Description	Timescales/comments	Case Officer	Manager
<b>APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED</b>				
<b>109 Fortis Green, N2 HGY/2021/2151</b>	Full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 x residential flats and 4 mews houses and 131m2 flexible commercial space in ground/lower ground floor unit, basement car parking and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
<b>573-575 Lordship Lane, N22 HGY/2022/0011</b>	Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Chris Smith	John McRory
<b>Adj to Florentia Clothing Village Site, 108 Vale Road, N4 HGY/2022/0044</b>	Redevelopment of the site to provide four buildings comprising flexible light industrial floorspace (Class E) and storage and distribution units (Class B8), together with car and cycle parking, plant and all highways, landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	James Mead	Matthew Gunning
<b>15-19 Garman Road, N17 HGY/2022/0081</b>	Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and	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.		
<b>29-33 The Hale, N17</b> <b>HGY/2021/2304</b>	Redevelopment of site including demolition of existing buildings to provide a part 7, part 24 storey building of purpose-built student accommodation [PBSA] (Sui Generis); with part commercial uses [retail] (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.  Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
<b>Barbara Hucklesby Close, N22</b> <b>HGY/2022/0859</b>	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
<b>313-315 Roundway and 8-12 Church Lane, N17</b> <b>HGY/2022/0967</b>	Demolition of existing buildings and erection of a three to five storey building with new Class E floorspace at ground floor and residential C3 units with landscaping and associated works.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Chris Smith	Kevin Tohill
<b>Broadwater Farm, Tottenham, N17</b> <b>HGY/2022/0823</b>	Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E)	Members resolved to grant planning permission subject to the signing of legal agreement.	Chris Smith	John McRory

	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.	Negotiations on legal agreement are ongoing.		
<b>Woodridings Court, Crescent Road, N22</b> <b>HGY/2022/2354</b>	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.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
<b>St Ann's Hospital, St Ann's Road, N15</b> <b>HGY/2022/1833</b>	Circa 995 residential dwellings, commercial and community uses, retention of existing historic buildings, new public realm and green space, new routes into and through the site, and car and cycle parking.	Members resolved to grant planning permission subject to the signing of legal agreement.  Application referred to the Greater London Authority (GLA) for Stage 2 response.	Chris Smith	John McRory

<p><b>Land Rear of 2-14 Kerswell Close, N15</b>  <b>HGY/2022/2250</b></p>	<p>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 spaces, and enhancement of existing amenity space within the Kerswell Close Estate.</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement.</p>	<p>Gareth Prosser</p>	<p>Kevin Tohill</p>
<p><b>APPLICATIONS SUBMITTED TO BE DECIDED</b></p>				
<p><b>Brunel Walk, N15</b>  <b>HGY/2022/2723</b></p>	<p>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</p>	<p>Application submitted and under assessment. Likely to be reported to Members of the Planning Sub-Committee 16<sup>th</sup> January 2023</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p><b>44 Hampstead Lane, N6</b>  <b>HGY/2022/2731</b></p>	<p>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.</p>	<p>Application submitted and under assessment</p>	<p>Samuel Uff</p>	<p>John McRory</p>

	trees; amended boundary treatment; and associated works			
<b>Cross House, 7 Cross Lane, N8</b> <b>HGY/2021/1909</b>	Demolition of existing building; redevelopment to provide business (Class E(g)(iii)) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement, provision of 7 car parking spaces and refuse storage.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
<b>550 White Hart Lane, N17</b> <b>HGY/2022/0709</b>	Application for Variation / removal of condition 8 (Deliveries in respect of unit deliveries in respect of units 3, 4 and 5a as well as 1, 5b and 6) condition 22 (No loading/unloading outside units 3,4,& 5) and condition 23 (No loading/unloading of deliveries) attached to planning permission reference HGY/2014/0055	Application submitted and under assessment.	James Mead	John McRory
<b>550 White Hart Lane, N17</b> <b>HGY/2022/0708</b>	Application for Variation / removal of condition 1 (in accordance with the plans) condition 4 (Restriction of Use Class) and condition 6 (Deliveries) attached to planning permission reference HGY/2020/0100	Application submitted and under assessment.	James Mead	John McRory
<b>The Goods Yard and The Depot 36 &amp; 44-52 White Hart Lane (and land to the rear), and 867-879 High Road, N17</b> <b>HGY/2022/0563</b>	Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52	Application under assessment, further information to be provided by the applicant.  Revised version of scheme refused in November 2021 – which was appealed and the appeal upheld (allowed).	Philip Elliott	John McRory

	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.			
<b>Hornsey Police Station, 94-98 Tottenham Lane, N8</b> <b>HGY/2022/2116</b>	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
<b>45-47, Garman Road, London, N17</b> <b>HGY/2022/2293</b>	Redevelopment of the site to provide a self-storage facility (Use Class B8) with associated car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development.	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Kevin Tohill
<b>Former Petrol Filling Station</b> <b>76 Mayes road, N22</b> <b>HGY/2022/2452</b>	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
<b>Omega Works, Hermitage Rd, N4</b>	36 homes above ground floor commercial units	Application submitted and under assessment	Phil Elliott	John McRory

<p><b>(Only part of the site allocation – Omega B)</b></p> <p><b>HGY/2022/4064</b></p>				
<p><b>30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8</b></p> <p><b>HGY/2022/3846</b></p>	<p>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.</p>	<p>Application submitted and under assessment.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p><b>Wat Tyler House, Boyton Road, Hornsey, London, N8</b></p> <p><b>HGY/2022/3858</b></p>	<p>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.</p>	<p>Application submitted and under assessment.</p>	<p>James Mead</p>	<p>John McRory</p>
<p><b>175 Willoughby Lane London, N17</b></p> <p><b>HGY/2022/0664</b></p>	<p>Redevelopment of vehicle storage site for industrial uses (seven medium-large warehouse units)</p>	<p>Application submitted and under assessment.</p>	<p>Sarah Madondo</p>	<p>Kevin Tohill</p>
<p><b>798-808 High Road, N17</b></p> <p><b>HGY/2022/1642</b></p>	<p>Section 73 application for a minor material amendment to the planning permission (ref: HGY/2020/1584) for the erection of a four storey building with flexible A1/A2/A3/B1/D1/D2 uses; external alterations to 798-808 High Road; change</p>	<p>Application submitted and under assessment</p>	<p>Samuel Uff</p>	<p>John McRory</p>

	of use of 798-808 High Road to a flexible A1/A2/A3/B1/D1/D2 uses; demolition of rear extensions to Nos. 798, 800-802, 804-806, 808 and 814 High Road; erection of new rear extensions to Nos. 798, 800-802, 804-806 and 808 High Road; hard and soft landscaping works; and associated works.			
<b>590-598 Green Lanes, N8</b>	Section 73 application for a minor material amendment to the planning permission (ref: HGY/2016/1807) granted on 9 December 2016 for the demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units	Application submitted and under assessment.	Samuel Uff	John McRory
<b>Drapers Almshouses, Edmansons Close, Bruce Grove, N17</b>  <b>TBC – (invalid) additional information required</b>	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
<b>IN PRE-APPLICATION DISCUSSIONS</b>				
<b>Civic Centre, Wood Green, High Road, N22</b>	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



<b>679 Green Lanes, N8</b>	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 held 18/11	Samuel Uff	John McRory
<b>505-511 Archway Road, N6</b>	Council House scheme 16 units	PPA in place with ongoing meetings	Mark Chan	Matthew Gunning
<b>Mecca Bingo, 707-725 Lordship Lane, N22</b>	Student accommodation, homes for rent and commercial uses	Initial pre-application held in November 2022.	Chris Smith	John McRory
<b>Berol Quarter Berol Yard, Ashley Road, N17</b>	<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

<b>Printworks 819-829 High Road, opposite the junction with Northumberland Park and just east of the Peacock Industrial Estate, N17</b>	Potential change to student accommodation	Initial pre-app meeting held	Phil Elliott	John McRory
<b>50 Tottenham Lane, Hornsey, N8</b>  <b>Council Housing led project</b>	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning
<b>Sir Frederick Messer Estate, South Tottenham, N15</b>  <b>Council Housing led project</b>	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
<b>Reynardson Court, High Road, N17</b>  <b>Council Housing led project</b>	Refurbishment and /or redevelopment of site for residential led scheme – 10 units.	Pre-application discussions taking place	TBC	John McRory
<b>Arundel Court and Baldewyne Court, Lansdowne Road, N17</b>	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	Pre-application discussions taking place	Kwaku Bossman-Gyamera	Kevin Tohill

<b>Council Housing led project</b>	units with associated improvements to the surrounding area.			
<b>Gourley Triangle, Seven Sisters Road, N15</b>	Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space.	Pre-app meetings held. QRP review held. GLA meeting held.  Discussions ongoing.	Chris Smith	John McRory
<b>Highgate School, North Road, N6</b>	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
<b>25-27 Clarendon Road, N22</b>	Residential-led redevelopment of site, including demolition of existing buildings.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
<b>Selby Centre, Selby Road, N17</b>	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory
<b>Ashley House and Cannon Factory, Ashley Road, N17</b>	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
<b>Warehouse living proposals: Corner of Eade Road and Seven Sisters Road, N16</b>	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

<b>Warehouse living proposals: Overbury Road and Eade Road, Arena Design Centre, Haringey Warehouse District, N16</b>	Warehouse Living and other proposals across 2 sites.	Draft framework presented for Overbury/Eade Road Sites.  Discussions continuing.	Chris Smith	John McRory
<b>Warehouse living proposal – Omega Works, Hermitage Road, Warehouse District, N4</b>	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide a mix of commercial spaces, warehouse living and C3 residential.	Pre-application discussions ongoing.	Chris Smith	John McRory
<b>142-147 Station Road, N22</b>	Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.	Pre-application discussions ongoing	TBC	John McRory
<b>Osborne Grove Nursing Home/ Stroud Green Clinic  14-16 Upper Tollington Park N4</b>	Demolition of a 32 bed respite home and clinic building. Erection of a new 70 bed care home and 10 studio rooms for semi-independent living, managed by the care home. Separate independent residential component comprising a mix of twenty self-contained 1 and 2 bedroom flats for older adults, planned on Happi 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
<b>The Braemar Avenue Baptist Church,</b>	Demolition of dilapidated church hall, to allow construction of part 3, part 4 storey building	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory

