

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 6th March, 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, Cathy Brennan, Lester Buxton, Luke Cawley-Harrison, George Dunstall, Ajda Ovat, Matt White, and Alexandra Worrell.

Quorum: 3

1. FILMING AT MEETINGS

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

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

2. PLANNING PROTOCOL

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

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate

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

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

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

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 14 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES (PAGES 1 - 8)

To confirm and sign the minutes of the Planning Sub Committee held on 7 November 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/2022/3858 - WAT TYLER HOUSE, BOYTON ROAD, HORNSEY, LONDON, N8 7AU (PAGES 9 - 126)

Proposal: Redevelopment of the car park adjacent to 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.

Recommendation: GRANT

9. HGY/2021/1909 - CROSS HOUSE, 7 CROSS LANE, N8 7SA (PAGES 127 - 246)

Proposal: 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.

Recommendation: GRANT

10. PRE-APPLICATION BRIEFINGS

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

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

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

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

11. PPA/2021/0003 - CIVIC CENTRE, HIGH ROAD, LONDON, N22 8ZW (PAGES 247 - 272)

Proposal: Refurbishment of existing Civic Centre and redevelopment of the existing rear car park for the erection of a three storey building (plus roof enclosure); 2 x two storey links; creation of central courtyard; and associated landscaping.

12. UPDATE ON MAJOR PROPOSALS (PAGES 273 - 288)

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

13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 289 - 316)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 22 January 2023 – 17 February 2023.

14. NEW ITEMS OF URGENT BUSINESS

15. DATE OF NEXT MEETING

To note the date of the next meeting as 24 April 2023.

Fiona Rae, Principal Committee Co-ordinator

Tel – 020 8489 3541

Email: fiona.rae@haringey.gov.uk

Fiona Alderman

Head of Legal & Governance (Monitoring Officer)

George Meehan House, 294 High Road, Wood Green, N22 8JZ

Friday, 24 February 2023

MINUTES OF PLANNING SUB COMMITTEE MEETING HELD ON MONDAY, 7TH NOVEMBER, 2022, 7.05 - 9.20 PM

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 Nicola Bartlett.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. PRE-APPLICATION BRIEFINGS

The Chair referred to the note on pre-application briefings and this information was noted.

7. PPA/2022/0019 - HIGHGATE SCHOOL, NORTH ROAD, LONDON, N6 4AY

The Committee considered the pre-application briefing for a series of planning applications for the re-development of the Highgate School sites as follows:

Dyne House and Island Site

Redevelopment of Dyne House, to include:

- 1) Retention, refurbishment and extension of the principal five storey (plus plant and lift over run) Dyne House building;
- 2) Demolition and redevelopment of the rear extension and associated buildings with part one, part two storey structure;
- 3) Retention of the Parade Ground open space, with new sports pitch surface;

- 4) Associated improvements to the Island Site access and underground tunnel, including demolition and redevelopment of service block; and
- 5) Associated landscaping and improved provision for emergency services, servicing and disabled parking.

Science Block

Refurbishment and extension of existing Science Block, to include:

- 1) Four storey plus basement extension to east wing to provide new entrance and improved circulation, lift and ancillary accommodation, and internal replanning/alterations;
- 2) Two storey extension above ground level colonnade to central building, to provide internal re-planning and additional teaching accommodation;
- 3) Creation of additional plant space at roof level of the East Link Block;
- 4) Complete replacement of building systems/plant;
- 5) Rooftop observatory extension;
- 6) Replacement windows and restoration of existing facades; and
- 7) Associated landscaping.

Richards Music Centre

Redevelopment of Richards Music Centre, including complete demolition of existing structure and development of a replacement building of two and a half storeys plus basement, and associated landscaping with improved provision for emergency services, servicing and disabled parking.

Mallinson Sport Centre

Redevelopment of Mallinson Sport Centre, to include:

- 1) Partial demolition of existing structure, squash and fives court buildings;
- 2) Refurbishment and extension of the remaining facilities, comprising new part single basement, new double height sports hall and new entrances, new teaching classrooms, offices, gym and exercise studios, circulation and ancillary accommodation;
- 3) New basement level outdoor covered fives courts;
- 4) External sunken oval sports pitch; and
- 5) Associated landscaping and improved provision for emergency services and servicing.

Decant Facility

Installation of a single storey modular classroom facility, on a temporary basis, for a period of up to six years; associated means of enclosure, footpaths and landscaping; complete reinstatement of the synthetic surface upon cessation of use.

Far Field

Engineering and groundwork operations to relevel existing playing surface and improve drainage including installation of a synthetic turf pitch, creation of biodiverse

margins, new emergency and service access and refurbishment of existing changing pavilion.

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

- The applicant team noted that, in response to the Quality Review Panel (QRP) recommendation about further analysis of the potential for overheating on the science block extension, their engineers had undertaken some investigations.
- It was noted that some residents had expressed concerns that there would be increased student numbers at the school. The applicant team explained that the school currently had 1,930 students and had a maximum licence for 1,970 from the Department for Education. It was noted that the works would improve the existing spaces for the existing students but that there was no intent to increase numbers as other spaces, such as the dining area, could not accommodate additional students.
- In relation to Metropolitan Open Land (MOL), it was noted that the principal incursion from the development on to MOL was shown in the full plans and would be included as part of the application. The applicant team noted that they had worked closely with the Greater London Authority (GLA) and believed that the development would qualify as an excepted use. It was explained that the applicant team did not believe that the development would impact on the openness of MOL and would increase opportunities for sport. In addition, they were relying on the fact that MOL had been re-released and that there would still be more MOL than when the area was originally designated.
- It was enquired whether the applicant would have to demonstrate that the development met special circumstances test in order to develop on MOL. The applicant team did not believe that the scheme would be required to meet the special circumstances test as it provided additional sporting opportunities without impacting the openness of MOL. If, for any reason, the development did not qualify as an excepted use, the justification would include the important need for modernisation and a flexible curriculum which was not possible on the current site and that the site would involve community uses.
- It was noted that significant engagement had been undertaken as part of the scheme which had resulted in a number of changes to the proposals. It was commented that the narrative of the engagement history would be set out in full in the Statement of Community Involvement (SCI).
- It was noted that there were still cadets at the school but there were lower numbers of participants and they no longer required the large parade ground which was now used as a playspace during breaks.
- Some members raised concerns about the sustainability of the proposed artificial (astro) pitch and its impact on the local environment. The applicant team commented that the scheme aimed to make the site more useable and that grass areas for sport would experience lasting soil damage if used in the winter. It was stated that the application would be providing a net gain in biodiversity throughout the estate and that significant detail about the impact of the development would be included with the application.
- In relation to the effect of the development on the area and community access to facilities, the applicant team stated that there had been engagement with the local community, including other schools. Following some discussions on traffic and events, the location of theatre and drama had been moved so that it would be easier for the community to use and would have a reduced noise impact. It was

noted that there was no plan to monetise the new buildings but that they would be open for community use. It was added that there was expected to be use of the facilities by other schools, particularly for sports, and that the majority of this activity would take place during school hours which would have a reduced impact on the community.

- In relation to the decant arrangements for development, the applicant team noted that the proposed temporary facility was located at Bishopswood Road. This site had an existing foundation so would involve less embodied carbon and was separated from residential and key Listed buildings. It was added that the layout of the temporary facility could be adapted, including classroom and laboratory layouts, depending on what was being developed at the school.

The Chair thanked the applicant team for attending.

8. PPA/2020/0002 - 505-511 ARCHWAY ROAD, LONDON, N6

The Committee considered the pre-application briefing for the redevelopment of existing car-wash site to provide 16 new homes for Council rent comprising a part three, part four-storey apartment building fronting Archway Road, and two houses fronting Baker's Lane with associated refuse/recycling and cycle stores, amenity space and landscaping. Provision of one on-street wheelchair accessible parking space and service lay-by on Archway Road.

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

- Some members asked about accessibility; it was noted that the site was located on the gyratory, that there would only be one blue badge parking space, and that the nearby crossing points were not zebra crossings or traffic lights. The applicant team noted that an accessibility consultant had been involved in the scheme and it was considered to be fully accessible. It was added that a detailed report would be available in the application documentation.
- It was explained that an existing layby on the road would be a dedicated blue badge parking space. Transport for London (TfL) did not generally permit dedicated spaces in these situations but had acknowledged the importance in this case.
- Some members suggested that the bicycle lane on the gyratory should be protected and it was enquired whether the applicant or officers could further discuss this with TfL. The applicant team explained that this would be pursued but was unlikely to be successful. It was noted that the proposals for the site should not prevent future changes if they were agreed by TfL.
- Some members noted that the proposal would be for 16 new homes at council rent and it was enquired what this meant in planning terms and what sort of weight the Committee should give to this. The applicant team noted that the financial appraisals had been undertaken for social rent, also known as target rent, and that no other form of rent was being considered; the Head of Development Management explained that the Section 106 legal agreement would be drawn up on this basis. In terms of the weight in decision making, the Head of Development Management noted that this was a matter of discretion but that council rent was classified as a type of affordable rent and that it would be reasonable for the Committee to take affordability into account as part of its decision making. It was

noted that there was no specific guidance that this should be given more or less weight. It was confirmed that council rent meant formula rent in this case.

- It was clarified that there would be no change to the adjacent red route and that the loading bay and parking bay would be monitored by TfL Closed Circuit Television (CCTV).
- The applicant team clarified that a landscape architect was designing a play area for under fives on the site. The amenity space was being designed to comply with the required standards and would be provided at ground floor level; full details would be included as part of the application.
- Some members drew attention to the other buildings that had been used as inspiration and queried whether the proposal should include some more detail, such as pitched or mansard roofing. It was suggested that it would be beneficial for the design of the proposal to be more distinct to reflect its context as a prominent entrance point to Haringey. The applicant team explained that they had undertaken a lot of design and conservation work in designing the scheme. Further work would continue before the application was submitted and it was hoped that the Committee would find the design acceptable. It was highlighted that flat roofs were sometimes required in order to meet Passivhaus low energy design standards.
- Some members provided comments that the units would benefit from avoiding letterboxes on external walls, good design of the lobbies which allowed easier maintenance, and reversible windows that could be cleaned from the inside. It was also requested that the application set out whether the units would have open plan kitchens or separate kitchens and how many units would be single aspect.
- The applicant team commented that they would be securing a minimum of 'Good' for designing out crime and would be aiming for 'Outstanding'.
- In relation to the impact of noise and pollution for residents of the site, the applicant team noted that detailed scientific research had been undertaken and that the results would be included with the application. It was explained that there would be mechanical ventilation on site and the levels of pollution were predicted to be similar to other, urban schemes. It was added that the principal rooms for the units would face inwards, to the garden area, rather than to the road.

The Chair thanked the applicant team for attending.

At 8.30pm, the Committee agreed a brief adjournment. The meeting resumed at 8.35pm.

9. PPA/2022/0012 - 'BEROL QUARTER', BEROL YARD, ASHLEY ROAD, TOTTENHAM HALE, N17 9LJ

The Committee considered the pre-application briefing for:

Berol House

Refurbishment of Berol House (c. 3,300sqm) for a mix of flexible commercial & retail floorspace with 3-storey extension (c. 2,200sqm) at roof level.

2 Berol Yard

2 Berol Yard would comprise a part 6, part, part 18, part 25, part 29, part 30 storey building with lift overrun core incorporating c. 210 Build to Rent (BTR) homes with a mix of flexible retail & commercial floorspace at ground floor level with community floorspace and enabling works for a bridge connection over Watermead Way & the railway line to the east.

The BTR accommodation will include 35% affordable housing by habitable room including homes let at London Living Rent (LLR) and Discount Market Rent (DMR).

The proposal would include associated public realm works and landscaping within the quarter which would include a public square.

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

- With no objection from the applicant team, some members of the Committee shared a picture of the site from the historical archives. It was requested that the applicant considered restoring the windows on the site to replicate the original windows. The applicant team noted that all windows would be replaced; the detail would be considered very carefully and it would be aimed to find the best alignment between the old and the new.
- Some members of the Committee raised concerns about the viability of build to rent in the area. The applicant team noted these concerns but stated that there was currently a good degree of interest in the Tottenham Hale area.
- The applicant team commented that they had used Haringey Council's Building Control previously and were likely to use them for this scheme.
- Some members commented that the names for proposals should be named after those who were known to local people.
- In response to a query about the plans for a digital university on the site, the applicant team noted that they were disappointed that this had not been possible. It was explained that they had worked with the Department for Education (DfE) and the Greater London Authority (GLA) but that the specific conditions of the funding requirements could not be met. It was added that the site had been marketed for academic use for 32 months and had been marketed to the science and technology industries with no success.
- The Committee asked about the design and colour of the proposals. It was noted that the window detailing had been carefully considered; the proposed design was thought to have a good, industrial quality to the metalwork and both buildings would have the same colour of metal. In relation to the colour choices, the applicant team explained that they had considered using one colour throughout but that, as this was the last piece of development in the area, it was possible to directly reflect the colours of the surrounding buildings and this was considered to be more appropriate.
- It was confirmed that all spaces in the scheme would be available to all residents. It was also noted that there would be community space as part of the proposal which would overlook the square and public art space.
- Some members commented that there would be a large influx of population into the area and enquired about the provision of wider welfare facilities and spaces, such as sports areas. The applicant acknowledged the importance of wellbeing and the variety of spaces and activities that were involved. It was noted that the

scheme would be designed to make the public realm functional. It was added that, as part of the wider picture, there had been stakeholder work with sports groups in the area in relation to the redesign of Down Lane Park.

- The Committee asked about the number and direction of single aspect units and whether this would be reduced in the final proposals. The applicant team commented that they did not have precise figures to hand but that there would be more detail in the full Design and Access Statement. It was noted that the design of the buildings, which rose higher and pulled away from surrounding buildings, would provide good visible sky, or Vertical Sky Component (VSC), figures and, although this did not count as dual aspect, the proposed recessed balcony rooms would provide good quality living arrangements.

The Chair thanked the applicant team for attending.

10. UPDATE ON MAJOR PROPOSALS

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 29 November 2022.

CHAIR: Councillor Barbara Blake

Signed by Chair

Date

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Planning Sub Committee

Item No.8

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2022/3858**Ward:** Hornsey**Address:** Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU

Proposal: Redevelopment of the car park adjacent to 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.

Applicant: Haringey Council**Ownership:** Council**Case Officer Contact:** James Mead**Date received:** 21/10/2022

1.1 The application has been referred to the Planning Sub-Committee for decision as it is a major application that is on Council land.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Planning policy recognises the important role that small sites such as this play in meeting an identified need for new housing in the Borough. The proposed development would provide 100% council rent housing, which is much needed affordable housing on an under-utilised brownfield site, within an established residential area. The housing delivery would contribute towards the Council's housing targets, address requirements for affordable housing and provide affordable units where there is a local need. Therefore, in land-use terms, the principle of the scheme is strongly supported.
- The housing mix is considered appropriate, having regard to the constraints and size of the site. The housing sizes and types delivered would contribute to a mixed and inclusive neighbourhood.
- The proposed scheme would be of a high quality design, which would greatly improve the appearance of the existing site. The development would make the best use of the land and optimise the capacity of the site to deliver much needed homes. The size, scale, siting, massing, form and materials of the proposed building would appropriately relate to the constraints of the site and the wider

character of the local built environment. The scheme would respect the character and appearance of the site, the street scene and the wider locality. The setting of nearby Conservation Areas would be preserved.

- The proposed accommodation would be high quality, providing the future occupiers with excellent living conditions.
- The proposal has been designed to avoid any material harm to neighbouring amenity, in terms of loss of light, overshadowing, enclosure, outlook, overbearing effects and privacy.
- The overall scheme would deliver improved landscaping on-site and across areas of the wider estate. Existing play spaces and communal gardens on the estate would be enhanced, with the new and improved landscaping and play equipment delivered.
- The development promotes the use of sustainable transport. Displaced parking and any new parking demands can be accommodated within the local area. The car-free development would appropriately integrate into this locality.
- The scheme has been designed to include a number of sustainability measures and to be energy efficient, delivering an 84% reduction in carbon emissions.

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 30th March 2023 or 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 Year Time Limit
- 2) Approved Plans
- 3) Use Class & Tenure
- 4) Materials
- 5) Obscured Glazing
- 6) Air Source Heat Pump
- 7) Accessibility, Adaptability & Wheelchair Accessibility
- 8) Landscaping Proposals
- 9) Arboricultural Report
- 10) Biodiversity
- 11) Living Roof
- 12) Reinstatement of Crossover and Provision of Parking Bay
- 13) Cycle Storage Details
- 14) Construction Management Plan
- 15) Construction Environment Management Plan
- 16) Secured by Design Accreditation
- 17) Secured by Design Certification
- 18) CCTV Locations
- 19) External Lighting
- 20) Fire Statement
- 21) Sustainable Drainage
- 22) Management of Drainage Scheme
- 23) Piling Method Statement
- 24) Contamination
- 25) Unexpected Contamination
- 26) Non-Road Mobile Machinery
- 27) Energy Plan
- 28) Sustainability Review
- 29) Occupant Energy Use
- 30) Be Seen
- 31) Overheating
- 32) Water Efficiency
- 33) Residents Satisfaction Survey

Informatives

- 1) CIL Liable
- 2) Land Ownership
- 3) Party Wall Act
- 4) Hours of Construction Work
- 5) Numbering
- 6) Designing Out Crime Officer
- 7) London Fire Brigade (Building Regulations)
- 8) London Fire Brigade (Signage)
- 9) Thames Water (Groundwater Risk Management Permit)
- 10) Thames Water (Water Pressure)
- 11) Thames Water (Underground Water Assets)

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

- 1) Affordable Homes for Rent;
- 2) Local Employment;
- 3) Employment & Skills Plan;
- 4) Carbon Offset Contribution (based on £2,850 per tonne of carbon emissions);
- 5) Car Club and Membership Subsidies;
- 6) Travel Plan;
- 7) Travel Plan Monitoring;
- 8) Off-Site Highways & Landscaping Works; and
- 9) Obligations Monitoring Costs;

Presumption in Favour of Sustainable Development

- 2.9 The Council at this present time is unable to fully evidence its five-year supply of housing land. Therefore, 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: (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal; or (ii) 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).

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4. CONSULTATION RESPONSES
5. LOCAL REPRESENTATIONS
6. MATERIAL PLANNING CONSIDERATIONS
7. COMMUNITY INFRASTRUCTURE LEVY
8. RECOMMENDATION

APPENDICES:

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| Appendix 1 | Conditions and Informatives |
| Appendix 2 | Consultation Responses |
| Appendix 3 | Plans and Images |
| Appendix 4 | Quality Review Panel |
| Appendix 5 | Planning Sub-Committee Pre-Application Briefing |

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

Proposed Development

3.1. This is an application for:

- Redevelopment of the existing car park;
- Construction of a part four, part five and part seven storey building;
- Provision of 15 new council-rent homes (use class: C3) (including 1 wheelchair accessible home);
- Provision of bike and bin stores;
- Provision of new landscaping on site;
- Provision of new landscaping across the estate communal spaces and public realm;
- Improvement of play areas/spaces on the estate;
- Provision of new lighting and CCTV;
- Provision of 1 on-street wheelchair accessible parking space; and
- Removal of existing vehicular crossover.

3.2. This scheme proposes the redevelopment of an existing car park on the eastern side of Boyton Road and to the south of Wat Tyler House. It is proposed to construct a part four, part five and part seven storey building, which would contain 15 affordable homes. The 1 wheelchair accessible home would be delivered at ground floor level. The proposed building would be of three separate masses, with the front part being five storeys in height. The central mass would be the tallest part of the building, extending up to seven storeys in height. Whereas, towards the rear the building would drop down to four storeys. The height and massing of the proposed development is shown in figures 1 and 2 below.



- 3.3. The three parts of the building would all have flat roofs. Brickwork of differing colour and type would be used across the development, with panelling, balconies and aluminium windows also incorporated. At roof level green roofs would be created, photovoltaic panels and air source heat pumps would be installed.
- 3.4. All of the dwellings would have access to private outdoor space, either in the form of a ground floor garden area or an upper floor terrace. The main entrance to the building would be taken from the elevation facing onto Boyton Road, with a staircase and lift providing access to the upper floors. Bin and bikes stores would be supplied and located at ground floor level.
- 3.5. Landscaping works are proposed across the site and within other nearby parts of the estate. New trees and hedging are intended to be planted on-site and on the grassed area to the front of Wat Tyler House. In addition, new trees, enhanced soft/hard landscaping and improved play facilities are proposed to be located in the communal garden area to the rear of Wat Tyler House and within the play area adjacent to Campsfield House. An indicative plan for these landscaping proposals is shown in figure 3.
- 3.6. The proposed development would be car-free, with no on-site parking provided. The existing vehicular crossover into the car park would be removed, with an on-street blue badge accessible parking space then created on Boyton Road.



Figure 3: Wider Landscaping Plan

Site and Surroundings

- 3.7. The site currently comprises a car park, together with a small area of soft landscaping to the front. This car park is located on the eastern side of Boyton Road and is within the Campsbourne Estate. The car park contains 24 parking spaces and these are utilised by properties on the wider estate. A pedestrian pathway runs along the eastern boundary of the car park, which connects Boyton Close (to the south) and Campsbourne Road (to the north).



Figures 4 & 5: Site Location & Aerial Photography

- 3.8. The immediate and surrounding setting is residential in character, being predominantly made up of post-war apartment blocks, although there are also some more traditional terraced properties present in the vicinity. To the north of the site is Wat Tyler House, which is a large seven storey block of flats, and there is a communal garden area to the rear of this building. A three storey block of flats, known as: Campsfield House is located to the rear/east of the site. Immediately to the south is Tennyson House, which is a three storey building in use as flats. Boyton Close is also a short distance to the south and some properties on this road (1 & 2 Boyton Close & Fleming House) back onto the site. On the opposite side of Boyton Road is Bedale House, which is a three storey building containing retirement properties.
- 3.9. In terms of public transport, there are bus services available along Hornsey High Street. Furthermore, Alexandra Palace Railway Station is located to the north and Hornsey Railway Station is situated to the south. Despite the proximity to these forms of public transport, the majority of the site has a public transport accessibility level (PTAL) of 1b, indicating 'very poor' access to public transport.

- 3.10. There are services and facilities within walking distance; a short distance to the west is Campsbourne School, which provides primary education. To the south is the designated Local Shopping Centre at Hornsey High Street, which contains numerous shops, services and facilities. In addition, Alexandra Park is located to the north and this provides access to open space and opportunities for leisure/sport.
- 3.11. The site is not within a Conservation Area and there are no statutorily listed buildings in the immediate locality. However, there are four Conservation Areas close by to the site. To the north is the Alexandra Palace & Park Conservation Area and Campsbourne Cottage Estate Conservation Area is to the west. Hornsey High Street Conservation Area is to the south and to the east is Hornsey Water Works & Filter Beds Conservation Area. There are also locally listed buildings at Campsbourne School situated a short distance to the west.

Relevant Planning & Enforcement History

- 3.12. There is no relevant recent planning or enforcement history relating to this site.

4. CONSULTATION RESPONSES

Quality Review Panel

- 4.1. The scheme was presented to Haringey's Quality Review Panel on 22nd April 2020. The Panel's written response is attached at Appendix 4.

Planning Committee Pre-Application Briefing

- 4.2. The proposal was presented to the Planning Sub-Committee at a pre-application briefing on 7th December 2020. The minutes are attached at Appendix 5.

Planning Application Consultation

- 4.3. The following consultation responses have been received:

Internal:

- 1) *LBH Arboricultural Officer:* No objection.
- 2) *LBH Building Control:* No objection.
- 3) *LBH Carbon Management:* No objection, subject to an obligation regarding carbon offset and conditions relating to: revised Energy Assessment, sustainability review, energy use, overheating, living roof and biodiversity.
- 4) *LBH Conservation Officer:* No objection.

- 5) *LBH Design Officer*: No objection, subject to conditions requiring samples of key materials and further scaled drawings of details.
- 6) *LBH Flood & Water Management*: No objection, subject to conditions requiring a detailed surface water drainage scheme and a management/maintenance plan.
- 7) *LBH Pollution*: No objection, subject to conditions: requiring a land contamination site investigation, relating to unexpected contamination, regarding plant/machinery and requiring construction management plans.
- 8) *LBH Waste Management*: No objection.
- 9) *LBH Transportation*: No objection, subject to conditions requiring: cycle parking details, submission of a Construction Logistics Plan, reinstatement of redundant crossover, provision of blue badge parking bay and implementation of car-club facility.

External:

- 10) *Health & Safety Executive*: Comments on the means of escape in the event of a fire and suggests design changes to the ground floor layout.
- 11) *London Fire Brigade*: No objection, subject to the compliance with relevant buildings regulations and provision of identification/indicator signs.
- 12) *Metropolitan Police Designing Out Crime Officer*: No objection, subject to conditions requiring the development to achieve 'secured by design' accreditation and certification.
- 13) *Thames Water*: No objection, subject to a condition requiring a piling method statement.

5. LOCAL REPRESENTATIONS

- 5.1 The application has been publicised by way of:
 - 696 letters to neighbouring properties; and
 - 7 site notices.
- 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: 9
Objecting: 7
Neutral: 2
Support: 0

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 2 and summarised as follows:

- The height of the building does not complement the character of the street.
- Loss of light, overshadowing and loss of privacy would impact neighbouring properties.
- The sunlight reaching the play area/park to the rear of the car park would be restricted.
- The Daylight & Sunlight Report requires thorough review. The Vertical Sky Component test in relation to Wat Tyler House requires further consideration and the daylight distribution test should be applied.
- On-street parking capacity would be adversely impacted.
- Traffic would be increased.
- Pollution would be generated.
- The construction phase would cause disruption to residents.
- Construction traffic would endanger pedestrians and residents.
- The growth in households would increase crime in the area.
- CCTV would not assist in decreasing crime.
- Further details of landscaping improvements and play area enhancements are required.
- Landscaping improvements would not be maintained.
- The park is used for anti-social behaviour and enhancements would not assist this.

5.4 The following issues raised are not material planning considerations:

- Quality of teaching would be impacted by the development –**this is not a matter related to this development.**
- The catchment of Campsbourne School would be impacted –**the development would not be of such a scale to materially impact the catchment of Campsbourne School.**
- Residents have not been consulted –**696 letters have been sent to nearby residents and 7 site notices have been displayed on the estate. Therefore, sufficient consultation has been undertaken.**
- Residents received their consultation letters late –**the consultation period was extended accordingly.**

6. MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

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

1. Principle of Development;
2. Housing Mix;
3. Design, Appearance & Heritage;
4. Neighbour Amenity;
5. Quality of Accommodation;
6. Transport, Parking & Highway Safety;
7. Sustainability, Energy & Climate Change;
8. Landscaping, Trees & Biodiversity;
9. Crime Prevention;
10. Waste & Recycling;
11. Fire Safety;
12. Flooding & Drainage;
13. Water Efficiency;
14. Air Quality; and
15. Land Contamination;

Principle of Development

Policy Context

- 6.3 The National Planning Policy Framework (2021) (NPPF) sets out the Government's planning policies and outlines that the purpose of the planning system is to contribute to the achievement of sustainable development. Local Planning Authorities should, through their Local Plans, meet their objectively assessed housing needs. Section 5 of the NPPF outlines the Government's objective of boosting the supply of housing.
- 6.4 Planning decisions should promote an effective use of land to meet the need for homes and should seek to meet housing needs in a way that makes use of previously-developed or brownfield land, in line with Section 11 of the NPPF. Paragraph 69 of the NPPF 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.
- 6.5 London Plan Policy GG4 notes that those involved in planning and development should ensure that more homes are delivered. London Plan Policy H1 and Table 4.1 identify 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.
- 6.6 London Plan Policy H2 outlines a clear presumption in favour of development proposals for small sites (below 0.25 hectares in size). Boroughs should proactively support new homes on small sites through planning decisions, in order to

significantly increase the contribution of small sites to meeting London's housing needs. Table 4.2 of the London Plan identifies a 10-year housing target on small sites for Haringey of 2,600 new homes.

- 6.7 London Plan Policies GG4 and H4 seek to promote the provision of more genuinely affordable housing. The Mayor has set a strategic target of 50% of all new homes delivered across London to be genuinely affordable. Furthermore, proposals on public sector land should deliver at least 50% affordable housing on each site.
- 6.8 Haringey's Local Plan Strategic Policies DPD (2017) (referred to as the Local Plan from hereon in) outlines that long-term vision for the development of Haringey up to 2026 and sets out the Council's spatial strategy for achieving the vision. Local Plan Policies SP1 and SP2 explain that the Council will maximise the supply of additional housing, in order to meet and exceed Haringey's housing needs. These housing needs will be met through various means, including development/redevelopment of small sites. Local Plan Policy SP2 also seeks to secure high quality affordable housing on suitable sites.
- 6.9 The Development Management DPD (2017) (referred to as DM DPD from hereon in) contains criteria-based policies, against which planning applications will be assessed. DM DPD Policy DM10 seeks to increase housing supply and outlines that windfall development will be considered acceptable, where this complies with other relevant policies. The Council will aim to maximise delivery of affordable housing, in accordance with DM DPD Policy DM13.

Assessment

- 6.10 This scheme seeks to deliver 15 dwellings on this existing car park, which is a brownfield site. The provision of these 15 homes means that the development would contribute towards the Council's overall housing targets, as well as the housing delivery target for small sites in the Borough. Therefore, the proposed development would contribute towards boosting housing supply in the Borough, in line with the overarching aims of the NPPF, London Plan Policies GG4, H1 & H2, Local Plan Policies SP1 & SP2 and DM DPD Policy DM10.
- 6.11 The proposed development forms part of the Council's Housing Delivery Programme, which aims to use publicly owned land more effectively to build new affordable homes to meet local needs. The scheme would be 100% affordable, providing 15 homes for council-rent. As such, the scheme would clearly exceed the 50% affordable housing requirement for proposals on public sector land. Furthermore, in the wider context the development would directly address the need for affordable housing in the Borough and London as a whole. Therefore, the scheme would accord with London Plan Policies GG4 & H4, Local Plan Policy SP2 and DM DPD Policy DM13, which all seek to maximise the provision of affordable housing.

- 6.12 The site is situated within the Campsbourne Estate, which is an established residential area and the principle of housing is strongly supported by policy. The Campsbourne Estate is largely comprised of affordable housing, and there are also other tenures of housing in the locality, including private, market housing and retirement homes so the proposal would contribute to a mixed and balanced community.
- 6.13 In summary, this proposed development would seek to provide housing on this under-utilised brownfield site in an established residential area. The delivery of 15 affordable homes would contribute towards the Council's housing targets and address the need for affordable housing. As such, the principle of this scheme is strongly supported by national, regional and local policies.

Housing Mix

Policy Context

- 6.14 London Plan Policy H10 outlines that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes regard should be had to a number of factors. These include: robust local evidence of need, the requirement to deliver mixed and inclusive neighbourhoods, the need for additional family housing, the aim to optimise housing potential and the nature/location of the site (with a higher proportion of one/two bed units generally more appropriate in locations which are closer to a town centre or sites with higher public transport access/connectivity).
- 6.15 Local Plan Policy SP2 notes that the preferred affordable housing mix, in terms of unit size and type of dwellings, should be determined through negotiation. DM DPD Policy DM11 requires new residential developments to provide a mix of housing having regard to: individual site circumstances, the target mix for affordable housing, the priority given to family housing and the need to achieve inclusive, mixed and sustainable communities. Part (C) of DM DPD Policy DM11 outlines that the Council will not support proposals which result in an overconcentration of 1 or 2 bed units, unless they are part of large development or located within neighbourhoods where such a provision would deliver a better mix of unit sizes.

Assessment

- 6.16 The development would deliver 15 residential units, with a mix of 1-bedroom, 2-bedroom and 3-bedroom dwellings provided, as listed below.
- 6 x 1-bedroom flats;
 - 8 x 2-bedroom flats; and
 - 1 x 3-bedroom flats.

- 6.17 The proposed scheme forms part of the Council's Housing Delivery Programme, which seeks to optimise the provision of affordable housing for rent to meet local need. The programme is part funded by the GLA and is informed by both the Local Plan and the Council's Housing Strategy. It aims to address the Council's housing waiting list and specialist housing needs through the provision of a wide range of housing typologies across all the sites identified. In addition, the programme seeks to manage issues relating to the over and under occupation of the existing housing stock and ensure the effective use of public assets and funding.
- 6.18 Due to the constrained nature and size of the site, the scheme would mainly provide 1-bedroom and 2-bedroom units as the provision of family-sized units, with their requirements for larger outdoor amenity spaces and possibly parking, is not practical on this site. Therefore, the delivery of a greater proportion of 1-bedroom and 2-bedroom dwellings is considered justified, in this instance. There are a substantial amount of family-sized homes present in the wider locality, and as such the scheme would not result in an over provision or concentration of 1-bedroom and 2-bedroom units. The scheme would contribute to an acceptable balance of housing sizes in this specific area and the proposed housing mix is considered acceptable.

Design, Appearance & Heritage

Policy Context

- 6.19 London Plan Policy D3 outlines that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. Development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Schemes should also be of high quality, with architecture that pays attention to detail and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials.
- 6.20 Local Plan Policy SP11 requires all new development to be of the highest standard of design that respects local context, character and historic significance, so to contribute to the creation and enhancement of Haringey's sense of place and identity. DM DPD Policy DM1 notes that all developments must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Proposals should relate positively to their locality having regard to: building heights, form, scale, massing, urban grain, existing building lines, plot/building widths, architectural styles, detailing and materials. DM DPD Policy DM7 relates to infill developments and sets out several design criteria, which such proposals should align with.

- 6.21 In terms of proposals nearby to Conservation Areas, the Local Planning Authority has a statutory duty to ensure that the historic significance of these heritage assets is preserved or enhanced. London Plan Policy HC1 notes that proposals affecting the setting of heritage assets should be sympathetic to an asset's significance and appreciation within the surroundings. Local Plan Policy SP12 and DM DPD Policy DM9 support proposals that conserve and enhance the significance and the setting of heritage assets.