<b>Braemar Avenue, N22</b>	(over basement) comprising new church hall extensions (204m <sup>2</sup> ) and 15 flats. Internal and minor external alterations to adjacent listed church, together with landscaping improvements.			
<b>Pure Gym, Hillfield Park, N10</b>	Demolition of existing building and redevelopment with gym and residential units on upper floors	Pre-app advice note issued.	Valerie Okeiyi	John McRory
<b>(Part Site Allocation SA49) Lynton Road, N8</b>	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	TBC	John McRory
<b>157-159 Hornsey Park Road, N8</b>	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 154m <sup>2</sup> 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
<b>139 - 143 Crouch Hill, N8</b>	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

<b>Former Clarendon Gasworks, Mary Neuner Road, N8</b>	Reserved Matters Phase 4 (H blocks).	Reserved matter discussions taking place	Valerie Okeiyi	John McRory
<b>Parma House Clarendon Road (Off Coburg Road), N22</b>	14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020).	Pre-app advice issued.	Valerie Okeiyi	John McRory
<b>Ashley House, 235-239 High Rd, N22</b>	Demolition and rebuild as 20 storey tower for 90 units, with office space.	Pre-app meetings held and advice note issued.	Samuel Uff	John McRory
<b>36-38 Turnpike Lane, N8</b>	Erection of 9 residential flats and commercial space at ground floor. (Major as over 1000 square metres).  (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-application report issued.	Tania Skelli	John McRory
<b>1 Farrer Mews, N8</b>	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Second pre-application meeting arranged following revised scheme	Tania Skelli	John McRory
<b>356-358 St. Ann's Road &amp; 40 Brampton Road, N15</b>	Demolition of two buildings on corner of St. Ann's Rd and of coach house and end of terrace home on Brampton Rd and replacement with increased commercial and 9 self-contained homes.	Pre-application meeting held 30/07.  No discussions since	Phil Elliott	John McRory
<b>Wood Green Corner Masterplan, N22</b>	Masterplan for Wood Green Corner, as defined in draft Wood Green AAP as WG SA2 (Green	Pre-app advice issued. Discussions to continue.	Samuel Uff	John McRory

	Ridings House), SA3 (Wood Green Bus Garage) and SA4 (Station Road Offices).			
<b>13 Bedford Road, N22</b>	Demolition of existing building and the erection of a part five part six storey building to provide 257 sq. m retail space on the ground floor with 18 flats with associated amenity space 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
<b>Land to the rear of 7-8 Bruce Grove, N17</b>	Redevelopment of the site to provide new residential accommodation	Pre-app advice note issued.	Valerie Okeiyi	John McRory
<b>Major Application Appeals</b>				
<b>Goods Yard / Depot White Hart Lane N17</b>	Proposal to amend previous proposals for Goods Yard and 867- 879 High Road  Part of High Road West Masterplan Area.	Application refused, appeal submitted and allowed		Robbie McNaugher & John McRory

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## Decisions for committee

As of 2023-01-06 10:07:40 Greenwich Mean Time/GMT • Generated by Ahmet Altinsoy

### Filtered By

Show: All planning applications

Date Field: Decision Notice Sent Date equals Custom (28/10/2022 to 31/12/2022)

Planning Application: Record Type equals Planning Application,Planning Notification,Planning Other

Planning Application: Planning Application Name contains HGY

Wards	Application Type	Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Lawful development: Proposed use	HGY/2022/4021	Permitted Development	07/12/2022	251, Albert Road, Wood Green, London, N22 7XL	Certificate of lawfulness proposed for the erection of porch, rear extension, dormer with installation of velux rooflights and outbuilding.	Michelle Meskill
Alexandra Park	Full planning permission	HGY/2022/2246	Approve with Conditions	29/11/2022	162, Victoria Road, Wood Green, London, Haringey, N22 7XQ, London	Erection of single storey rear infill extension with bi-fold doors	Mercy Oruwari
Alexandra Park	Full planning permission	HGY/2022/2125	Approve with Conditions	02/12/2022	Flat 2, 18, Donovan Avenue, London, N10 2JX	Ground floor rear extension to ground floor flat	Toby Williams
Alexandra Park	Full planning permission	HGY/2022/2795	Approve with Conditions	15/12/2022	Flat B, 68, Muswell Road, London, N10 2BE	Ground floor rear extension	Sabelle Adjagboni
Alexandra Park	Full planning permission	HGY/2022/2813	Approve with Conditions	12/12/2022	112, Crescent Road, London, N22 7RZ	Formation of dormer roof extensions to the main rear roof slope and to the outrigger roof slope with 2No. rooflights to the front slope, to create a Loft Conversion to existing first floor flat	Zara Seelig
Alexandra Park	Full planning permission	HGY/2022/2548	Approve with Conditions	28/11/2022	13, Palace Court Gardens, London, N10 2LB	Erection of ground floor rear extension, rear first floor reconfiguration including minor rear extension, along with the formation of a rear dormer and hip to gable extension.	Mercy Oruwari
Alexandra Park	Full planning permission	HGY/2022/1334	Approve with Conditions	29/11/2022	89, Princes Avenue, London, N22 7SB	Extend existing dormer over rear addition roof	Neil McClellan
Alexandra Park	Full planning permission	HGY/2022/2712	Approve with Conditions	29/11/2022	55, Albert Road, London, N22 7AA	Replacement of existing first floor side and rear windows, including the reinstatement of a blocked up window and installation of a rooflight.	Mercy Oruwari

Alexandra Park	Householder planning permission	HGY/2022/3898	Approve with Conditions	20/12/2022	170, Victoria Road, Wood Green, London, N22 7XQ	Single storey rear extension	Zara Seelig
Alexandra Park	Lawful development: Proposed use	HGY/2022/3847	Permitted Development	14/12/2022	179, Victoria Road, Wood Green, London, N22 7XH	Installation of an Air Source Heat Pump All works to be in accordance with Microgeneration Certification Scheme Planning Standards (MCS 020). The proposed works are designed in full accordance with all sections and policies stipulated in the Permitted Development Rights for Householders - Technical Guidance, issued by the UK Government, and as such the proposed development is lawful.	Zara Seelig
Alexandra Park	Householder planning permission	HGY/2022/3877	Approve with Conditions	19/12/2022	21, Elgin Road, Hornsey, London, N22 7UE	Six standard domestic solar PV panels to be erected on top of the rear flat roof, arranged in two rows of three. The top of the panels will extend above the highest point of the roof, and will be slightly visible from the rear of the property (abutting gardens) but not from the front. The panels are for the supply of electricity to the property itself, with any unused generation to be exported to the distribution grid. A full electrical survey has been completed to ensure safety of installation.	Oskar Gregersen
Alexandra Park	Full planning permission	HGY/2022/4012	Approve with Conditions	23/12/2022	6, to 20 Crescent Road, London, N22 7RS	Replacement entrance doors to upper floor residential flats across properties 6 - 20 Crescent Road, with new glazed entrance doors.	Oskar Gregersen
Alexandra Park	Works to trees in Conservation Area	HGY/2022/4052	No Objections	21/12/2022	123, Rosebery Road, Hornsey, London, N10 2LD	T1: Sycamore (14m): Crown reduce by 2m due to close proximity to building and fence T2: Sycamore (12m): Fell due to die back T3: Sycamore (8m): Fell as it is a poor specimen Trees are located in Parham Way just outside the boundary of 123 Rosebery Road (Works to T4 Ash will be considered separately under application reference HGY/2022/4080 as the tree is protected by a Tree Preservation Order)	James Argles

Alexandra Park	Works to trees in Conservation Area	HGY/2022/4133	No Objections	21/12/2022	55 Rosebery Road, Hornsey, London, N10 2LE	T1- Neighbours Oak tree- (12m) prune overhanging branches back to boundary with poles from ground level. T2- Ash tree near house (12m)- crown reduction back to previous pruning points (approximately two metres reduction), reduce height of Ivy by 1.5m. T3- Ash tree (10m)- light reduction of up to 1.5m, reduce height of Ivy by 1.5m.	James Argles
Alexandra Park; South Tottenham	Full planning permission	HGY/2022/4276		30/11/2022	3 & 3a Curzon Road, N10 2RB	?Conversion to 3 self-contained flats and erection of 3 storey extension at rear with associated works.'	
Bounds Green	Full planning permission	HGY/2022/2008	Approve with Conditions	28/11/2022	76, Woodfield Way, London, N11 2NT	Erection of single storey rear extension and first floor rear extension	Laina Levassor
Bounds Green	Lawful development: Proposed use	HGY/2022/3499	Approve	30/11/2022	66, Myddleton Road, London, N22 8NW	Certificate of lawfulness for the proposed occasional use of part of the flat for the operation of a home based online private vehicle hire service.	Michelle Meskell
Bounds Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4118	Refuse	08/12/2022	17 Cornwall Avenue, Wood Green, London, N22 7DA	Erection of single storey extension which extends beyond the rear wall of the original house by 5.1m, for which the maximum height would be 3.7m and for which the height of the eaves would be 3m	Laina Levassor
Bruce Castle	Full planning permission	HGY/2022/4028	Approve with Conditions	19/12/2022	25 Flat B, Forest Gardens, Tottenham, London, N17 6XA	CONVERSION OF THE LOFT SPACE TO CREATE ADDITIONAL LIVING SPACE & THE INSERTION OF 2 No. REAR DORMERS	Oskar Gregersen
Bruce Castle	Consent to display an advertisement	HGY/2022/2783	Approve with Conditions	29/11/2022	Atm Site, 311, The Roundway, London, N17 7AB	Installation of 5m pole sign	Kwaku Bossman-Gyamera
Bruce Castle	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/2811	Refuse	05/12/2022	59 Creighton Road, Tottenham, London, N17 8JU	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.7m and for which the height of the eaves would be 2.9m	Laina Levassor
Crouch End	Full planning permission	HGY/2022/2592	Approve with Conditions	28/11/2022	Flat 1, 116, Crouch Hill, London, N8 9DY	The construction of a single storey timber clad contemporary garden building.	Ben Coffie
Crouch End	Full planning permission	HGY/2022/1418	Approve with Conditions	13/12/2022	North Middlesex Cricket Lawn Tennis And Bowls Club, Crouch End Playing Fields, Park Road, London, N8 8JP	Replacement ball stop netting along east and south boundary of cricket field (re-consultation)	James Mead
Crouch End	Full planning permission	HGY/2022/3568	Approve with Conditions	12/12/2022	1, Wychwood End, London, N6 5ND	Alterations to the existing rear extension to increase footprint and height	Laina Levassor