Assessment

- 6.22 The design of the proposed development has evolved through engagement in the Local Planning Authority's pre-application service and by undertaking community engagement. The pre-application scheme was presented to Planning Sub-Committee on 7th December 2020 and community engagement events took place on 30th November 2020, 11th January 2021 and 8th October 2022. The proposal was also considered by the Quality Review Panel (QRP) on 22nd April 2020 and the response from the panel was generally positive. The summarised comments of the Panel are provided below:

- *'The Quality Review Panel welcomes the opportunity to comment on the evolving proposals for the development site adjacent to Wat Tyler House. This infill site represents a good opportunity for the development of new Council homes. The panel also welcomes the project team's commitment to a comprehensive local community engagement process concerning the proposals (when current restrictions are lifted) and highlights that residents' input and agreement will be extremely important.'*
- *The panel supports the broad principles of the scheme, subject to some improvement and refinement. It feels that the scale of the proposals is ambitious but nonetheless broadly acceptable. As design work continues, the panel would encourage further work to refine the residential layout, its circulation cores, and relationship to the public realm adjacent. Consideration of future potential phases of work will also help to inform this process. While the panel generally supports the approach taken to the architectural expression, this could be made more distinctive by drawing on the character and qualities of Wat Tyler House, and by giving the main entrance more emphasis.*
- *A clear strategy for pedestrian, cycle and vehicle movement around the estate will be critically important to the success of the scheme. A lot of potential exists for the development to improve the quality, safety and design of the public realm adjacent to the development. It highlights that*

the wider benefits of this work can help to establish a strong justification for the scheme.'

- 6.23 Further details of the QRP response are listed below, together with officer comments on the evolution of the scheme.

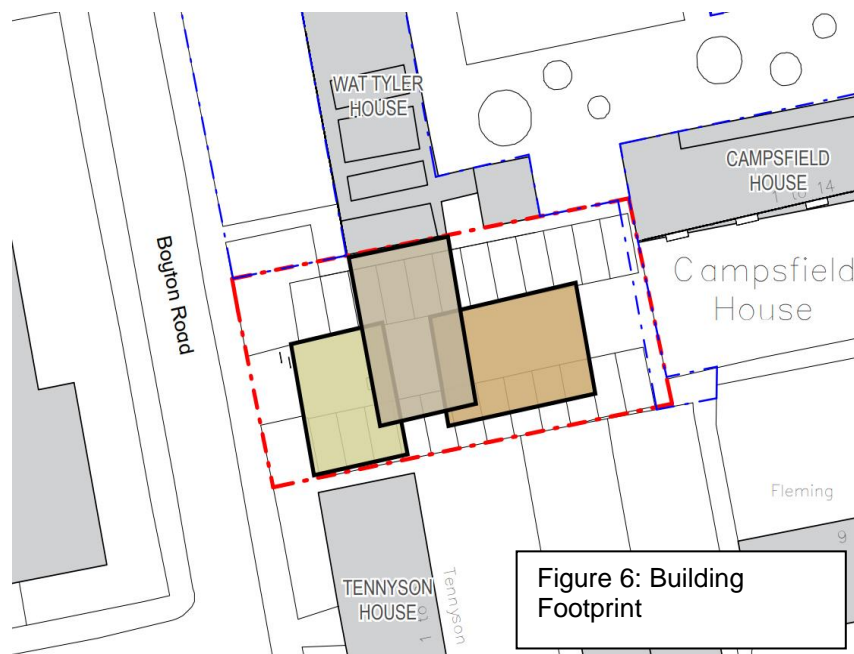
QRP's Comment	Officer Response
Massing and development density	
The site represents a good opportunity for the development of new Council homes. The panel feels that the scale of the proposals is ambitious, but nonetheless broadly acceptable, subject to the resolution of issues around the quality and design of the accommodation (with particular reference to the ground floor) and the detail and design of the public realm adjacent.	Officers note this support.
The panel considers that the architectural concept of three interlocking volumes seems sensible	Officers note this support.
Place-making, public realm and landscape design	
Currently, pedestrian routes through the estate are typified by narrow alleyways that lack passive surveillance and represent opportunities for crime and antisocial behaviour. Addressing these issues - within an overall strategy for movement around the estate, and within the current proposals - will be very important.	Addressing these issues through an overall strategy for the estate goes beyond the scope of this application. However, the proposals provide additional surveillance over the alley to the rear of the site and other crime prevention measures, as explained in the 'Crime Prevention' section of this report.
An overarching strategy for movement should consider access points for different modes of transport, alongside parking and the relationship to play areas. It should prioritise routes for cycles and pedestrians that are broad, light and well-surveyed.	An overarching strategy for movement across the estate goes beyond the scope of this application. However, the scheme does seek to enhance pedestrian routes adjacent to the site.
Options for exploration include providing a better primary pedestrian route, and either closing the alleyways or retaining them as secondary, secure routes for adjacent	These suggestions go beyond the scope of this application.

residents, accessible only via fobbed access at secure gateways.	
The panel would encourage the project team to consider how the open space to the rear of Wat Tyler House could be improved. It has potential to help to punctuate and reinforce the townscape qualities and legibility of local pedestrian routes.	The scheme includes improvements to the open space to the rear of Wat Tyler House. It is proposed to incorporate new planting, new turf enhanced play equipment, benches and a bike hanger into this area.
The panel expresses concern about the loss of green open space and trees. It feels that the scheme should protect and enhance all of the existing green and open spaces within the estate, to enable greener streets.	The scheme does not result in a loss of open space and instead seeks to enhance existing green areas within the estate. 3 trees would be removed, however these are all low quality trees. 18 new trees are proposed to be planted, and therefore there would be a net increase in trees across the estate.
The intention should be to maintain and improve the ecological value of all of the open, green areas, in accordance with biophilic design principles for health and wellbeing.	The biodiversity value of the relevant areas within the estate would be enhanced. A net gain in biodiversity would be achieved.
The panel would encourage the project team to undertake a parking survey to establish what additional parking may be needed, where it can be located, and how to minimise the impact on existing green spaces and trees.	A Parking Survey has been undertaken and this concludes that the parking demands of the development can be accommodated on-street.
Scheme layout, access & mitigation	
Because of the alleyways adjacent to the scheme – both existing and planned – the scheme has no ‘back’. This risks compromising the privacy and quality of homes at ground floor level, and their external amenity spaces.	The boundary treatments and landscaping at ground floor level have been enhanced, in order to improve the quality and privacy of external amenity spaces.
The panel also notes that a one metre high gate or boundary wall would not be effective in providing security or privacy for ground floor homes and gardens.	The boundary treatment to the rear and side of the site has been increased to 1.8 metres in height,

	providing additional security and privacy.
The panel recommends that the ground floor flat at the east of the block should have its primary entrance directly from the communal core, rather than from the rear alleyway. This would be safer and would enable the external amenity space to be more private. It would also improve the practicality of issues like accessing the bin store.	This flat can be accessed from both the communal internal areas of the building and the rear alleyway. This would improve the practicality and functionality of this unit.
Architectural expression	
While the panel generally supports the approach taken to the architectural expression of the infill development, reflecting some of the qualities of Wat Tyler House could make it more distinctive.	The design and elevational detail of the proposed building has been refined to reflect the qualities of Wat Tyler House. The proposed building would incorporate three different coloured bricks, as does Wat Tyler House. The horizontal qualities of Wat Tyler House have been reflected, through the use brick panelling and stone bands.
It would also support further consideration of how the scheme engages with the street at a detailed level; options to celebrate the main entrance and enliven the main entrance frontage would be supported.	The design and detailing of the entrance has been refined. The entrance has been widened and recessed, with hit and miss brickwork incorporated. These amendments have resulted in the building appropriately addressing the street frontage.
Design for inclusion, sustainability and healthy neighbourhoods	
The panel welcomes the creation of much-needed new homes in underutilised areas of the existing housing estate. The aspiration for zero carbon development and a 'fabric first' approach is supported.	Officers note this support.
It notes that cycles are often accommodated in a similar fashion to bins and would encourage the project team to explore options to make them a pleasure to use.	The cycle stores have been integrated into the ground floor for the building, encouraging their use.

Development Pattern & Urban Form

- 6.24 The overall Campsbourne Estate is a relatively densely occupied area, which is interspersed with areas of greenery and soft landscaping. The proposed building footprint would cover a notable portion of the existing site, however undeveloped areas would be retained to the front and in the north-eastern corner. It is considered that a building of this footprint would respect the relatively dense urban grain of the area, whilst still optimising the capacity of the site.
- 6.25 The proposed development would infill the site between Wat Tyler House (to the north) and Tennyson House (to the south). Neither the Design Officer, nor the most recent QRP comments raised concern with the principle of the infill development. The building line on the northern side of development would reflect the building line of Wat Tyler House, while the building line on the southern side would align with Tennyson House, as shown in Figure 6. These building lines would relate to the adjacent buildings, ensuring that the proposal would suitably integrate into the development pattern of the surrounding area. It is noted that the proposed building would extend to the east to be close to the rear boundary of the site. However, spacing would still be retained between the proposed development and Campsfield House to the rear. Therefore, from this perspective, the proposed building would fit comfortably and appropriately on the site.

*Height, Bulk & Massing*

- 6.26 The proposed building would be broken down into three distinct masses, with the front element being of five storey height, the middle part being of seven storeys and the rear element being of four storey height. These varying heights would visually break-up the appearance of the development, resulting in a high-quality design, which would not appear unduly bulky. The QRP noted that the

‘architectural concept of three interlocking volumes seems sensible’ and this further supports the massing of the scheme.

- 6.27 Wat Tyler House is seven storeys in height, whereas other buildings in the locality are generally two, three or four storeys. The four and five storey parts of the building would sit below the level of Wat Tyler House. Therefore, it is considered that these elements of the proposed development would be appropriately proportioned, in relation to the existing and surrounding context. The central part of the building would be of seven storey form, like Wat Tyler House. However, the greater floor to ceiling heights required for modern-day proposals means that the height of the proposed building would extend above Wat Tyler House. While this is noted, the projection above Wat Tyler House would not be substantial. Furthermore, the seven storey height would be set-back in the site to align with Wat Tyler House. Due to these factors, and given the overall high quality design of the building, it is considered that it would be of an acceptable scale. The proposed building would not overly dominate the wider estate and would not appear out of proportion in the locality. This assessment is backed up by the QRP assessment, as the Panel considered that the scale of the development was ‘broadly acceptable’.
- 6.28 London Plan Policy D9 advises that the term ‘tall buildings’ should be defined in Development Plans. However, this policy notes that tall buildings should not be less than 6 storeys or 18 metres in height. The Local Plan defines tall buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline and are of 10 storeys or over. The proposed building would not be greater than 10 storeys in height and would only extend modestly above the existing height of Wat Tyler House. As such, it is considered that the proposed building is acceptable in terms of tall building policy in the London Plan and the Local Plan.
- 6.29 There are a variety of building types and forms present in the locality, including flat roof blocks of flats, pitched roof housing and properties incorporating accommodation within the roof. The three separate elements of the proposed building would all be of flat roof design. This is considered appropriate, as the most immediate neighbour (Wat Tyler House), to which the development should relate, is also flat roofed. The visual simplicity of the proposal is also aided by the three elements sharing a common roof form and an overall geometric form. Therefore, the design would not result in the proposed building appearing incongruous or alien within the locality. This design is considered to be acceptable and coherent with the existing surrounding built form. In addition, the flat roofs provide suitable space for the incorporation of solar panels and biodiverse roofs, which is a further positive of this design.

Approach, Legibility & Street Frontage

- 6.30 Access to the building would be taken from Boyton Road, with a door provided centrally in the five storey front block. The entrance would be recessed and 'hit & miss' brickwork would be incorporated to the side. The central siting, considerable width and recessed form of the entrance would ensure that the proposed building would appropriately address the frontage of the site at street level. Furthermore, the use of 'hit & miss' brickwork would visually strengthen the appearance of the base of the building, which is appropriate. It is considered that the proposed development would suitably interact with the street, with a clear and legible entrance to the building provided. In addition, the proposed scheme would meet the requirements of DM DPD Policy DM7, which requires infill developments to incorporate at least one street frontage.

Materials & Detailing

- 6.31 The predominant material evident on buildings in the locality is brickwork, with buff, red and brown bricks present on several properties, although, it is noted that some buildings do incorporate render finishes, cladding and tile hanging. Red bricks would be the main material used for the seven storey element of the proposal, while buff bricks would be utilised for the five and four storey masses. These materials would be in keeping with the appearance of other buildings in the locality, and as such are acceptable. The use of different coloured bricks would also further assist in visually breaking-up the massing of the proposed building, whilst all bricks benefit from their innate durability and accommodation of weathering. The windows, doors and balcony balustrades would all be of metal construction, finished in a dark-brown/grey coating, harmonising with the different bricks and uniting the composition. These features would result in a contemporary appearance for the building, which would be acceptable for this setting. A condition is recommended on any grant of planning permission requiring further details of the materials, fenestration and detailing, so to ensure that these elements are of suitable high quality appearance.
- 6.32 The QRP response suggested that the proposed building should draw on the existing character and qualities of Wat Tyler House to make the development more distinctive. The detailing of the proposed building has been updated to reflect these comments. The incorporation of horizontal brick panelling between the windows of the front part of the building acknowledges the horizontal character of Wat Tyler House. Furthermore, the stone bands inserted below the proposed windows would again relate to the horizontal qualities of Wat Tyler House. Officers consider that the noted design refinements have altered the appearance of the proposed building, so that it suitably respects the character of Wat Tyler House.

Setting of Conservation Areas

- 6.33 The site is not within a Conservation Area (CA), however there are four CAs nearby, with the Alexandra Palace & Park CA to the north, the Campsbourne Cottage CA to the west, the Hornsey High Street CA to the south and Hornsey Water Works & Filter Beds CA to the east.

- 6.34 The Design & Access Statement has provided photos of certain views from the Alexandra Palace & Park and Campsbourne Cottage CAs. It is evident that the new building will be visible in some views from the Campsbourne Cottage CA. However, in such views it is considered that the proposed building would be viewed together with Wat Tyler House, as demonstrated in Figure 7. Having regard to the scale of the adjacent Wat Tyler House, it is considered that the proposed building would not appear unduly dominant or out of proportion in these views. Similarly, the proposed building would not be an overbearing or intrusive addition to the setting of the locally listed buildings at Campsbourne School. Therefore, the setting of the Campsbourne Cottage CA and the locally listed buildings would be preserved.



Figure 7: View from Campsbourne Cottage CA

- 6.35 In views from the Alexandra Palace & Park CA, the proposed building would appear to blend into the back drop of other buildings beyond the park. Therefore, the proposed building would have a limited visual impact on views from this CA, with the setting of this heritage asset preserved. The proposed building would not be highly visible in views from the Hornsey High Street CA or the Hornsey Water Works & Filter Beds CA. The setting of these CAs would be preserved. These observations are supported by the council's Conservation Officer, who has not objected to the development. It is considered that the proposal would have a neutral impact on the setting, character and appearance of the nearby CAs.

Design Conclusions

- 6.36 In summary, the proposed development would be of a high standard of design, which would greatly improve the appearance of the existing site. The scheme would make the best use of the land and optimise the capacity of the site to deliver much needed homes. The size, scale, siting, massing, form and materials of the proposed building would appropriately relate to the constraints of the site and the

wider character of the existing local built environment. The proposed scheme would respect the character and appearance of the site, the street scene and the wider locality. The character, setting and special interest of nearby heritage assets would be preserved. Therefore, the proposal would comply with the relevant policies.

Neighbour Amenity

Policy Context

- 6.37 London Plan Policy D6 notes that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for the context, whilst also minimising overshadowing. DM DPD Policy DM1 outlines that development must ensure a high standard of privacy and amenity for neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and open aspects to adjacent buildings and land. Schemes should also avoid overlooking and loss of privacy that would be detrimental to the amenity of neighbouring residents.

Assessment

- 6.38 A Daylight & Sunlight Report has been submitted in support of this application and this document assesses the impact of the development on the light received at neighbouring residential properties. This report is based on the numerical tests laid out in BRE guidance (2011) which for the purposes of assessing the impact on neighbours align with the 2022 BRE Guidance. The relevant tests for assessing impacts on daylight are the Vertical Sky Component (VSC) and the Daylight Distribution. The Daylight Distribution test has not been undertaken, as the specific room layouts of neighbouring properties is unknown. However, officers consider that, in this instance, the results of the VSC tests are sufficient to consider impacts on daylight. In terms of sunlight, consideration of the Annual Probable Sunlight Hours is the appropriate test. In addition, officers must also consider impacts on outlook, open aspects and privacy.

Wat Tyler House (WTH)

- 6.39 To the north of the site is WTH which contains numerous flats over seven storeys. The front and rear building lines of this part of the development would align with the front and rear walls of the main bulk of WTH. The four and five storey part of the development would be set away from the boundary with WTH. This layout ensures that the outlook from the front and rear windows of WTH would not be harmed. Furthermore, the neighbouring flats would not be materially impacted by overbearing affects or an increased sense of enclosure.
- 6.40 In regard to daylight, the majority of the windows tested at WTH pass the VSC and this suggests that there would not be undue loss of daylight to windows. There are a limited number of windows at WTH, which would not pass the VSC. However

the Daylight & Sunlight Report indicates that overhangs and projecting wings at WTH have affected the VSC results for these windows. The BRE guidance outlines that a larger relative reduction in VSC may be unavoidable, if the existing window has projecting wings on one or both sides of it. The Daylight & Sunlight Report notes that if these overhangs were not in place, then the subject windows would pass the VSC. Given this, and noting the otherwise high level of compliance with the VSC, it is considered that windows at WTH would not be unduly impacted by loss of daylight.

- 6.41 The Daylight & Sunlight Report has considered impacts on the windows at WTH, in terms of the quantity of sunlight received. This report concludes that the Annual Probable Sunlight and Winter Sunlight Tests would be passed. Therefore, material loss of sunlight would not impact the windows at WTH. The overshadowing of garden areas has also been assessed in the Daylight & Sunlight Report. The report outlines that garden spaces would meet the relevant BRE recommendations. As such, garden/communal spaces at WTH would not be unduly impacted by overshadowing.
- 6.42 The new windows of the proposed development have been sited, so to ensure that direct overlooking towards windows of WTH would not occur. Therefore, there would be no significant loss of privacy to the flats at WTH.

Tennyson House (TH)

- 6.43 TH is situated to the south of the site and this building contains several flats. The proposed development would not sit forward of the front building line of TH. Due to this, the front windows and areas of TH would not be materially impacted by loss of outlook or an increased sense of enclosure. TH does have bay windows present on its northern side elevation, however these do not appear to be primary openings that provide notable outlook. Therefore, impacts on these bay windows would not materially affect the living conditions of TH. The proposed development would be set-in slightly from the boundary with TH and would drop down to four storeys towards the rear. These design aspects would ensure that the rear outlook from TH would not be unduly harmed and that material overbearing impacts would not affect TH. The location of the rear garden area of TH to the south of the proposed development would ensure that undue overshadowing would not impact this space.
- 6.44 The majority of the windows at TH would pass the VSC test, indicating that there would not be undue loss of daylight to this neighbouring building. It is noted that two windows at TH would fail the VSC, however the Daylight & Sunlight Report notes that the daylight reaching one of the windows is impacted by an overhang. If this overhang were discounted, then the window would be very close to passing the VSC test. The second window is also very close to passing the VSC. Given the only minor degree of non-compliance with the VSC, it is considered, on balance, that undue loss of daylight would not impact the windows at TH. All of

the windows tested at TH would pass the Annual Probable Sunlight and Winter Sunlight Tests. Therefore, there would be no material loss of sunlight affecting the windows at TH.

- 6.45 None of the new windows installed in the proposed development would directly face windows of TH. Therefore, there would not be excessive overlooking or loss of privacy to the flats at TH. Some of the new southern facing windows would allow views over the rear garden of TH. However, these garden areas are already substantially overlooked, therefore, such views would not equate to a harmful invasion of privacy.

Campsfield House (CH)

- 6.46 To the east of the site is CH, which is a three storey building containing flats. The proposed development would be sufficiently set-away from CH, to ensure that this neighbouring building would not be unduly impacted by harm to outlook, an increased sense of enclosure or overbearing impacts. The Daylight & Sunlight Report concludes that none of the windows of CH would fail the relevant tests. As such, it is considered that this neighbouring building would not be materially impacted by loss of daylight or sunlight. The Daylight & Sunlight Report also notes that the garden area of CH would not be unduly affected by overshadowing.
- 6.47 The proposed development would incorporate numerous eastern facing windows and balconies. These would not directly face windows of CH, and as such excessive overlooking or an undue invasion of privacy would not impact this neighbouring building. The eastern facing windows and balconies would allow some views over the garden area of CH. However, these views would not materially reduce the privacy of these gardens. Any views would be beneficial in terms of providing additional surveillance over the area and would be no more intrusive than views possible from the existing windows of CH. Therefore, material levels of overlooking of the garden area would not occur.

1 & 2 Boyton Close and Fleming House (FH)

- 6.48 To the south of the site there is a pair of semi-detached properties (1 & 2 Boyton Close) and to the south-east is FH, which is a building that contains several flats. The separation of the proposed building from these neighbours and the dropping down of the proposal towards the rear would ensure that these neighbouring buildings would not be unduly impacted by a restriction of outlook, an increased sense of enclosure or overbearing affects. The position of these properties to the south of the site means that the garden areas would not be materially affected by overshadowing and undue loss of sunlight would not occur.
- 6.49 The Daylight & Sunlight Report concludes that the windows of 1 & 2 Boyton Close would pass the VSC test. Therefore, these properties would not be unduly

impacted by loss of daylight. The majority of the windows of FH would pass the VSC, however the Daylight & Sunlight Report notes that two windows would fail this test. Whilst this is noted, these two windows are impacted by overhangs. If the overhangs were not in place, these two windows would pass the VSC. Given this and noting the compliance of all other windows, it is considered that FH, on balance, would not be unduly impacted by loss of daylight.

- 6.50 The proposed development would incorporate several southern facing windows, which would face towards 1 & 2 Boyton Close. The relevant upper floor southern facing windows are proposed to be fitted with obscure glazing, so to mitigate material levels of overlooking. This would ensure that inappropriate overlooking towards 1 & 2 Boyton Close would not occur and the privacy of these properties would be protected. The fitting of obscured glazing is recommended to be secured by condition. FH would be a sufficient distance from the site, to ensure that it would not be materially or unduly overlooked by the development.

Other Nearby Properties

- 6.51 The other properties in the vicinity of the site, including those opposite (Bedale House) would be a notable distance from the proposed development. Therefore, the living conditions of these properties would not be materially impacted.

Amenity Conclusions

- 6.52 In summary, the appropriate scale, siting, orientation and design of the proposed development would ensure that the amenity, privacy and living conditions of neighbouring properties would not be materially harmed. Neighbouring properties would not be unduly impacted by loss of light, overshadowing, harm to outlook, a sense of enclosure, overbearing affects or overlooking. Therefore, the proposed development would be acceptable, in terms of impacts on neighbouring amenity, and would comply with the relevant policies.

Quality of Accommodation

Policy Context

- 6.53 London Plan Policy D6 requires housing development to be of high quality design, providing adequately sized rooms, with comfortable and functional layouts. All dwellings must provide at least the gross internal floor area (GIA) set out in Table 3.1 of the London Plan and acceptable floor to ceiling heights should be delivered. Housing development should maximise the provision of dual-aspect dwellings and normally avoid the provision of single aspect dwellings. Sufficient daylight and sunlight should be provided to new housing, whilst also avoiding overheating. Private outdoor space should be supplied, in accordance with the standards of the London Plan.

- 6.54 Proposals should achieve the highest standards of accessible and inclusive design, in line with London Plan Policy D5. Developments should be convenient and welcoming with no disabling barriers and should be able to be entered, used and exited safely, easily and with dignity by all. Schemes should be designed to incorporate safe and dignified emergency evacuation for all building users. Where lifts are installed at least one lift per core should be a suitably sized fire evacuation lift. London Plan Policy D7 outlines that residential developments must ensure that at least 10% of dwellings meet Building Regulations requirement M4(3) 'wheelchair user dwellings'. All other dwellings should meet Building Regulations requirement M4(2) 'accessible and adaptable dwellings'.

Assessment

- 6.55 All of the proposed dwellings would have layouts which would be functional and useable. The layouts would meet or exceed the space standards of the London Plan. Therefore, the proposed dwellings would provide good quality accommodation. The ground floor units would have access to garden spaces, whereas the upper floor flats would be served by terraces/balconies. All of these private outdoor spaces would be of a size to meet the numerical requirements of the London Plan. As such, the future occupiers of the proposed dwellings would have appropriate access to outdoor space. The floor to ceiling height of all the units would comply and exceed the London Plan standards, again demonstrating that the dwellings would be of high-quality design.
- 6.56 The proposed dwellings would all be dual-aspect, in line with the London Plan requirements. The dual aspect form of the dwellings would provide satisfactory outlook for the future occupiers and create opportunities for natural ventilation.
- 6.57 A Daylight & Sunlight Report has been undertaken and this has utilised the BRE numerical tests to assess the levels of daylight and sunlight that would reach the proposed dwellings. The results of this report show that a number of the rooms provided would not be fully compliant with the BRE guidance (2022) for daylight and some of the units would not meet the exposure to sunlight test. Whilst these findings are acknowledged, such results are not uncommon in urban areas. Furthermore, the Daylight & Sunlight Report outlines that the provision of balconies above several of the windows has resulted in the lower daylight results. The report suggests that if the balconies were removed, then the levels of daylight available would be greatly improved. Officers do not deem it appropriate to omit the balconies, as the provision of outdoor space is considered a significant benefit to the scheme.
- 6.58 In assessing the overall quality of the proposed accommodation, officers consider, on balance, that the non-compliance of some of the habitable rooms with daylight/sunlight tests would be outweighed by the need to provide private outdoor space and to be in accordance with all other design/layout requirements and the wider social benefits of the scheme generally. As such, it is considered, in this

instance, that the scheme would provide suitably designed housing and deliver good living conditions for the future occupiers.

- 6.59 In regard to the inclusivity and accessibility, the Design & Access Statement confirms that all of the homes are designed to meet Building Regulations requirement M4(2) 'accessible and adaptable dwellings', in accordance with the London Plan. One of the ground floor dwellings would comply with Building Regulations requirement M4(3) 'wheelchair user dwellings'. It is noted that this provision does not equate to 10% of the homes meeting the requirements for 'wheelchair user dwellings'. However, there are several sites across the Council's Housing Delivery Programme, which exceed the 10% figure for 'wheelchair user dwellings'. As such, in this instance, the provision of only one wheelchair user dwelling is considered acceptable.
- 6.60 The Design & Access Statement notes that level access is proposed to all entrances, terraces and balconies. In addition, a lift would be installed within the building, providing access to the upper floors. A wheelchair accessible parking bay would also be supplied to the front of the site, facilitating access to the building. It is considered that the development would be appropriately accessible, with no disabling barriers. Therefore, the accessibility and inclusivity of the development is considered to accord with the relevant policies.

Transport, Parking & Highway Safety

Policy Context

- 6.61 London Plan Policy T1 notes that proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycling or public transport. This policy outlines that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes. Any impacts on London's transport networks and supporting infrastructure should be mitigated. The cumulative impacts of development on public transport and the road network capacity, including walking and cycling, should be taken into account, in accordance with London Plan Policy T4. This policy also sets out that proposals should not increase road danger.
- 6.62 Local Plan Policy SP7 outlines that the Council will tackle climate change, improve local place shaping, enhance public realm, improve environmental quality and enhance transport quality by: minimising congestion, promoting public transport, promoting walking and cycling, promoting road safety and seeking to locate major trip generating development in locations with good access to public transport.
- 6.63 Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 of the London Plan. Cycle parking should be designed in accordance with the London Cycling Design Standards, whilst

being fit for purpose, secure and well-located, in line with London Plan Policy T5. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity, in accordance with London Plan Policy T5. This policy notes that car-free development should be the starting point for all development proposals in places that are well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. The maximum parking standards of the London Plan should be applied to development proposals. Appropriate wheelchair accessible parking should be delivered, in compliance with the London Plan requirements.

- 6.64 DM DPD Policy DM32 notes that the Council will support proposals for new development with limited or no on-site parking where: (a) there are alternative and accessible means of transport available; (b) PTAL is at least 4 and (c) a controlled parking zone (CPZ) exists.

Assessment

Trip Generation

- 6.65 A Transport Statement (TS) has been provided in support of this application and this document estimates the number of trips generated by the completed development. In total, the TS suggests that 117 daily trips would be created by the development, with 59 of these trips being made by public transport, 15 trips by walking or cycling and 42 being undertaken via car travel. It is not considered that this level of trips would materially impact the capacity of public transport or the road network. This assessment is backed up by the Transportation Officer who notes that the absolute trip generation is low and will not create any tangible highway or public transport network/service impacts.

Car Parking

- 6.66 The proposed development would replace the existing car park, and therefore 24 car parking spaces would be lost. The scheme is intended to be car-free, with no off-street parking proposed to serve the dwellings, however one on-street wheelchair accessible parking space would be provided.
- 6.67 The scheme would displace cars parked in the existing car park onto local roads. Additional parking demands would also result from the proposed development. However, the parking demands arising from the development itself would be likely to be limited, as the scheme seeks to mainly provide 1-bedroom and 2-bedroom units, which generally display lower levels of car ownership, than family-sized homes. The TS predicts that 6 new cars would be associated with the proposed dwellings.
- 6.68 A Parking Stress Survey has been undertaken as part of the TS, with this assessing parking levels on-street and within parking court areas. On the busiest

night the survey recorded an overall parking stress of 87%, with 96 spaces available out of 714 spaces. The available spaces were concentrated within nearby roads, such as Boyton Road, Eastfield Road and Newland Road, with small amounts of parking available on other streets and within parking courts.

- 6.69 The TS highlights the availability of some on-street parking spaces, and therefore concludes that sufficient capacity exists on local roads to accommodate the displaced parking from the existing car park, as well as the modest level of new parking generated by the development. The Transportation Officer has reviewed the parking demands of the scheme and has not objected based on excessive parking stress being placed on local roads. This consultee acknowledges that the results of the Parking Stress Survey suggest that parking spaces would still be available in the locality, following the development. Given the comments of the Transportation Officer and the results of the Parking Stress Survey, it is considered that sufficient on-street parking spaces are available to accommodate the proposed development. As such, undue parking stress would not be placed on local roads and sufficient parking spaces would still be available to existing local residents.
- 6.70 The car ownership and associated parking demands of the development can be further limited by ensuring that sustainable transport initiatives, such as a car-club, travel plan and high-quality cycle parking are incorporated into the scheme. These initiatives are secured via condition and will promote sustainable transport, while in turn reducing the impacts on parking availability in local roads.
- 6.71 The poor PTAL of the site and the lack of a CPZ in the locality means that the scheme does not necessarily meet the specific requirements for car-free development, outlined at DM DPD Policy DM32. While this is noted, there is a drive at national, regional and local level to support more sustainable travel. The proposed development would support such aspirations. Furthermore, it has already been noted that the parking demands arising from the scheme can be accommodated on-street. This suggests that a proposal without any parking provision can be accepted.
- 6.72 The Transportation Officer also notes that the site is perhaps better located, in relation to public transport, than the PTAL indicates. Hornsey Railway Station is situated to the south-east and is just outside the PTAL walking distance criteria. It is considered that many future occupiers of the proposed dwellings would be comfortable with walking or cycling to this station. In addition, Hornsey High Street is to the south and provides access to shops/facilities, as well as bus services. This high street is within walking distance of the site, and therefore many of the future occupiers could access shops/facilities and bus services, via walking or cycling. The available options for sustainable transport and the off-site capacity to accommodate any parking demands means that, in this instance, a car-free development is considered acceptable.

- 6.73 The Transportation Officer notes that the development cannot be formally designated car-free or permit-free, as no CPZ exists on surrounding roads. The TS does suggest that a permit-free agreement could be provided to secure the development as car-free, if a CPZ is implemented in the future. This is acknowledged, however it is considered that there would be significant difficulties in requiring a permit-free development, post-completion of the scheme. Therefore, this requirement is not included as part of this recommendation. Notwithstanding this, the parking impacts of the development are considered acceptable, without the need to potentially restrict future permits.
- 6.74 The London Plan requires wheelchair accessible dwellings to be served by a wheelchair accessible parking bay. One wheelchair accessible dwelling would be delivered through this development. The existing vehicular crossover from Boyton Road into the car park is intended to be removed, with a new wheelchair accessible parking bay then delivered. This provision would meet the requirements of the London Plan.
- 6.75 Overall, in terms of car parking, it is considered that there is sufficient on-street parking capacity to accommodate the displaced and new parking demands of the development. The proposal would not place undue stress on the parking capacity of local roads. The options for sustainable travel and the availability of on-street parking means that the development can be appropriately integrated into this locality. Therefore, the proposed scheme would be acceptable, in terms of car parking.

Cycle Parking

- 6.76 Long stay cycle storage for 28 bicycles would be provided within the proposed building, within two separate bike stores. Short stay cycle parking for 2 bicycles would be supplied externally via Sheffield stands installed to the front of the new building. This level of cycle parking would accord with the numerical requirements of the London Plan. The Transportation Officer notes that detailed drawings are required showing the access routes to/from cycle parking, spacing, headroom and manoeuvring space. These drawings are required, in order to ensure that the cycle parking meets the London Cycling Design Standards. Therefore, a condition is recommended securing these details.

Access, Delivery & Servicing Arrangements

- 6.77 The existing car park is accessed via a dropped kerb from Boyton Road. It is proposed to remove this existing crossover and then reinstate the footway. There is no objection to these works, as they would improve the pedestrian environment on Boyton Road. The Transportation Officer advises that it is necessary to reinstate the footway.