Crouch End	Full planning permission	HGY/2022/2690	Approve with Conditions	22/12/2022	67, Shepherds Hill, London, N6 5RE	Erection of single storey rear extension, incorporation of railings to existing balcony, new/replacement windows, new/replacement rooflights, new cabrio rooflight, blocking up of windows, addition of doors and provision of new rear patio area. Works to front garden, including: erection of new wall and gate to street boundary, erection of new retaining wall to parking area, creation of new steps and other landscaping works.	James Mead
Crouch End	Lawful development: Existing use	HGY/2022/0718	Approve	14/12/2022	8, Aubrey Road, London, N8 9HH	Certificate of lawfulness for the existing use of the basement, ground floor and first floor as a single self-contained flat.	Martin Cowie
Crouch End	Approval of details reserved by a condition	HGY/2022/2686	Approve	01/12/2022	Hillside, 74, Crouch End Hill, London, N8 8DN	Approval of details reserved by a condition: Condition 5 - Cycle Parking, Condition 6 - Refuse	Oskar Gregersen
Crouch End	Approval of details reserved by a condition	HGY/2022/2685	Approve	01/12/2022	Hillside, 74, Crouch End Hill, London, N8 8DN	Approval of details pursuant to conditions 3 (Materials) and 4 (Construction Method Statement) attached to planning permission HGY/2021/1971.	Oskar Gregersen
Crouch End	Householder planning permission	HGY/2022/3895	Approve with Conditions	21/12/2022	Thirsk Cottage, Stanhope Road, Hornsey, London, N6 5DE	Alterations to the front perimeter elevation including the replacement of the existing garage door, replacement driveway entrance, fencing and gate at front boundary. Alterations to the perimeter boundary wall include the replacement of a timber fence with brick wall and paint treatment to the new and existing boundary wall. At front elevation, the replacement of the existing front elevation porch, replacement of existing front elevation window with enlarged timber framed window and the construction of a dormer window to the front roof slope. At ground level, the replacement of existing render with brick slips. At roof level, alterations to existing rooflights & installation of 5 new rooflights. At rear elevation, the replacement of 2 existing doors and the erection of a single storey rear extension with associated rear landscaping.	Laina Levassor

Crouch End	Lawful development: Proposed use	HGY/2022/3841	Permitted Development	15/12/2022	49, Glasslyn Road, Hornsey, London, N8 8RJ	Certificate of lawfulness for the installation of an external Air Source Heat Pump (ASHP) located on the side wall of the property in the side passageway - proposed use.	Mercy Oruwari
Crouch End	Approval of details reserved by a condition	HGY/2022/4396	Approve	15/12/2022	163, Tottenham Lane, London, N8 9BT, London	Approval of details pursuant to Condition 27 (Secured by design) attached to planning permission HGY/2019/0748	Philip Elliott
Crouch End	Works to trees in Conservation Area	HGY/2022/4078	No Objections	23/12/2022	38-40 Stanhope House, Shepherds Hill, Hornsey, London, N6 5RR	T5 Ash - 2 Ash trees located in the back garden of the property in the corner of the car park - trees a very leggy and have a tall spread, trees have quite a lot of deadwood in their crowns, they do have a lot of stress on some of the limbs with the weight of the end of the limbs - crown reduce by a round 4m to bring the trees in and get them back into shape and proportion. T6 - White Beam - tree is located next to the Ash trees T5 - crown reduce tree by around 2m to reshape tree. (Works to T1 - T4 will be considered under HGY/2022/4077 as these trees are protected by Tree Preservation Orders)	James Argles
Fortis Green	Full planning permission	HGY/2022/2469	Approve with Conditions	08/12/2022	37, Fortismere Avenue, London, N10 3BN	Erection of single storey rear extension and addition of side windows/door.	James Mead
Fortis Green	Full planning permission	HGY/2022/2188	Approve with Conditions	29/11/2022	First Floor Flat, 20, Woodberry Crescent, London, N10 1PH	Roof extension including two side roof dormers and a rear dormer window.	Mark Chan
Fortis Green	Lawful development: Proposed use	HGY/2022/3493	Refuse	07/12/2022	6, Creighton Avenue, London, N10 1NU	Certificate of Lawfulness for the proposed erection of a single storey rear extension, roof extension including a front rooflight, a rear dormer and hip to gable extension, erection of a rear outbuilding, and replacement of rear and side windows.	Mark Chan
Fortis Green	Full planning permission	HGY/2022/2076	Approve with Conditions	05/12/2022	1, Ringwood Avenue, London, N2 9NT	Demolition of existing detached house and erection of a new three-storey detached house. Associated amenity space including refuse storage and provision of 2no off-street parking spaces.	Ben Coffie
Fortis Green	Full planning permission	HGY/2022/2478	Approve with Conditions	30/11/2022	53, Coniston Road, London, N10 2BL	Single storey side infill extension, loft conversion with rear dormer, roof windows, and gable window on front elevation, roof terrace on rear outrigger with glazed guarding, and associated internal works.	Zara Seelig

Fortis Green	Full planning permission	HGY/2022/3563	Approve with Conditions	08/12/2022	22, Fordington Road, London, N6 4TJ	Erection of single storey rear extension	Laina Levassor
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/2737	Not Required	28/11/2022	10, Ringwood Avenue, London, N2 9NS	Erection of single storey extension which extends beyond the rear wall of the original house by 8m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Oskar Gregersen
Fortis Green	Works to trees in Conservation Area	HGY/2022/4020	No Objections	21/12/2022	Tetherdown Primary School, Grand Avenue, Hornsey, London, N10 3BP	Lower Playground: Quince (T1) ? minor reduction of crowns volume Cherry Plum (T2) ? reduce crown by 1m, lift crown to above 2 meters from ground level Norway maple (T3) ? reduce crown by 2m on all aspects. Crab Apple Trees (T4, T5) ? reduce crown by 2m on all aspects. Quince (T6) ? reduce by 30% Field maple (T7) ? reduce by 30% Goat Willow (T8) ? prune back to the boundary line on the neighbours' side and reduce remaining crown by 2.5m. Upper Playground: Ash (T9) ? reduce crown by 2m on all aspects. Ash (T10) ? reduce crown by 3m on all aspects. Plum (T11) ? prune back to the boundary line, reduce remaining crown by 2m on all aspects. Ash (T12) - fell. It is leaning over the neighbour's garden and has decay at the base. Cherry Tree (T13) ? reduce canopy by 2m on all aspects. Hawthorn (T14) ? reduce by 2m on all aspects. Hawthorne (T15) ? Reduce height by 4 meters and sides by 2m. There is dieback in the crown. Norway maple (T16) ? re-pollard Lime (T17) ? re-pollard Cherry (T18) ? cutback from the building Maple (T19) ? re-pollard Plum (T20) - reduce back to previous cuts. All of the work is part of routine maintenance and good arboricultural practice.	James Argles
Fortis Green	Works to trees in Conservation Area	HGY/2022/4144	No Objections	21/12/2022	55 Muswell Avenue, Hornsey, London, N10 2EH	T1: Prunus (10m): Remove large overextending branch into 57 to reduce risk of failure and to allow more light into the garden for plantings	James Argles
Fortis Green	Works to trees in Conservation Area	HGY/2022/4143	No Objections	21/12/2022	57 Muswell Avenue, Hornsey, London, N10 2EH	T1: Hazel (5.5m): Crown reduce by 0.5m to keep tree at a size suitable for its location	James Argles

Fortis Green	Works to trees in Conservation Area	HGY/2022/4145	No Objections	21/12/2022	36 Barnard Hill, Hornsey, London, N10 2HB	T22: Sycamore (16m): Crown reduce by 2m due to overextending branches over garages T23: Elder (7m): Fell due to close proximity to garage and to prevent branches snapping over garages roof G17: Group of self-seeded ash (trunks are up to 150mm in diameter) (9m): Fell due to close proximity to garages and if left to grow unmanaged, there is a future risk of them causing damage to the garages	
Fortis Green	Works to trees in Conservation Area	HGY/2022/4152	No Objections	21/12/2022	Flat 5, Habiba House, 38 Colney Hatch Lane, Hornsey, London, N10 1DU	Prunus domestica (Plum) - Remove lowest limb over lawn, reduce remaining crown by 3m to rebalance Laurel hedge - Reduce by 50% and trim to leave box form	James Argles
Fortis Green	Works to trees in Conservation Area	HGY/2022/4082	No Objections	21/12/2022	12-14 Alexandra Park Road, Hornsey, London, N10 2AB	2 x Lime trees: pollard to stem leaving standing trunks only to regenerate new pollard 4 x Damson trees: reduce crowns by 25-30% and prune branches 1.5m length	James Argles
Harringay	Full planning permission	HGY/2022/3983	Approve with Conditions	22/12/2022	Finsbury Park, Finsbury Gate, Green Lanes, Hornsey, London, N4 1BZ	Installation of a 30ft by 90ft polytunnel with irrigation.	Oskar Gregersen
Harringay	Full planning permission	HGY/2022/3484	Approve with Conditions	07/12/2022	22, Frobisher Road, London, N8 0QX	Erection of first floor rear extension, alterations to existing ground floor extension including replacement of rear glazing, replacement of flat roof with sloped roof, insertion of 3 rooflights and raised parapet walls.	Laina Levassor
Harringay	Full planning permission	HGY/2022/2745	Approve with Conditions	30/11/2022	49, Beresford Road, London, N8 0AL	Provision of a loft extension to the rear outrigger	Ben Coffie
Harringay	Full planning permission	HGY/2022/2804	Approve with Conditions	22/12/2022	61, Hewitt Road, London, N8 0BS	Erection of mansard roof extension to the rear roof and outrigger.	Mark Chan
Harringay	Full planning permission	HGY/2022/2442	Approve with Conditions	30/11/2022	101, Lausanne Road, London, N8 0HL	Loft conversion with a rear dormer, and two rooflights at the front.	Daniel Kwasi
Harringay	Full planning permission	HGY/2022/2547	Approve	05/12/2022	Flat B, 38, Mattison Road, London, N4 1BD	Erection of rear dormer, roof extension including the insertion of additional 1x front/ 1x rear rooflights and creation of rear roof terrace.	Mercy Oruwari
Harringay	Full planning permission	HGY/2022/2679	Refuse	06/12/2022	Flat 7, 345, Wightman Road, London, N8 0NA	Proposed metal fire escape stairs to the rear garden. with tilt and turn window to flat 7.	Oskar Gregersen
Harringay	Lawful development: Proposed use	HGY/2022/2430	Permitted Development	29/11/2022	85, Falkland Road, London, N8 0NS	Certificate of lawfulness: proposed use for an L shaped dormer with rooflights on front slope	Daniel Kwasi