- 6.78 Refuse collections are intended to be undertaken on-street. Neither the Transportation Officer, nor the Waste Management Team have objected to these arrangements. Therefore, officers are content with this. It is intended to supply a small dropped-kerb to the south-western corner of the site. This dropped kerb would provide refuse collection teams with access to the bin stores within the building. The Transportation Officer has not raised concern with this new dropped kerb, and as such this is considered acceptable.
- 6.79 The TS estimates 2 delivery and servicing visits per day for the 15 homes. The Transportation Officer notes that this does seem somewhat low, however the total number of daily visits to the site is not expected to be so significant to cause issues. Delivery or servicing vehicles would have to park on-street to then access the dwellings. The Parking Stress Surveys suggest that there is greater availability of parking spaces during the daytime. As such, it is considered that delivery vehicles would not confront issues with locating parking spaces on local roads.

Construction Phase

- 6.80 A Construction Logistics Plans (CLP) has been submitted in support of this application. The Transportation Officer has reviewed this and notes that it provides useful detail on how the development is intended to be built-out. However, the Transportation Officer considers this a draft document and advises that a fully detailed CLP should be secured via condition. This condition is included as part of this recommendation.

Sustainability, Energy & Climate Change

Policy Context

- 6.81 London Plan Policy SI2 and Local Plan Policy SP4 require major residential developments to be net zero carbon. This means reducing greenhouse gas emissions in operation and minimising energy demand, in accordance with the energy hierarchy (be lean, be clean, be green and be seen). A minimum on-site reduction of 35% beyond Building Regulations is required for major development. Local Plan Policy SP4 and DM DPD Policy DM22 require developments to take measures to reduce energy use and carbon emissions during design, construction and occupation. Major proposals within Heat Network Priority Areas should have a communal low-temperature heating system and development should prioritise connection to existing or planned Decentralised Energy Networks, in line with London Plan Policy SI3 and DM DPD Policy DM22.
- 6.82 Adverse impacts on the urban heat island should be minimised through design, layout, orientation, materials and the incorporation of green infrastructure, in line with London Plan Policy SI4. Major developments should demonstrate through an

energy strategy how they will reduce the potential for internal overheating, in accordance with London Plan Policy SI4 and DM DPD Policy DM21.

Assessment

- 6.83 An Energy Assessment has been submitted in support of this application and this outlines that a 76% reduction in carbon emissions would be achieved on site. This would be achieved through energy efficiency measures (be lean) and the incorporation of renewable technologies (be green), such as air source heat pumps and photovoltaic panels. An indicative layout of the photovoltaic panels is shown in figure 8. No 'be clean' measures are proposed, as the site is not within reasonable distance of a proposed Decentralised Energy Network. The Council's Carbon Management Team have reviewed the scheme and support the proposed carbon emissions reduction. The zero carbon target can be achieved through an offset contribution, secured through the relevant planning obligation. Conditions are attached requiring further details of the energy strategy and other information relating to the energy efficiency of the proposed development.



- 6.84 The applicant has provided an Overheating Analysis with this application, which includes a dynamic thermal modelling assessment. The results of the assessment note that all the rooms pass the overheating requirements and the Carbon Management Team are content with this. However, a condition is recommended requiring further details and securing appropriate overheating measures. Subject to several conditions and the planning obligation recommended by the Carbon Management Team, it is considered that the proposed development would be highly energy efficient and sustainable in design terms, in accordance with the relevant policies.

Landscaping, Trees & Biodiversity

- 6.85 London Plan Policy G5 notes that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design. The Mayor recommends a target urban greening factor score of 0.4 for developments that are predominantly residential. London Plan Policy G6 outlines that proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. Wherever possible existing trees of value should be retained, if a development necessitates removal of trees then there should be adequate replacement, in line with London Plan Policy G7. The planting of new trees should generally be included in new developments. Developments that are likely to be used by children and young people should increase opportunities for play and informal recreation, in accordance with London Plan Policy S4.
- 6.86 Local Plan Policy SP11 notes that development should promote high quality landscaping on and off site, including improvements to existing streets and public spaces. Development should protect and improve sites of biodiversity and nature conservation, in line with Local Plan Policy SP13. DM DPD Policy DM1 outlines that landscaping and planting should be integrated into the development as a whole. Opportunities for biodiversity enhancement should be maximised, in accordance with DM DPD Policy DM21.
- 6.87 The existing site incorporates limited soft landscaping, with the majority of the land consisting of hardstanding. It is proposed to deliver new shrub planting along the frontage of the site and hedging is also intended to be provided in the ground floor garden areas. Three new trees are proposed to be planted within the red line site boundary. The proposed building would incorporate green roofs, further contributing to the greening of the site. Further details of the green roofs are required via condition. The overall works within the site boundary would enhance the greenery of the existing land.
- 6.88 Beyond the site boundary further landscaping works are proposed across nearby areas of the estate. New hedging, shrubbery and trees are intended to be planted to the front of Wat Tyler House, in the communal garden area to the rear of Wat Tyler House and in the play area to the rear of Gillett House. The Arboricultural Impact Assessment notes that 3 trees are intended to be removed to the rear of Wat Tyler House. However, these trees are not considered to be high quality (Category C & U Trees). Furthermore, the overall scheme would deliver 18 new trees, meaning that there would be a net gain of 15 trees. As such, there are no concerns regarding the arboricultural impacts of the development and the Council's Arboricultural Officer has not objected to the scheme. Figure 9 outlines an indicative plan for the planting of new trees.
- 6.89 The soft landscaping and planting works beyond the site boundary would enhance the greenery of the area and improve the appearance of the public realm. Furthermore, an urban greening factor score of 1.73, would be achieved across the relevant parts of the estate, which exceeds the requirements of London Plan

Policy G5. As such, the landscaping proposals of the scheme are considered to be positive. A condition is recommended on any grant of planning permission securing the final details of the landscaping proposals.

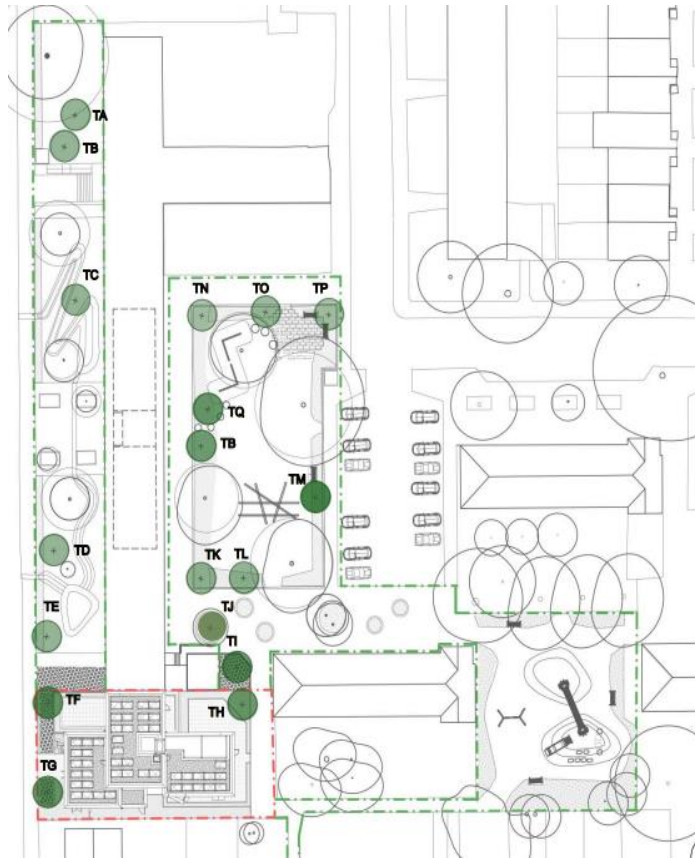


Figure 9: Indicative Plan for Tree Planting

- 6.90 A Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain Document have been submitted in support of this application. The PEA concludes that the existing site has low ecological value, providing habitat for nesting birds and negligible potential to support roosting bats. This document suggests various ecological enhancements, such as provision of bat boxes, bird boxes, hedgehog corridors, stag beetle loggery and invertebrate houses. These enhancements, together with the planting across the estate, would deliver a significant biodiversity net gain. The site is a sufficient distance from statutorily designated nature conservation sites to ensure that there would be negligible impact on such sites. Therefore, the proposed development is considered to be acceptable in ecological terms, delivering a net gain in biodiversity. A condition is recommended securing the ecological enhancements outlined in the PEA.
- 6.91 The scheme does not provide new play space to serve the development. However, there are existing play spaces on the estate to the rear of Wat Tyler House and to the rear of Gillett House. This scheme proposes to improve these existing play spaces by providing benches, lighting, replacement play equipment, planting and new surfaces. These enhancements would improve the useability of

the existing play spaces and increase opportunities for informal recreation, in line with the relevant policies. Figure 10 shows an indicative image for the works to the communal garden area to the rear of Wat Tyler House. It is noted that at this stage several of the works to play spaces are indicative, therefore a condition is recommended securing the full details of the improvements to these areas.

Figure 10: Indicative Proposals for Communal Garden Area to the Rear of Wat Tyler House

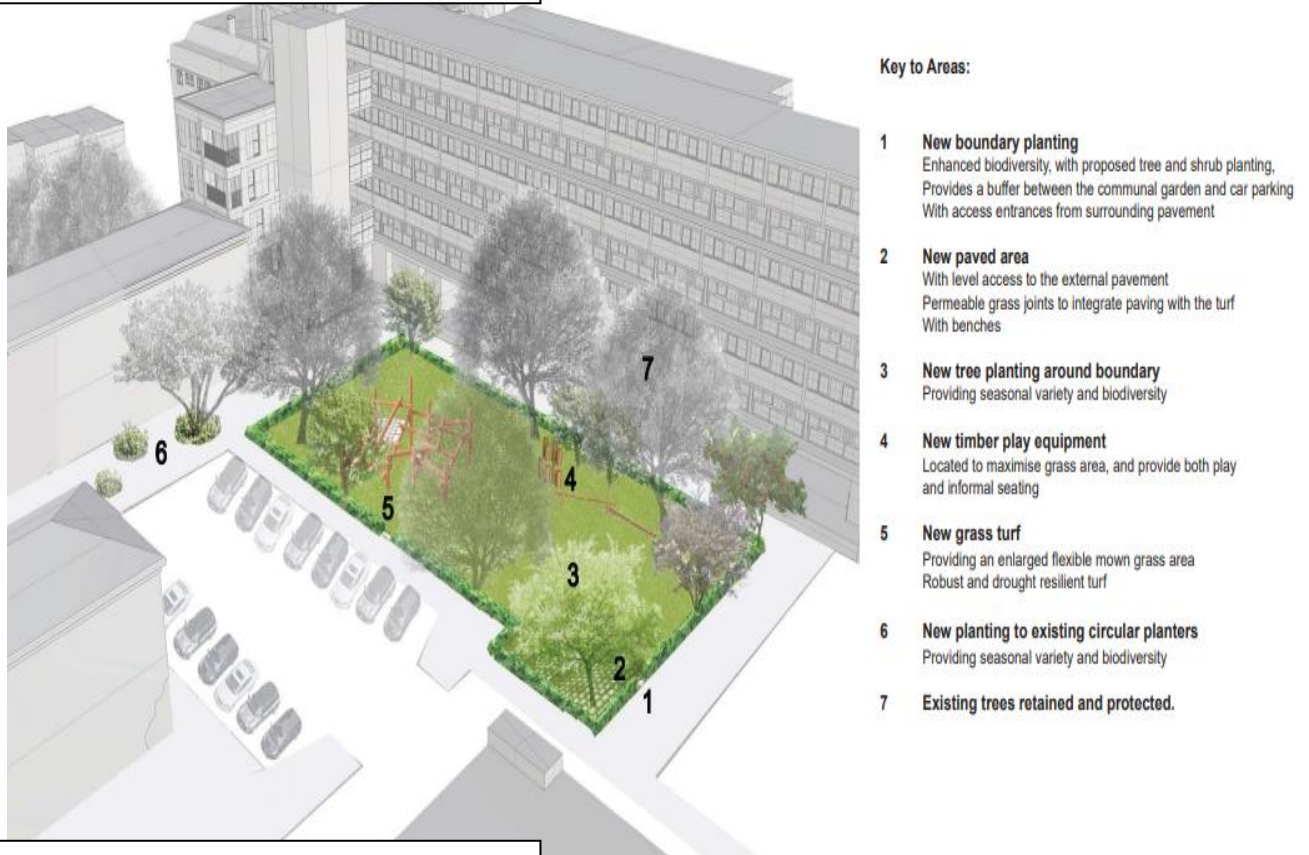


Figure 10: Indicative Proposals for Communal Garden Area to the Rear of Wat Tyler House

Crime Prevention

- 6.92 London Plan Policy D3 requires proposal to achieve safe, secure and inclusive environments. Local Plan Policy SP11 outlines that development should incorporate solutions to reduce crime and the fear of crime, such as promoting social inclusion and creating well-connected, high quality public realm. This policy and DM DPD Policy DM2 require the 'Secured by Design' principles to be applied to new developments.

- 6.93 The Metropolitan Police Designing Out Crime Officer (DOCO) has commented on this application and they note that the scheme has been discussed with them at pre-application stage. The Design & Access Statement (D&A) explains that these discussions have influenced the final design of the scheme.
- 6.94 A list of crime mitigation and security measures have been listed in the D&A. Within the site it is proposed to install external lighting, supply CCTV, provide controlled access to the building/passageways/gardens and incorporate defensible boundaries. The proposed development would also deliver increased passive surveillance, with additional views possible over the area to the front, the alleyway to the rear and the side passageways. The D&A outlines that pedestrian routes would be visually open, direct and well-lit. The side passage and rear alleyway are specifically identified in the D&A as well-lit routes. Beyond the site boundary it is intended to deliver additional CCTV, with one camera provided in the alleyway to the rear and a further camera installed to the northern end of Wat Tyler House.
- 6.95 These measures would assist in designing-out crime and have been incorporated into the scheme, taking into account the 'Secured By Design' principles. The DOCO has not objected to the scheme, however notes that further dialogue is required through the design/build process, in order to ensure that the development progresses with crime mitigation in mind. Conditions are recommended by the DOCO regarding the requirement for the development to achieve Secured by Design accreditation and certification. These conditions are included within this recommendation, so to ensure that the final development incorporates appropriate solutions to reduce crime. In addition, conditions are recommended requiring further details of the exact locations of CCTV cameras and external lighting. Subject to the recommended conditions, it is considered that the development would promote the delivery of a safe and secure environment, in line with the relevant policies.

Waste & Recycling

- 6.96 London Plan Policy D6 notes that housing should be designed with adequate and easily accessible storage space that supports the collection of dry recyclables, food waste and residual waste. Local Plan Policy SP6 and DM DPD Policy DM4 require integrated, well-designed recycling and waste facilities to be incorporated into new developments.
- 6.97 The submitted Planning Statement outlines that each of the proposed units will be provided with facilities that enable the separation of refuse and recycling. A communal refuse/recycling store would be provided at ground floor level within the building and the Council's Waste Management Team are content that this area is of suitable size to serve the development. The refuse/recycling store would be an appropriate distance from Boyton Road, so to enable satisfactory access for the refuse collection teams. In addition, the refuse/recycling store would be

suitably accessible for the residents within the building, as confirmed by the Council's Waste Management Team. The waste storage/collection arrangements are appropriate and comply with the relevant policies.

Fire Safety

- 6.98 London Plan Policy D12 requires all development proposals to achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a suitably qualified assessor. The statement should detail how the development will function in terms of: the building's construction, the means of escape, features that reduce risk to life, access for fire service and access for fire appliances. On 8 February 2023 the Mayor of London advised that this meant that residential buildings over 30m in height would be required to include a second staircase.
- 6.99 Planning gateway one requires a Fire Statement to be submitted for proposals, which involve one or more 'relevant buildings'. In addition, planning gateway one established the Health & Safety Executive (HSE) as a statutory consultee for proposals relating to 'relevant buildings'. The proposed building would be greater than 18 metres in height and would have 7 storeys. Therefore, in line with planning gateway one, the proposed building would constitute a 'relevant building' and a Fire Statement is required.
- 6.100 In line with London Plan Policy D12 and planning gateway one, a Fire Statement has been submitted in support of this application. The Fire Statement makes various recommendations concerning: the construction of the building, features required to reduce risk from fire, means of escape across all floors and access for the fire service/appliance. The London Fire Brigade and the Council's Building Control Team have reviewed the scheme and advised that it is acceptable in terms of fire safety.
- 6.101 The HSE has also reviewed the scheme and has commented on the means of escape from the proposed building. They have highlighted fire safety standards, which outline that ancillary accommodation should not be located in, or entered from, a protected lobby or protected corridor, forming the only common escape route on that storey. HSE consider that the cycle store (ancillary accommodation) would be connected to the single staircase and would be entered from a protected lobby (ground floor lobby). Therefore, HSE suggest that design changes are required to ensure that the cycle store does not connect to the single staircase and protected lobby.
- 6.102 The HSE comments are noted, however officers consider that the ground floor lobby is not the only common escape route on the ground floor. The ground floor flats each have an independent alternative exit from the building and the upper floor flats would not be required to enter the ground floor lobby to escape, as there

is a fire escape door at ground floor level adjacent to the stairs. Therefore, officers consider that the means of escape and the ground floor layout are acceptable, in relation to fire safety standards.

- 6.103 On 7 December 2022 the National Fire Chiefs Council (NFCC) published a position statement saying 'NFCC believe, believe, that 18 metres or has at least 7 storeys must become the threshold at which more than one staircase should be required in new residential buildings'. It is important to note that the NFCC is the 'professional voice of the UK Fire & Rescue Service', has a UK wide remit and is not just focused on London. The statement does not constitute government policy or formal planning policy and does not necessarily reflect the position of the London Fire Brigade.
- 6.104 On 23 December 2022 DLUHC published a consultation on fire safety matters, including single staircases, which proposes to change the existing regulatory context and approach. The consultation proposes that a second staircase may be required for new residential buildings more than 30 metres tall as part of Building Control 'Approved Document B' requirements. It is expected the government will come to a final position on this matter in the spring and then, if introduced, there would be a transitional period to allow for schemes to be completed before coming into effect. As noted above the GLA has already taken this position in the implementation of London Plan Policy D12.
- 6.105 The proposed scheme exceeds 18 metres and would be served by one staircase. It would not exceed the 30 metre height threshold noted above. Therefore, under the potential future changes to Building Control requirements the proposed building would not be required to incorporate two staircases. The LFB, the Council's Building Control Team and HSE, who's comments all follow the NFCC statement, have not objected to the staircase provision. Having regard to the DLUHC publication, the consultee comments and the GLA's position, it is considered that the provision of one staircase to serve the building is acceptable.
- 6.106 The LFB and the Council's Building Control Team have referred to the need to comply with various Building Regulation requirements, relevant to fire safety. An informative is recommended advising the applicant of this requirement. In addition, the LFB advises that signage should be provided throughout the building to assist the fire service. A further informative is recommended advising the applicant of the need for such signage. Subject to adherence with the recommendations of the submitted Fire Statement, it is considered that the development would be acceptable, in respect of fire safety.

Flooding & Drainage

- 6.107 London Plan Policy SI12, Local Plan Policy SP5 and DM DPD Policy DM24 note that proposals should ensure flood risk is minimised and mitigated. In regard to drainage, London Plan Policy SI13 and DM DPD Policy DM25 outline that proposals should aim to achieve greenfield run-off rates and ensure that surface

water run-off is managed as close to its source as possible. There should be a preference for green over grey features, in line with the drainage hierarchy of the London Plan.

- 6.108 The site is located within Flood Zone 1, and therefore is at low risk of flooding from fluvial sources. Developments of this nature within Flood Zone 1 are not required to be accompanied by a Flood Risk Assessment.
- 6.109 A SUDs Strategy has been submitted in support of this application and this outlines several sustainable drainage measures that are proposed to be incorporated into the scheme, including: the use of permeable paving, the addition of green features and the provision of a storage tank. The report suggests that the overall sustainable drainage scheme should enable run-off to be as close as reasonably practical to greenfield run-off rates, in line with the above policies. The Local Lead Flood Authority (LLFA) has reviewed the SUDs Strategy and they are generally content with the methodology. However, to ensure that a suitable drainage scheme is secured the LLFA recommend conditions requiring further details. These conditions are included as part of this recommendation. Subject to suitable details being secured via condition, the development would not be at undue risk to surface water flooding.

Water Efficiency

- 6.110 London Plan Policy SI5 requires proposals to minimise the use of mains water and achieve lower water consumption rates. This policy notes that smart metering, water saving and recycling measures should be incorporated to developments.
- 6.111 The submitted Sustainability Statement (SS) sets a water consumption target of less than 105 litres, per person, per day, in line with London Plan Policy SI5. Water consumption would be reduced through utilising water efficient components such as: low-flow showerheads/taps, dual flush toilets and low water consuming washing machines/dishwashers. Water metres would be provided for each dwelling and water recycling systems would be incorporated, where appropriate. Furthermore, external water butts would be installed for the purpose of rainwater harvesting. The proposed water efficiency measures would minimise the use of mains water and assist the development in meeting the water consumption targets. A condition is recommended on any grant of planning permission requiring the development to meet the water consumption targets. Subject to the imposition of a condition, it is considered that the development would use water efficiently, in compliance with the relevant policies.

Air Quality

- 6.112 London Plan Policy SI1 notes that developments should tackle poor air quality and must be at least air quality neutral. Air Quality Assessments should be

provided with major developments, in line with the above policy and DM DPD Policy DM23.

- 6.113 An Air Quality Assessment (AQA) has been provided in support of this application, in accordance with the relevant policies. This document notes that there is potential for air quality impacts, resulting from the construction phase, trip generation and exposure to existing air quality issues.
- 6.114 The AQA notes that, subject to best practice dust control measures being implemented, the construction phase would not have a significant impact on air quality. Dust control measures can be secured through the final Construction Logistics Plan, which is required by a recommended condition on any grant of planning permission. During the construction phase and once completed, the development is not anticipated to generate such a level of trips to/from the site to materially impact air quality. The AQA assessed existing air quality levels in the vicinity of the site and concludes that the future occupiers of the development would be unlikely to be exposed to pollutant concentrations that would exceed air quality objectives. Overall, the AQA notes that the proposals are air quality neutral, in accordance with London Plan Policy SI1. The Council's Pollution Officer has reviewed the scheme and has not raised concerns regarding air quality impacts. Therefore, the proposal would not result in any material adverse air quality impacts that would cause harm to nearby residents or future occupiers of the development.

Land Contamination

- 6.115 DM DPD Policy DM23 outlines that proposals will only be permitted where it is demonstrated that any risks associated with land contamination can be adequately addressed, in order to make the development safe.
- 6.116 A Phase I Environmental Report has been submitted in support of this application. This report notes several potential sources of contamination, including: the use of the site as a car park, demolition debris, an off-site electrical substation and natural occurring contaminants. In order to determine whether or not the site is contaminated, the report recommends further site investigation. The Council's Pollution Officer has reviewed the report and has no objection to its findings. However, the Pollution Officer recommends a condition requiring further site investigation and if necessary remediation. This condition forms part of this recommendation. Subject to this condition, the development would not be at undue risk of being affected by land contamination.

Conclusion

- 6.117 The proposed development would provide 100% council rent housing, which is much needed affordable housing on an under-utilised brownfield site, within an established residential area. The housing delivery would contribute towards the

Council's housing targets, address requirements for affordable housing and provide affordable units where there is a local need. Therefore, the principle of the scheme is considered acceptable.

- 6.118 The housing mix is considered appropriate, having regard to the constraints and size of the site. The housing sizes and types delivered would contribute to a mixed and inclusive neighbourhood.
- 6.119 The proposed scheme would be of a high standard of design, which would greatly improve the appearance of the existing site. The development would make the best use of the land and optimise the capacity of the site to deliver much needed homes. The size, scale, siting, massing, form and materials of the proposed building would appropriately relate to the constraints of the site and the wider character of the local built environment. The scheme would respect the character and appearance of the site, the street scene and the wider locality. The setting of nearby Conservation Areas would be preserved.
- 6.120 The proposed accommodation would be high quality, providing the future occupiers with excellent living conditions.
- 6.121 The proposal has been designed to avoid any material harm to neighbouring amenity, in terms of loss of light, overshadowing, enclosing impacts, outlook, overbearing affects and privacy.
- 6.122 The overall scheme would deliver improved landscaping on-site and across areas of the wider estate. Existing play spaces and communal gardens on the estate would be enhanced, with the new/improved landscaping and play equipment delivered.
- 6.123 A number of crime mitigation and security measures have been incorporated into the scheme. These will assist in ensuring that the development is a safe and secure environment.
- 6.124 The development promotes the use of sustainable transport. Displaced parking and any new parking demands can be accommodated within the local area. The car-free development would appropriately integrate into this locality.
- 6.125 The scheme has been designed to include a number of sustainability measures and to be energy efficient, delivering an 84% reduction in carbon emissions.
- 6.126 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1. Based on the information given on the plans, the Mayoral CIL charge will be £85,980.60 ($1,332\text{m}^2 \times £64.55$) and the Haringey CIL charge will be £490,335.84 ($1,332\text{m}^2 \times £368.12$). The development is likely to be eligible for social housing relief which could reduce the liability to £0, subject to the appropriate forms being served and evidence provided. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

8 RECOMMENDATION

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

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Appendix 1: Conditions and Informatives

Conditions

Three Year Time Limit

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

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

Approved Plans

2. The approved plans comprise drawing nos: KCA-0535-0001 Revision K, KCA-0535-0003 Revision G, PL_0300, PL_0301, PL_0302, KCA-0535-1000 Revision I, KCA-0535-1100 Revision M, KCA-0535-1101 Revision G, KCA-0535-1102 Revision G, KCA-0535-1103 Revision G, KCA-0535-1104 Revision G, KCA-0535-1105 Revision F, KCA-0535-1106 Revision G, KCA-0535-1107 Revision H, KCA-0535-2000 Revision E, KCA-0535-2001 Revision C, KCA-0535-3000 Revision G, KCA-0535-3001 Revision H, KCA-0535-3002 Revision H, KCA-0535-3003 Revision G, Arbtech AIA 01, Arbtech TCP 02, Arbtech TPP 01, 2.02, 5641_A_02 and 5641_A_03.

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

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

Use Class & Tenure

3. Notwithstanding any provisions to the contrary, all the residential units delivered by the development hereby approved, shall be provided at affordable rent levels within the C3 use class, and for no other tenure or use. All the residential units shall be retained in this tenure and use, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure the scope of this permission in relation to the provision of affordable housing for rent accommodation, in accordance with Policy H4 of the London Plan (2021), Policy SP2 of the Haringey Local Plan (2017) and Policy DM13 of The Development Management DPD (2017).

Materials

4. Prior to commencement of above ground construction works, the following details and materials in relation to the new building hereby permitted shall be submitted to and approved in writing by the Local Planning Authority:
 - a) Samples and manufacturer's details of all materials to be used in the external surfaces of the new buildings, including: brickwork, stonework, cladding, panelling, metalwork, roofing material, balustrades and window frames;
 - b) Detailed drawings at a scale of 1:20 of the elevational treatment and roof/parapet treatment;
 - c) Detailed drawings at a scale of 1:10 or 1:20 of doors and windows (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors);
 - d) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents.

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

Reason: To safeguard and enhance the visual amenity of the locality, in compliance with D3 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of The Development Management DPD (2017).

Obscured Glazing

5. The proposed windows on the southern flank elevation, as identified on drawing number: KCA-0535-3001 Revision H, shall be obscured glazed to level 3 or higher on the Pilkington scale of privacy or equivalent. This specification shall be complied with before the development is occupied and thereafter be retained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard against overlooking and loss of privacy in the interests of the amenity of neighbouring occupiers and to comply with Policy D6 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of The Development Management DPD (2017).

Air Source Heat Pump (Noise)

6. The design and installation of the air source heat pumps hereby approved, shall be such that, when in operation, the cumulative noise level arising from the proposed plant, measured or predicted at 1m from the facade of nearest residential premises shall not exceed the proposed level of 42dB LAeq (5min). 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: The level of noise from the air source heat pump is, so far as practicable kept to a minimum so as to minimize its effect on the amenity of the surrounding properties and general area. In order to protect the amenities of nearby residential occupiers, consistent with Policy D14 of the London Plan (2021 and Policies DM1 & DM23 of The Development Management DPD (2017)).

Accessibility, Adaptability & Wheelchair Accessibility

7. All the residential units provided shall meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' and at least one of the proposed residential units shall meet Building Regulation requirement M4(3) 'wheelchair user dwellings, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development meets the requirements for accessible, adaptable and wheelchair-user dwellings, in accordance with Policy D7 of the London Plan (2021).

Landscaping Proposals

8. Prior to first occupation of the development hereby approved, a detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall cover the works on the site and on the other areas of the estate identified on drawing number: 2.02. Details shall include:
 - a) Planting plans for new trees, hedging and shrubs including a schedule of plants noting: identified species, proposed location, plant sizes and proposed numbers/densities. The scheme must include at least 18no. new trees.
 - b) Details of existing trees to be retained;
 - c) Details of implementation and long-term managements programmes for all new trees;
 - d) Written specifications for any new grass establishment;
 - e) Details and drawings (at a scale of 1:20) of new/enhanced play equipment structures and furniture;
 - f) Details of proposed finished levels or contours;
 - g) Details of proposed means of enclosure;
 - h) Details of hard surfacing materials;
 - i) A detailed final urban greening factor plan, showing that a factor 0.4 has been achieved.

The approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, or 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 secure a high quality landscaping and to ensure that existing play/open spaces are enhanced, in the interests of creating a satisfactory setting for the proposed development, consistent with Policies G5, G7 & S4 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM1 of The Development Management DPD (2017).

Arboricultural Report

9. The development shall be carried out in accordance with the Arboricultural Method Statement (Arbtech, dated: 27 October 2022), Arboricultural Survey (Arbtech, dated: 26 August 2022) and Tree Protection Plan (drawing number: Arbtech TPP 01).

Reason: In order to ensure the safety and wellbeing of trees during works, consistent with Policy G7 of the London Plan (2021) and Policy SP13 of Haringey's Local Plan (2017).

Biodiversity

10. a) Prior to the commencement of the development hereby approved, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Local Planning Authority. This shall detail: the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, 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 first occupation of development hereby approved, 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, in accordance with Policy G6 of the London Plan (2021), Policy SP13 of the Haringey Local Plan (2017) and Policy DM21 of The Development Management DPD (2017).

Living Roof

11. a) Prior to commencement of above ground construction works, details of the living roof shall 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:
- A roof plan identifying where the living roofs will be located;
 - A section demonstrating settled substrate levels of no less than 120mm for extensive living roof (varying depths of 120-180mm);
 - Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate;
 - Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles/flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
 - Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
 - Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
 - Management and maintenance plan, including frequency of watering arrangements.
- b) Prior to the occupation of 90% of the dwellings, evidence shall be submitted to and approved in writing by the Local Planning Authority to demonstrate 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 roof 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 Policies G1, G5, G6, SI1 & SI2 of the London Plan (2021), Policies SP11 & SP13 of the Haringey Local Plan (2017) and Policy DM21 of The Development Management DPD (2017).

Reinstatement of Crossover and Provision of Parking Bay

12. Prior to first occupation of the development hereby approved, an agreement shall be in place with the Highway Authority to remove the redundant crossover into the site from Boyton Road and reinstate the footway/kerbs. The dwellings hereby approved shall not be occupied until the footway/kerbs have been reinstated and the blue badge parking bay has been provided on-street.

Reason: To enhance the pedestrian environment and ensure that suitable blue badge parking is secured, in accordance with Policies T4 & T5 of the London Plan (2021) and Policy SP7 of the Haringey Local Plan (2017).

Cycle Storage Details

13. Prior to commencement of above ground construction works, further details of the type and location of secure and covered cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. These shall include full dimensional details, installation specifications for the systems proposed, spacings, manoeuvring areas, security and weather protection. The development shall not be occupied until a minimum of 30 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).

Construction Management Plan

14. No development shall take place, until a Method of Construction Statement, to include details of:
- a) parking and management of vehicles of site personnel, operatives and visitors;
 - b) loading and unloading of plant and materials;
 - c) storage of plant and materials;
 - d) programme of works (including measures for traffic management);

- e) provision of boundary hoarding behind any visibility zones; and
- f) wheel washing facilities.

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the construction period.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area, consistent with Policies T4, T7 & D14 of the London Plan (2021), Policy SP7 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017).

Construction Environment Management Plan

15. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:
- a) A Construction Logistics Plan (CLP) and an Air Quality & Dust Management Plan (AQDMP).
 - b) Details of how 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 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 shall be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
 - i. Dust Monitoring and joint working arrangements during the construction work;
 - ii. Site access and car parking arrangements;

- iii. Delivery booking systems;
 - iv. Agreed routes to/from the Plot;
 - v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
 - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
 - vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the Plot has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
 - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
 - v. A Dust Risk Assessment for the works; and
 - vi. Lorry Parking, in joint arrangement where appropriate

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion, protect air quality and the amenity of the locality, in accordance with Policies T1 and SI1 of the London Plan (2021), Policy SP7 of the Haringey Local Plan (2017) and Policy DM1 of the Development Management DPD (2017).

Secured by Design Accreditation

16. Prior to the commencement of above ground works, details shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of above ground works. The development shall only be carried out in accordance with the approved details.

Reason: To ensure a safe/secure development and reduce crime, in accordance with Policy D3 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM2 of the Development Management DPD (2017).

Secured by Design Certification

17. Prior to first occupation of the development hereby approved, 'Secured by Design' certification shall be obtained for the building and thereafter all features are to be retained.

Reason: To ensure a safe/secure development and reduce crime, in accordance with Policy D3 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM2 of the Development Management DPD (2017).