Harringay	Full planning permission	HGY/2022/1846	Approve with Conditions	08/12/2022	509, Green Lanes, London, N4 1AN	Conversion of existing first floor from retail backroom into a two bedroom flat and formation of a new external access.	Mercy Oruwari
Harringay	Lawful development: Proposed use	HGY/2022/3868	Permitted Development	16/12/2022	31, Mattison Road, Hornsey, London, N4 1BG	Certificate of lawfulness for a proposed rear dormer extension.	Ben Coffie
Harringay	Householder planning permission	HGY/2022/3859	Approve with Conditions	12/12/2022	8, Atterbury Road, Hornsey, London, N4 1SG	Erection of a single storey rear extension, construction of a roof extension involving hip to gable, rear dormer window and 3no front facing rooflights to facilitate loft conversion and infill extension to adjoin existing garage to main dwelling.	Laina Levassor
Harringay	Prior notification: Development by telecoms operators	HGY/2022/3587	No Objections	13/12/2022	Coliseum, 10 Salisbury Promenade, Green Lanes, Hornsey, London, N8 0RX	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposed installation comprises adding 6 ERS?s on existing gantry poles, 3 BOBs on existing gantry poles, 1 GPS node on existing gantry pole. Removal of 3 RRUs and 3 MHAs. Swap out of cabinet within equipment room.	Kwaku Bossman-Gyamera
Harringay	Approval of details reserved by a condition	HGY/2022/3871	Approve	19/12/2022	677, Queens Head, Green Lanes, Hornsey, London, N8 0QY	Approval of details pursuant to condition 6 (Central dish/Aerial System) attached to planning reference HGY/2019/2745	Sarah Madondo
Harringay	Non-Material Amendment	HGY/2022/3998	Approve	02/12/2022	92 Flat A, Allison Road, Hornsey, London, N8 0AS	Non-Material amendment to planning permission HGY/2020/0151 to change single storey rear extension by way of: omitting a rooflight, door opening to rear elevation altered, slightly narrower and higher (size 2200mm wide x 2300mm high), window to side elevation moved to the left (looking from outside approx. 810mm, same width approx. 900mm and approx. 200mm higher, proposed height 1260mm) and increase to the external patio finish floor level of approx. 200mm to align with internal level.	Matthew Gunning
Hermitage & Gardens	Full planning permission	HGY/2022/2798	Approve with Conditions	02/12/2022	30, Hermitage Road, London, N4 1LY	Proposed single storey rear side infill extension	Sabelle Adjagboni



Hermitage & Gardens	Lawful development: Proposed use	HGY/2022/3526	Permitted Development	05/12/2022	60, Roseberry Gardens, London, N4 1JL	Certificate of lawfulness for erection of a rear dormer and roof extension including the relocation of 1x front rooflight and installation of 1x new front and 1x and 1x rear rooflights - proposed use	Mercy Oruwari
Hermitage & Gardens	Lawful development: Proposed use	HGY/2022/3536	Permitted Development	07/12/2022	5, Portland Gardens, London, N4 1HU	Certificate of lawfulness for the proposed erection of a rear dormer and the installation of rooflights to the front roof slope.	Michelle Meskill
Hermitage & Gardens	Lawful development: Proposed use	HGY/2022/3902	Permitted Development	29/11/2022	47, Oakdale Road, Tottenham, London, N4 1NU	Certificate of lawfulness proposed use for the erection of rear dormer with the installation of front velux rooflights.	Michelle Meskill
Hermitage & Gardens	Prior notification: Development by telecoms operators	HGY/2022/4438	No Objections	23/12/2022	67-109 Warwick Gardens, Tottenham, London, N4 1JD	Formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications apparatus, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposed works comprise: The installation of 6no. antenna apertures, 4no. 600mm dishes and 8no. equipment cabinets at rooftop level, along with development ancillary thereto.	Kwaku Bossman-Gyamera
Highgate	Approval of details reserved by a condition	HGY/2022/2741	Approve	19/12/2022	Branksome, Courtenay Avenue, London, N6 4LP	Approval of details pursuant to condition 3 (Car stacker), 9 (Living roofs) and 11 (Landscaping) attached to planning permission ref: HGY/2021/1190 dated 6/10/2021 and as amended by ref: HGY/2021/3129 dated 15/11/2021 for the demolition of the existing dwelling house and erection of replacement dwelling house, including accommodation at basement, ground, first floor and roof levels with associated landscaping to front and rear garden areas.	Tania Skelli
Highgate	Lawful development: Proposed use	HGY/2022/3481	Permitted Development	28/11/2022	12, Bancroft Avenue, London, N2 0AS	Certificate of lawfulness for the erection of two storey rear extension with rear and side roof extension.	Michelle Meskill
Highgate	Lawful development: Proposed use	HGY/2022/3482	Permitted Development	15/12/2022	12, Bancroft Avenue, London, N2 0AS	Certificate of lawfulness for the proposed construction of an outbuilding for use incidental to the enjoyment of the main dwelling.	Michelle Meskill
Highgate	Full planning permission	HGY/2022/2756	Approve with Conditions	06/12/2022	Tor House, 27, Shepherds Hill, London, N6 5QL	Installation of 1 no. new gas riser to the rear (south) and side (east) elevation of Tor House	Ben Coffie

Highgate	Lawful development: Proposed use	HGY/2022/3537	Permitted Development	08/12/2022	43, Stanhope Gardens, London, N6 5TT	Certificate of lawfulness: proposed use for the construction of an outbuilding in the rear garden	Sabelle Adjagboni
Highgate	Approval of details reserved by a condition	HGY/2022/2495	Approve	15/12/2022	16, Talbot Road, London, N6 4QR	Approval of details pursuant to conditions 4 (Chartered Engineer) attached to planning permission HGY/2022/0181.	Matthew Gunning
Highgate	Full planning permission	HGY/2022/2450	Approve with Conditions	08/12/2022	47, Southwood Lane, London, N6 5ED	Erection of a single storey rear extension, loft conversion including rear dormer and front rooflights, and reduction of height of upper garden terrace to form levelled rear garden.	Mark Chan
Highgate	Full planning permission	HGY/2022/2503	Refuse	13/12/2022	Flat C, 11, Shepherds Hill, London, N6 5QJ	Replacement of windows	Zara Seelig
Highgate	Listed building consent (Alt/Ext)	HGY/2022/2242	Approve with Conditions	13/12/2022	Porters Flat, High Point 1, North Hill, London, N6 4BA	Listed building consent for changes to bathroom and partitions on lower ground floor.	Michelle Meskill
Highgate	Prior notification: Development by telecoms operators	HGY/2022/3586	No Objections	13/12/2022	Alexander House, Hillcrest, Hornsey, London, N6 4HL	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: ? Removal of existing 6no antennas (height to top: 4no at 18.2m; 2no at 18.7m) to be replaced with proposed 6no antennas (height to top: 4no at 18.2m; 2no at 18.7m) on new brackets ? Ancillary development thereto to include the removal of existing 3no Remote Radio heads to be replaced with proposed 3no Remote Radio Heads	Kwaku Bossman- Gyamera
Highgate	Consent under Tree Preservation Orders	HGY/2022/4102	No Objections	23/12/2022	Highgate Junior School, , 3 Bishopswood Road, , Highgate , London, N6 4PL	Works to trees protected by Tree Preservation Orders. Works as specified on Tree Survey to T3690: Common Lime (20m) and T3693: Holm Oak (17m) (The remaining works will be considered under application reference HGY/2022/4111, as the subject trees are in a Conservation Area but not protected by Tree Preservation Orders)	Daniel Monk

Highgate	Consent under Tree Preservation Orders	HGY/2022/4101	No Objections	23/12/2022	Highgate School Sports Field, Bishopswood Road, Hornsey, London, N6 4NY	Works to trees protected by a Tree Preservation Order. Works as specified on Tree Survey to T3660: Common Lime (20m), T3661: Common Lime x 4 (15m), T3662: Common Lime (25m), T3663: Common Lime (25m), T3664: Common Lime (25m), T3679: Sycamore (18m), and T3680: Common Lime (18m). (The remaining works will be considered under application reference HGY/2022/4105, as the subject trees are in a Conservation Area but not protected by Tree Preservation Orders)	Daniel Monk
Highgate	Works to trees in Conservation Area	HGY/2022/4100	No Objections	23/12/2022	Highgate School Playing Field, Hampstead Lane, Hornsey, London, N6 4PB	T3695: Sycamore (15m): Fell due to necrosis at base	James Argles
Highgate	Works to trees in Conservation Area	HGY/2022/4134	No Objections	21/12/2022	70 Langdon Park Road, Hornsey, London, N6 5QG	T1 - ash tree (7m) - take down to ground level. T2 - ash tree (7m) - take down to ground level.	James Argles
Highgate	Works to trees in Conservation Area	HGY/2022/4271		30/11/2022	18 Bishopswood Road, Hornsey, London, N6 4NY	5 day DDD notice for a T6 False Acacia (Robinia Pseudacacia) x 1. This 16m Robinia has suffered from severe root heave. The trunk is at a 25 degree angle and is resting in the neighbouring Robinia. There are large roots exposed behind the trunk and the ground level is roughly 45cm higher where the root plate is being pulled up. Suggested work- fell to ground level.	James Argles
Highgate	Works to trees in Conservation Area	HGY/2022/4157	No Objections	22/12/2022	46 Talbot Road, Hornsey, London, N6 4QP	Robinia (T1): Reduce to previous, most recent pruning points (approx. 1-2m) Lawson's Cypress (T2): Reduce height by 2-3m to inhibit excessive physical interaction with adjacent cedar	James Argles
Highgate	Works to trees in Conservation Area	HGY/2022/4105	No Objections	23/12/2022	Highgate School Sports Field, Bishopswood Road, Hornsey, London, N6 4NY	Works as specified on Tree Survey to T3665: Sycamore (9m), T3669: Sycamore (18m), T3670: Sycamore (17m), T3671: Sycamore (18m), T3672: Dead Tree (3m), T3675: Sycamore (10m), and T3676: Common Ash (18m) (The remaining works will be considered under application reference HGY/2022/4101, as the subject trees are protected by Tree Preservation Orders)	James Argles