CCTV Locations

18. Prior to first occupation of the development hereby approved, details showing the location of CCTV cameras within the site and on the wider estate shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the CCTV cameras shall be installed in accordance with the approved details and shall be retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a safe/secure development and reduce crime, in accordance with Policy D3 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM2 of the Development Management DPD (2017).

External Lighting

19. Prior to first occupation of the development hereby approved, details showing the location of all new external lighting within the site and on the wider estate shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the lighting shall be installed in accordance with the approved details and shall be retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a safe/secure development and reduce crime, in accordance with Policy D3 of the London Plan (2021), Policy SP11 of the Haringey Local Plan (2017) and Policy DM2 of the Development Management DPD (2017).

Fire Strategy

20. The development shall be carried out in full accordance with the recommendations of the Fire Strategy (Vemco, dated: July 2022).

Reason: To ensure that the development is acceptable in respect of fire safety, in accordance with Policy D12 of the London Plan (2021).

Sustainable Drainage

21. No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted to and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate that:
- a. More up-to-date FEH rainfall datasets are utilised rather than usage of FSR rainfall method;
 - b. Any overland flows as generated by the scheme will 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.
- 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 the Sustainable Drainage Scheme shall be retained.

Reason: To ensure that sustainable drainage is incorporated into this proposal, in accordance with Policy SI13 of the London Plan (2021) and Policy DM25 of the Development Management DPD (2017).

Management of Drainage Scheme

22. Prior to first occupation of the development hereby approved, a detailed management and maintenance plan for the Sustainable Drainage Scheme shall be submitted to and approved in writing by the Local Planning Authority. This 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 implemented in accordance with the approved details and thereafter retained.

Reason: To ensure that sustainable drainage is incorporated into this proposal, in accordance with Policy SI13 of the London Plan (2021) and Policy DM25 of the Development Management DPD (2017).

Piling Method Statement

23. No piling shall take place until a Piling Method Statement has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water. The Method Statement shall detail 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. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To protect local underground sewerage utility infrastructure, in accordance with Policy SI13 of the London Plan (2021) and Policy SP5 of the Haringey Local Plan (2017).

Contamination

24. Prior to the commencement of the development hereby approved, (other than for investigative work):
- a) Using the information already submitted in the Phase 1 Environmental Report (Contaminated Land Solutions, dated: 11 January 2020), chemical analyses on samples of the near surface soil, in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes, shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary;
 - b) The risk assessment and refined Conceptual Model, along with the site investigation report, shall be submitted to and approved in writing by the Local Planning Authority prior to that remediation being carried out on site;
 - c) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out; and
 - d) A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

Unexpected Contamination

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

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

previously unidentified contamination sources, in accordance with Policy DM23 of The Development Management DPD (2017).

Non-Road Mobile Machinery (NRMM)

26. a) No works shall commence on the site, until details of all the plant and machinery to be used during the construction phases have been submitted to and approved in writing by the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO_x 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 shall 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 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, in accordance with Policy SI1 of the London Plan (2021).

Energy Plan

27. (a) Prior to the commencement of the development hereby approved, details of the energy strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall be based on the submitted Energy Assessment (Eight Versa, Issue no.8, dated 30/01/2023), achieving a minimum carbon reduction of 76% over Part L 2013 with SAP10 carbon factors, with high fabric efficiencies, solar photovoltaic panels and air source heat pumps. This shall include the following:
- Confirmation of how this development will meet the zero-carbon policy requirement following the Energy Hierarchy in line with Building Regulations Part L 2013 with SAP10 carbon factors;
 - A minimum 15.18 kWp solar photovoltaic array and how the energy will be used effectively on-site before exporting to the grid;
 - A maximum average space heating demand of 15 kWh/m²/year, aiming for 9 kWh/m²/year;
 - A minimum site-wide carbon reduction of 10% under Be Lean with SAP 2012 carbon factors;
 - Calculations showing how thermal bridging will be reduced;

- Specification and location of the proposed ASHPs and the top-up electric immersion heaters, their seasonal coefficient of performance, seasonal performance factor for heating, with plans showing the ASHP pipework and layout;
- 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);
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the units;
- A metering strategy.

(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first occupation. Six months following the first occupation, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.

The final agreed energy strategy shall be installed and operational prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be operated and maintained as such thereafter. The solar PV array shall be also installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

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

Sustainability Review

28. Prior to occupation of the development hereby approved, an assessment shall be submitted to and approved in writing by the Local Planning Authority, which shall include an as built detailed energy assessment of the development prepared in accordance with the Development Plan which:
- explains and provides evidence to demonstrate whether or not the development has been constructed and completed in accordance with the approved Energy Plan, in particular whether the 100% CO₂ emission reduction target has been met;

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

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

Occupant Energy Use

29. 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 any 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, in line with Policy SI2 of the London Plan (2021) and Policy SP4 of the Haringey Local Plan (2017).

Be Seen

30. a) Prior to the completion of the superstructure, a detailed scheme for energy monitoring shall be 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 the development.
- b) Prior to the development 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 in writing 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 any 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-planguidance-and-spgs/be-seen-energyymonitoring-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 that the development can comply with the Energy Hierarchy, in line with Policy SI2 of the London Plan (2021) and Local Plan Policy SP4 of the Haringey Local Plan (2017).

Overheating

31. Prior to first occupation of the development hereby approved, details of the external shading and secure ventilation panels shall be submitted to and approved in writing by the Local Planning Authority. This should include the fixing mechanism and specification. Overheating modelling for the corridors

must also be undertaken in line with CIBSE TM59 with the London Weather Centre file.

The following overheating measures shall be installed prior to first occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Analysis (Eight Versa dated: 6 October 2022):

- Minimum 60% of free openable area of windows with secure ventilation panels for accessible habitable rooms;
- External shading fins and louvres;
- G-values of 0.45;
- Mechanical ventilation with heat recovery and a summer bypass;
- No active cooling; and
- Hot water pipes insulated to high standards with maximum heat losses as modelled.

If the design of the building is amended and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

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

Water Efficiency

32. The development hereby approved shall minimise the use of mains water by achieving mains water consumption of 105 litres or less per head, per day (excluding allowance of up to five litres for external water consumption) and shall achieve at least the BREEAM excellent standard for the 'Wat 01' water category (12.5% improvement over baseline standard) or equivalent.

Reason: In order to achieve lower water consumption rates, in accordance with Policy SI5 of the London Plan (2021), Policy SP4 of the Haringey Local Plan (2017) and Policy DM29 of the Development Management DPD (2017).

Residents Satisfaction Survey

33. 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 SP2 of the Haringey Local Plan (2017) and Policy DM12 of the Development Management DPD (2017).

Informatives

INFORMATIVE: CIL

Based on the information given on the plans, the Mayoral CIL charge will be £85,980.60 (1332m² x £64.55) and the Haringey CIL charge will be £490,335.84 (1332m² x £368.12). The development is likely to be eligible for social housing relief which could reduce the liability to £0, subject to the appropriate forms being served and evidence provided. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Land Ownership

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

INFORMATIVE: Party Wall Act

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

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-
8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday
and not at all on Sundays or Bank Holidays.

INFORMATIVE: Numbering

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

INFORMATIVE: Designing Out Crime Officer

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

INFORMATIVE: London Fire Brigade (Building Regulations)

The applicant is advised that development should be designed to meet all the requirements of Approved Document B (Fire Safety).

INFORMATIVE: London Fire Brigade (Signage)

To assist the fire service to identify each floor in a block of flats the applicant is advised to provide floor identification signs and flat indicator signs.

INFORMATIVE: Thames Water (Ground Water Risk Management Permit)

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

INFORMATIVE: Thames Water (Water Pressure)

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: Thames Water (Underground Water Assets)

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Appendix 2: Consultation Responses

Consultee Responses

Stakeholder	Question/Comment	Response
INTERNAL		
Arboricultural Officer	<p>I hold no objections, from an arboricultural point of view to the proposal. An arboricultural tree survey has been carried out by Arbtech Consulting. The report has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations and is dated 26th August 2022.</p> <p>I concur with much of the report including the tree quality classification. Three low grade tree have been designated fells (one U Plum Cherry and two category C trees a Whitebeam and Cherry).</p> <p>Providing all the sections within the report are adhered to and conditioned including the tree protection plan, site specific arboricultural method statements, and onboard arboriculturist to completion I hold no objections.</p> <p>Special attention to the works within the root protection areas of T31, T32, T35 and 37 have been highlighted. The proposed operations appear feasible.</p> <p>A landscape plan highlights new planting ad trees however, no species list of specification has been given. We would like to see good diversity, interest, urban fitness, net gain in canopy cover, a five-year aftercare plan to establish independence in the landscape, and replacement of any losses.</p>	Comments noted.
Building Control	<p>This office has no objection to this planning application. This type of application will be subject to 'Gateway 1' consultation with the fire authority, and a full building regulations review will be undertaken as part of the Building Control process.</p> <p>Building Control have the following comments to make: Part B: Fire safety 1- Level of fire protection and fire resistance to corridor serving the firefighting shaft at ground floor to be agreed with the Fire Authority.</p>	Comments noted.

Stakeholder	Question/Comment	Response
	<p>2- Fire Evacuation alert system to be provided in accordance with BS8629.</p> <p>3- Alternative means of escape from the ground floor wheelchair unit to be developed.</p> <p>Part O: Overheating:</p> <p>4- To achieve the optimum thermal comfort levels for occupants, all windows will have to be fully operable at all times, which may be difficult to achieve particularly at ground and first-floor levels for extreme weather scenarios.</p> <p>Part M: Access</p> <p>5- Clarify which flats are to achieve M4 (1) & M4(2) as stated in clause 6.46 of planning statement.</p> <p>6- Approved Document M4(3) covers both adaptable, M4(3)(2)(a), and accessible, M4(3)(2)(b), units; Planning statement not clear if the single wheelchair unit is adaptable or fully accessible.</p>	
Carbon Management	<p>Response 18/01/2023</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Assessment prepared by Eight Versa (dated 6 October 2022) • Overheating Analysis (prepared by Eight Versa (dated 6 October 2022) • Lifetime Carbon Assessment prepared by JAW (dated 20 October 2022) • Sustainability Statement prepared by Eight Versa (dated 28 September 2022) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 84% carbon dioxide emissions on site, which is supported in principle. However, this application was submitted before 1st January 2023, so the strategy and the carbon reduction figures should be calculated under Part L 2013 and SAP10 carbon factors to be policy compliant.</p> <p>Some further minor clarifications must be provided with regard to the Energy Strategy. Planning conditions have been recommended to secure the benefits of the scheme and deal with the outstanding information in the Energy Strategy.</p> <p>The proposed biodiversity and climate change adaptation benefits are supported in this application.</p>	Comments noted and conditions/obligations attached.

Stakeholder	Question/Comment	Response																														
	<p>2. Energy – Overall</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2013)). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO2 emissions for the development shows an improvement of approximately 84% 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 12.5 tonnes of CO2 from a baseline of 14.9 tCO2/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 18.52 tCO2</p> <p>Residential (SAP10.2 emission factors)</p> <table><tr><th></th><th>Total regulated emissions (Tonnes CO2 / year)</th><th>CO2 savings (Tonnes CO2 / year)</th><th>Percentage savings (%)</th></tr><tr><td>Part L 2021 baseline</td><td>14.89</td><td></td><td></td></tr><tr><td>Be Lean</td><td>13.16</td><td>1.74</td><td>11.7%</td></tr><tr><td>Be Clean</td><td>13.16</td><td>0</td><td>0%</td></tr><tr><td>Be Green</td><td>2.39</td><td>10.77</td><td>72.3%</td></tr><tr><td>Cumulative Savings</td><td></td><td>12.51</td><td>84%</td></tr><tr><td>Carbon Shortfall to offset (tCO2)</td><td>2.39 (TBC)</td><td></td><td></td></tr></table> <p>Energy – Lean</p> <p>The applicant has proposed a saving of 1.74 tCO2 in carbon emissions (11.7%) through improved energy efficiency standards in key elements of the build. This goes beyond the minimum 10% in principle, but this should be achieved with SAP2012 carbon factors.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table><tr><td>Floor u-value</td><td>0.10 W/m2K</td></tr></table>		Total regulated emissions (Tonnes CO2 / year)	CO2 savings (Tonnes CO2 / year)	Percentage savings (%)	Part L 2021 baseline	14.89			Be Lean	13.16	1.74	11.7%	Be Clean	13.16	0	0%	Be Green	2.39	10.77	72.3%	Cumulative Savings		12.51	84%	Carbon Shortfall to offset (tCO2)	2.39 (TBC)			Floor u-value	0.10 W/m2K	
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Stakeholder	Question/Comment		Response
	External wall u-value	0.16 W/m2K	
	Roof u-value	0.10 W/m2K	
	Door u-value	1.30 W/m2K	
	Window u-value	1.10 W/m2K	
	G-value	0.45	
	Air permeability rate	3 m3/hm2@ 50Pa	
	Ventilation strategy	Mechanical ventilation with heat recovery (MVHR 94% efficiency; 0.4-0.43 W/l/s Specific Fan Power) Natural ventilation	
	Thermal bridging	Accredited Construction Details	
	Low energy lighting	100% with 100Lm/W; PIR sensors	
	Heating system (efficiency / emitter)	Gas boiler (baseline); 89.5% efficiency	
	Thermal mass	High	
	Space heating requirement	9 kWh/m2/year	
	Improvement from the target fabric energy efficiency (TFEE)	2% improvement, from 42.2 to 43 MWh/year	
	Primary Energy	66% improvement, from 26.4 to 77.5 MWh/year	
	Overheating is dealt with in more detail below.		
	Energy – Clean London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.		

Stakeholder	Question/Comment	Response
	<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 site.</p> <p>Energy – Green</p> <p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 10.77 tCO₂ (72.3%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 15.18 kWp, which is estimated to produce around 13,110 kWh/year of renewable electricity per year, equivalent to a reduction of 1.8 tCO₂/year. The array of 46 panels would be mounted on a roof area of around 90 m², at a 30° angle, facing south.</p> <p>The communal air-to-water ASHP system (min. SCOP of 2.80) will provide hot water and heating to the dwellings through underfloor heating for 80% of demand (with an electric immersion heater providing the remaining 20%). A distribution loss of less than 1.1 should be achieved.</p> <p>Actions:</p> <ul style="list-style-type: none"> - How will the solar energy be used on site (before surplus is exported onto the grid)? - 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. <p>Energy – Be Seen</p> <p>London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p>	

Stakeholder	Question/Comment	Response												
	<p>The applicant should install metering equipment on site, with sub-metering by dwelling.</p> <p>Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoringguidance/be-seen-planning-stage-webform)</p> <p>3. Carbon Offset Contribution A carbon shortfall of 2.39 tCO2/year remains based on SAP10.2 factors. The remaining carbon emissions will need to be offset at £95/tCO2 over 30 years. This generates an indicative offset contribution of £6,805 but will need to be recalculated.</p> <p>4. Overheating London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled 48 habitable rooms, 15 homes and 0 corridors under the London Weather Centre files.</p> <p>Results are listed in the table below.</p> <table><tr><td></td><td>Number of habitable rooms pass TM59</td></tr><tr><td>DSY1 2020s</td><td>48/48</td></tr><tr><td>DSY2 2020s</td><td>23/48</td></tr><tr><td>DSY3 2020s</td><td>20/48</td></tr><tr><td>DSY2 2020s (with mitigation)</td><td>23/48</td></tr><tr><td>DSY3 2020s (with mitigation)</td><td>23/48</td></tr></table>		Number of habitable rooms pass TM59	DSY1 2020s	48/48	DSY2 2020s	23/48	DSY3 2020s	20/48	DSY2 2020s (with mitigation)	23/48	DSY3 2020s (with mitigation)	23/48	
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DSY2 2020s (with mitigation)	23/48													
DSY3 2020s (with mitigation)	23/48													

Stakeholder	Question/Comment	Response
	<p>All rooms pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Natural ventilation, with openable areas of 60% with secure night-time vents at ground floor for openable windows - MVHR with summer bypass - Glazing g-value of 0.45 - Fixed shading: side fins and external louvres - No active cooling <p>Proposed future mitigation measures include:</p> <ul style="list-style-type: none"> - Reduce g-value to 0.2 - Further external shading <p>The submitted overheating strategy is considered acceptable.</p> <p>5. Sustainability</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 and connectivity, health and wellbeing, materials and waste, water efficiency, flood risk mitigation and SuDS, adaptation to climate change, energy and CO2 emissions and land use and ecology.</p> <p>Urban Greening / Biodiversity</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>The development achieves an Urban Greening Factor of 1.73, which far exceeds the interim minimum target of 0.4 for predominantly residential developments in London Plan Policy G5. The proposed extensive landscaping with flood risk mitigation and climate change adaptation benefits is supported.</p> <p>No Biodiversity Net Gain calculation can be found. This should be submitted against the 10% requirement as set out in the Environment Act 2021.</p> <p>Living roofs All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.</p> <p>The development is proposing an extensive living roof 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 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. 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>Whole Life-Cycle Carbon Assessments Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life-Cycle Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions.</p> <p>This application is not required to submit a full statement. However, the total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:</p> <table border="1"> <tr> <td></td><td>Estimated carbon emissions</td><td>GLA benchmark</td></tr> <tr> <td>Modules A-C (excl B6, B7 and incl. sequestration)</td><td>721.8 kgCO₂e/m²</td><td>Meets GLA target (<1200 kgCO₂e/m²) and the aspirational benchmark</td></tr> </table>		Estimated carbon emissions	GLA benchmark	Modules A-C (excl B6, B7 and incl. sequestration)	721.8 kgCO ₂ e/m ²	Meets GLA target (<1200 kgCO ₂ e/m ²) and the aspirational benchmark	
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Stakeholder	Question/Comment			Response																				
			(<800 kgCO2e/m2).																					
	<p>6. Planning Obligations Heads of Terms</p> <p>- Estimated carbon offset contribution (and associated obligations) of £6,805 (indicative), plus a 10% management fee (based on £2,850 per tonne of carbon emissions)</p> <p>7. Planning Conditions</p> <p>Energy Plan</p> <p>Sustainability Review</p> <p>Occupant Energy Use</p> <p>Be Seen</p> <p>Overheating</p> <p>Living Roof</p> <p>Biodiversity</p> <p>Response 16/02/2023</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none">• Energy Assessment prepared by Eight Versa (dated 30 January 2023)• Sustainability Statement prepared by Eight Versa (dated 30 January 2023) <p>Summary</p> <p>Revised carbon reduction calculations have been undertaken in line with Part L 2013. The revised performance has been noted below.</p> <table><tr><th></th><th>Total regulated emissions (Tonnes CO2 / year)</th><th>CO2 savings (Tonnes CO2 / year)</th><th>Percentage savings (%)</th></tr><tr><td>Part L 2013 baseline</td><td>17.30</td><td></td><td></td></tr><tr><td>Be Lean</td><td>14.14</td><td>3.16</td><td>18.3%</td></tr><tr><td>Be Clean</td><td>14.14</td><td>0</td><td>0%</td></tr><tr><td>Be Green</td><td>4.17</td><td>9.98</td><td>57.7%</td></tr></table>				Total regulated emissions (Tonnes CO2 / year)	CO2 savings (Tonnes CO2 / year)	Percentage savings (%)	Part L 2013 baseline	17.30			Be Lean	14.14	3.16	18.3%	Be Clean	14.14	0	0%	Be Green	4.17	9.98	57.7%	
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Stakeholder	Question/Comment				Response
	Cumulative savings		13.14	75.9%	
	Carbon shortfall to offset (tCO2)	4.17			
	Carbon offset contribution	£95 x 30 years x 4.17 tCO2/year = £11,884.50			
	An estimated reduction of emissions of 76% can be achieved on this site. A carbon offset contribution of £11,884.50 is due to make this development policy compliant Conclusion The revised information is acceptable and sufficient to support this development.				
Conservation Officer	The proposed development will be erected on a rectangular sized, compact site fronting Boyton Road and located to the east of the Campsbourne Cottages Conservation Area that includes the locally listed Campsbourne School. It is a residential development with a compact yet interestingly articulated plan form comprising three blocks respectively 4, 5 and 7 storeys high. This new building will be located adjacent to the existing 6 -storey-on-pilotis Wat Tyler house, and by virtue of its articulated plan form and interestingly varied height will mediate between the scale and appearance of Wat Tyler and other more traditional, low-rise houses located in the immediate surrounding of the development site. The scale, height and overall proportions of the proposed scheme appear as a successful, context-led, design response to the surrounding urban character. The proposed scheme and landscape design have great potential to enhance the urban quality of the area in the setting of the Conservation Area. However, the new development will be barely visible from the Conservation Area and in the background of Campsbourne school in eastward views towards the development site and it will therefore have a neutral impact on the character and appearance of the Conservation Area and will cause no harm to its significance.				Comments noted.

Stakeholder	Question/Comment	Response
	<p>The proposed scheme is fully supported from the conservation standpoint.</p>	
<p>Flood Water & Management</p>	<p>Having reviewed the applicant's submitted RIBA Stage 2, SuDS Strategy, Boyton Road report reference number 5641 - Boyton Road - SuDS Strategy-2209-08nv issue number 1, dated 8th September 2022 as prepared by Eight Verga 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>Surface Water Drainage condition</p> <p>No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate that :</p> <p>a) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.</p> <p>b) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.</p> <p>c) The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained.</p> <p>Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p> <p>Management and Maintenance condition</p> <p>Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance</p>	<p>Comments noted and conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p>Schedule shall be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system</p>	
Pollution	<p>Having considered all the relevant supportive information especially the Energy Statement dated 6th October, 2022 with the use of Air Source Heat Pump (ASHP) and Photovoltaic Panels (PV) as the development source of energy, Air Quality Assessment Report with reference 20-7053 prepared by Syntegra Consulting Ltd dated October 2022 taken note of sections 3 (Methodology), 4 (Baseline), 5 (Assessment), 6 (Air Quality Neutral Assessment) and 7 (Conclusions) as well as Phase I Environmental Report with reference 1059 – P1E – 1 – A prepared by Contaminated Land Solutions Ltd dated 11th January 2020 taken note of sections 7 (Site History), 9 (Potential Contamination), 10 (Risk Assessment), 11 (Site Work), 12 (Site Development Considerations) and 13 (Conclusions), please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>Conditions</p> <ul style="list-style-type: none"> - Land Contamination - Unexpected Contamination - NRMM - Demolition/Construction Environmental Management Plan 	Commented noted and conditions attached.
Transportation	<p>Location and access</p> <p>This site is located to the eastern side of Boynton Road, north of the junction of Boynton Road with Eastfield Road. It has a PTAL value of 1B, considered ‘very poor’ accessibility to public transport services. The only public transport services included within the PTAL/WEBCAT walk criteria are 2 bus services, which are 7 to 8 minutes’ walk from the site at Hornsey High Street.</p> <p>However, just outside of the PTAL/WEBCAT walk distance criteria are additional bus services plus Hornsey Railway Station (a 14-minute walk). These services are not</p>	Comments noted and conditions attached.

Stakeholder	Question/Comment	Response
	<p>considered beyond what most occupiers will be comfortable to walk to, so the site is perhaps better located for public transport than the PTAL value indicates.</p> <p>The site is not within any of the Borough's formal CPZs, the nearest is the Hornsey North CPZ, which is 200 - 300m to the south of the site.</p> <p>Active travel audit The TA includes an Active Travel Audit, which looks at the locations/connections to local shops, services and facilities. As commented earlier Hornsey Station is around a 14 minute walk from the site, and other local facilities are within short walks. Alexandra Park is a 4 minute walk away, the High Street in Hornsey with multiple shops and local services is a 5 – 6 minute walk away, so many essential services and shops are close by such as food shops, pharmacies etc.</p> <p>Road safety/accident history For the 5 year period to September 2021, 6 accidents were recorded within the area surrounding the site. There were no recorded accidents within Boyton Road or any of the other roads to the perimeter of the site used for direct access. The accidents recorded were some distance from the site on High Street, Priory Road and Tottenham Lane. Current records do not indicate a road safety issue along the streets directly accessing this site.</p> <p>Healthy Streets Assessment A number of routes to local facilities to and from the site have been reviewed, these are to;</p> <ul style="list-style-type: none"> • Hornsey Station • Alexandra Park and Alexandra Palace Station • St Mary's Church of England Primary & Junior School • Queenswood Medical Centre <p>The route assessment/inspections report that three of the routes are pleasant and comfortable, and no improvements are recommended. The survey details that there are sections of the route to The Queenswood Medical centre where the footway surface quality is poor, particularly along Barrington Road, where there also trees causing width restrictions</p>	

Stakeholder	Question/Comment	Response
	<p>along the footway, and an absence of tactile paving at some crossovers along Hornsey High Street.</p> <p>The survey also recorded there is no step free access at either of the two rail stations.</p> <p>3 of the four routes reviewed do not require any improvements as such and provide a good and encouraging environment for walking. The issues that were recorded with the route to the medical centre could be partly addressed by Highway/footway maintenance, and the issue of step free access at the railway stations is out of the scope of this development of course. In balance, the walk routes are encouraging with respect to foot trips to the local facilities for this site.</p> <p>Trip generation The TA details the proposed/predicted trip generation for this development. The absolutely numbers given is only 15 units are low, and will not create any tangible highway or public transport network and service impacts. The 2011 census was used to predicted mode share, and this detailed the car mode share for journeys to work at 34%. It is expected this mode share will have reduced since the surveys for the 2011 census due to the uplift in walking, cycling and public transport mode shares since then.</p> <p>Car Parking considerations This development is proposed as car free, and also includes commentary that upon reinstatement of the to be redundant crossover at the existing car park access, a blue badge bay can be implemented at the kerbside. The physical works for reinstating the crossover and implementing the blue badge bay should be included in and funded by this development.</p> <p>In order to build out this development, there will be a loss of 24 off street parking spaces. It is assumed these spaces are currently allocated to Homes for Haringey tenants, with some form of permit management arrangements.</p> <p>A Parking Stress Survey has been submitted, which was carried out during June 2021. This recorded stresses and activity within both the public highway streets and Homes for Haringey areas and parking courts. Surveys were carried out both for two overnight scenarios plus a midday. The highest stresses were unsurprisingly recorded with the overnight surveys.</p>	

Stakeholder	Question/Comment	Response
	<p>On the busiest night the survey recorded an overall parking stress of 87%, with 96 spaces available out of 714. Breaking that down into on street and off highway spaces, 66 spaces were available out of 506, and within HfH streets/courts, 30 spaces available out of 208. Parking stresses in percentage terms were identical. 22 vehicles were observed parking within the 24 space car park which is intended to be redeveloped.</p> <p>The available spaces on the highway were concentrated within the adjacent and closest streets to the site, namely Boyton Road (19 spaces) Eastfield Road (14 spaces), and Newland Road (10 spaces). Smaller amounts of availability were recorded on other close streets and within the HfH parking courts.</p> <p>The above stresses were calculated/based on a 5m car length. A 6m car length was also considered with the parking survey data recorded, and the TA details that this would result in stresses of 100% plus within the unrestricted parking areas, and in excess of this in some streets. Whilst it is generally appropriate to consider a 6m car length in some instances, with this proposal, given there were multiple spaces observed as available within the surveys, the 5m car length is more appropriate with regards to reflecting actual parking conditions.</p> <p>The redevelopment of the car park will lead to additional parking demands materialising on street, from both the current car park users, plus any new parking demands that arise from the 15 units proposed. Local levels of car ownership recorded in the 2011 census were 0.43 vehicles per household, across all dwelling sizes and tenure types. This level of car ownership is likely to have reduced slightly since the time of this survey, as has happened London wide. It is also noted that only one of the proposed dwellings here is a family sized unit, otherwise there are 1 and 2 bedroom units proposed which normally display lower levels of car ownership than family sized units. Therefore, it is likely that demands from the 15 proposed 1 and 2 bedroom units will be relatively minor. The TA suggests a demand of 6 vehicles arising from the new units, which would be the basis for assessment.</p> <p>The additional demands arising would therefore be for 28 vehicles seeing to park in total, which would raise local parking stresses from 87% to 91%, with 68 parking spaces remaining available.</p>	

Stakeholder	Question/Comment	Response
	<p>Summarising with respect to car parking, the additional demands from the 15 new units are not expected to be excessive, however the relocation of the vehicles currently using the car park will be onto the local roads close to the development site. Parking stresses will increase and levels are already in the range considered to be 'stressed' given then exceed 85%. However, it is acknowledged that there would still be an estimated 68 spaces available within a 200m walk of the site.</p> <p>As this site is not within any formal CPZ, and the PTAL of the site is low it is not possible to formalise the development as permit free to reduce new parking demand.</p> <p>The provision of sustainable transport initiatives to potentially reduce car ownership and usage demands from the new units will be essential, and these will include the provision of high quality, conveniently located and secure cycle parking for all residents, provided to the requirements of the London Plan and designed to the requirements of the London Cycle Design Standards. Provision of a car club facility has been proposed.</p> <p>Car club provision The applicant has provided the recommendations of Enterprise Car Club for this development proposal. Their recommendation is for funding of three years membership for each unit, with all living at each address eligible for use of car club vehicles. There are vehicles already operating by this car club in the locality so there are no proposals for the funding/provision of additional vehicles. The availability of a car club facility should contribute towards reducing parking demands from the 15 new units.</p> <p>Delivery and servicing arrangements/refuse and recycling collections The TA details two delivery and servicing visits for the 15 new units per day. This does sound somewhat 'light, however the total daily number is not expected to be problematical. Any visiting delivery or service vehicles will need to find a location to park dwell on street. The daytime Parking stress surveys did record greater availability of on street spaces compared to the overnight surveys (which is to be expected), so it is not expected the new delivery and servicing trips will create any adverse impacts.</p> <p>As for the waste and recycling collections, it is expected that these will take place from the street post development which the TA references is how collections are made at present.</p>	

Stakeholder	Question/Comment	Response
	<p>The uplift from 15 units is not expected to add any particularly long dwell times or create any issues, colleagues in the waste management team have responded to the consultation and have not raised any issues with regards to the proposed arrangements.</p> <p>Emergency services vehicle access Responses from Fire service to this application have indicated that the development as proposed is acceptable from the emergency services/fire access perspective.</p> <p>Cycle parking 28 long stay and 2 short stay cycle parking spaces are proposed, with the long stay within two separate cycle stores. A two-level stacking system is proposed, and the two external spaces would be provided by using Sheffield Stands for visitors.</p> <p>All cycle parking is to be designed and detailed to meet the London Cycle Design Standards as produced by TfL. Fully detailed and dimensioned drawings showing the access routes to and from cycle parking, spacings, headroom and manoeuvring space that meets the installation specification for the parking systems chosen are required. These details should ideally be provided pre decision, however a pre commencement condition will also suffice. The details must demonstrate that high quality, attractive and useable cycle parking will be provided that will encourage the uptake of cycling by occupiers and visitors.</p> <p>Construction Phase Given the site's location adjacent to the public highway and other residential properties a Construction Logistics Plan will be required. This should detail how the construction of the development will be managed to minimise and mitigate any construction related impacts on the safe and smooth operation of the public highway and adjacent neighbours. The applicant should engage with the Council's Network Management and Highways Officers to discuss the details of how the build out will be serviced especially with regards to any temporary arrangements on the public highway.</p> <p>A draft outline document has been included in the application which gives some useful details as to how the development is intended to be built out from the transport/highways perspective.</p>	

Stakeholder	Question/Comment	Response
	<p>The build out is expected to take 70 weeks in total, and in order to access/service the build, some parking bay suspensions and narrowing of footways is envisaged. The applicant will need to liaise and agree any temporary highway arrangements with Highways Officers. It is also noted in the draft that overall construction vehicle movement numbers to and from the site will be low, and that all arrivals and departures will be managed using a slot booking system and be confined to the period 0930 – 1430 to avoid impacting on school arrival/departures times and the AM/PM peak periods on the Highway.</p> <p>A fully detailed CLP, which includes the outcomes of liaising with Highways Officers will be required for review and approval prior to commencement of the physical works and this can be covered by a pre commencement condition.</p> <p>Summary This application from the Housing team is for the redevelopment of the HFH off street resident's car park adjacent to Wat Tyler House, to construct 15 new residential units. A TA accompanies the application. The main considerations relate to access, car and cycle parking, delivery and servicing arrangements and the build out of the development.</p> <p>The area currently experiences what are considered as high existing parking stresses, exceeding 85%, however a sizeable number of spare spaces were recorded within the survey area (96 in total). The loss of the existing off highway parking court for existing residents will add further demands, and there will be a small new demand expected from the 15 new units, however only one of these is a family sized unit. This is predicted to increase local parking stresses from 87% to 91%, albeit 68 spaces are expected to remain available within the 200m walk radius of the site.</p> <p>Mitigation of the new parking demands can arise from the provision of a car club facility and high quality, easily useable and secure/attractive cycle parking. It is noted that despite the low PTAL value, essential shops and services are available within a 4 to 5 minute walk as are local bus services, and Hornsey Station is a 14 minute walk away which is expected to be acceptable to most new residents.</p>	

Stakeholder	Question/Comment	Response
	<p>Considering where the available space was recorded in the parking stress survey, it is likely some of the displaced residential parking will move to these as they are the closest to Wat Tyler House.</p> <p>There is no apparent accident issue or road safety situation in the immediate locality of the site at present, and additional delivery and servicing demands in terms of vehicle movements will be low. The Fire service have commented that they have no concerns with regards future emergency access.</p> <p>Subject to the following, Transportation do not object to this application;</p> <ul style="list-style-type: none"> • Pre commencement condition for submission and approval of all cycle parking details • Pre commencement condition for submission and approval of a Construction Logistics Plan • Reinstatement of the redundant crossover at the car park entrance and implementation of a new blue badge bay • Implementation of the car club facility as proposed by Enterprise car club, to include 3 years membership and a driving credit (as detailed in appendix G of the TA). 	
Waste Management	The details provided for this development meet the requirements for refuse and recycling storage for a scheme of this size. Waste is segregated into food, recycling and refuse as advised and the number of containers is sufficient for the new housing units. Distances to the bin storage area for collection purposes and for residents to deposit their waste and recycling are within the British standards guidance and containers are accessible for servicing.	Comments noted.
EXTERNAL		
Health & Safety Executive	<p>Scope of consultation</p> <p>It is noted that the above application relates to a development containing one building with split height storey levels of 4, 5 and 7-storeys and an overall building height of</p>	Comments regarding fire safety and means of escape noted.

Stakeholder	Question/Comment	Response
	<p>19m.</p> <p>The proposed building comprises ancillary accommodation at ground and 5th floor levels and plant areas located at 4th, 5 th and 7th floor roof levels. Residential accommodation is located on every floor level (ground to 6th floor inclusive).</p> <p>The proposed building is served by a single staircase. The single staircase constitutes the only escape staircase and only firefighting staircase serving dwellings on upper floors. Section 6 within the fire statement confirms that the building has been designed using Approved Document B: volume 1 (ADBv1). HSE has assessed the application accordingly.</p> <p>Following a review of the information provided in the application, HSE has identified the fire safety concern detailed below.</p> <p>Means of escape The ground floor plan shows ancillary accommodation (comprising cycle stores) connecting to the single staircase. Fire safety standards state that “where a common stair is not part of the only escape route from a flat, it may also serve ancillary accommodation from which it is separated by a protected lobby or protected corridor (minimum REI 30).”</p> <p>Additionally, the ancillary accommodation located at ground is located on the same storey as residential accommodation. Fire safety standards state that ancillary accommodation should not be located in, or entered from, a protected lobby or protected corridor forming the only common escape route on that storey.</p> <p>Design changes necessary to ensure the ancillary accommodation does not connect with the single staircase at ground floor level will affect land use planning considerations relating to the appearance of the development, where the internal access is removed, and external access is provided.</p> <p>Supplementary information The following information does not contribute to HSE’s substantive response and should</p>	<p>These comments are addressed in the fire safety section of the report.</p>

Stakeholder	Question/Comment	Response
	<p>not be used for the purposes of decision making by the local planning authority.</p> <p>PV panels The roof plan indicates the proposal to install photovoltaic panels (PV panels). Fire safety standards require suitable support of cabling to avoid obstruction of escape routes and firefighting access due to the failure of fixings. Where PV panels are proposed, consideration should be given to ensure that all power supplies, electrical wiring and control equipment is provided with appropriate levels of protection against fire.</p> <p>External wall systems Section 6 of the fire statement confirms that proposed external wall systems will achieve “Class A2-s1, d0 or better”. However, it is noted that the elevation drawings identify the use of metal external wall materials.</p> <p>It should be noted that on 1st December 2022, Building Regulations were amended and now state “Building work shall be carried out so that relevant metal composite material does not become part of an external wall, or specified attachment, of any building.” Confirmation should be provided about whether the proposed external wall systems include the prohibited relevant metal composite materials. This will be subject to consideration at later regulatory stages.</p>	
London Fire Brigade	<p>The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations: The Commissioner is satisfied with the proposals, subject to the following: 1) Meeting all requirements to Approved Document B Volume 1 B5. 2) 15.13; To assist the fire service to identify each floor in a block of flats with a top storey more than 11m above ground level (see Diagram D6), floor identification signs and flat indicator signs should be provided.</p>	Comments noted and informatives attached.
Metropolitan Police Designing Out Crime Officer	<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</p>	Comments noted and conditions/informative attached.

Stakeholder	Question/Comment	Response
	<p>considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the project Architects to discuss Crime Prevention and Secured by Design at both feasibility and pre-application stage and have discussed our concerns 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 to ensure that the development progresses with crime mitigation in mind. 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).</p> <p>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>Conditions:</p> <ul style="list-style-type: none"> A. Secured by Design Accreditation B. Secured by Design Certification 	

Stakeholder	Question/Comment	Response
Thames Water	<p>Waste Comments</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 trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</p> <p>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</p>	Comments noted and conditions/informatives attached.

Stakeholder	Question/Comment	Response
	<p>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>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes Should you require further information please contact Thames Water.</p> <p>Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm)</p> <p>Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG18DB</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Water Comments</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. The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail</p>	

Stakeholder	Question/Comment	Response
	<p>if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p> <p>Supplementary Comments. TWUL would like to highlight the sensitive nature of the underlying Chalk aquifer. In this location there natural protection in the form of approximately 30m of low permeability clays overlying Thanet Sands, overlying the Chalk. If works are likely to penetrate more than 30mbgl please consult Thames Waters' Groundwater Resources Team Development close to Hornsey. Foundation design must not impact on Thanet Sand/Chalk aquifer. If piling is expected greater than 30m below ground level, then risk to the aquifer needs to be assessed.</p>	

Representation from Neighbours

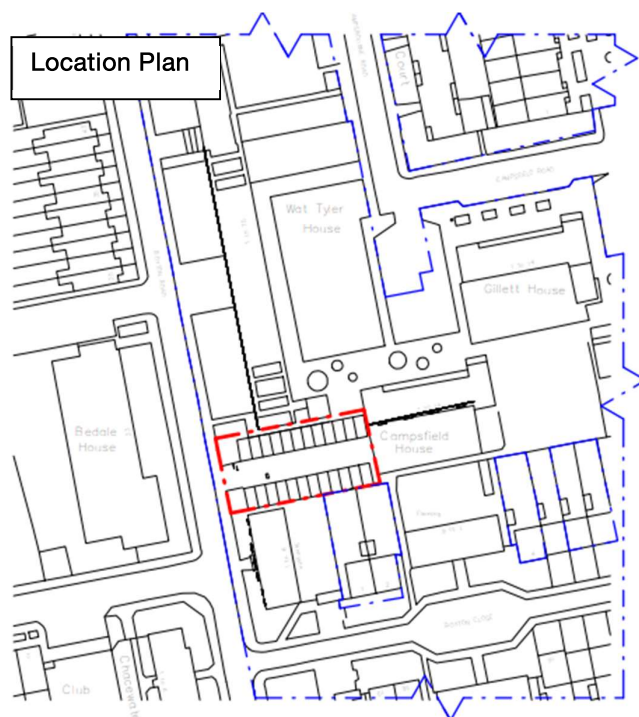
Matter Raised	Response
The height of the building does not complement the character of the street.	The scale and height of the development has been considered and officers consider that the height of the development is acceptable and relates well to the adjacent seven storey building at Wat Tyler House. The proposed building would not appear out of proportion in the locality and would not dominate in wider views.
Loss of light, overshadowing and loss of privacy would impact neighbouring properties.	The scheme has been designed to ensure that development would not materially impact neighbouring properties, in terms of light, overshadowing or privacy. Therefore, the amenity and living conditions of neighbouring properties would be protected.
The sunlight reaching the play area/park to the rear of the car park would be restricted.	The development would not be in such close proximity to the play/garden areas to the rear to cause material loss of sunlight. Therefore, the use of the nearby play/garden areas

	would not be compromised.
The Daylight & Sunlight Report requires thorough review. The VSC test in relation to Wat Tyler House requires further consideration and the daylight distribution test should be applied.	The Daylight & Sunlight Report has been thoroughly reviewed. The VSC test has been undertaken in line with the relevant guidance. Officers do not deem it necessary to undertake the daylight distribution test, as the VSC test indicates a high level of compliance with the relevant guidance.
On-street parking capacity would be adversely impacted.	A Parking Stress Survey has been undertaken, which indicates that there is space on local roads to accommodate the displaced parking and any additional parking demands arising from the development.
Traffic would be increased.	The Transport Statement estimates the number of trips by the private vehicle generated by the development. The level of trips generated would not materially impact the capacity of the local highway network.
Pollution would be generated.	The Air Quality Assessment outlines that the proposals should be air quality neutral, indicating that there would not be harmful levels of pollution resulting. Pollution during construction phase can be further controlled through a conditions requiring a Construction Environment Management Plan.
The construction phase would cause disruption to residents.	A Construction Logistics Plan can be secured via condition and this will ensure that disruption to nearby residents is minimised.
Construction traffic would endanger pedestrians and residents.	The construction phase should progress in a safe manner and the developer will be required to put in place safety measures to protect pedestrians/residents.
The growth in households would increase crime in the area.	The Metropolitan Police Designing Out Crime Officer has not raised concern regarding increased crime. The scheme has been designed in line with Secured By Design guidance, so to ensure that fear of crime is reduced.
CCTV would not assist in decreasing crime.	CCTV is one of the measures proposed by the applicant to

	assists in reducing the fear of crime.
Further details of landscaping improvements and play area enhancements are required.	Final details of landscaping should be secured via condition.
Landscaping improvements would not be maintained.	The recommended landscaping condition requires details of the long-term management programme for new trees. Furthermore, this condition secures the re-planting of any trees or plants that die within five years of completion of the development. The upkeep of landscaping on the wider estate would also continue to be undertaken through the Council's maintenance programmes. Therefore, officers consider that appropriate maintenance of landscaping would be undertaken.
The park is used for anti-social behaviour and enhancements would not assist this.	The scheme has been designed to reduce the likelihood of anti-social behaviour arising.

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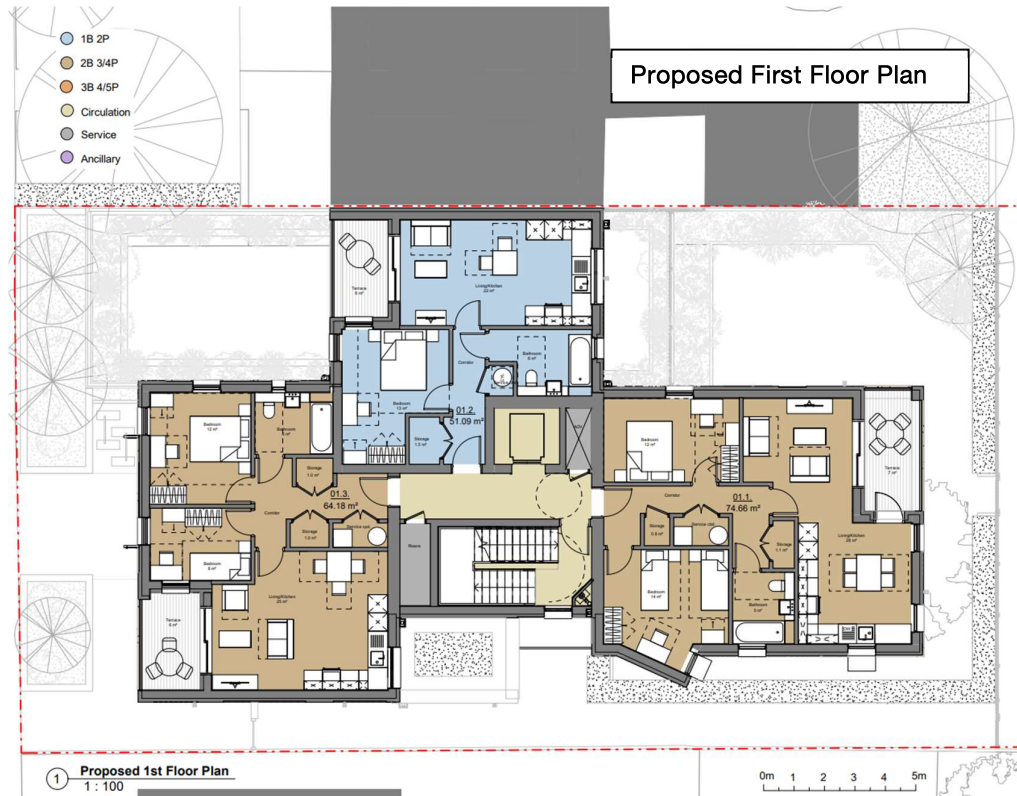
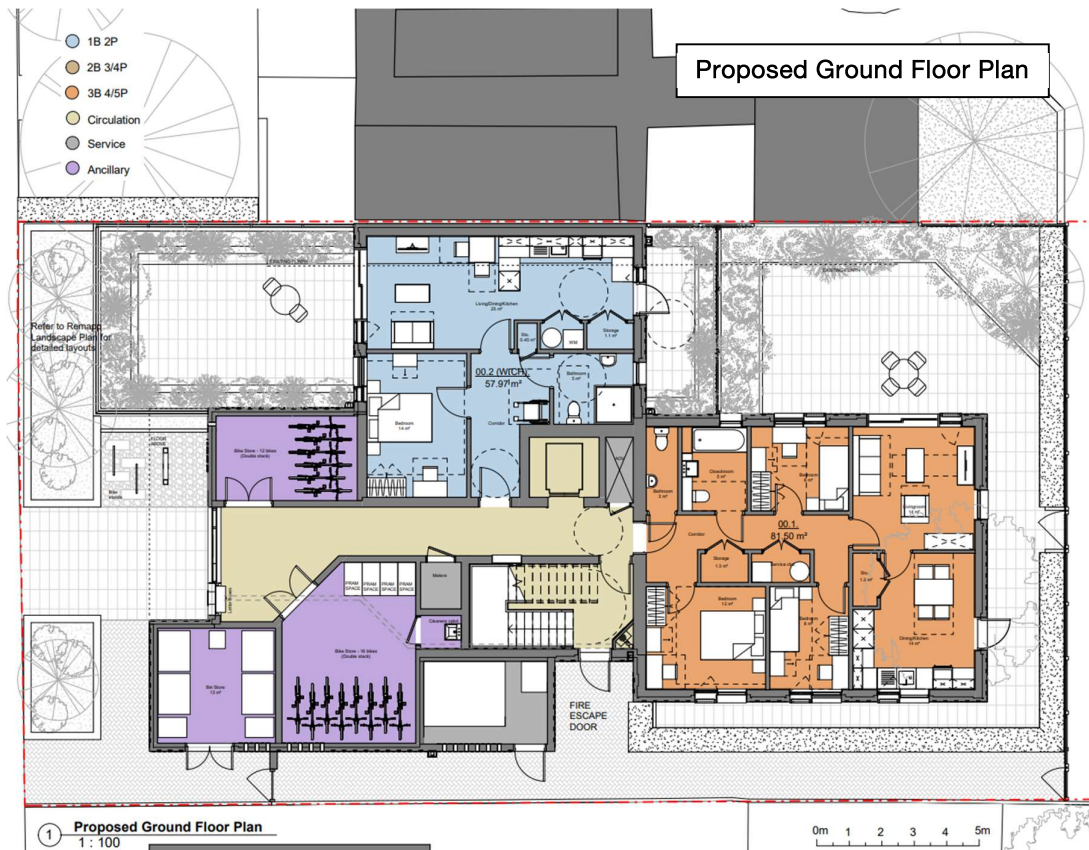
Appendix 3: Plans & Images

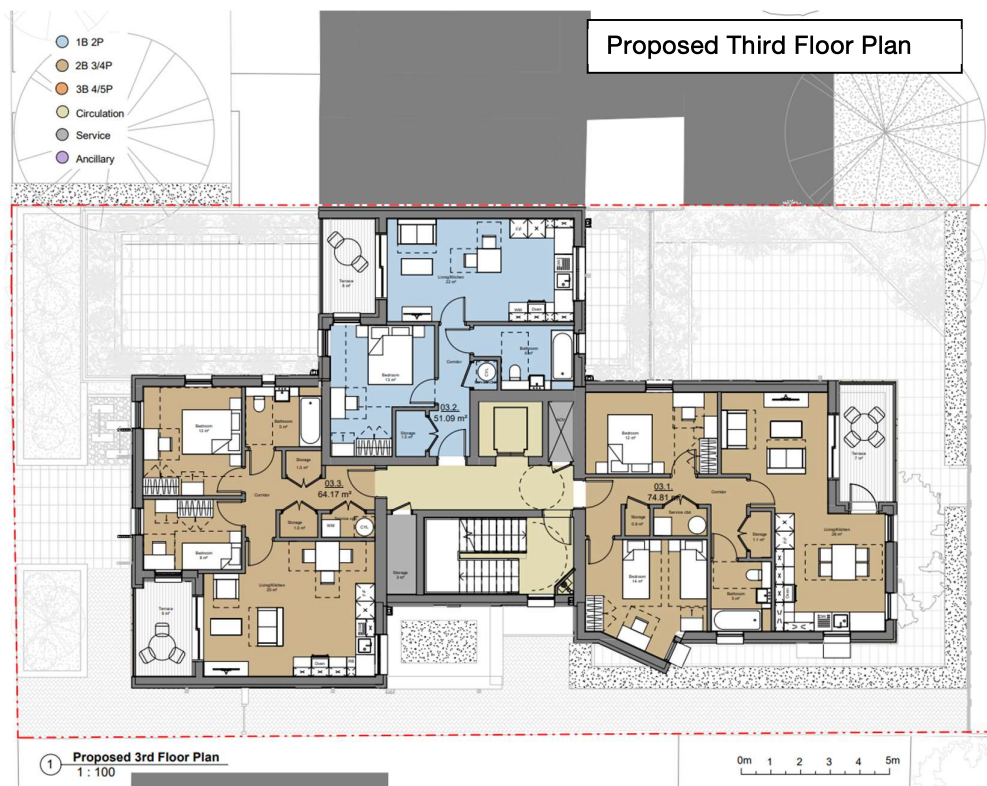
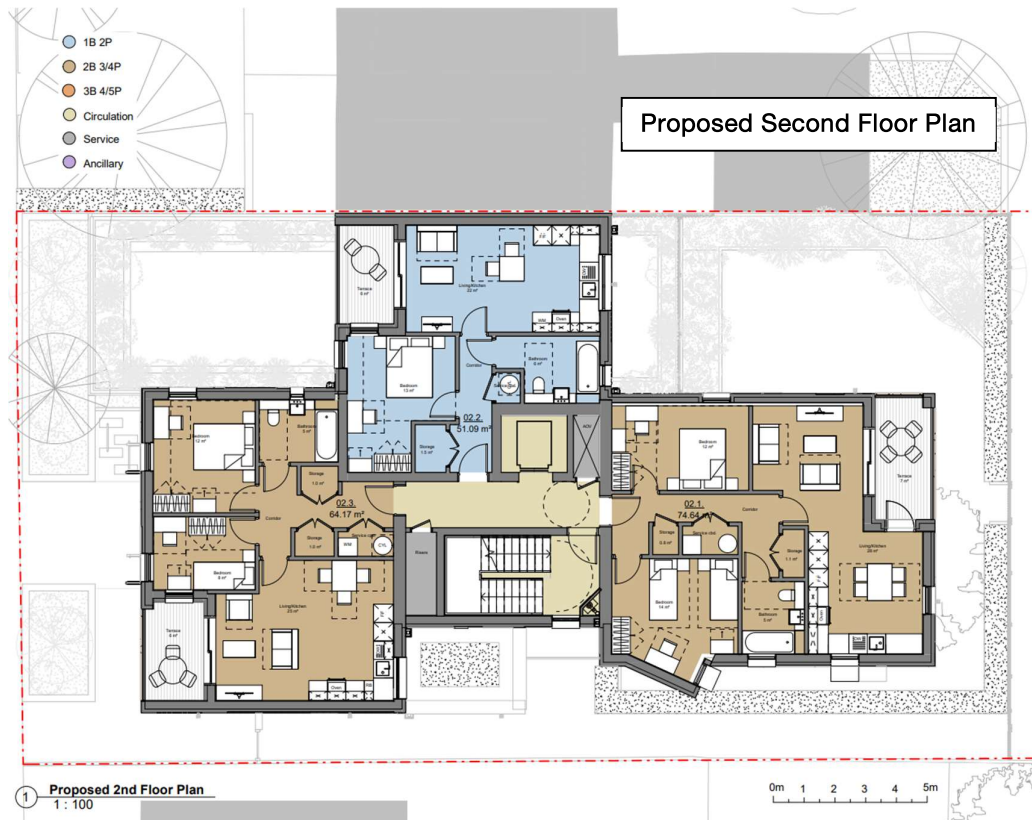


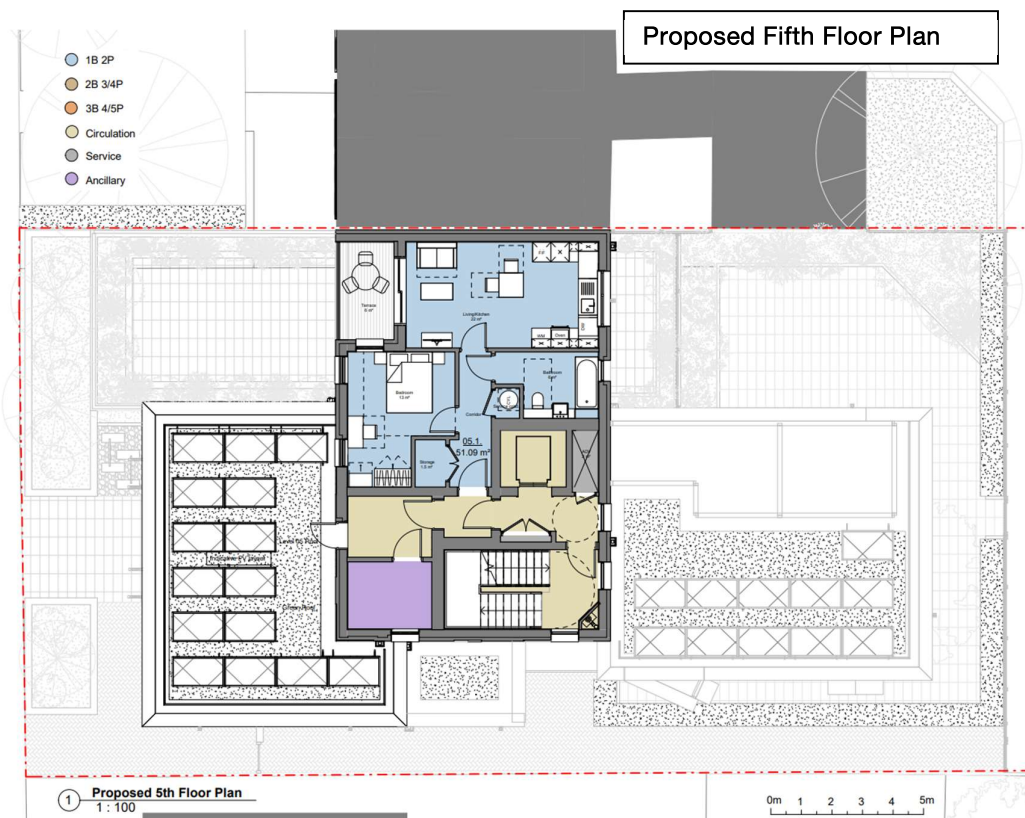
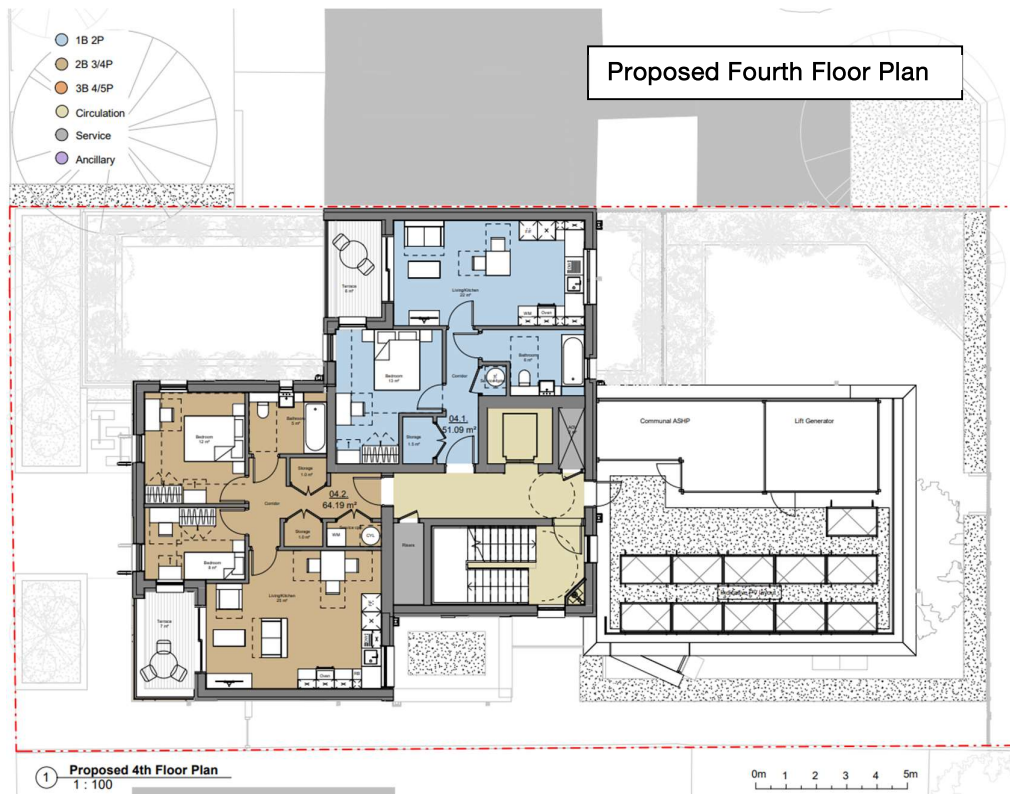
1 Location Plan
1 : 1250

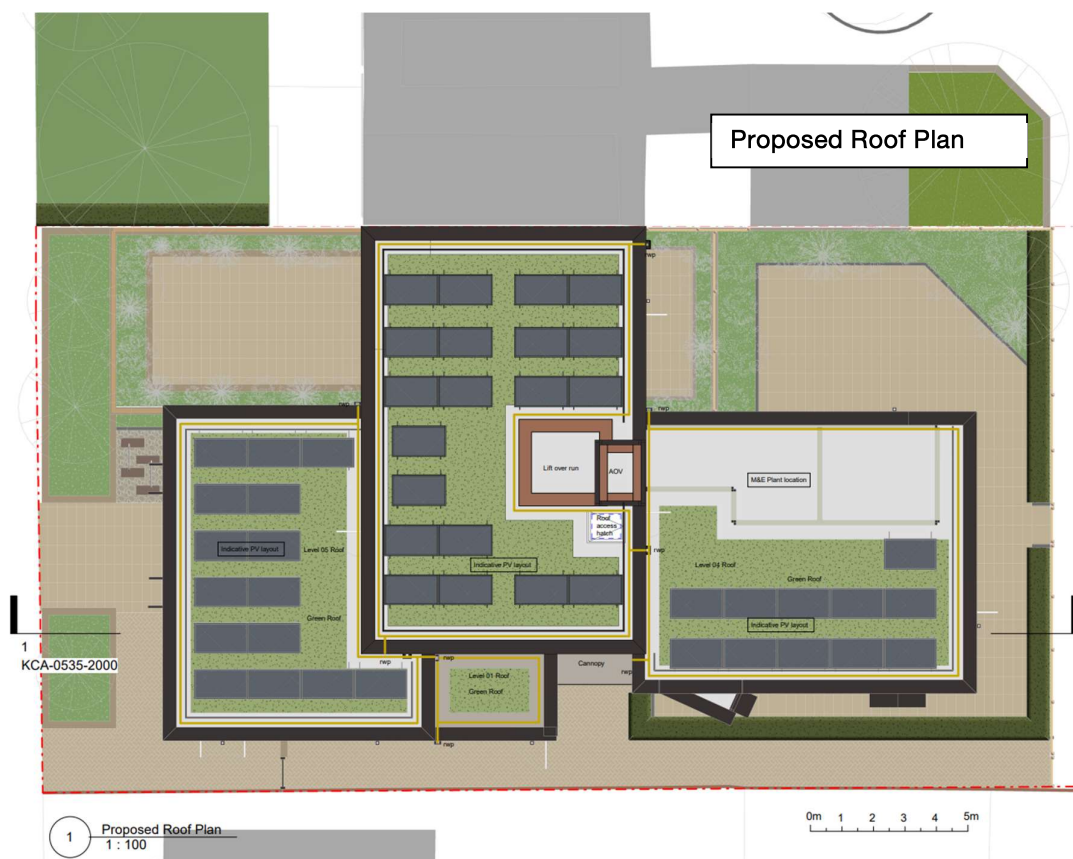
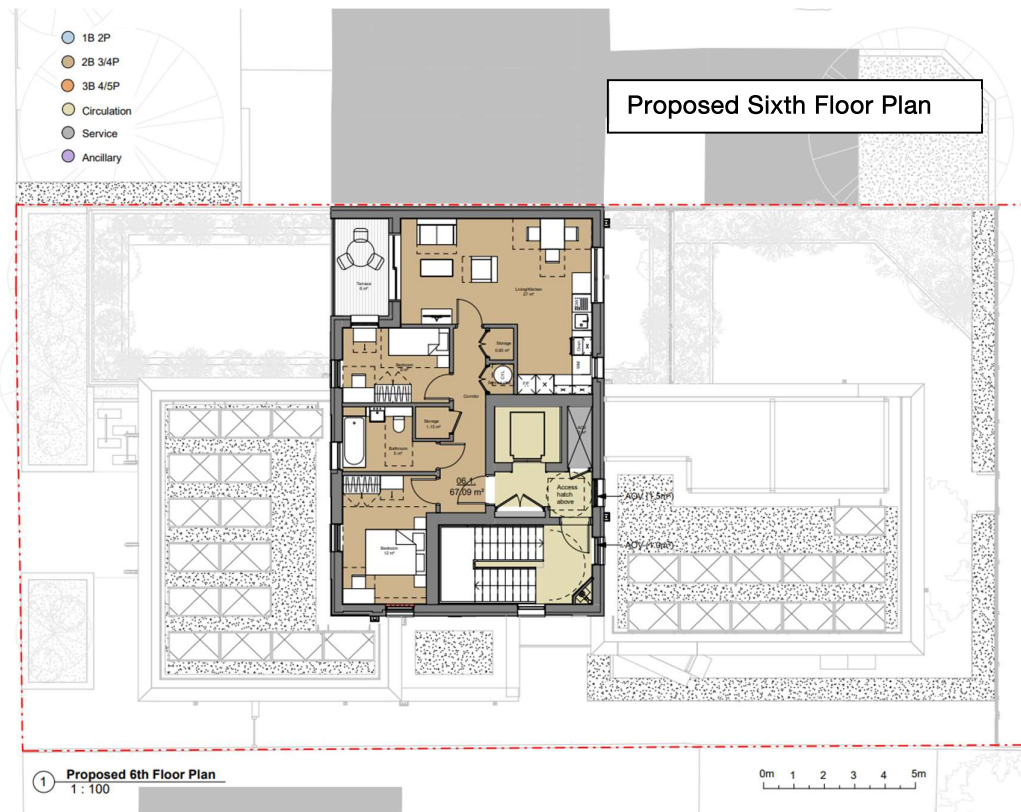


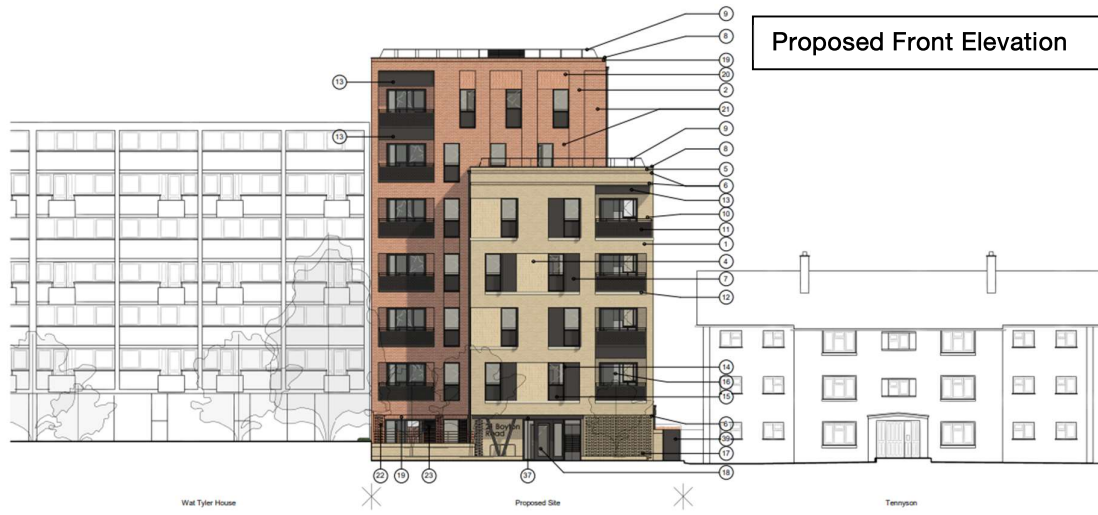


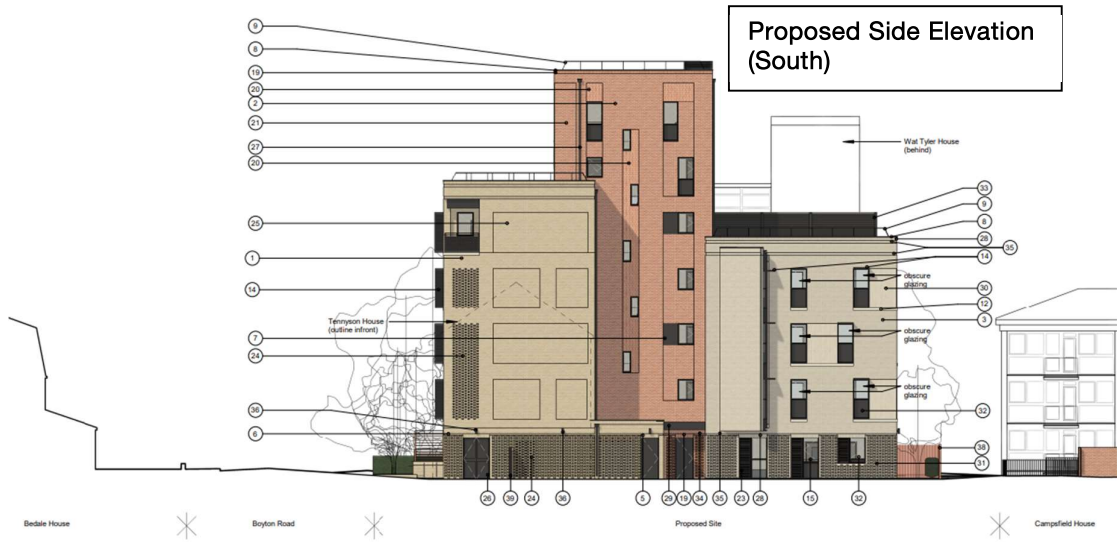










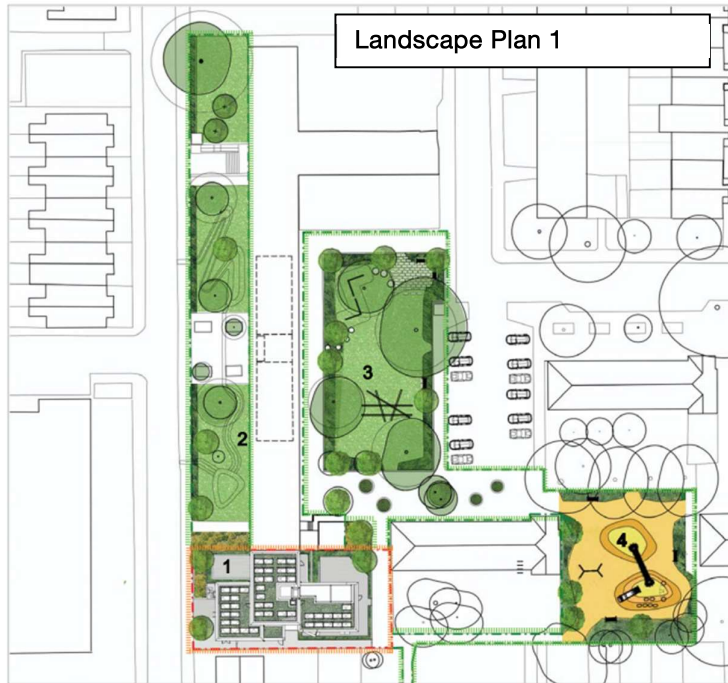


Proposed Section AA



Proposed Section BB





Key to Areas:

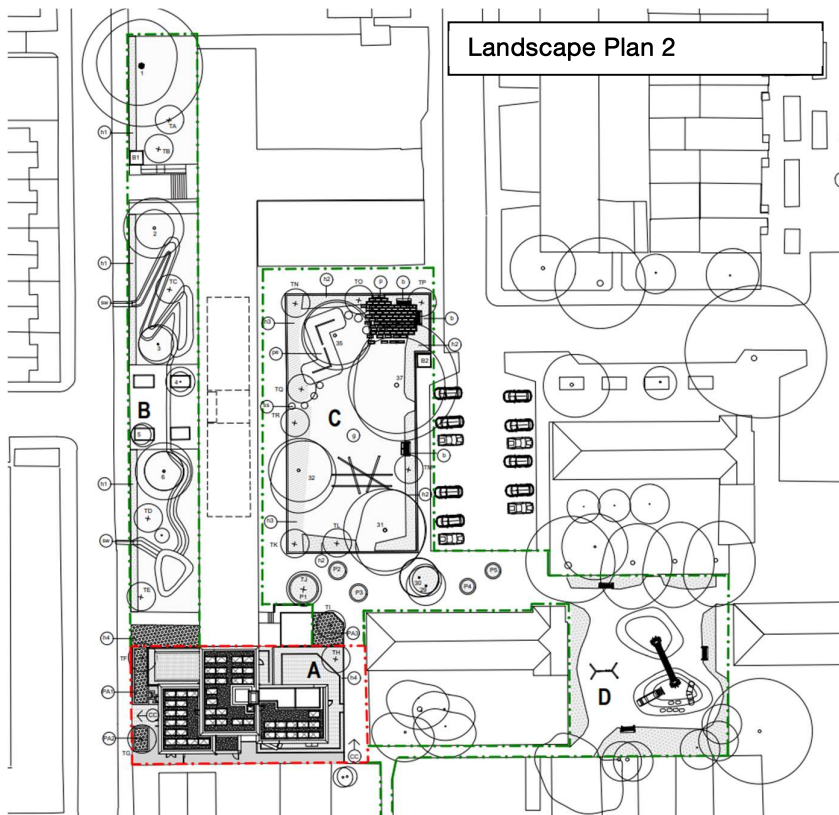
- 1 The Proposed Building Development**
 - Enhanced biodiversity, with proposed tree and shrub planting, and defensive evergreen hedge to secure boundaries to proposed private gardens
 - Proposed CCTV/ Secured by Design strategy: refer to KCA DAS
 - Proposed Bird and Bat Boxes: refer to Ecology Report
 - Proposed SuDs: refer to Eight Associates Report
 - Proposed green roofs: refer to KCA drawings and DAS
 - 2 The Existing Frontage Area to Wat Tyler**

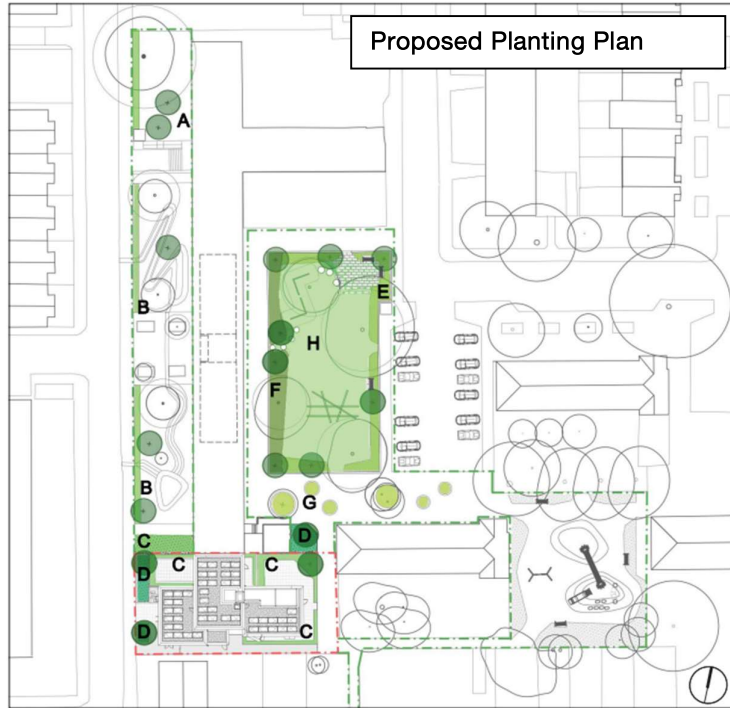
Proposed enhancements:

 - Existing implemented SuDs scheme retained + restored
 - New trees to enhance biodiversity
 - Existing boundary fence retained with new biodiverse boundary hedge
 - Dense evergreen shrub planting proposed to boundary with new lower private garden area
 - 3 The Existing Communal Garden**

Proposed enhancements:

 - Retain and enhance the green character and biodiversity with new tree and boundary shrub planting for more seasonal colour, fragrance and structure - including the existing circular planters
 - NB: existing west boundary planting retained and enhanced
 - New evergreen shrub planting to also enclose and separate the communal garden from the adjacent car parking, whilst maintaining clear sightlines
 - Reinstate grass area with a robust drought tolerant new turf, and maximise available area for flexible functions, like kick about and BBQs
 - Replace timber balancing beams and stepping logs
 - Retain/ repair existing timber climbing structure - widely used by all ages
 - Provide 3 no. benches, with a small area of paving to north entrance which would also provide level access at ground level for prams & wheelchairs
 - 4 The Existing Play Area**
 - Proposed play area improvements to be delivered with the Assets Team in consultation with local residents
- NB: Refer also to the Planting & Tree Strategies**
 3 no. existing trees proposed for removal, as agreed with LBH Tree Officer
 18 no. New Trees Proposed (refer to page 12)



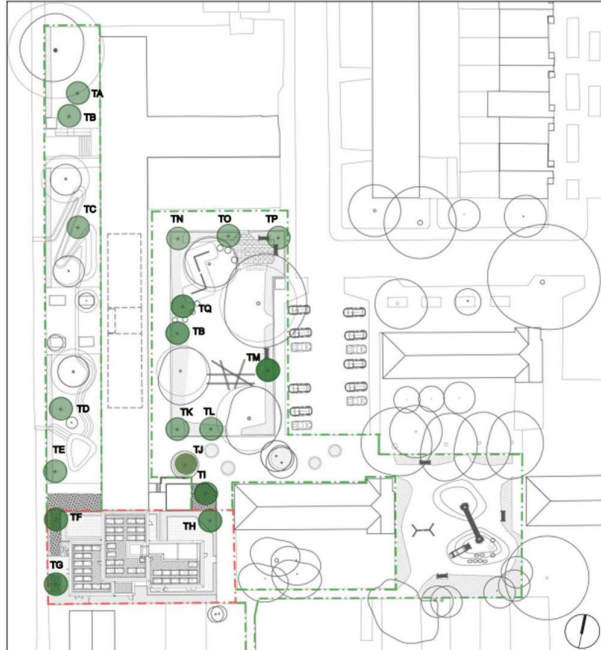


The proposed tree and planting strategy proposes new species to enhance biodiversity, and provide seasonal and enriched character for both the communal and private gardens.

Key:

- A Proposed New Trees**
18 new trees are proposed - refer to Tree Strategy
- B Proposed Boundary Hedge to Wat Tyler frontage**
A new clipped 1.2m high boundary hedge proposed - with mix of deciduous and evergreen, native species, flowering and fruiting to also provide plants for pollinators and wildlife habitat.
- C Proposed Boundary Shrubs**
The fenced boundaries to the private gardens of the new development are proposed to be planted with defensive evergreen shrubs. To be clipped to 1.2m height to integrate with proposed boundary hedge B.
- D Proposed Planting Areas**
New planting with 15mm raised paved edge to existing and proposed paved areas, including the front entrance space to the new building development - mixed evergreen drought tolerant shrubs, with multi stem trees.
- E Proposed Boundary Hedge**
New shrub mixes create enclosure from the adjacent car park, providing also seasonal flowering colour and fragrance
- F Proposed Boundary Shrubs**
The existing evergreen shrub planting to be retained and thickened up with new and appropriate species mixes.
- G Proposed Planting To Raised Planters**
New planting mixes proposed to enliven the raised planters with low growing fragrant shade tolerant flowering shrubs
- H Proposed Replacement Turf**
A new robust and drought tolerant grass turf mix proposed, to replace the degraded existing grass. The existing soil would be decompacted, and any existing turf in a viable condition aerated, scarified and fertilised.

Proposed Tree Planting



The tree strategy includes the proposal to plant 18 new trees, both native and non native, with seasonal variations from fragrant spring blossom to autumn colour.

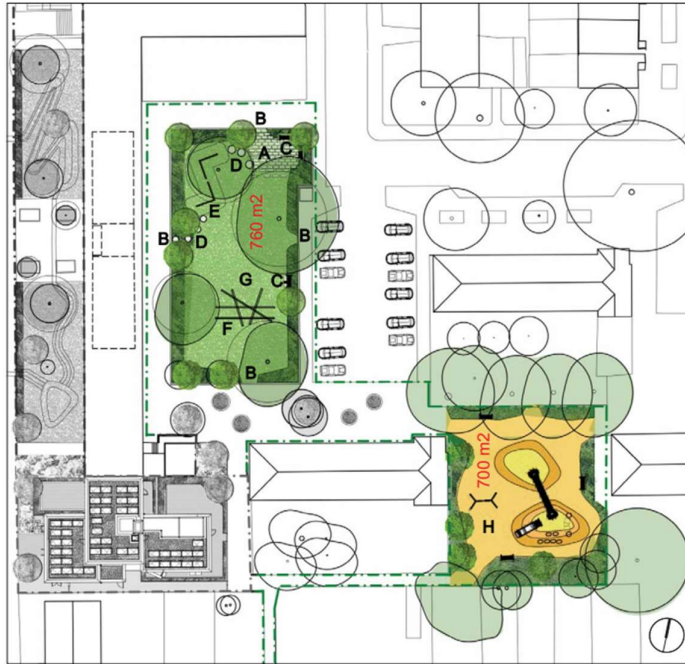
Key to Species, Types and Sizes:

TA	<i>Prunus padus</i>	14-16 cms girth
TB	<i>Sorbus aucuparia</i>	14-16 cms girth
TC	<i>Sorbus aria lutescens</i>	14-16 cms girth
TD	<i>Prunus avium</i>	14-16 cms girth
TE	<i>Liquidamber styraciflua</i>	14-16 cms girth
TF	<i>Cercis siliquastrum</i>	multistem: 5 stems, 2m
TG	<i>Cercis siliquastrum</i>	multistem: 5 stems, 2m
TH	<i>Prunus avium</i>	multistem: 5 stems, 2m
TI	<i>Malus sylvestris</i>	multistem: 5 stems, 2m
TJ	<i>Cornus florida</i>	multistem: 5 stems, 2m
TK	<i>Cornus kousa</i>	multistem: 5 stems, 2m
TL	<i>Cercidiphyllum japonicum</i>	14-16 cms girth
TM	<i>Magnolia x soulangeana</i>	multistem: 5 stems, 2m
TN	<i>Nyssa sylvatica</i>	14-16 cms girth
TO	<i>Arbutus unedo</i>	14-16 cms girth
TP	<i>Acacia dealbata</i>	multistem: 5 stems, 2m
TQ	<i>Acer campestre</i>	14-16 cms girth
TR	<i>Crataegus monogyna</i>	14-16 cms girth

NB: Please also refer to the following information by Arbrech:

- Arboricultural Survey and Tree Protection Measures, 2022
- Arboricultural Impact Assessment, October 2022
- Arboricultural Method Statement, October 2022
- Tree Protection Plan, October 2022

Proposed Play Space Enhancements

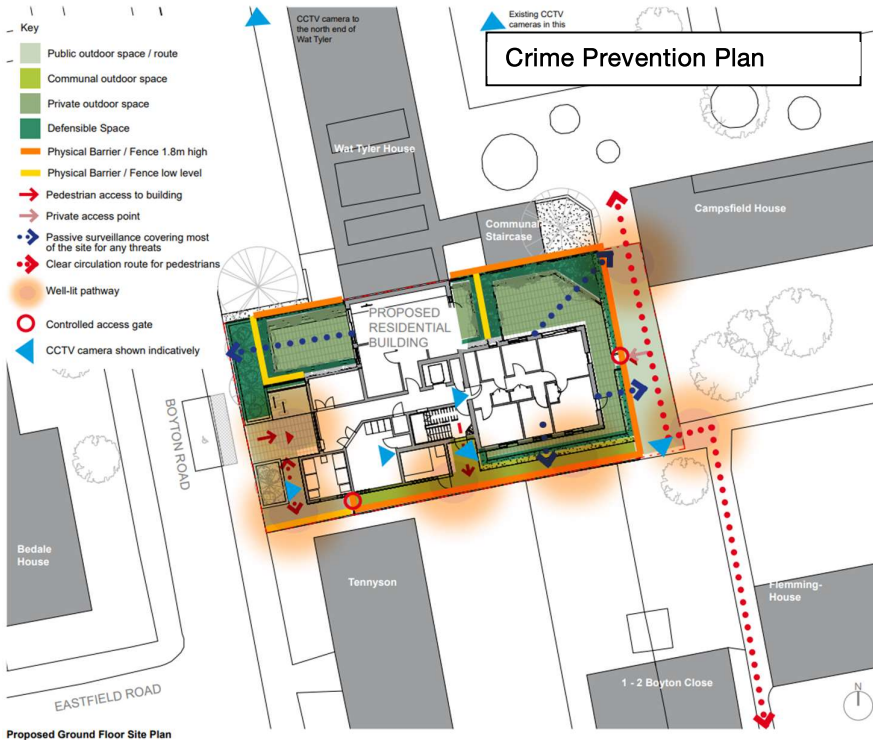


The existing green character of the communal garden behind Wat Tyler will be maintained and enhanced with new trees and planting, and with new replacement play equipment and sitting places. For the play area adjacent to Gillett House refer to item H below.

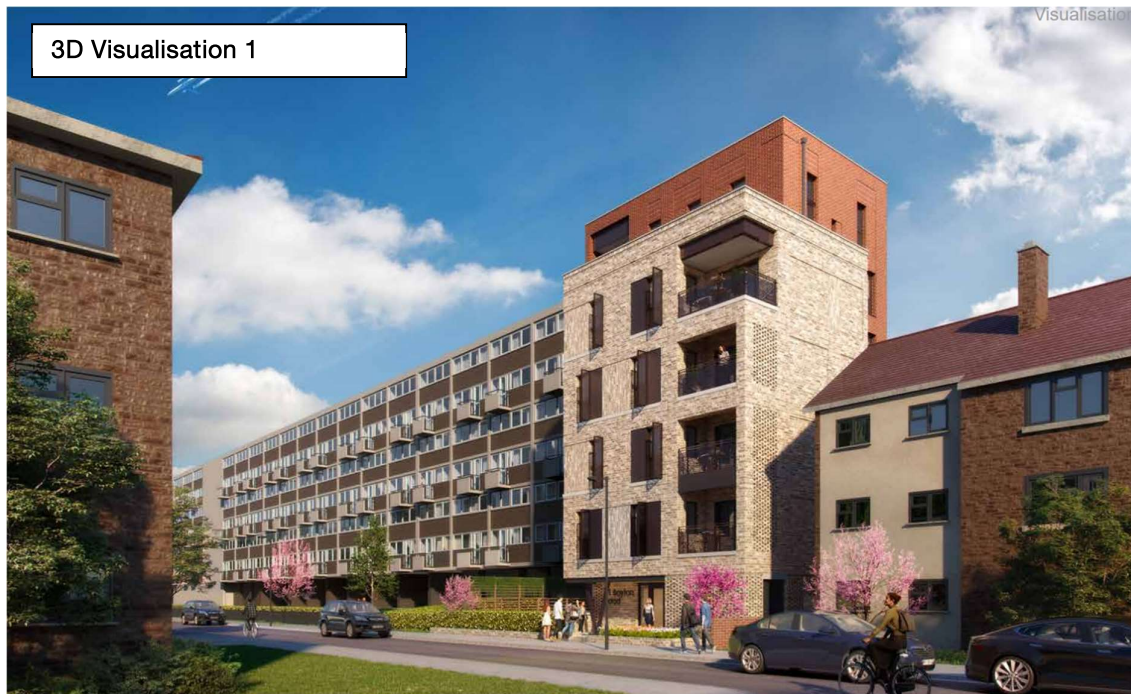
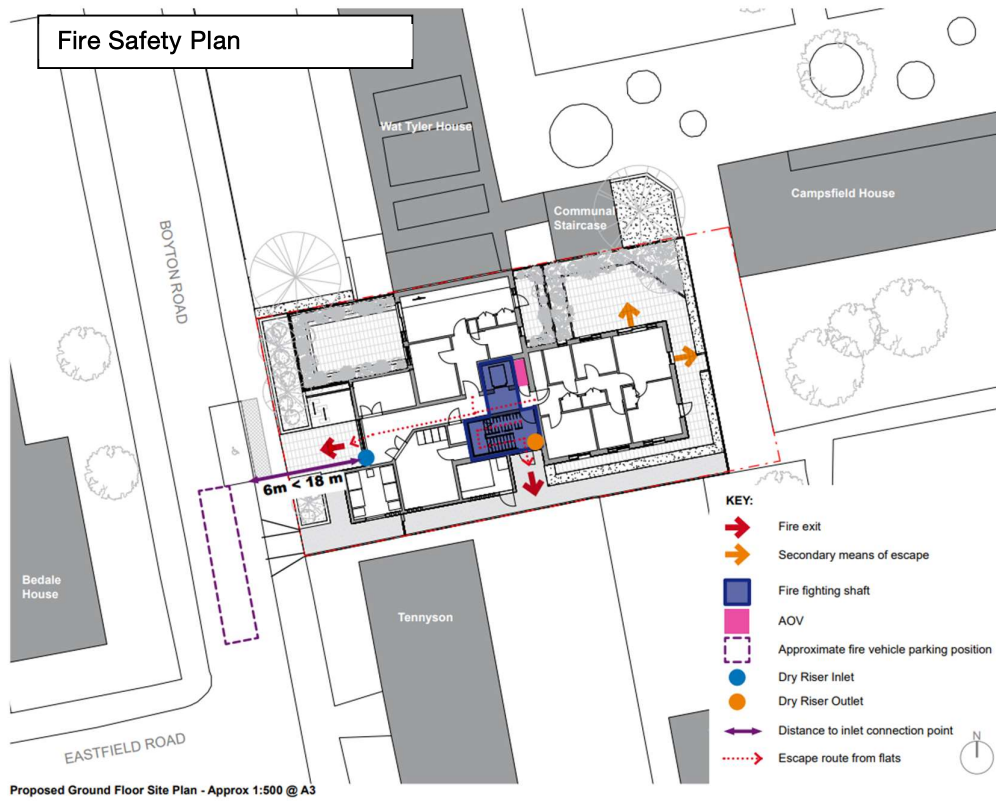
Key to Proposed New Items:

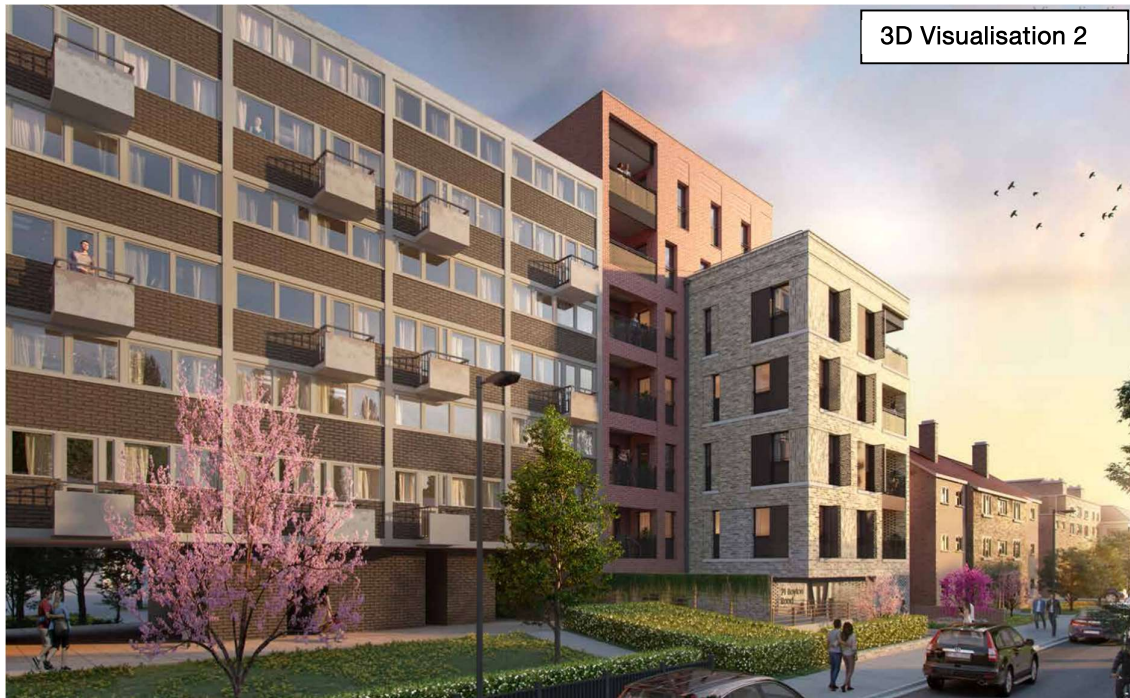
- A Proposed New Paved Area**
A new paved area, with wide joints seeded with grass, provides a sitting area with level access from the surrounding pavement for prams and wheelchairs
- B Proposed New Entrances**
The new boundary hedge has 4 openings for access
- C Proposed New Benches**
Three new benches are proposed to replace the use of the low boundary wall for sitting (the boundary wall will be planted with a new hedge to create a buffer to the car park). The benches will be positioned within the hedge, and will not be visible from the street.
- D Proposed Replacement Stepping Stumps**
The proposed new timber stepping stumps (tree trunks) will be relocated to maximise the available grass area, for flexible use, and provide informal seating.
- E Proposed Replacement Balancing Beam**
The proposed new balancing beam is relocated to maximise the available flexible grass area, and provide informal seating.
- F Existing Timber Climbing Structure**
The existing climbing structure is popular with residents, and will be retained and locally repaired where necessary to comply with ROSPA regulations.
- G Existing and Proposed Grass Area**
The existing mown grass area is well used by residents for a variety of activities from kickabout to BBQs. New equipment is relocated to maximise this flexible use, and a new robust and drought tolerant turf is installed.
- H Enhanced Play Area beside Gillett House**
NB: the proposals shown here are only indicative: proposed play area improvements to be delivered with the Assets team, in consultation with local residents

The proposed play strategy will be guided by The New London Plan (2021) regarding Policy S4, Play and Informal Recreation, and Shaping Neighbourhoods: Play and Informal Recreation SPG (Sept 2012).



Proposed Ground Floor Site Plan







Aerial view looking North-West



Aerial view looking South-East



Aerial view looking North

Aerial 3D Images 2, 3 & 4

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CONFIDENTIAL**Haringey Quality Review Panel****Report of Formal Review Meeting: Wat Tyler**

Wednesday 22 April 2020
video conference

Panel

Peter Studdert (chair)
Stephen Davy
Esther Kurland
Andrew Matthews
Craig Robertson

Attendees

John McRory	London Borough of Haringey
Laurence Ackrill	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Sarah Carmona	Frame Projects
Kiki Ageridou	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
Robbie McNaughton	London Borough of Haringey

Confidentiality

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

1. Project name and site address

Wat Tyler House, Boyton Road, N8 7AU

2. Presenting team

Anna Blandford	London Borough of Haringey
David Doherty	London Borough of Haringey
Samantha Jones	London Borough of Haringey
Martin Cowie	London Borough of Haringey
Russell Walker	Walker Construction Consultants
Kiran Curtis	KC+A Architects
Colin Merifield	KC+A Architects
Manual Filippi Farmar	KC+A Architects
Francis Christie	Remapp Ltd 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 proposals form one of a number of development opportunities the Council is currently exploring on Council owned land across the borough to deliver new Council homes at Council rents. The redevelopment of previously developed land across the Borough offers the opportunity to ensure that the mix of new residential development is appropriate to its local context, as well as targeted to meeting specific local housing needs and improving housing choice.

The application site is currently used as a car parking area for local residents. It adjoins Wat Tyler House, an existing six storey residential building with an additional undercroft area, located on the eastern side of Boyton Road. None of the buildings and structures on or adjacent to the site are listed. Although the site itself is not within a conservation area, the Alexandra Palace and Park and the Campsbourne Cottage Estate Conservation Areas are located within 200 metres of the site to the north and west respectively.

The area surrounding the application site is characterised predominantly by larger blocks of self-contained flats, but there is also a scattering of smaller, single family dwellings located along Boyton Road and the adjoining streets.



The proposed works involve the construction of a part-four, part-five and part-seven storey building that would adjoin the southernmost elevation of Wat Tyler House. This would provide 15 self-contained residential units with associated cycle, refuse storage and landscaping provision. All of the units will be Council homes to be let at Council rents.

Officers asked for the panel's views on the scheme's design quality, the proposed massing and scale of the building forms, and the design of the landscape and public realm.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to comment on the evolving proposals for the development site adjacent to Wat Tyler House. This infill site represents a good opportunity for the development of new Council homes. The panel also welcomes the project team's commitment to a comprehensive local community engagement process concerning the proposals (when current restrictions are lifted) and highlights that residents' input and agreement will be extremely important.

The panel supports the broad principles of the scheme, subject to some improvement and refinement. It feels that the scale of the proposals is ambitious but nonetheless broadly acceptable. As design work continues, the panel would encourage further work to refine the residential layout, its circulation cores, and relationship to the public realm adjacent. Consideration of future potential phases of work will also help to inform this process. While the panel generally supports the approach taken to the architectural expression, this could be made more distinctive by drawing on the character and qualities of Wat Tyler House, and by giving the main entrance more emphasis.

A clear strategy for pedestrian, cycle and vehicle movement around the estate will be critically important to the success of the scheme. A lot of potential exists for the development to improve the quality, safety and design of the public realm adjacent to the development. It highlights that the wider benefits of this work can help to establish a strong justification for the scheme. Further details on the panel's views are provided below.

Massing and development density

- The site represents a good opportunity for the development of new Council homes. The panel feels that the scale of the proposals is ambitious, but nonetheless broadly acceptable, subject to the resolution of issues around the quality and design of the accommodation (with particular reference to the ground floor) and the detail and design of the public realm adjacent.
- The panel considers that the architectural concept of three interlocking volumes seems sensible.



- The project team should explore the scope for a similar infill development at the northern end of Wat Tyler House. Consideration of how both 'bookends' might work together (in massing, detail and townscape terms) could help to inform the ongoing detailed design of the initial 'bookend' development.

Place-making, public realm and landscape design

- Currently, pedestrian routes through the estate are typified by narrow alleyways that lack passive surveillance and represent opportunities for crime and antisocial behaviour. Addressing these issues - within an overall strategy for movement around the estate, and within the current proposals - will be very important.
- An overarching strategy for movement should consider access points for different modes of transport, alongside parking and the relationship to play areas. It should prioritise routes for cycles and pedestrians that are broad, light and well-surveilled.
- This strategy should also consider potential future phases of development - which may include infill of the undercroft in addition to further possible 'bookend' developments.
- The panel thinks that relying on existing narrow and poorly overlooked pedestrian routes is not an acceptable approach to take.
- Options for exploration include providing a better primary pedestrian route, and either closing the alleyways or retaining them as secondary, secure routes for adjacent residents, accessible only via fobbed access at secure gateways.
- The panel would encourage the project team to consider how the open space to the rear of Wat Tyler House could be improved. It has potential to help to punctuate and reinforce the townscape qualities and legibility of local pedestrian routes.
- The panel expresses concern about the loss of green open space and trees. It feels that the scheme should protect and enhance all of the existing green and open spaces within the estate, to enable greener streets.
- This will help reduce urban heat island effects, and improve air quality – which would be especially valuable within the vicinity of the school.
- The intention should be to maintain and improve the ecological value of all of the open, green areas, in accordance with biophilic design principles for health and wellbeing.
- In this regard, the panel would encourage the project team to undertake a parking survey to establish what additional parking may be needed, where it can be located, and how to minimise the impact on existing green spaces and trees.



- The panel understands that the Council is planning a comprehensive local community engagement process for the scheme, for when current restrictions are lifted. The movement strategy, parking within the estate, landscape design and the issue of alleyways would benefit from being considered as part of this process.

Scheme layout, access and integration

- Because of the alleyways adjacent to the scheme – both existing and planned – the scheme has no ‘back’. This risks compromising the privacy and quality of homes at ground floor level, and their external amenity spaces.
- Potential solutions include either closing off the alleyways or gating them with fob-access for residents’ use only.
- The panel also notes that a one metre high gate or boundary wall would not be effective in providing security or privacy for ground floor homes and gardens.
- The panel recommends that the ground floor flat at the east of the block should have its primary entrance directly from the communal core, rather than from the rear alleyway. This would be safer and would enable the external amenity space to be more private. It would also improve the practicality of issues like accessing the bin store.
- There may also be scope to arrange the bedrooms and living spaces differently within the eastern ground floor flat (whilst relocating the primary access to the communal core) to optimise the quality of the accommodation.
- The panel wonders whether there may also be potential to explore an alternative location for the circulation core that may facilitate further improvements to the amenity and orientation of the accommodation on all levels of the scheme.

Architectural expression

- The panel considers that Wat Tyler House has some character and qualities, and could be a striking example of its time, if refurbished.
- While the panel generally supports the approach taken to the architectural expression of the infill development, reflecting some of the qualities of Wat Tyler House could make it more distinctive.
- For example, the taller section of the proposed building could reference Wat Tyler House, with the block standing forward of this building line being conceived as a ‘pavilion’ with a more unique architectural expression.



- The panel also wonders whether the taller section of building could also visually reflect some of the horizontal alignments seen within the elevations of Wat Tyler House in some way.
- The panel highlights that if a future project is undertaken to develop the space within the undercroft of Wat Tyler House, this should be done carefully and should try to respect (and reflect) some of the special qualities of the block.
- It would also support further consideration of how the scheme engages with the street at a detailed level; options to celebrate the main entrance and enliven the main entrance frontage would be supported.

Design for inclusion, sustainability and healthy neighbourhoods

- The panel welcomes the creation of much-needed new homes in underutilised areas of the existing housing estate.
- The aspiration for zero carbon development and a 'fabric first' approach is supported.
- The design and location of fenestration will play an important role in achieving energy efficiency, and the way the balconies help protect west facing glazing from overheating is helpful.
- As mentioned above, the panel advocates that a biophilic design approach to the landscape, public realm and parking strategy should be adopted. This should aspire to maintain and improve all existing green spaces, thereby reducing the urban heat island effect while improving health, wellbeing and air quality.
- The panel notes that communal cycle stores can sometimes be underused if too large and remote from residents' homes. However, it considers that as the development is reasonably compact, then two communal cycle stores as proposed could be acceptable, if they are designed and integrated well.
- It notes that cycles are often accommodated in a similar fashion to bins and would encourage the project team to explore options to make them a pleasure to use.

Next steps

The Quality Review Panel is confident that the project team will be able to address the points above effectively, in consultation with Haringey officers. It would be happy to consider the revised proposals in addition to the wider landscape strategy in more detail at a Chair's Review, if required.



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

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

Design Standards

Character of development

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



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Appendix 5: Planning Sub-Committee Pre-Application Briefing

480. PRE/2019/0179 - WAT TYLER HOUSE, BOYTON ROAD, N8 7AU

The Planning Officer and Applicant Team outlined the proposal for the construction of a part 4, part 5 and part 7 storey building that would adjoin the southernmost elevation of Wat Tyler House to provide 15 self-contained residential units with associated cycle, refuse storage and landscaping.