Highgate	Works to trees in Conservation Area	HGY/2022/4111	No Objections	23/12/2022	Highgate Junior School, , 3 Bishopswood Road, , Highgate , London, N6 4PL	Works as specified on Tree Survey to T3682: Sessile Oak (18m), T3684: Box Elder (10m) and T3685: Pissards Plum (5m) (The remaining works will be considered under application reference HGY/2022/4102, as the subject trees are protected by Tree Preservation Orders)	James Argles
Hornsey	Lawful development: Proposed use	HGY/2022/4098	Permitted Development	13/12/2022	136, Inderwick Road, Hornsey, London, N8 9JT	Certificate of lawfulness for the proposed replacement of 2 rear elevation windows with a door	Laina Levassor
Hornsey	Full planning permission	HGY/2022/2687	Approve with Conditions	02/12/2022	First Floor Flat, 24, Harvey Road, London, N8 9PA	Erection of rear dormer, rear roof extension and two rooflights to front slope roof	Oskar Gregersen
Hornsey	Full planning permission	HGY/2022/3166	Refuse	21/12/2022	First Floor Flat B, 178, Nelson Road, London, N8 9RN	Private Roof Terrace to outrigger roof with timber screening	James Mead
Hornsey	Full planning permission	HGY/2022/4011	Approve with Conditions	28/12/2022	47 Ground Floor Flat A, Rathcoole Avenue, Hornsey, London, N8 9LY	Erection of single storey rear extension	Laina Levassor
Hornsey	Works to trees in Conservation Area	HGY/2022/4401		14/12/2022	54 High Street, Hornsey, London, N8 7NX	Five Day Notice for works to the Sycamore tree which have had to be undertaken due to a hazardous branch failure within a pre-school nursery location. As demonstrated within site photographs, the largely dead form in conjunction with the presence of the fungal fruiting bodies of Kretzschmaria deusta at the base and ongoing winter weather conditions elevated the priority status of the works to make the area / pre-school environment safe. Tree requires immediate removal to dispense with duty of care.	James Argles
Hornsey (Historical)	Non-Material Amendment	HGY/2022/3944	Refuse	06/12/2022	181, Cranley Gardens, Hornsey, London, N10 3AG	Non-Material Amendment application HGY/2017/2060 for "Conversion of single dwelling into 3 x self contained flats, basement & front lightwell with subterranean entrance to basement; part single, part two storey rear extension; and other alterations" to amend the internal layout of proposed top floor flat	Samuel Uff
Muswell Hill	Full planning permission	HGY/2022/2755	Approve with Conditions	28/11/2022	26, Birchwood Avenue, London, N10 3BE	Rear facing dormer, 5no. new rooflights and window replacement	Ben Coffie
Muswell Hill	Consent to display an advertisement	HGY/2022/2568	Approve with Conditions	07/12/2022	197, Muswell Hill Broadway, London, N10 3RS	Instillation of one externally illuminated projecting sign (Sign A) and one 'halo' illuminated sign (Sign C).	Michelle Meskill
Muswell Hill	Full planning permission	HGY/2022/3378	Approve with Conditions	07/12/2022	18, Birchwood Avenue, London, N10 3BE	Single storey rear extension.	Sabelle Adjagboni

Muswell Hill	Full planning permission	HGY/2022/3221	Approve with Conditions	13/12/2022	Telephone Exchange, Grand Avenue, London, N10 3AY	Addition of 3no. antennas on new climbable tripods and installation of ancillary apparatus.	James Mead
Muswell Hill	Variation of S106	HGY/2021/2776	Approve	16/12/2022	Former St Lukes Woodside Hospital, Woodside Avenue, London, N10 3JA	Deed of Variation to S.106 Clause 4.10	Christopher Smith
Muswell Hill	Full planning permission	HGY/2022/2368	Approve with Conditions	28/11/2022	16, St James's Lane, London, N10 3DB	Erection of a single storey rear extension.	Mark Chan
Muswell Hill	Full planning permission	HGY/2022/2439	Approve with Conditions	05/12/2022	Flat B, 31, Woodland Gardens, London, N10 3UE	Single storey infill extension from the original rear wall with a rooflight, and double French doors at the rear.	Daniel Kwasi
Muswell Hill	Full planning permission	HGY/2022/2788	Approve with Conditions	13/12/2022	197, Muswell Hill Broadway, London, N10 3RS	Full planning permission for shopfront alterations	Sabelle Adjagboni
Muswell Hill	Full planning permission	HGY/2022/3541	Approve with Conditions	08/12/2022	7, Wood Vale, London, N10 3DJ	Erection of a single storey rear extension, formation of rear terrace containing external air source heat pump and rainwater storage tank, the construction of a hip to gable extension with installation of solar panels and rooflights to front roof slope, construction of a rear dormer extension with solar panels to the flat roof, replacement of an existing front porch, replacement of front elevation windows, replacement of rear elevation windows, replacement of side elevation window, installation of external wall insulation and the installation of electric vehicle charging point to driveway.	Laina Levassor
Muswell Hill	Full planning permission	HGY/2022/2637	Approve with Conditions	19/12/2022	29, Alexandra Gardens, London, N10 3RN	Formation of a rear dormer and hip to gable extension including the insertion 1X side 2nd floor window, and 2X front rooflights.	Mercy Oruwari
Muswell Hill	Full planning permission	HGY/2022/1424	Refuse	21/12/2022	Garages adjacent to, 1, Muswell Mews, London, N10 2BF	Demolition of existing garages and erection of 2 x self-contained dwellings within a two storey building.	James Mead
Muswell Hill	Works to trees in Conservation Area	HGY/2022/4053	No Objections	21/12/2022	2 The Court, Cascade Avenue, Hornsey, London, N10 3PS	T1: Leylandii (6m): Fell to prevent encroachment onto footpath and to let more light into the area T2: Leylandii (6m): Fell to prevent encroachment onto footpath and to let more light into the area The trees are located in the Main Drive of Cascade Avenue, not at 2 number as detailed in the address. Please see photos for exact location.	James Argles

Muswell Hill	Consent under Tree Preservation Orders	HGY/2022/3878	No Objections	21/12/2022	6, Kensington Place, Hornsey, London, N10 3BY	Sycamore group (G1): Reduce height and spread of X2 large sycamore by 3-4m. Reduce height and spread of small sycamores by 2-3m.	Matthew Gunning
Muswell Hill	Approval of details reserved by a condition	HGY/2022/3866	Approve	20/12/2022	18, Wellfield Avenue, Hornsey, London, N10 2EA	Approval of details pursuant to condition 4 (Appointment of Chartered Civil Engineer or Chartered Structural Engineer) attached to planning permission ref: HGY/2022/1100	Kwaku Bossman-Gyamera
Muswell Hill	Works to trees in Conservation Area	HGY/2022/4489	No Objections	21/12/2022	6 Kensington Place, Hornsey, London, N10 3BY	5 day notice to fell one of the sycamores in the communal area adjacent to the entrance driveway, which is nearly dead and needs to be felled urgently	James Argles
Muswell Hill	Approval of details reserved by a condition	HGY/2022/3904	Approve	21/12/2022	Muswell Hill Public Library, Queens Avenue, Hornsey, London, N10 3PE	Approval of details pursuant to condition 3 (Detailed plans, materials and method) attached to planning permission ref: HGY/2020/2960 dated 5/1/2020 for the Listed building consent for internal and external alterations to existing library to include erection of glazed extension to accommodate lift shaft and installation of WC's on the ground and first floor, following partial demolition of existing single storey side addition - all to improve accessibility in association with planning application ref. HGY/2020/2959.	Tania Skelli
Noel Park	Approval of details reserved by a condition	HGY/2022/0777	Approve	29/11/2022	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to condition 59 (Shopfronts) attached to planning permission HGY/2017/3117 in relation to Block D4.	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2022/0641	Approve	29/11/2022	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to condition 5 (Energy Centre layout) attached to planning permission HGY/2019/1775 in relation to Block D4	Valerie Okeiyi

Noel Park	Approval of details reserved by a condition	HGY/2022/0642	Approve	29/11/2022	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to condition 6 (Pre-Superstructure - Elevations) attached to planning permission HGY/2019/1775 in relation to Block D4.	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2022/2688	Approve with Conditions	01/12/2022	203, Gladstone Avenue, London, N22 6LB	Replacement of white uPVC back door and 2 No. white uPVC windows, with internal alterations	Oskar Gregersen
Noel Park	Non-Material Amendment	HGY/2022/1867	Approve	02/12/2022	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Non-material amendment following a grant of planning permission HGY/2017/3117 for amendments to the ground floor layout of the approved block A4 by converting the 278sqm of C3 floor space into three additional market units (1x1 bed, 1x2 bed and 1 x 3 bed)	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2022/2358	Approve with Conditions	02/12/2022	31, Westbury Avenue, London, N22 6BS	Installation of open canopy for existing sitting area	Mercy Oruwari
Noel Park	Approval of details reserved by a condition	HGY/2022/1852	Approve	13/12/2022	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to condition 59 - partial discharge (Shopfronts) of planning permission HGY/2017/3117 in relation to Blocks E1-E3 only	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2022/3524	Approve with Conditions	13/12/2022	32, Vincent Road, London, N22 6NY	Replacement of existing front door. Removal of the painted brick finish back to the brickwork on front and back elevation. New double glazed, double patio door to rear elevation to replace existing window.	Tania Skelli
Noel Park	Full planning permission	HGY/2022/3552	Approve with Conditions	09/12/2022	First Floor Flat, 49, Burghley Road, London, N8 0QG	Proposed rear dormer extension with with rear roof terrace built into outrigger roof, with glass balustrades and three no. skylights to the pitched roof at the front of the dwelling.	Oskar Gregersen

Noel Park	Full planning permission	HGY/2022/2224	Refuse	01/12/2022	25, Coleraine Road, London, N8 0QJ	Single storey rear and side extension to accommodate the conversion of the existing HMO into three separate self-contained flats comprising two x 2-bedroom and one 1-bedroom units.	Zara Seelig
Noel Park	Approval of details reserved by a condition	HGY/2022/1983	Approve	13/12/2022	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to condition 48 - partial discharge (Sustainable Urban Drainage) of planning permission HGY/2017/3117 in relation to Blocks E1-E3 only	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2022/2555	Approve with Conditions	21/12/2022	72, Hewitt Avenue, London, N22 6QD	Replace front facing windows and front door. Replace rear facing first floor windows.	Emily Whittredge
Noel Park	Full planning permission	HGY/2022/2778	Approve with Conditions	30/11/2022	66, Moselle Avenue, London, N22 6ET	Erection of a single storey rear extension	Sabelle Adjagboni
Noel Park	Householder planning permission	HGY/2022/3892	Approve with Conditions	22/12/2022	22, Russell Avenue, Wood Green, London, N22 6PP	Erection of single storey rear extension.	Sarah Madondo
Noel Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4075	Permitted Development	21/12/2022	15, Coombe Road, Wood Green, London, N22 5LB	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Oskar Gregersen
Northumberland Park	Change of use	HGY/2022/2815	Refuse	06/12/2022	8 Willoughby Lane, Tottenham, London, N17 0SS	Change of use from a single-family dwelling to 2 separate self-contained flats (retrospective application).	Sarah Madondo
Northumberland Park	Lawful development: Existing use	HGY/2022/3943	Permitted Development	23/12/2022	95, Willoughby Lane, Tottenham, London, N17 0RT	Certificate of lawfulness for the existing use of the property as two separate self-contained flats within the C3 Use Class.	Oskar Gregersen
Northumberland Park	Lawful development: Existing use	HGY/2022/2635	Approve	05/12/2022	37, Baronet Road, London, N17 0LY	Certificate of lawfulness for the existing use of a 5 bedroom, 5 person HMO.	Mercy Oruwari
Northumberland Park	Approval of details reserved by a condition	HGY/2022/3540	Approve	07/12/2022	864, High Road, London, N17 0EY	Approval of details reserved by a condition 3 (Noise Impact Assessment) attached planning permission HGY/2022/0490.	Kwaku Bossman-Gyamera
Northumberland Park	Full planning permission	HGY/2022/2718	Approve with Conditions	21/12/2022	70A, Willoughby Lane, London, N17 0SP	Retention of part of the ground floor as a community centre/place of worship within the F1 & F2 Use Classes.	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2021/3438	Approve	30/11/2022	54, Northumberland Park, London, N17 0TX	Approval of details pursuant to condition 4 (Method of Construction) attached to planning permission ref: HGY/2019/2307.	Kwaku Bossman-Gyamera