The Applicant Team responded to questions from the Committee:

- Discussions were taking place with the Police in relation to managing the alleyways and the potential for Anti-Social Behaviour.
- There would be the same number of storeys as currently in Wat Tyler House, however ceiling heights had increased in the ceiling height standards, so the overall height of the building would be increased.
- Officers were exploring parking demand and the impact of removing the car park. The scheme would seek to provide as much parking as possible within the estate.
- Homes for Haringey would be consulted with on the maintenance of landscaping.
- The bin store would be at the front of the building. Due to space constraints there was no other appropriate area to situate it.
- The scheme was out for public consultation and engagement.

Planning Sub Committee

Item No. 9

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2021/1909**Ward:** Hornsey**Address:** Cross House 7 Cross Lane N8 7SA

Proposal: Demolition of existing building; redevelopment to provide business (Class E(g)(iii)(light industrial) 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.

Applicant: Dress Trimmings Investments**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi

1.1 This application has been referred to the Planning Sub- committee for a decision as it is a major application that is also subject to a section 106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development would redevelop brownfield site, with a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal forms part of Site Allocation SA47 'Cross Lane' as designated in the Local Plan Site Allocations DPD. The redevelopment of this portion of the site would complete the overall redevelopment of the site as a whole and fulfil the requirements for the site as set out in the Councils Site Allocations DPD.
- The development would have a positive impact on the character and appearance of the Conservation Area and would not cause harm to it or the the setting of the adjacent statutorily listed buildings.
- The development would provide 9 residential dwellings, contributing towards much needed housing stock in the borough.
- 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 development would provide 815sqm of good quality flexible commercial floorspace space that would potentially generate approximately 18 jobs.
- The proposal provides good quality hard and soft landscaping

- 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 development would provide an appropriate quantity of car and cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- 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 06/03/2023 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.

Summary Lists of Conditions, Informatives and Heads of Terms

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 (residential)
9. Secure by design certification
10. Secure by design accreditation (commercial)
11. Land Contamination
12. Unexpected Contamination
13. NRMM
14. Demolition/Construction Environmental Management Plan
15. Public highway condition survey
16. Cycle parking
17. Delivery and Servicing Plan
18. Car Parking Design and Management Plan
19. Land Affected by Contamination
20. Verification report
21. Long Term Monitoring and Maintenance Plan for Groundwater
22. Unidentified Contamination
23. Borehole Management
24. Piling/Foundation works Risk Assessment with Respect to Groundwater Resources
25. Infiltration of Surface Water onto the Ground
26. Satellite antenna
27. Restriction to telecommunications apparatus
28. Piling Method Statement
29. Architect retention
30. Energy strategy
31. Be Seen
32. Overheating (Residential)
33. Overheating (Non-Residential)
34. Living roofs
35. Biodiversity
36. BREEAM Certificate
37. Method of monitoring adjacent properties for potential movement during the build
38. Construction Management plan
39. Wheelchair accessible dwellings
40. Restriction to use class
41. Basement Impact Assessment
42. Sound insulation

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

Section 106 Heads of Terms:

1. Affordable housing payment where 10 or units are provided by future change of use
2. Section 278 Highway Agreement
 - The additional highway works necessary to accommodate the proposed Cross House development (including the proposed access to the basement car park, as well as relining and resigning works)
3. Sustainable Transport Initiatives
 - Monitoring of commercial travel plan contribution of £3,000
 - £4,000 towards amendment of the local Traffic Management Order (also covering the cost of amending any existing yellow line restrictions, see further details under S.278 highway works agreement)
 - Car Club - a credit of £50 per annum for a period of two years and an enhanced car club membership for the residents of the family-sized units (3+ bedrooms) including 3 years' free membership and £100 (one hundred pounds in credit) per year for the first 3 years
 - £6000 towards CPZ contributions to the extension of existing Controlled Parking Zones
4. Carbon Mitigation
 - Be Seen commitment to uploading energy data
 - Energy Plan and Sustainability Review
 - Estimated carbon offset contribution (and associated obligations) of £36,480 plus a 10% management fee
5. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan
 - Provision of a named Employment Initiatives Co-Ordinator;
 - Notify the Council of any on-site vacancies;
 - 20% of the on-site workforce to be Haringey residents;
 - 5% of the on-site workforce to be Haringey resident trainees;
 - Provide apprenticeships at one per £3m development cost (max. 10% of

total staff);

- Provide a support fee of £1,500 per apprenticeship towards recruitment costs.

6. Monitoring Contribution

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

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

2.6 In the absence of the agreement referred to in resolution (2.1) above not being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

1. The proposed development, in the absence of a legal agreement securing the provision of financial contributions towards off-site affordable housing in the event that the commercial unit(s) is converted in to a dwelling(s), the proposals would fail to secure affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for the additional highway works necessary to accommodate the proposed Cross House development (including the proposed access to the basement car park, as well as relining and resigning works 2) A contribution towards CPZ contributions to the extension of existing Controlled Parking Zones 3) A contribution towards Monitoring of commercial travel plan 4) A contribution towards amendment of the local Traffic Management Order (also covering the cost of amending any existing yellow line restrictions, see further details under S.278 highway works agreement 5) Two years free car club membership and £50 driving credit and enhanced car club membership and £100 (one hundred pounds in credit) per year for the first 3 years would fail to adequately mitigate highways and transport impacts As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48
3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.

4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.
- 2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

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3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS
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APPENDICES:

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| Appendix 1 | Planning Conditions and Informatives |
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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is a planning application for the demolition of the existing building and erection of a six storey building comprising 815 sqm of commercial floorspace (Use Class E(g)(iii) (light industrial) over ground, first and second floor levels that can be occupied by a single or multiple occupants. The proposed development would include 9 residential units located on third, fourth and fifth floor levels stacked as three units per floor and would comprise of 2 x one-bedroom flats, 5 x two-bedroom flats and 2 x three-bedroom flats.
- 3.1.2. The residential component of the scheme is car-free, and 6 commercial car parking spaces including one Blue Badge parking bay is proposed at the new basement level. Two bicycle stores are proposed at basement level, providing 17 residential and 12 commercial cycle parking spaces.
- 3.1.3. The development would include a delivery/loading bay at street level together with 4 short-stay cycle parking spaces (in the location of the existing area of hardstanding on the southern edge of the site). A refuse store for both residential and commercial waste will be located behind the designated delivery/loading bay.
- 3.1.4. Soft and hard landscaping at roof level, to the front forecourt of the site and rear terrace area are proposed comprising of an extensive green roof, new tree planting, planters and permeable paving.
- 3.1.4 The proposed building will be finished in brick, and the window frames and balcony balustrade will have an aluminium and metal finish. The building will also feature ceramic cladding at roof level, limestone cladding between commercial floors and to the entrance canopy. The entrance to the refuse storey would be in corrugated perforated metal panels.

3.2 Site and Surroundings

- 3.2.1 The site forms part of the Cross Lane Industrial Estate and is currently occupied by a 2 storey brick building that fills the majority of the site and is currently occupied by Palm Recording studios. There is hardstanding to the south for vehicle parking, and an escape stair to the rear. Immediately south of the site is Pool Motors also known as 7 Cross Lane which recently received planning permission for a 5 and 6 storey mixed use development (HGY/2020/1724) and immediately north of the site is the new mixed use development at Smithfield Yard which ranges from 5 to 7 storeys in height. To the west of the site is Smithfield Square ranging from 4 to 8 storeys in height, and to the east and north is New River Village (Blake Building and Amazon building) ranging from 3 to 8 storeys

3.2.2 The site adjoins the Hornsey Water Works and Filter Beds Conservation Area to the south and east. The two buildings to the south of the site on Hornsey High Street, over 50 metres away are statutorily listed, as is the public house to the south-west of the site.

3.2.3 Access to the site is from Cross Lane, which leads to Hornsey High Street to the south. Pedestrians and cyclists can access New River Avenue to the north. The site has a PTAL level of 3, which is ranked as 'medium' access to public transport service.



Fig 1 – Aerial View

3.2.4 The site falls within Site Allocation SA47 'Cross Lane' of the Site Allocations DPD, which allocates the site for the redevelopment of the industrial estate for employment-led mixed use development with residential uses.

3.3 Relevant Planning and Enforcement history

3.3.1 There is no relevant planning history for this site, of relevance in the immediate area are:

3.3.2 HGY/2016/0086 – Smithfield Yard (former land to the east of Cross Lane) - Erection of a part seven-storey, part five-storey development (plus basement parking) to create 69 residential dwellings and 1,009sqm of flexible business (B1a) floorspace with associated access, landscaping, car parking and other infrastructure – Allowed under appeal - reference APP/Y5420/W/16/3165389

- 3.3.3 HGY/2020/1724 – Pool Motors (7 Cross Lane)- Demolition of existing buildings and erection of two buildings of six storey (Block B) and five storey (Block A) comprising flexible commercial floorspace (Use Class A1, A2, B1(a-c), B8, D1 and D2) at ground floor level of Block A and housing including associated hard and soft landscaping, refuse and recycling storage and car parking and cycle storage – Granted 29/06/2021

4. CONSULTATION RESPONSES

4.1 Quality Review Panel

- 4.1.1 The scheme has been presented to Haringey's Quality Review panel on one occasion.
- 4.1.2 Following the Quality Review Panel meeting on 17 March 2021, Appendix 4, the Panel offered their 'warm support' for the scheme, with the summary from the report below;

The Quality Review Panel welcomes the opportunity to consider the proposals for Cross House. The design team's passion for the area was evident within the comprehensive presentation and has clearly informed the evolution of the proposals. The panel will be pleased to see the final site within the site allocation at Cross Lane (SA47) completed.

The panel supports many of the key decisions taken within the design process so far and feels that the scale of the development is appropriate to the emerging context. The main area of concern is the front elevation, where the three-dimensional profile of the overall building envelope and location of commercial accommodation at second floor level is at odds with the established context and presents a dissonant architectural language from first floor upwards. If this configuration of uses and three dimensional profile is retained, further work on the architectural expression is required, to bring coherence and a more appropriate proportion and visual hierarchy to the elevation.

Scope for further improvement also remains within the scheme layout, especially in terms of the generosity and flexibility of circulation spaces, the residential accommodation and the main residential entrance. The landscaped area to the front of the scheme would also benefit from further consideration.

While noting that the applicant's preferred balance between quantum of commercial and residential accommodation is regrettable, the panel thinks that subject to resolution of the other issues highlighted below, it would offer its support for the project. Further details on the panel's views are provided below.

4.2 Application Consultation

4.2.1 The following were consulted regarding the application:

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

INTERNAL:

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided and raise no objections

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections

Building Control

No objection

Trees

No objection

Nature Conservation

No comments received

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Lead Pollution

No objection, subject to conditions

Regeneration

No comments received

EXTERNAL

Thames Water

No objection subject to conditions and informatives

Designing out crime

No objections, subject to conditions

Environment Agency

No comments received

Transport for London

No objection

London Fire Brigade

No objection

Historic England

No comments received

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

771 Neighbouring properties

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: 17

Objecting: 11
Supporting: 0
Others: 6

5.3 The following local groups/societies made representations:

- Hornsey Conservation Areas Advisory Committee

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:

Land Use and housing

- Concerns the commercial unit will remain vacant
- Excessive commercial use proposed
- More housing developments are not needed in the area

Impact on Heritage assets

- An appraisal of the Conservation Area should be carried out before a decision is made
- Impact on the Conservation Area and setting of listed building

Size, Scale and Design

- Excessive height, bulk, massing and overdevelopment of site
- Overbearing and not in keeping in relation to neighbouring buildings
- The design is not in keeping with surrounding properties
- Excessive glazing on the frontage

Impact on neighbours

- Loss of privacy/overlooking/overshadowing
- Loss of daylight and sunlight
- Noise and disturbance and light pollution
- Concerns the commercial units will have balconies

Parking, Transport and Highways

- Cross Lane is too narrow
- No parking should be permitted
- Increased traffic generated
- Road safety concerns
- Increased deliveries and vehicle trips per day
- Impact on existing refuse collection vehicles
- Cross Lane should be a pedestrian route only

Environment and Public Health

- Lighting on Cross Lane should be improved
- More open space and greenery should be incorporated into the design
- Impact on trees
- Dust and debris during demolition phase

- The environment on Cross Lane requires significant improvements
- Security concerns
- Pressure on existing infrastructure
- Asbestos concerns during demolition

Sustainability

- Concerns with the embodied carbon from the demolition phase
- Refurbishing the existing building should be considered

- 5.5 The following issues raised are not material planning considerations:
- Impact on property values (Officer Comment: This is not a material planning consideration)

6 MATERIAL PLANNING CONSIDERATIONS

6.1 Statutory Framework

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

- 6.1.3 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. Basement development
9. Sustainability, Energy and Climate Change
10. Urban Greening, Trees and Ecology
11. Flood Risk and Drainage
12. Air Quality and Land Contamination
13. Fire Safety
14. Employment
15. 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.

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 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.
- 6.2.6 London Plan Policy D3 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.

Local Policy - Haringey Local Plan

- 6.2.7 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.
- 6.2.8 Local Plan Policy SP1 states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable

for growth, 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 stated minimum target, including securing the provision of affordable housing. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.

6.2.9 Local Plan Policy SP8 states that the Council will support local employment and regeneration aims and will support small and medium sized businesses in need of employment space.

6.2.10 The Development Management Development Plan Document 2017 (DMDPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed. Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites. Policy DM49 states that the Council will protect existing social facilities unless a replacement facility is provided and supports the provision of new flexible community facilities in accessible locations.

6.2.11 The Site Allocations Development Plan Document 2017 gives effect to the Local Plan spatial strategy by allocating sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance. The application site forms part of site allocation SA47 'Cross Lane' in the Site Allocations DPD 2017.

Site Allocation

6.2.12 The site forms part of Site allocation SA47 'Cross Lane' of the Site Allocations Development Plan Document 2017. Site Allocation S47 designates the site for redevelopment of the industrial estate for an employment-led mixed use development with residential. The site allocation is essentially divided into 3 portions correlating to land ownership. The application site forms the final phase of this site allocation to come forward for development. Pool Motors also known as 7 Cross Lane which forms the southern part of site allocation SA47 recently received planning permission and is currently under construction. Smithfield Yard (former land to the east of Cross Lane) to the north which also falls under this site allocation was the first phase that came forward (this planning permission was granted at appeal). Both neighbouring sites comprise residential and employment uses.

6.2.13 Site allocation SA47 of the Site Allocations DPD 2017 has the following Site Requirements and Development Guidelines:

Site Requirements

- No buildings on this site need to be retained subject to appropriate re-provision of affordable employment space.
- Local Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council's aspiration to continue change in this area
- Demonstrate that the maximum quantum of employment floorspace has been provided subject to viability
- Development should preserve or enhance the appearance of the Hornsey Water Works & Filter Beds Conservation Area.
- Demonstrate that foul and surface water drainage capacity in the locality is sufficient to accommodate any proposed development.
- This site falls within a Regeneration Area, and as such employment-led mixed use development will be appropriate here.
- This site is subject to the requirements of Policy DM38

Development Guidelines

- Development typologies should be responsive, and consistent with, those at New River Village and Hornsey Depot.
- Redevelopment should be in line with policy SP9
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity
- This site is in a groundwater Source Protection Zone and therefore any development should consider this
- The site itself is very tight and should respond to the scale, massing and layout of the adjacent developments
- Scale should be such that it creates a transition between the various typologies of buildings within its immediate vicinity.
- Reference the Council's latest decentralised energy masterplan

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

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. In this instance the proposal completes the final part of a site allocation that has two permissions, one of which is complete and the other under construction as such the masterplanning requirements are satisfied.

5 Year Housing Land Supply

6.2.16 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).

Land Use Principles

6.2.17 The proposed development would replace the existing recording studio with a mixed-use development.

Proposed mixed use – Employment and Residential Uses Employment

6.2.18 Site Allocation SA47 identifies the site for a mixed-use development comprising employment and residential uses. The site allocation identifies an indicative capacity of 1,386 square metres of employment floor space across the allocation as a whole.

6.2.19 The site also forms part of a designated Local Employment Area: Regeneration Area (RA), where Policy DM38 applies. Policy DM38 of the Development Management DPD states;

The Council will support proposals for mixed-use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. In addition to complying with other policy requirements, proposals must:

a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;

b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:

i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;

ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and

iii. Environmental quality of the site.

c. Make provision for an element of affordable workspace where viable;

d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;

e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and

f. Be designed to enable connection to ultra-fast broadband.

6.2.20 The proposed development would provide 815 square metres of employment floor space which replaces the existing amount of employment floorspace in its entirety. . The Site Allocations DPD requires a minimum development capacity of 1,386 square metres of employment floor space across the allocation as a whole. The recently built Smithfield Yard development provides 1,009 square metres of employment floor space and the adjacent site at Pool Motors currently under construction will provide 187 square metres of employment floorspace. The additional 815 square metres of employment floor space proposed would therefore equate to an overall figure of 2,006 square metres of employment floor space across the site allocation, in excess of the expectation of the site allocation. The applicant has confirmed that the existing tenant of the current building intends to use the newly created employment floorspace as a recording studio and the applicant has agreed to give them first refusal once the development is complete. Notwithstanding this, the applicant has provided marketing evidence to demonstrate there is currently a high demand for flexible commercial spaces to be used as offices, studios and light industrial purposes in the area. In addition to this, the employment floorspace will feature generous floor to ceiling heights, large floor to ceiling windows and external amenity areas that will enable the development to attract a high level of interest from potential occupiers. The employment floorspace will also be finished to a shell and core standard to maximise the flexibility for future occupiers.

6.2.21 The proposed commercial floorspace space is designed with a meeting space at the front of the building facing the street, providing an active frontage to the development, and prominence for any future commercial operators. A commercial unit is proposed to the rear of the ground floor that could be self-contained, with the first and second floor accommodating further commercial floorspace. The commercial space has been designed to have a simple layout in order to maximise the efficiency and usability of the space. Further to this, should more than one commercial operator be identified for the space, in its current form, the space is flexibly designed so it could be easily adapted / partitioned to allow for more than one commercial unit.

6.2.22 The proposed development would not result in a net loss of employment floorspace as the existing floorspace that would be replaced with an almost identical amount of floorspace supporting the same number of jobs (18) (depending on the end user) whilst allowing the site area to be utilised more intensively.

6.2.19 Whilst Policy DM38 requires affordable workspace where viable applicant has confirmed that this is not viable for the quantum of space needed to re-provide the existing floorspace and accommodate the existing use. The Smithfield Yard development which falls within the same site allocation and provided a greater quantity of housing provides affordable workspace.

6.2.20 The proposed development is therefore supported by the above policies.

Residential Use

6.2.21 The proposal would introduce an additional 9 self-contained residential units that would contribute to meeting the identified housing targets for the borough. This is clearly reinforced by Site Allocation SA47 which specifically states that a mixed-use development with residential is acceptable.

Policy DM13 of the Development Management DPD states that affordable housing will be sought on mixed-use schemes with the site capacity to accommodate more than ten dwellings, with regard to a range of factors including individual site circumstances and other planning benefits that may be achieved. The proposal for 9 homes would not exceed the threshold for the provision of affordable housing and a S106 obligation has been imposed to ensure that if the employment space was converted to residential in future a proportion of affordable housing would be provided.

Land Uses – Conclusion

6.2.22 The proposed development is considered acceptable in land use terms.

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 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.

6.2.5 The overall mix of housing within the proposed development is as follows:

Accommodation mix			
Unit type	Total units	Mix	Hab rooms
1-bed 2- person flats	2	22.2%	4
2-bed 4- person flats	5	55.6%	15
3-bed 5- person flats	2	22.2%	8
Total	9	100%	27

6.2.6 The proposed dwelling mix set out above is considered acceptable given that the proposal is for 9 residential units in total.

6.2.7 The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.3 Heritage Impact

6.3.1 The application site does not fall within a conservation area and there are no listed structures or buildings on the site itself. However, Hornsey Water Works and Filter Beds Conservation Area adjoins the site to the south and east. The two buildings to the south of the site on Hornsey High Street, which are over 50 metres away are statutorily listed, as is the public house to the south-west of the site.

Policy Context

6.3.2 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.

- 6.3.3 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 should be sensitive to their impact.

Legal Context

- 6.3.4 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".
- 6.3.5 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."
- 6.3.6 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case states 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."
- 6.3.7 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.

- 6.3.8 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.
- 6.3.9 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

- 6.3.10 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 and any scheme should ensure that the setting of the listed buildings is safeguarded.
- 6.3.11 The Council's Conservation Officer has assessed the proposed development and has raised no objections. The Conservation Officer notes that due to its relative distance from the sensitive street frontage of the Hornsey High Street Conservation Area and the down sloping topography of Cross Lane from the High Street towards the development site, but also due to its carefully thought-through proportions and height, the proposed development is screened in views of the Conservation Areas and most importantly, of the listed Hornsey High Street frontage and the heritage visual impact of the scheme has been tested through the submitted views that illustrate that the new development will not be visible in the background of the listed buildings and Conservation Area frontage along Hornsey High Road and while it will cause no harm to the significance of the listed building and conservation areas, this scheme will contribute to enhance

the quality of the Cross Lane area, and therefore setting of heritage assets, and it is therefore fully supported from the conservation perspective.'

- 6.1.12 The officer has concluded that the proposal would preserve the character and appearance of Hornsey Street and Hornsey Water Works and Filter Beds Conservation Areas and would respect the setting of nearby Listed Buildings and would harmoniously complement the architectural language and facade design of neighbouring and surrounding buildings

6.4 Design and Appearance

National Policy

- 6.4.1 Chapter 12 of the NPPF (2021) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.4.2 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

- 6.4.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 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).
- 6.4.4 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

- 6.4.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.

- 6.4.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.4.7 Policy DM6 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:

- 6.4.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage once (on 17 March 2021). The panel on the whole supported the scheme.
- 6.4.9 The full Quality Review Panel (QRP) report of the review on 17 March 2021 is attached in Appendix 5. The Quality Review Panel's summary of comments is provided below;

The Quality Review Panel welcomes the opportunity to consider the proposals for Cross House. The design team's passion for the area was evident within the comprehensive presentation and has clearly informed the evolution of the proposals. The panel will be pleased to see the final site within the site allocation at Cross Lane (SA47) completed.

The panel supports many of the key decisions taken within the design process so far and feels that the scale of the development is appropriate to the emerging context. The main area of concern is the front elevation, where the three-dimensional profile of the overall building envelope and location of commercial accommodation at second floor level is at odds with the established context and presents a dissonant architectural language from first floor upwards. If this configuration of uses and three dimensional profile is retained, further work on the architectural expression is required, to bring coherence and a more appropriate proportion and visual hierarchy to the elevation.

Scope for further improvement also remains within the scheme layout, especially in terms of the generosity and flexibility of circulation spaces, the residential accommodation and the main residential entrance. The

landscaped area to the front of the scheme would also benefit from further consideration.

While noting that the applicant's preferred balance between quantum of commercial and residential accommodation is regrettable, the panel thinks that subject to resolution of the other issues highlighted below, it would offer its support for the project. Further details on the panel's views are provided below.

6.4.10 Detailed QRP comments together with the officer comments are set out below in Table 1.

6.4.11 Table 1

Panel Comment	Officer Response
Massing and configuration	
In broad terms, the scale and overall height of the proposal is appropriate for the emerging context of Cross Lane. Cross Lane itself is a very special place, with entry underneath a characterful overhead sign. The panel feels it will be important to keep an intimate scale at pedestrian level, while opening up – and stepping back – the upper floors of development.	QRP support noted regarding the scale and overall height The projecting lower floor maintains the street frontage established by Smithfield Yard The upper floors are set back in order to widen Cross Lane as much as possible - the development on the opposite side sits on the pavement edge.
It highlights that the most rational configuration of the massing would follow the local contextual patterns, that of two commercial storeys at ground and first storeys, with residential accommodation above, set back from the building line established at ground and first floor.	QRP comment noted
The panel thinks that the applicant's preferred balance of accommodation types and configuration is regrettable; that of a commercial storey at ground floor, with two storeys of commercial set back from the ground level building line,	QRP comment noted however this configuration has been retained by the project team. Officers welcome the significant employment retention and opportunities on site which would contribute towards the working character of the existing lane.

<p>and three storeys of residential accommodation above that. If this configuration is retained, then further design development work is required to ensure that the ground floor and parapet above are visually strengthened, and that the proportions, rhythms and fenestration of the commercial and residential elevations are well mediated.</p>	<p>To address the panels comments on the design development, the project team has made the following revisions.</p> <ul style="list-style-type: none"> - The ground floor entrance has been moved so that the stairs and elevated section of pavement is omitted to provide a wider pavement. - The parapet above has been raised - The ground floor is finished in a striped glazed brickwork and a canopy extended along the length to tie the various elements together - The first and second floor window openings have been narrowed to match the width of the upper floors. This simplifies the elevation with a more subtle distinction between commercial and residential provided by taller windows and lack of balustrades
<p>Place-making, public realm and landscape design</p> <p>The panel would encourage some further consideration of the landscape design of the frontage of the scheme. It would welcome an approach that prioritises and enhances the pedestrian experience along Cross Lane and at the entrance to the building, while avoiding 'clutter' within the streetscape.</p> <p>At the rear of the scheme, it will be important to maintain visual connection across the three landscapes of the adjacent developments.</p>	<p>To address this, the project team proposes a strategy to the front of the building with permeable pavers, stainless steel bicycle racks for visitors and planted Field Maple trees.</p> <p>To address this, the project team proposes a terrace over the car park with planters and a visual link with the central courtyard spaces of Smithfield Yard and the recent planning permission at 7 Cross Lane.</p>

Architectural expression

As noted above, the proposed balance between commercial and residential accommodation is regrettable and presents great challenges in developing a coherent visual language for the scheme. If the proposals proceed on this basis, it will be extremely important for Cross House to be well-proportioned in visual terms.

The plinth (the lower storey that steps forward) needs to become a stronger visual element within the elevation. Making the plinth two storeys high would work well, but if the current configuration of a single storey plinth is retained, then the parapet of the plinth should be raised, creating a solid enclosure rather than a railing. The incorporation of texture and richness within the materiality of the plinth and parapet would bring some exuberance to the architectural expression at the level of the street. The panel notes that coloured glazed bricks are proposed at the ground floor of the Pool Motors site adjacent on Cross Lane.

The approach to architectural expression within the floors above the plinth should be 'calmer' than that of the plinth itself and should have much more visual coherence than currently proposed. The shift from large areas of glazing on the first and second floors to the rhythms of the residential fenestration on the floors above is visually uncomfortable.

Inclusion of a large area of plate glass windows would be inappropriate to the scheme's location, adjacent to a conservation area. In this regard, the architectural expression should try to

The proportions of the development is supported by the councils Design Officer and Conservation Officer

QRP comment noted however the configuration of a single storey plinth is retained by the project team

The parapet of the plinth above has been raised and will create a solid enclosure. The plinth will be faced in glazed brick stripes that would bring some exuberance to the architectural expression at the level of the street

The architectural expression within the floors above the plinth is calmer, finished in London Stock brickwork. The project team has narrowed the first and second floor window to match in width to the upper floors. This simplifies the elevation with a more subtle distinction between commercial and residential

The scheme has been elegantly and appropriately designed to ensure it is compatible to its context

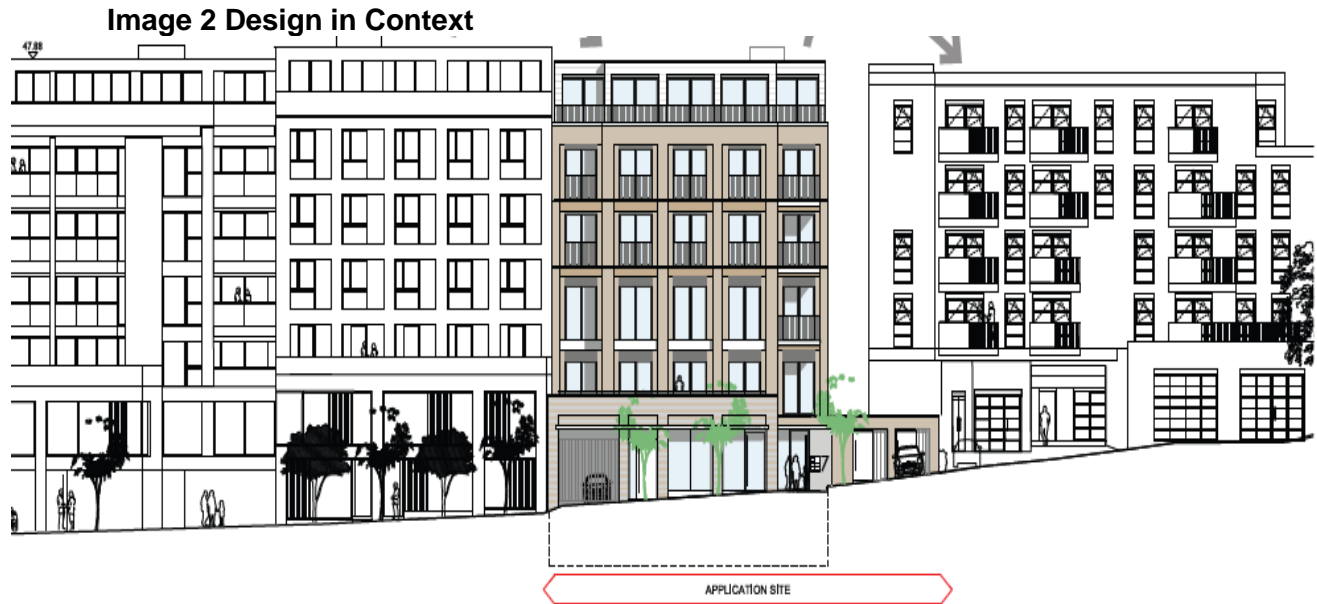
<p>build on the language of the conservation area, while avoiding pastiche</p> <p>Further design work is required to ensure a coherent approach to the fenestration of both the residential and commercial accommodation, with consideration given to the width and modulation of the glazing across all of the upper floors.</p> <p>The panel questions whether overheating may be a problem with the west-facing glazing on the top-floor.</p> <p>Inclusion of a 600mm deep alcove at the ground floor entrance could remove the necessity for a canopy and could help reduce the level of perceived 'clutter' within the streetscape of Cross Lane.</p> <p>The quality of materials and construction, for example the bricks used, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions</p> <p>While there may be an argument for the inclusion of red-toned brickwork within this part of Haringey, the panel notes that a high quality rich-textured London stock brick could also work well.</p>	<p>To address this the project team narrowed the first and second floor window to match in width to the upper floors. This simplifies the elevation with a more subtle distinction between commercial and residential</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> <p>Officers note the comments but are satisfied, given the design and conservation comments that this aspect of the scheme is acceptable.</p> <p>A condition is imposed securing the details of the materials included brick samples.</p> <p>QRP comment noted</p> <p>QRP comment noted. The project team have decided on London stock brick</p>
<p>Scheme layout</p> <p>The circulation areas are quite constrained, and the panel would like to see greater generosity and flexibility. It questions whether consideration has been given to wheelchair refuges within the hallways. In addition, it notes that service risers within stairs can be very</p>	<p>To address this, the project team during consultation with their fire consultant has amended the ground floor internal layout to include a secondary escape and lobbies to basement stairs. Smoke vents have been added to the upper residential floors and wheelchair refuges are shown</p>

<p>challenging to implement successfully.</p> <p>The residential layouts are very compact, and the panel would encourage the design team to 'future-proof' the accommodation where possible, which might include consideration of how working from home might be accommodated</p> <p>The inclusion of a lightwell to enable cross-ventilation within the residential units is supported.</p> <p>The panel would encourage greater generosity in the design of the residential entrance, which could be achieved by reducing the size of the meeting room adjacent.</p> <p>It also questions whether the configuration of the basement is workable, especially in terms of access to the parking spaces.</p>	<p>on the first and second floor commercial layouts. The project team has pointed out that the residential corridors will essentially act as refuges for the residential floors.</p> <p>The residential layouts provide useable good quality living spaces</p> <p>QRP support noted</p> <p>The design of each entrance is such that there is a clear and recognisable character to the entrances in terms of both scale and detail so that they are easily identified as residential and commercial.</p> <p>The transportation team are satisfied the vehicular access to and from the site off Cross Lane, demonstrate satisfactory vehicular visibility splays. A condition will be imposed that requires details of a car parking design and management plan</p>
<p>Design for inclusion, sustainability and healthy neighbourhoods</p> <p>It is regrettable that there is a lot of parking retained within the development for the commercial unit; a reduction in parking would potentially allow for more generosity within the configuration of the scheme.</p> <p>The panel highlights that more detailed work on the scheme's energy strategy</p>	<p>The project team has confirmed that the parking for the commercial unit will adequately support the business of the existing tenant which currently operates as a recording studio.</p> <p>The Project team has provided further details of the energy strategy.</p>

is required.

As there are poor daylight levels at ground and first floor, it may be prudent for officers to seek the inclusion of a planning condition to avoid conversion to residential accommodation at a later date.

QRP comment noted



Form, Bulk & Height

6.4.12 The scale and form of the proposed building successfully responds to the existing neighbouring developments. The Council's design officer has been consulted on the proposal and notes that the footprint picks up on the block at Smithfield Yard to the north that it will directly abut, continuing the block's front and rear building lines and plan depth, including ground floor front projection, before stepping back to align with the front and rear building lines and plan depth of the Pool Motors development to the south which is currently under construction. The height of six storeys which includes the recessed top floor matches its neighbours, albeit the building slightly steps down from the Smithfield Yard site to follow the sites sloping topography.