Northumberland Park	Lawful development: Proposed use	HGY/2022/4486	Permitted Development	20/12/2022	52 Coniston Road, Tottenham, London, N17 0EX	Certificate of lawfulness proposed use: 6m Ground floor single storey extension	Sabelle Adjagboni
Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/3925	Not Required	12/12/2022	55, Poynton Road, Tottenham, London, N17 9SH	Erection of single storey extension which extends beyond the rear wall of the original house by 5.29m, for which the maximum height would be 3.35m and for which the height of the eaves would be 2.95m	Sabelle Adjagboni
Seven Sisters	Full planning permission	HGY/2022/4023	Refuse	15/12/2022	121, Vartry Road, Tottenham, London, N15 6HB	Loft conversion and extension with rear facing dormer and front elevation rooflights (revision to the existing planning permission HGY/2022/2476).	Zara Seelig
Seven Sisters	Approval of details reserved by a condition	HGY/2022/2669	Approve	13/12/2022	Land at, Watts Close, London, N15 5DW	Approval of details pursuant to condition 4(a) (Energy) attached to planning permission ref: HGY/2022/0035 dated 9/6/2022 for the demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings.	Tania Skelli
Seven Sisters	Full planning permission	HGY/2022/2780	Approve with Conditions	15/12/2022	16, Southey Road, London, N15 5LH	Erection of a rear roof dormer extension with the addition of two velux roof lights to the front roof slope.	Sabelle Adjagboni
Seven Sisters	Approval of details reserved by a condition	HGY/2022/2361	Approve	21/12/2022	Land at, Watts Close, London, N15 5DW	Approval of details pursuant to condition 10(a) (DEMP) attached to planning permission ref: HGY/2022/0035 dated 9/6/2022 for the demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings.	Tania Skelli
Seven Sisters	Full planning permission	HGY/2022/2390	Approve with Conditions	15/12/2022	2b-4, Thorpe Road, Tottenham, London, Haringey, N15 6NR, London	Erection of joint roof extension.	Gareth Prosser

Seven Sisters	Approval of details reserved by a condition	HGY/2022/2480	Approve	21/12/2022	Land at, Watts Close, London, N15 5DW	Approval of details pursuant to condition 10(b) (CEMP) attached to planning permission ref: HGY/2022/0035 dated 9/6/2022 for the demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings.	Tania Skelli
Seven Sisters	Full planning permission	HGY/2022/3521	Approve with Conditions	06/12/2022	77, Roslyn Road, London, N15 5JB	Single story wrap around extension to rear of property	Sabelle Adjagboni
Seven Sisters	Full planning permission	HGY/2022/2696	Approve with Conditions	12/12/2022	52, Seaford Road, London, N15 5DT	The construction of a rear loft extension extending over the outrigger, raised roof ridge (retain eaves), 2 x roof lights to front of property, raised party walls, removal of chimney on rear outrigger, and a refurb of the existing ground floor rear extension and the installation of a new pitched roof with roof lights.	Sarah Madondo
South Tottenham	Lawful development: Existing use	HGY/2022/4022	Approve	13/12/2022	152-154, Olinda Road, Tottenham, London, N16 6TP	Lawful Development Certificate for the existing place of worship (Use Class D1) at ground floor level and 3x self-contained flats (Use Class C3) at first floor level at 152-154 Olinda Road, London, N16 6TP	Laina Levassor
South Tottenham	Householder planning permission	HGY/2022/3988	Approve with Conditions	15/12/2022	30, Craven Park Road, Tottenham, London, N15 6AB	Erection of a ground floor single storey rear extension.	Laina Levassor
South Tottenham	Full planning permission	HGY/2022/2582	Approve with Conditions	20/12/2022	31, Wargrave Avenue, London, N15 6UH	Erection of a type 3 loft	Sarah Madondo
South Tottenham	Full planning permission	HGY/2022/2720	Refuse	15/12/2022	29-33, Wargrave Avenue, London, N15 6UH	Erection of a first floor rear extension to No. 29-33	Sarah Madondo
South Tottenham	Listed building consent (Alt/Ext)	HGY/2022/1611	Approve with Conditions	05/12/2022	Flat 4, Hostel, 62, Monument Way, London, N17 9NX	Listed building consent for replacement of four timber windows with like for like new timber windows.	Zara Seelig
South Tottenham	Full planning permission	HGY/2022/2575	Approve with Conditions	07/12/2022	Unit F, Tottenham Hale Retail Park, Broad Lane, London, N15 4QD	Proposed outdoor seating area for new Pret a Manger Unit	Kwaku Bossman-Gyamera
South Tottenham	Full planning permission	HGY/2022/3350	Approve with Conditions	01/12/2022	117 & 119, Wargrave Avenue, London, N15 6TX	Ground floor rear extension to no.119 Wargrave Avenue, and joint first floor rear extension to nos. 117 and 119 Wargrave Avenue.	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2022/3850	Approve with Conditions	15/12/2022	1, Lealand Road, Tottenham, London, N15 6JS	Single storey rear extension.	Sarah Madondo

South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4148	Not Required	13/12/2022	15 Norfolk Avenue, Tottenham, London, N15 6JX	Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.3m and for which the height of the eaves would be 2.96m	Laina Levassor
St Ann's	Lawful development: Proposed use	HGY/2022/2438	Permitted Development	30/11/2022	72, Woodlands Park Road, London, N15 3SD	Provision of a rear facing dormer and a rear outrigger dormer loft conversion (certificate of lawfulness: proposed)	Daniel Kwasi
St Ann's	Approval of details reserved by a condition	HGY/2022/3561	Approve	09/12/2022	Land adjacent to, 38-84, Cornwall Road, London, N15 5AR	Approval of details pursuant to condition 3 Part 2 (Materials Schedule) of application HGY/2021/0967.	Oskar Gregersen
St Ann's	Lawful development: Existing use	HGY/2022/1251	Approve	15/12/2022	Flat A Oliver Court, 113, Cornwall Road, London, N15 5AX	Certificate of lawfulness: Existing Use - Use of Ground Floor of Oliver Court as 8 no. self-contained flats (Use Class C3) (Flats A-H).	Gareth Prosser
St Ann's	Full planning permission	HGY/2022/2392	Approve with Conditions	02/12/2022	68, Woodlands Park Road, London, N15 3SD	Erection a single storey infill/side extension and installation of a low-level air source heat pump to the front of the property.	Mercy Oruwari
St Ann's	Full planning permission	HGY/2022/3443	Approve with Conditions	09/12/2022	59, Cranleigh Road, London, N15 3AH	Replacement of existing extension and conservatory with a new rear and side infill 'wrap around' extension with flat roof.	Sabelle Adjagboni
St Ann's	Lawful development: Proposed use	HGY/2022/3885	Permitted Development	19/12/2022	130, Harringay Road, Tottenham, London, N15 3HL	L-shaped rear dormer roof extension, in line with the GPDO Class B, with installation of roof lights on the front roof slope in line with Class C.	Oskar Gregersen
St Ann's	Householder planning permission	HGY/2022/3886	Approve with Conditions	20/12/2022	1A, Glenwood Road, Tottenham, London, N15 3JS	Ground floor rear extension, two storey rear extension and roof extension to allow loft conversion.	Zara Seelig
Stroud Green	Approval of details reserved by a condition	HGY/2022/2471	Approve	15/12/2022	38, Mount Pleasant Crescent, London, N4 4HP	Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2022/0749	Christopher Smith
Stroud Green	Full planning permission	HGY/2022/2585	Approve with Conditions	09/12/2022	9, Victoria Terrace, London, N4 4DA	Demolition of existing conservatory and erection of a single storey rear extension, installation of 2 front rooflights and 12 photovoltaics to the roof, replacement of front garden wall, removal of security bars to front windows and alterations to all windows, and erection of a bin store and 2 cycle parking spaces to front garden.	Mark Chan
Stroud Green	Full planning permission	HGY/2022/2682	Approve with Conditions	29/11/2022	Flat A, 33, Cornwall Road, London, N4 4PH	Installation of a detached timber outbuilding to the rear garden	Oskar Gregersen

Stroud Green	Householder planning permission	HGY/2022/3909	Approve with Conditions	22/12/2022	4, Mount Pleasant Villas, Hornsey, London, N4 4HD	Erection of single storey rear extension. Proposed roof terrace sited atop existing outrigger at rear elevation with alterations at rear elevation to replace window with door to enable access to terrace. Alterations to front elevation including repointing existing brickwork, reinstatement of timber roof spire and replacement of front entrance door. Replacement of windows at front and rear elevations. Installation of rooflight to flat roof. Installation of solar panels to roof. Installation of bicycle and bin store in front garden.	Laina Levassor
Stroud Green	Householder planning permission	HGY/2022/3910	Approve with Conditions	22/12/2022	4, Mount Pleasant Villas, Hornsey, London, N4 4HD	Installation of external insulation to the rear elevation, internal insulation to the front elevation, replacement of windows at the rear elevation, and reinstatement of timber roof spire to the front elevation	Laina Levassor
Stroud Green	Full planning permission	HGY/2022/3827	Approve with Conditions	14/12/2022	55, Florence Road, Hornsey, London, N4 4DJ	Replacement of existing single-glazed timber windows with new double-glazed timber windows to the front elevation and double-glazed uPVC windows to the rear elevation.	Oskar Gregersen
Stroud Green	Full planning permission	HGY/2022/3826	Approve with Conditions	13/12/2022	43, Florence Road, Hornsey, London, N4 4DJ	Exchange of single-glazed timber windows for new fit for purpose double-glazed timber windows (to the front elevation) and double-glazed uPVC windows to the rear	Oskar Gregersen
Stroud Green	Full planning permission	HGY/2022/3854	Approve with Conditions	12/12/2022	Flat 1, 31 Albany Road, Hornsey, London, N4 4RR	Erection of single storey rear extension at lower ground floor level with associated rear landscaping, replacement of 2 x front elevation windows	Laina Levassor
Stroud Green	Works to trees in Conservation Area	HGY/2022/4525	No Objections	23/12/2022	50 Ferme Park Road, Hornsey, London, N4 4ED	Five Day Notice: one of the four Sycamore trees in the shared garden is basically being held up by the ivy that was covering it - inside it's like sawdust and hollow. The tree needs to be removed ASAP as it is unsafe.	James Argles
Tottenham Central	Full planning permission	HGY/2022/2631	Approve with Conditions	09/12/2022	Flat B, 16, Fairbourne Road, London, N17 6TP	Erection of dormer roof extension to the rear and installation of two rooflights in the front.	Sarah Madondo
Tottenham Central	Approval of details reserved by a condition	HGY/2022/4556	Approve	09/12/2022	Redlands, Summerhill Road, London, N15 4HE	Approval of details pursuant to condition to 16 (Drainage) attached to application reference HGY/2020/1779	Sarah Madondo
Tottenham Central	Full planning permission	HGY/2022/2583	Approve with Conditions	28/11/2022	Ground Floor Shop, 178, Philip Lane, London, N15 4JW	Installation of extraction flue and pergola at the rear and replacement shopfront.	Sarah Madondo

Tottenham Central	Listed building consent (Alt/Ext)	HGY/2022/2676	Approve with Conditions	22/12/2022	9, Bruce Grove, London, N17 6RA	Listed building consent for forecourt upgrades including resurfacing and boundary treatment alterations	Sarah Madondo
Tottenham Central	Listed building consent (Alt/Ext)	HGY/2022/2678	Approve with Conditions	22/12/2022	8, Bruce Grove, London, N17 6RA	Listed Building Consent for forecourt upgrades including resurfacing and boundary treatment alterations	Sarah Madondo
Tottenham Central	Full planning permission	HGY/2022/2261	Approve with Conditions	13/12/2022	35, St Margarets Road, London, N17 6TY	Erection of a single storey side and rear extension, construction of rear dormer and outrigger extensions to facilitate loft conversion	Laina Levassor
Tottenham Central	Full planning permission	HGY/2022/2675	Approve with Conditions	22/12/2022	9, Bruce Grove, London, N17 6RA	Forecourt upgrades including resurfacing and boundary treatment alterations	Sarah Madondo
Tottenham Central	Full planning permission	HGY/2022/2677	Approve with Conditions	22/12/2022	8, Bruce Grove, London, N17 6RA	Forecourt upgrades including resurfacing and boundary treatment alterations	Sarah Madondo
Tottenham Central	Lawful development: Proposed use	HGY/2022/3888	Permitted Development	13/12/2022	43, Napier Road, Tottenham, London, N17 6YG	Certificate of Lawfulness for proposed rear dormer and outrigger extension to facilitate loft conversion, reinstatement of original front porch and door, replacement of rear elevation window	Laina Levassor
Tottenham Central	Lawful development: Proposed use	HGY/2022/3890	Approve	29/11/2022	21, Higham Road, Tottenham, London, N17 6NF	Certificate of Lawfulness for proposed single storey rear extension	Laina Levassor
Tottenham Central	Lawful development: Proposed use	HGY/2022/3883	Refuse	16/12/2022	21, Sperling Road, Tottenham, London, N17 6UQ	The proposed loft conversion is only a roof extension to a residential family dwelling house volume under 40m3 which is under permitted development, see enclosed plans, the development is only a roof extension and does not relate to any other floors all other floors are existing. The existing extension roof proposed does not exceed the highest point of the existing roof height of the existing roof and accords with Class B of the GPDO 2015.	Zara Seelig
Tottenham Green	Approval of details reserved by a condition	HGY/2021/1054	Approve	29/11/2022	Tynemouth Garage, Tynemouth Road, London, N15 4AT	Approval of details pursuant condition 9 (Detailed design and method statements) attached to planning consent HGY/2013/1249	Mercy Oruwari
Tottenham Green	Full planning permission	HGY/2022/2711	Approve with Conditions	23/12/2022	19, Summerhill Road, London, N15 4HF	Erection of a single storey rear extension and side entrance canopy along with the addition & replacement of windows.	Mercy Oruwari
Tottenham Green	Approval of details reserved by a condition	HGY/2022/1151	Approve	29/11/2022	Tynemouth Garage, Tynemouth Road, London, N15 4AT	Approval of details pursuant condition 7 (Provision of sheltered cycle parking spaces) attached to planning consent HGY/2013/1249.	Mercy Oruwari

Tottenham Green	Approval of details reserved by a condition	HGY/2022/1605	Approve	08/12/2022	Tynemouth Garage, Tynemouth Road, London, N15 4AT	Approval of details pursuant condition 13 (Provision of noise acoustic assessment, acoustic survey and a scheme for appropriate sound insulation and noise and vibration mitigation control measures) attached to planning consent HGY/2013/1249.	Mercy Oruwari
Tottenham Hale	Lawful development: Proposed use	HGY/2022/3948	Permitted Development	13/12/2022	47, Sherringham Avenue, Tottenham, London, N17 9RS	Enlargement under Class B. Total enlargement no greater than 40 cubic meters in volume. Dormer set back min.200mm from existing eaves. No part of proposed development will exceed height of original roof ridge. Front facing roof windows project no further than 150mm beyond roof plane. Side facing window is not openable and has a cill height min.1700mm above internal floor level. Materials to match existing.	Zara Seelig
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/2414	Approve	09/12/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Application for the part approval of details pursuant to condition 20 Part A (Site Wide Hard and Soft Landscape) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Full planning permission	HGY/2021/2599	Refuse	14/12/2022	3, Hampden Lane, London, N17 0AS	Demolition of existing building & Erection of 4 x 3 bedroom houses	Kwaku Bossman-Gyamera
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/1970	Approve	29/11/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Application for the approval of details pursuant to condition E38 (Heat Network) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Lawful development: Proposed use	HGY/2022/2589	Approve	29/11/2022	Coppermill Heights, Daneland Walk, London, N17 9FF	Replacement of external materials (certificate of lawfulness: proposed)	Christopher Smith
Tottenham Hale	Full planning permission	HGY/2022/2133	Approve with Conditions	19/12/2022	27, Parkhurst Road, London, N17 9RB	Erection of an annexe at the rear end of the garden.	James Mead
Tottenham Hale	Approval of details reserved by a condition	HGY/2020/0234	Approve	21/12/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Full discharge of details pursuant to Condition E25 (Contaminated Land ? Part 2) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre development under planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019	Martin Cowie

Tottenham Hale	Approval of details reserved by a condition	HGY/2022/1895	Approve	13/12/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Application for the approval of details pursuant to condition E8 (Green/living Roof Plan - LBH Carbon Management) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/1896	Approve	19/12/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Application for the approval of details pursuant to condition E11 (Cycle Parking Details) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/1898	Approve	29/11/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Application for the approval of details pursuant to condition E37 (Overheating) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Lawful development: Proposed use	HGY/2022/2360	Approve	13/12/2022	Eagle Heights, Waterside Way, London, N17 9FU	Certificate of Lawfulness for proposed remediation works to the external cladding of the building to improve fire safety	Christopher Smith
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/2412	Approve	29/11/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Application for the part approval of details pursuant to condition E1 (Material Samples) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/2413	Approve	12/12/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Application for the approval of details pursuant to condition E17 (Open Space Management and Maintenance Plan) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/2415	Approve	20/12/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Application for the part approval of details pursuant to condition 20 Part B (Site Wide Hard and Soft Landscape) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Lawful development: Proposed use	HGY/2022/2073	Approve	02/12/2022	Coppermill Heights, Ferry Lane, London, N17 9FG	Certificate of Lawfulness for the proposed replacement of external cladding to PPC Aluminium cladding	Christopher Smith

Tottenham Hale	Lawful development: Proposed use	HGY/2022/2443	Approve	19/12/2022	Coppermill Heights, Ferry Lane, London, N17 9FG	Certificate of Lawfulness for the proposed introduction of new external grilles	Christopher Smith
Tottenham Hale	Lawful development: Existing use	HGY/2022/3821	Approve	22/12/2022	56, Park View Road, Tottenham, London, N17 9AX	The subdivision of house into two self-contained flats.	Zara Seelig
Tottenham Hale	Prior approval Part 18 Class A: Development under local or private Acts or Order	HGY/2022/2165	Not Required	20/12/2022	Maintenance Depot Unit, Tottenham Hale Station, Station Road, London, N17 9LR	Application for Prior Approval under Part 18 of the Town and Country Planning (General Permitted Development) (England) Order (As Amended) 2018. The project is for the installation of an MDU extension and office building, to improve railway services in Tottenham and London. The MDU proposed works are as follows: ? Installation of a 9m x 9.8m extension of existing MDU modular building - Installation of a 30m x 9.6m modular office building; - The proposed colour is grey, which is a traditional colour for railway buildings across the network, and in keeping with existing MDU buildings; and - Comprising 3 and 10 No. 3m wide modules for a new MDU facilities at Tottenham Hale, London.	Samuel Uff
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4218	Approve	19/12/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Approval of details pursuant to Sitewide Condition 16 (Back-Up Diesel Generators) in relation to Plot E (Ashley Road East) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4219	Approve	20/12/2022	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Approval of details pursuant to Sitewide Condition 21 (Public Lighting Strategy) in relation to Plot E (Ashley Road East site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie



Tottenham Hale	Screening Opinion	HGY/2022/4055	Accepted	07/12/2022	Berol Quarter, Ashley Road, Tottenham Hale, N17 9LJ	Request for a formal screening opinion to confirm if an Environmental Impact Assessment (?EIA?) is required in respect of the erection of a mixed-use commercial and residential development across 2 Berol Yard and Berol House (the ?Proposed Development?), comprising the ?Berol Quarter? at Ashley Road in Tottenham Hale (the ?Site?). This request is made in pursuance of Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as updated) (?the 2017 EIA Regulations).	Philip Elliott
Unknown	Approval of details reserved by a condition	HGY/2021/3103	Approve	02/12/2022	7, Cross Lane, London, N8 7SA	Approval of details of part B pursuant of condition 20 - Valerie Okeiyi partial discharge (Construction Environmental Management Plan) attached to planning permission HGY/2020/1724	
Unknown	Approval of details reserved by a condition	HGY/2021/2907	Approve	02/12/2022	7, Cross Lane, London, N8 7SA	Approval of details of part A pursuant of condition 20 - Valerie Okeiyi partial discharge (Demolition Environmental Management Plan) attached to planning permission HGY/2020/1724	
Unknown	Full planning permission	HGY/2022/2715	Approve with Conditions	29/11/2022	115, Victoria Road, London, N22 7XG	Replacement of single storey partial infill extension with a full depth extension. Craion of rear dormer and roof extension including the insertion of 1x front and 1x rear rooflights, and formation of a small roof terrace.	Mercy Oruwari
Unknown	Full planning permission	HGY/2021/3402	Approve with Conditions	02/12/2022	360, Alexandra Park Road, London, N22 7BD	Demolition of existing house and construction of block of 8 x self-contained flats, in conjunction with excavation of the front garden to create entrance at pavement level; rear balconies / terraces; front refuse store; removal of 9 x front trees/bushes and 3 x rear trees; and re-landscaping of front and rear gardens	Samuel Uff
Unknown; Alexandra Park	Removal/variation of conditions	HGY/2022/2587	Approve with Conditions	22/12/2022	16, Clifton Road, London, N22 7XN	Variation of condition 2 (Approved Plans) attached to planning permission ref: HGY/2022/1493 to amend the approved scheme: 1) Raise the party wall at roof level between Nos. 16 and 18 Clifton Road; and 2) Change the colour of dormer cladding to dark green finish.	Mark Chan

West Green	Householder planning permission	HGY/2022/2814	Approve with Conditions	06/12/2022	92 Downhills Way, Tottenham, London, N17 6BD	Demolition of existing rear extension and erection of full width rear extension.	Sarah Madondo
West Green	Lawful development: Proposed use	HGY/2022/4253	Permitted Development	07/12/2022	36 Kirkstall Avenue, Tottenham, London, N17 6PH	Certificate of Lawfulness: Erection of a L-shaped rear dormer and insertion of two rooflights to the front roof slope of the property.	Sabelle Adjagboni
West Green	Full planning permission	HGY/2022/2306	Approve with Conditions	13/12/2022	152, Westbury Avenue, Wood Green, London, Haringey, N22 6RT, London	Dormer loft conversion to provide an additional bedroom.	Emily Whittredge
West Green	Lawful development: Proposed use	HGY/2022/2437	Permitted Development	01/12/2022	98, Downhills Park Road, London, N17 6PA	Certificate of lawfulness for proposed loft conversion comprising rear dormer extensions, insertion of three rooflights to front slope and internal changes.	Daniel Kwasi
West Green	Full planning permission	HGY/2022/1312	Approve with Conditions	16/12/2022	Langham Close, Langham Road, London, N15 3LD	The proposal seeks to add an additional floor to house 5 residential C3 units, provision of cycle stores, bin store provision, and landscaping of the communal grounds.	Kwaku Bossman-Gyamera
West Green	Full planning permission	HGY/2022/3549	Refuse	08/12/2022	62, Langham Road, London, N15 3LX	Part single, part double-storey side extension and dormer extension.	Zara Seelig
West Green	Lawful development: Existing use	HGY/2022/2464	Approve	28/11/2022	102, Walpole Road, London, N17 6BL	Rear dormer extension (certificate of lawfulness: existing use)	Ben Coffie
West Green	Lawful development: Proposed use	HGY/2022/2782	Permitted Development	29/11/2022	377, Lordship Lane, London, N17 6AE	Certificate of lawfulness: proposed use loft conversion with a rear dormer window and formation of rear outbuilding.	Kwaku Bossman-Gyamera
West Green	Full planning permission	HGY/2022/3558	Approve with Conditions	15/12/2022	189, Downhills Way, London, N17 6AH	Refurbishment and thermal upgrade of the front Elevation of a terraced property by replacing the windows, front door, and the clay tiles cladding of the bay window.	Oskar Gregersen
West Green	Full planning permission	HGY/2022/2766	Approve with Conditions	15/12/2022	Flat 2, 32, Belmont Road, London, N15 3LT	Alterations to enlarge rear elevation door at first floor level	Laina Levassor
West Green	Lawful development: Existing use	HGY/2022/3862	Permitted Development	22/12/2022	189, Downhills Way, Tottenham, London, N17 6AH	Application for the formation of a rear dormer roof extension.	Oskar Gregersen
West Green	Full planning permission	HGY/2022/3922	Approve with Conditions	23/12/2022	207-209 Shop, Langham Road, Tottenham, London, N15 3LH	Partial demolition of existing extension and erection of a new ground floor rear extension to allow for the expansion of a studio flat into a two bedroom flat.	Zara Seelig
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4044	Not Required	20/12/2022	49, Waldeck Road, Tottenham, London, N15 3EL	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.85m and for which the height of the eaves would be 3m	Oskar Gregersen

West Green	Prior notification: Development by telecoms operators	HGY/2022/3588	No Objections	22/12/2022	Foundry, Crawley Road, Tottenham, London, N22 6AG	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: ? Removal of existing 3no antennas (height to top 12.5m) to be replaced with proposed 3no antennas (height to top 12.8m) fixed to existing stub tower ? Ancillary development thereto to include the addition of proposed 6no ERS units	Kwaku Bossman-Gyamera
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/2808	Not Required	02/12/2022	189 Downhills Way, Tottenham, London, N17 6AH	Erection of single storey extension which extends beyond the rear wall of the original house by 5.99m, for which the maximum height would be 3.98m and for which the height of the eaves would be 3m	Oskar Gregersen
West Green	Non-Material Amendment	HGY/2022/4141	Approve	22/12/2022	Frankum & Kaye Ltd, 38, Crawley Road, London, N22 6AG	Non-material amendment following a grant of planning permission HGY/2019/0938 to provide for on-site storage rather than permeable paving	Christopher Smith
West Green	Approval of details reserved by a condition	HGY/2022/4196	Approve	22/12/2022	Frankum & Kaye Ltd, 38, Crawley Road,, London,, N22 6AG	Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2019/0938.	Christopher Smith
White Hart Lane	Full planning permission	HGY/2022/1091	Approve with Conditions	07/12/2022	311, The Roundway, London, N17 7AB	Construction of new single storey side extension to existing sales building (to facilitate a Class E concession operated by the applicant) including reposition of petrol storage tank ventilation stack. New Timber fence bin store to be installed.	Kwaku Bossman-Gyamera
White Hart Lane	Full planning permission	HGY/2022/2724	Refuse	23/12/2022	26, Flexmere Road, London, N17 7AT	Erection of ground and 1st floor side extension and rear 1st floor extensions	Sarah Madondo
White Hart Lane	Full planning permission	HGY/2022/2634	Approve with Conditions	16/12/2022	44, Eldon Road, London, N22 5DX	Erection of a first-floor rear extension including the insulation of 2x side windows. Central ground floor infill extension, alterations to the ground floor roof profile inclusive of the insertion of 3x rooflights and replacement of the double garage doors with 1x obscured glazed window and 1x blind (bricked) window.	Mercy Oruwari
White Hart Lane	Full planning permission	HGY/2022/2422	Approve with Conditions	12/12/2022	28, Waltheof Gardens, London, N17 7DN	Rear facade alterations	Daniel Kwasi

White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/2725	Not Required	28/11/2022	106, The Roundway, London, N17 7HG	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.25m and for which the height of the eaves would be 3m	Oskar Gregersen
White Hart Lane	Lawful development: Existing use	HGY/2022/2632	Approve	08/12/2022	Flat A, 28, Perth Road, London, N22 5RB	Certificate of lawfulness for the existing conversion of the property into 2 self-contained flats.	Mercy Oruwari
White Hart Lane	Approval of details reserved by a condition	HGY/2022/2776	Approve	28/11/2022	Land to the Rear of, 163-173, The Roundway, London, N17 7HE	Approval of details pursuant to condition 8 (Construction Management and Logistics Plan) attached to planning permission ref: HGY/2022/0238	Kwaku Bossman-Gyamera
White Hart Lane	Change of use	HGY/2022/4239	Permitted Development	23/12/2022	374 Lordship Lane, Tottenham, London, N17 7QX	Flexible Change of Use under Class D of Part 4 of Schedule 2 (Temporary Buildings and Uses) of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), for the proposed temporary change of use of the ground floor premises from Class E(c) 'provision of appropriate services in a commercial, business or service locality' to Class E(b) 'Sale of food and drink for consumption (mostly) on the premises' - for a period of up to 2 years commencing from 15/12/2022.	Laina Levassor
White Hart Lane	Full planning permission	HGY/2022/3867	Approve with Conditions	15/12/2022	460, Lordship Lane, Tottenham, London, N17 7QY	Single storey rear extension to include additional seating and smoking area to existing restaurant.	Kwaku Bossman-Gyamera
White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4033	Not Required	19/12/2022	53, Granville Road, Wood Green, London, N22 5LP	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m	Oskar Gregersen
Woodside	Full planning permission	HGY/2021/1474	Approve with Conditions	15/12/2022	Wolves Lane Centre, Wolves Lane Nursery, Wolves Lane, London, N17	Demolition of existing classroom, 3 x office cabins, barn (packing shed) and polytunnels to allow the erection of four replacement community buildings (2 x single storey, 1 x part 1, part 2 storey), comprising new teaching, meeting and learning spaces, together with associated landscaping (working yard, events yard and new planting), entrance canopy fronting Wolves Lane and on site cycle parking and car parking (4no.) for staff.	Gareth Prosser

Woodside	Full planning permission	HGY/2022/2391	Approve with Conditions	02/12/2022	Flat A, 47, Park Avenue, London, N22 7EY	Enlargement of existing single-storey rear extension.	Mercy Oruwari
Woodside	Full planning permission	HGY/2022/2759	Approve with Conditions	30/11/2022	1, Selborne Road, London, N22 7TL	Demolition of existing conservatory and construction of rear extension on ground floor to end of terrace house.	Sabelle Adjagboni
Woodside	Full planning permission	HGY/2022/0980	Approve with Conditions	29/11/2022	266, High Road, London, N22 8JX	Change of use of premises from the E Use Class to a public house/bar (sui generis use) with new shop front.	Daniel Kwasi
Woodside	Lawful development: Proposed use	HGY/2022/2734	Refuse	01/12/2022	23, Forfar Road, London, N22 5QE	Certificate of lawfulness for a proposed hip to gable roof extension and rear dormer addition.	Zara Seelig

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