6.4.13 The proposed scheme comprises of a single building whereas the two neighbouring sites on either side (which includes the Pool Motors site currently under construction) are designed with a second parallel block with a large communal landscaped courtyard providing private communal amenity space to all residents of each respective. Similar to its neighbours on either side the

proposed scheme would have a commercial frontage on the lower floors with residential above providing an active frontage to ensure the street remains a vibrant working street, this scheme however differs in that there is a greater proportion of commercial floorspace, occupying three floors.

- 6.4.14 The Council's design officer notes that the proposed height and form of the building has had extensive testing in numerous views to show it will not be visible from sensitive locations within neighbouring conservation areas.

Elevational Treatment; Fenestration Materials and Detail

- 6.4.15 The architectural style of the proposed building has been carefully considered and would present an attractive and contemporary finish. The new building will be constructed using high-quality brick and stonework/ceramic cladding and contrasting detailing. The projecting base at ground level with its tall parapet to the first floor roof terrace is finished in a stock brick with glazed white stripes to reflect the light finish and glazed brick of the adjoining sites to the north and south and the set back top floor in ceramic cladding responds to the top floor of the northern site. The design officer notes that the detailed design, composition, fenestration, proportions and materials proposed are appropriate, attractive and durable, with a brick based, regular, gridded composition of generously sized, vertically proportioned windows. The balconies are set in recesses and the vertical metal fins of the balustrades maximise privacy and hide clutter.
- 6.4.16 The design officer notes that the materials are appropriate for their location. 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.

Image 3 Design detail



Approach, Accessibility, Legibility & Landscaping

6.4.17 The proposed scheme has been designed carefully to respond to the site's sloping typology. Careful consideration is given to the design and integration of the vehicular access ramp to avoid compromising the elevation of the building and the nature and quality of the pedestrian approach.

6.4.18 The design of each entrance is such that there is a clear and distinct character to the entrances in terms of both scale and detail to ensure they are easily identified as residential and commercial. The projecting commercial frontage comprises a prominent shopfront window and main entrance door whilst the residential entrance is less prominent but clear and inviting, whilst the neighbouring refuse stores are rationally located and appropriately functional and subservient.

6.4.19 Internally the two access cores are located centrally to maximise daylight to the floors above. Lift and stairs will provide access to the upper floors of the commercial and residential flats above. The proposed commercial floorspace is designed and laid out, in fairly large, clear floorplates.

6.4.20 The two bin stores are integrated into the frontage to provide street level access for convenient waste collection from the kerbside. The set back from the kerb edge of the frontage allows for 3 trees to be planted and space for visitor cycle parking. At the rear a terrace over the car park with planters provides a green outdoor space for occupiers of the commercial unit and a visual link with the central courtyard spaces of the Smithfield Yard and the Pool Motors site currently under construction.

Design Summary

6.4.21 The proposed scheme which forms the final phase of the site allocation completes the transformation of the neighbourhood maintaining the commercial character of the street providing good quality commercial floorspace. The architectural form, composition and materials would be of high quality and appropriate to the location and context.

6.4.22 Therefore, the proposed design of the development is considered to be a high-quality design and in line with the policies set out above.

6.5 Residential Quality

General Layout

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

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

Indoor and outdoor space/accommodation standards

6.5.3 All proposed dwellings exceed minimum space standards including bedroom sizes. All homes would have private amenity space in the form of a projecting balcony 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. The flats which are single aspect are either east or west facing single aspect, or dual aspect.

Accessible Housing

- 6.5.4 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.
- 6.5.5 All dwellings achieve compliance with Building Regulations M4 (2). Whilst the proposed scheme does not provide wheelchair accessible homes on site M4(3), across this site allocation the adjoining sites at Smithfield Yard and the extant planning approval at Pool Motors, 7 Cross Lane provide wheelchair homes in excess of 10% so this is considered acceptable in this instance. The proposed block provides step free access throughout and incorporate a passenger lift suitable for a wheelchair user. One accessible commercial car parking spaces is provided at lower ground level. All routes around the site will provide level access.

Child Play Space provision

- 6.5.6 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.5.7 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. The proposed development requires 23.1 square metres of play space based on the latest GLA child playspace calculator. Due to the site constraints play space on site is not provided, In this instance the site is in close proximity to the large play area within New River Village (just over 100m walkway zone from the site) The child yield for this development will be very low and as well as the New River Village play area, there are large play areas for older children within Priory Park, Alexandra Park and Fairland Park (within 800m walkway zone from the site). These play areas are located within the distance requirements of the Mayor's PIR SPG, given the respective ages of the children expected to use them.

Outlook and Privacy

- 6.5.8 The outlook for the rear facing flats will be onto high quality landscaping within the central courtyard of the Smithfield Yard and the extant planning approval at Pool Motors, 7 Cross Lane, whilst the ground floor commercial unit provides passive surveillance and animation to the street frontage.
- 6.5.9 In terms of privacy, the building has been designed on an east-west axis due to the constraints of the site and therefore there would be no overlooking/loss of privacy issues within the proposed development.
- 6.5.10 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units.

Daylight/sunlight/overshadowing – Future Occupiers

- 6.5.11 In respect of the proposed residential units, these have large windows, good floor to ceiling heights and logical layouts (no deep rooms) with living/sleeping spaces directly adjacent to large windows. In addition, the majority of the units will also benefit from either dual aspect or an east or west facing single aspect and are located on the third floor level and above.
- 6.5.12 Overall it is considered the units would benefit from adequate levels of daylight and sunlight.

Other Amenity Considerations – Future Occupiers

- 6.5.13 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).
- 6.5.14 With regards to noise, the application is accompanied by a noise assessment, which concludes that the noise environment is fairly quiet and dominated by distant road traffic noise. Furthermore, the applicant has confirmed that if the existing tenants of the recording studio occupy the commercial floorspace once the development is complete, the studio will be fully sound proofed.
- 6.5.15 Lighting throughout the site is proposed, details of which will be submitted by the imposition of a condition so to ensure there is no material adverse impacts on existing or future occupiers of the development.
- 6.5.16 The communal waste store for the residential units and commercial unit is located in a dedicated area outside the main building. All refuse/recycling storage facilities are conveniently located near the main entrance of the new buildings. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.

Security

- 6.5.17 The applicant has worked with the Metropolitan Police Secured by Design (SBD) Officer to address any potential issues raised earlier in the process. 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. 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 Impact on Neighbouring Amenity

- 6.6.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, specifically stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.6.2 Policy DM1 'Delivering High Quality Design' of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

Daylight and sunlight Impact

- 6.6.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of the neighbouring properties of Block B of Smithfield Yard that site to the east, Block A and B of the extant planning approval at Pool Motors, 7 Cross Lane to the south and the Smithfield Square development to the west.
- 6.6.4 The assessment finds that overall the impact of the development on existing neighbouring residential properties is acceptable for both daylight and sunlight. In terms of daylight, 249 of the 272 assessed windows (92%) will fully satisfy this BRE recommendation and in terms of sunlight 107 of the 113 assessed windows (95%) will fully satisfy this BRE recommendation. Nevertheless, some neighbouring existing windows to habitable rooms would lose some daylight and sunlight. In most cases there are only minor infringements that relate to windows that already have reduced daylighting or windows to rooms with more than 1 window.

Privacy/Overlooking and outlook

- 6.6.5 In terms of privacy, the building has been designed on an east-west axis, with its mostly blank flank elevations corresponding with the neighbouring blank flank elevation of the Smithfield Yard development to the north and extant planning approval at Pool Motors to the south.
- 6.6.6 The separation distances between the proposed building and other existing or consented blocks are in the region of 18 – 20 metres which in an urban context is acceptable.
- 6.6.7 In terms of outlook, surrounding residents would experience both actual and perceived changes in their amenity as a result of the proposed development. Nevertheless, taking account 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.
- 6.6.8 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

- 6.6.9 Policy DM23 of the DM DPD states that new developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.6.10 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.
- 6.6.11 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.
- 6.6.12 Construction impacts are largely controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the proposed development can be controlled by the imposition of relevant conditions.
- 6.6.13 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the current use of the site as a recording studio and the current urbanised nature of the surroundings a condition will be imposed ensuring a noise management strategy is provided.
- 6.6.14 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.

6.7 Parking and Highways

- 6.7.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport

quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.

- 6.7.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.7.3 The site has a PTAL value of 3, which is considered 'medium' access to public transport services. 3 different bus services are accessible within 3 to 8 minutes' walk of the site, and Hornsey National Rail station is a 7-minute walk away whilst the site has a moderate PTAL value of 3 it is a short walking distance from an area of value 5 (very good accessibility to public transport services). The site is not within any of the Borough's Controlled Parking Zones, but is close to the northern boundary of the Hornsey South Controlled Parking Zone, which has operating hours of 1100 – 1300.
- 6.7.5 The Transport officer has been consulted and notes that in terms of trip generation, the net change as a result of the proposed development is likely to be less than daily variation and therefore imperceptible to other highway users.

Access and Parking

- 6.7.6 In terms of access arrangements Cross Lane is narrow and does not include footways to both sides of it along its whole length. It is also already part of a number of key cycle and pedestrian links given the connection it enables to a number of development sites and routes. The Transport Planning Officers notes that in respect of pedestrian and vehicular access to and from the site off Cross Lane, satisfactory vehicular and pedestrian visibility splays have been demonstrated. The applicant will need to enter into the appropriate Highways Act Agreement to facilitate access to and from the development and the associated highway alterations. This can be secured by legal agreement should consent be granted.
- 6.7.7 The proposal would provide basement parking for 6 cars in total (including one blue badge space) for the commercial component as the site has an informal parking area that has the capacity for 4 cars. The Transport Planning Officers consider the parking spaces proposed are more than sufficient to meet the needs of the proposed commercial users.
- 6.7.8 The Transport officer notes that the residential component of the development is appropriate as car free, taking into account there will be cycle parking to meet

London Plan standards provided for residents and visitors, and there are shops, services and public transport facilities within close proximity to the site, it is not expected any adverse parking impacts will arise. A legal agreement is required to secure a car club scheme.

Car Free

- 6.7.9 A 'car-free' development is proposed and permits would not be allocated to the new properties for on street parking. Due to the site's public transport accessibility level (PTAL) (3 - medium' access to public transport services) and given it is a short walking distance from an area of value 5 (very good accessibility to public transport services) the proposed development would therefore be acceptable as a car free development, in accordance with Policy DM32 of the DM DPD. The applicant will need to enter into a legal agreement to secure future parking control.

Cycle parking

- 6.7.11 Long stay cycle parking is proposed in an internal cycle store at basement level for the residential and commercial components. Short stay visitor spaces are proposed at ground level on the forecourt.
- 6.7.12 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards
- 6.7.13 As such, the cycle parking is acceptable subject to the relevant condition being imposed in respect of proposed cycle parking arrangements.

Deliveries and Servicing

- 6.7.14 Delivery and servicing activity will take place within the site, off the highway in a dedicated loading bay for daily deliveries and making use of a new turning head sufficient for all vehicles up to and including a rigid four-axle large refuse vehicle. Further information is required in respect of delivery and servicing movement. This can be secured by the imposition of a condition.
- 6.7.15 In terms of refuse and recycling collection for the residential and commercial component, two bin stores are integrated into the frontage to provide street level access for convenient waste collection from the kerbside. The applicants have confirmed that the carry distances will be less than 10m. The future residential occupants will have access to fob keys and these will be supplied to the Councils waste collection services. Commercial waste collection companies can provide up to twice daily collections 7 days per week. The proposed arrangements are considered to be satisfactory and this has been confirmed by the Waste Collection team.

Construction Logistics and Management

6.7.16 No specific details of construction logistics have been submitted at application stage. However, it is appropriate for this to be provided at a later stage and as such this matter can be secured by the imposition of a condition on any grant of planning permission.

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

6.8 Basement Development

6.8.1 London Plan policy D10 states Boroughs should establish policies in their Development Plans to address the negative impacts of large-scale development beneath existing buildings, where this is identified as an issue locally.

6.8.2 Policy SP11 of Haringey's Local Plan requires that new development should ensure that impacts on natural resources, among other things, are minimised by adopting sustainable construction techniques.

6.8.3 A Basement Impact Assessment (BIA) has been submitted with this application, which seeks to demonstrate that the impacts of the basement works would be acceptable, as required by Policy DM18 of the Council's DM DPD 2017. This policy requires proposals for basement development to demonstrate that the works will not adversely affect the structural stability of the application building and neighbouring buildings, does not increase flood risk to the property and nearby properties, avoids harm to the established character of the surrounding area, and will not adversely impact the amenity of adjoining properties or the local natural and historic environment.

6.8.4 The proposal seeks to create a basement level to facilitate 6 parking spaces for the commercial component, cycle parking spaces for both the residential and commercial component and a plant room. The applicant has submitted a detailed Basement Impact Assessment which has been reviewed by the Council's Building Control meets the above policy requirement. It will be the responsibility of the structural engineer and the applicant to ensure that the basement construction is sound.

6.8.5 While it is recognised that certain aspects of the works here cannot be determined absolutely at the planning stage (i.e. structural works to the party walls) a detailed construction management plan is adequately able to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by condition.

6.8.6 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall

agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

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 guidelines within Site Allocation SA47 'Cross Lane' states that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect to the DEN, and the site's potential role in delivering a network within the local area. The site is not part of current plans for the Council's District Energy Network so will not be required to futureproof a connection.
- 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.
- 6.9.7 The development achieves a site-wide reduction of 45.5% carbon dioxide emissions on site, with higher fabric efficiencies and a small solar PV array. LBH Carbon Management raises no objections to the proposal as it meets London Plan Policy SI2 and Local Plan Policy SP4.

- 6.9.8 The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 46% 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 10.7 tonnes of CO₂ from a baseline of 23.5 year a 45.5% reduction.
- 6.9.9 The applicant has proposed a saving of 10.7tCO₂ in carbon emissions (13% (residential) and 20% Non-residential through improved energy efficiency standards in key elements of the build, based on SAP2012 carbon factors. This goes far beyond the minimum 10% set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.9.10 The applicant 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 5.9 tCO₂ (25%) reduction of emissions are proposed under Be Green measures
- 6.9.11 . The ASHP would be located on part of the roof.
- 6.9.12 The shortfall of both the residential and non-residential will need to be offset to achieve zero-carbon , in line with Policy SP4 (1). The estimated carbon offset contribution (£36,480 inclusive of 10% monitoring fee) will be subject to the detailed design stage. This figure of would be secured by legal agreement.
- 6.9.13 A number of areas have been identified to reduce the embodied carbon of the buildings: using low-carbon materials, sourced as local as possible.

Overheating

- 6.9.14 The applicant has undertaken a dynamic thermal modelling assessment for all habitable spaces and corridors in the development. This has been undertaken in line with CIBSE TM59 with TM49 weather files.
- 6.9.15 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 for the residential dwellings, with side-hung openable windows (areas of varying openable areas, Mechanical ventilation with an element of natural ventilation for the office, retail and non-domestic corridors, Glazing g-value of 0.45, Internal blinds in bedrooms, kitchen and lounge No active cooling is required. 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 the imposition of a condition.

Summary

6.9.16 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 high quality permeable pavers and planted field Maple trees to the frontage and the terrace to the rear will comprise of planters which sit over the car park at basement level. In addition, extensive green roofs above the bin store and at roof level are proposed. Details of landscaping can be secured by the imposition of a condition to secure a high-quality scheme with effective long-term management.

6.10.6 The urban greening factor (UGF) identifies the appropriate amount of urban 'greening' required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential. A draft urban greening factor calculator has been provided that

indicates a UGF score of 0.24 could be achieved through the provision of green roofs, trees, permeable paving and planters. Limited detail has been provided at this stage to determine the landscaping treatments that would be applied within the development to achieve this score. A condition shall be imposed that requires a detailed scheme of urban greening with calculations provided to demonstrate the highest UGF scoreline that can be achieved through the development.

Trees

- 6.10.7 Three new Field Maple trees are proposed to the frontage. Currently there are no trees on site. The Council's Tree Officer requires landscape plan which can be secured by condition.

Ecology and Biodiversity

- 6.10.8 The site is currently occupied by a building and hardstanding with no landscaping features on-site, the landscaping provision noted above will enhance biodiversity but further information is required in respect of the soft landscaping and biodiversity provision. This can be secured by the imposition of a condition on any grant of planning permission.

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. The site is located within Flood Zone 1 which has the lowest risk of flooding from tidal and fluvial sources and is within one of Haringey's designated Critical Drainage. The site is also in a Source Protection Zone 1. These zones may be at particular risk from polluting activities on or below the land surface.
- 6.11.2 The site offers little in the way of above-ground surface water drainage. The proposed development includes green roofs, permeable paving and attenuation tank to store rain water before being discharged to the public sewer at a restricted rate of 1 l/s. A management maintenance plan has been provided to manage the surface water drainage for, the lifetime of the development and will be maintained by a management company in accordance with the schedule.
- 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 waste water network, sewage treatment works, water network and water treatment infrastructure capacity. Thames Water recommends imposing a condition regarding piling and an informative regarding groundwater discharge and water pressure.

6.12 Air Quality and Land Contamination

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. It can therefore be concluded that the proposed development is acceptable in terms of air quality.

6.12.3 Concerns have been 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 secured by condition.

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 both the residential and commercial component of the development will be fitted with automatic fire detection and alarm system. An automatic fire suppression will be

provided within the building. The common corridor within the residential floors will be provided with a mechanical smoke ventilation system.

6.13.3 The primary access point to the building will through Cross lane. The access road is suitable for a fire service pump appliance.

6.13.4 A formal detailed assessment will be undertaken for fire safety at the building control stage. The London Fire Brigade has confirmed that there are no objections to the application in respect of fire safety.

6.13.5 The height of the proposed building does not exceed 18 metres so is not a 'relevant building' and consultation with the HSE is not required.

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

- The development would bring back in to use a brownfield site, with a high-quality design which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposal forms part of Site Allocation SA47 as designated in the Council's Local Plan - Site Allocations DPD. The redevelopment of this portion of the site would complete the overall redevelopment of the site as a whole and therefore fill the requirements for the site as set out in the Council's Site Allocations DPD.
- The development would have a positive impact on the character, appearance and quality of the immediate surroundings of the Conservation Area and not cause harm to the conservation area and the setting of the listed buildings
- The development would provide 9 residential dwellings, which would contribute to much needed housing stock in the borough.

- 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 development would provide 815sqm of good quality flexible commercial floorspace space that would seek to retain the existing jobs on the site (currently a recording studio where the current tennant is looking to reoccupy this commercial space and continue operating it as a recording studio) and generate the potential for further opportunities on the site..
- The proposal provides good quality hard and soft landscaping
- 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 development would provide an appropriate quantity of car and cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The proposed development will secure several measures including financial contributions to mitigate the residual impacts of the development.

7.0 CIL

Based on the information given on the plans, the Mayoral CIL charge will be £79,590 (1233 sqm x £ £64.55) and the Haringey CIL charge will be £375,513 (954 sqm x £393.62). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions subject to conditions and subject to section 106 Legal 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

4401/PA/001, 4401/PA/002, 4401/PA/003, 4401/PA/004, 4401/PA/005, 4401/PA/006, 4401/PA/007, 4401/PA/009B, 4401/PA/010A, 4401/PA/011E, 4401/PA/012B, 4401/PA/013B, 4401/PA/014A, 4401/PA/015A, 4401/PA/016A, 4401/PA/017A, 4401/PA/019, 4401/PA/020A, 4401/PA/021A, 4401/PA/022, 4401/PA/023A, 4401/PA/030A, 4401/PA/031B, 4401/PA/032, 4401/PA/033A, 4401/PA/040A, 4401/PA/045A, 4401/PA/046A, 4401/PA/047A, 4401/PA/060, 4401/PA/061

Documents

Planning Statement prepared by Centro Planning Consultancy dated January 2021, Phase 1 Design Study Report prepared by Ground & Water dated February 2021, Fire Safety Statement prepared by Jensen Hughes, Flood Risk Assessment & SUDS Report prepared by Nimbus Engineering Consultants dated January 2021, Air Quality Assessment prepared by gem Air Quality LTD dated January 2021, Design & Access Statement prepared by GML Architects dated February 2021, Background Sound Survey Report prepared by ion Acoustics dated 7th January 2021, Waste Management Strategy prepared by Entran Environmental & Transportation dated February 2021, Transport Statement prepared by Entran Environmental & Transportation dated January 2021, Daylight and Sunlight report prepared by Hollis dated 20 January 2021, Heritage Statement prepared by Cogent Heritage, Thermal Comfort Analysis prepared by Ensphere Group Ltd, Basement Impact Assessment prepared by JFP Ltd dated November 2022, Letter prepared by Ensphere Group Ltd dated 5 April 2022, Sustainability & Energy Statement prepared by Ensphere Group Ltd dated April 2022, v8), GLA carbon emission reporting spreadsheet

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. 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 use, 'Secured by Design' certification shall be obtained for such building or part of such building or use and thereafter all features are to be retained.

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

- 10 Commercial aspects of the development must achieve the relevant Secured by Design Accreditation at the final fitting stage, prior to residential occupation of

such building in accordance with condition B (Secured by Design) and commencement of business. Details shall be submitted to and approved, in writing, by the Local Planning Authority

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

11 Before development commences other than for investigative work:

- a. Using the information already submitted on Phase I Desk Study Report with reference GWPR4029/DS/Feb 2021 prepared by Ground and Water Limited dated February 2021, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
- b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
- d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

12 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

13 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

- 14 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;
 - vi. And
 - vii. Lorry Parking, in joint arrangement where appropriate

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

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

- 15 No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

A plan to a scale of 1:1000 showing the location of all defects identified;

A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey. No building or use hereby permitted shall be occupied or the use commenced

until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the public highway sustained throughout the build out of the development can be identified and subsequently remedied at the expense of the developer

- 16 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 29 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.

- 17 The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day.

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

- 18 No development shall take place details of a car parking design and management plan have been submitted to and approved in writing by the Local Planning Authority these shall include details of the basement vehicular access control arrangements. Such spaces shall be retained thereafter for this use only.

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

- 19 No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the

risks associated with contamination of the site shall be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: The proposed development presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located within a Source Protection Zone 1. This condition will ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by levels of water pollution in line with paragraph 174 of the National Planning Policy Framework.

- 20 No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.

- 21 No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be

submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.

- 22 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 the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason No investigation can completely characterise a site. This condition ensures that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 174 of the National Planning Policy Framework.

- 23 A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 174 of the National Planning Policy Framework and Position Statement N Groundwater resources of 'The Environment Agency's approach to groundwater protection.

- 24 Piling, deep foundations and other intrusive groundworks using penetrative measures shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: ensure that any proposed piling, deep foundations and other intrusive groundworks do not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N. Groundwater Resources of the 'The Environment Agency's approach to groundwater protection

- 25 No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework.

- 26 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

- 27 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.

- 28 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

- 29 The applicant must ensure that the project architect (GML 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.

- 30 The development hereby approved shall be constructed in accordance with the Sustainability & Energy Statement prepared by Ensphere Group Ltd (dated April 2022, v8) delivering a minimum site-wide 46% improvement on carbon emissions over 2013 Building Regulations Part L or equivalent, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 2 kWp solar photovoltaic (PV) array.

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum site-wide 18% reduction in SAP2012 carbon factors, including 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);
- 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 must be installed and brought into use prior to first occupation of the development. Six months following the first occupation, 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, and an energy generation statement for the period that the solar PV array has been installed.

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.

- 31 Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

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

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

This report will include:

- Details of the design measures incorporated within the scheme (including the feasibility of prioritising passive cooling and ventilation measures) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided.
- How any pipework heat losses are minimised.
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.
- Specification of the internal blinds, and evidence that these will not impede the opening of windows.
- A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment) and include any replacement / repair cycles and the annual running costs for the occupiers;

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.

- 33 Prior to the commencement of development, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM52 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) and demonstrate how the risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained thereafter for the

lifetime of the development. Air conditioning will not be supported unless exceptional justification is given.

This report will include:

- Details of the design measures incorporated within the scheme (including details of the feasibility of prioritising passive cooling and ventilation measures) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided.
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.
- A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment) and include any replacement / repair cycles and the annual running costs for the occupiers;

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.

- 34 (a) Prior to the commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roofs will be located;
 - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
 - ii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
 - iii) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
 - iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
 - v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
 - vi) Management and maintenance plan, including frequency of watering arrangements.
- (b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been

delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living 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.

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

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

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

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

- 36 (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".

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.

Reasons: 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.

- 37 No development shall take place, including any works of demolition, until details regarding the movement monitoring that will be undertaken at the adjacent properties is submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

Reason: In the interests of residential amenity and safety, and Policy D10 of the London Plan 2021, Policy DM18 of the Development Management Development Plan Document 2017

- 38 No development shall take place, including any works of demolition, until a detailed construction management plan is submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained thereafter.

Reason: In the interests of residential amenity and safety, and Policy DM18 of the Development Management Development Plan Document 2017

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

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

- 40 Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the commercial units shall be occupied by flexible Use Class E(g)(iii) only and shall not be used for any other purpose, unless approval is obtained to a variation of this condition through the submission of a planning application

Reason: In order to restrict the use of the premises in the interest of the amenities of the area in line with DM1 of the Haringey DM DPD 2017.

- 41 No development shall take place, excluding any works of demolition, until a detailed basement design is submitted to and approved in writing by the Local Planning Authority. The basement design should indicate that the following will be mitigated throughout construction and operation; No affects beyond category 1 impacts of the Burland Scale to ensure that the basement construction does not cause damage to adjacent properties. Only the approved details shall be implemented and retained thereafter. Reason: In the interests of residential amenity and safety, and policy DM18 of the Haringey DM DPD 2017.
- 42 The development hereby approved shall not commence until a Noise Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the following:
- i. External walls of extension acoustic performance details;
 - ii. Glazing acoustic performance details; and
 - iii. Exit doors acoustic performance;

The development shall be built in full accordance with the approved details and shall be maintained thereafter.

REASON: To safeguard residential amenity.

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 £79,590 (1233 sqm x £ £64.55) and the Haringey CIL charge will be £375,513 (954 sqm x £393.62). 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 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's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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Appendix 2: Plans and Images

Site within existing context



Design proposal in context



Design detail



Streetscene



Appendix 3 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Transportation	<p><u>Site location and access</u> 7 Cross Lane is to the eastern side of Cross Lane in Hornsey. It has a PTAL value of 3, which is considered 'medium' access to public transport services. 3 different bus services are accessible within 3 to 8 minutes' walk of the site, and Hornsey National Rail station is a 7-minute walk away.</p> <p>Whilst the site has a moderate PTAL value of 3 it is a short walking distance from an area of value 5 (very good accessibility to public transport services).</p> <p>The site is not within any of the Borough's CPZ's, but is quite close to the northern boundary of the Hornsey South CPZ, which has operating hours of 1100 – 1300.</p> <p>This site is to the immediate south of the appealed and granted/consented 69 unit development covered by HGY/2016/0086, and it is also opposite the recently built out Smithfield Square development on the western side of Cross Lane. The Pool Motors site (2020/1724) is immediately adjacent to the south.</p> <p><u>Proposals and transportation considerations</u> The proposed development comprises the demolition of 814m² of existing musical studio and the construction of a mixed-use development comprising 9 apartments and 815m² of use-class E commercial floorspace (being assessed as former use-class B1, office). The development includes a 6 space basement car park (for the commercial component of the development), accessed via a ramp.</p> <p>There are 2 No. 1 bedroom flats, 5 No. 2 bedroom flats, and 2 No. 3 bedroom flats.</p> <p>Comments and the transportation aspects of the development proposal follow;</p> <p><u>Access arrangements and Visibility splays</u> For the pedestrian and vehicular access to and from the site off Cross Lane, these have been requested and been provided, and they demonstrate satisfactory vehicular and pedestrian visibility splays. A Section 278 Agreement will be required for the highway works required to facilitate access to and from the development and the associated highway alterations.</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p><u>Car parking</u></p> <p>Transportation seek a car-free legal agreement applying to both the commercial users and residential units, should the application be granted. The retention of six on-site car parking spaces is more than sufficient to meet the needs of the proposed commercial uses.</p> <p>For the residential components of the development, it is considered a car free development and status is appropriate to accord with current transportation policies and given the site's proximity to shops, services and public transport facilities. A car club facility will also be provided which will reduce the probability of private car ownership by occupiers of the new residential units. A CPZ contribution towards future parking controls is also appropriate, and a contribution of £6,000 has been agreed with the applicant.</p> <p><u>Cycle parking</u></p> <p>28 long stay and 4 short stay cycle parking spaces are proposed, the long stay located in the lower ground floor and the visitor spaces at ground floor level on the forecourt at the front of the development. All cycle parking must meet the requirements of the London Cycle Design Standards with respect to dimensions, details and layout.</p> <p><u>Proposed commercial and residential trips</u></p> <p>The Transport Statement assessed the existing and proposed commercial trips separately, which was the correct approach. Although it is recognised that the proposed conversion from music studio use to office use would remain within the same land use class E, it is not agreed that the commercial conversion would be 'travel-neutral' on the basis that there is no change of land use under the new land use system. That would imply that the existing commercial use generated as many trips as the proposed office use, therefore underestimating the impact of the proposed development upon the local transport networks, especially the local pedestrian network. The statement that the commercial proposals are actually 'travel-neutral' (or at least introducing a reduction in trips) would only be valid if the existing commercial space were occupied by offices, which are likely to be the biggest trip generators within that class. For the purpose of the assessment, it is therefore considered that a distinction should continue to be made (as per the Transport Statement's methodology) and that it should feed back into both the multi-modal proposed and net trip generation assessments accordingly. However, in order to progress the review of the planning application, no further work on the trip generation assessment is asked of the applicant.</p>	

Stakeholder	Question/Comment	Response																																																																												
	<p>Net impact and cumulative impact assessments</p> <p>In line with previous comments, the total multi-modal trip generation of the proposed development should comprise both the trips generated by the flats and the commercial space, as was given in Table 10.8 of the Transport Statement. Table 10.8 was slightly revised in the transport consultant’s response dated August 2021 (see below), and the net change in trips was shown underneath.</p> <p>Combined proposed</p> <table><tr><th></th><th>Veh</th><th>Car Pass</th><th>Ped</th><th>Cycle</th><th>Bus</th><th>Train</th><th>OGV</th></tr><tr><td>AM</td><td>2</td><td>1</td><td>8</td><td>1</td><td>8</td><td>17</td><td>0</td></tr><tr><td>PM</td><td>3</td><td>2</td><td>10</td><td>1</td><td>7</td><td>12</td><td>0</td></tr><tr><td>Daily</td><td>20</td><td>10</td><td>147</td><td>5</td><td>44</td><td>88</td><td>0</td></tr></table> <p>Net change</p> <table><tr><th></th><th>Veh</th><th>Car Pass</th><th>Ped</th><th>Cycle</th><th>Bus</th><th>Train</th><th>OGV</th></tr><tr><td>AM</td><td>0</td><td>1</td><td>8</td><td>1</td><td>8</td><td>17</td><td>-1</td></tr><tr><td>PM</td><td>-2</td><td>2</td><td>-6</td><td>0</td><td>2</td><td>11</td><td>0</td></tr><tr><td>Daily</td><td>-9</td><td>6</td><td>99</td><td>3</td><td>34</td><td>85</td><td>-8</td></tr></table> <p>The technical note prepared by the transport consultant has been reviewed and Table 4.3 shows the predicted net number of pedestrians, cyclists and drivers using Cross Lane during the network peak hours generated by the committed developments (Smithfield Yard, Smithfield Square and 7 Cross Lane), added to the baseline traffic flows.</p> <p>Table 4.3 – Baseline plus committed development, Cross Lane</p> <table><tr><th></th><th>Pedestrian</th><th>Cycle</th><th>Vehicle</th></tr><tr><td>AM</td><td>169</td><td>18</td><td>7</td></tr><tr><td>PM</td><td>126</td><td>13</td><td>7</td></tr></table> <p>The transport consultant has argued that only the proposed flats would generate trips and have a net impact, as they consider the proposed commercial space to be ‘travel-neutral’. However, as explained above, it is considered that the effect of the proposed commercial space should also be counted. Based on the proposed net change outlined in the Transport Statement and subsequently revised in the tables above, the combined effects of the</p>		Veh	Car Pass	Ped	Cycle	Bus	Train	OGV	AM	2	1	8	1	8	17	0	PM	3	2	10	1	7	12	0	Daily	20	10	147	5	44	88	0		Veh	Car Pass	Ped	Cycle	Bus	Train	OGV	AM	0	1	8	1	8	17	-1	PM	-2	2	-6	0	2	11	0	Daily	-9	6	99	3	34	85	-8		Pedestrian	Cycle	Vehicle	AM	169	18	7	PM	126	13	7	
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PM	126	13	7																																																																											

Stakeholder	Question/Comment	Response												
	<p>committed developments, the proposed developments and the baseline traffic along Cross Lane would be as follows:</p> <table><tr><td></td><td>Pedestrian</td><td>Cycle</td><td>Vehicle</td></tr><tr><td>AM</td><td>169+8+8+17 = 202</td><td>18+1 = 19</td><td>7-1 = 6</td></tr><tr><td>PM</td><td>126-6+2+11 = 133</td><td>13+0 = 13</td><td>7-2 = 5</td></tr></table> <p>The main difference with Table 5.2 in the technical note is the uplift in pedestrian traffic during the AM peak hour, with an extra 33 two-way pedestrian trips, or less than an additional two-way trip per minute attributable to the proposed Cross House development. However, it is acknowledged that the conclusion remains the same as that drawn by the transport consultant, namely that “the net change as a result of the Cross House scheme is likely to be less than daily variation and therefore imperceptible to other highway users.”</p> <p><u>Summary</u> This application is for redevelopment of the existing site at 7 Cross Lane to provide a mixed use development comprising 815 sqm of Class E commercial floorspace and 9 residential units. Overall, this is acceptable in transportation terms, the relatively small nature of the development will not create any adverse transportation impacts, and the application is supported subject to the following S106 contributions and planning conditions listed below.</p> <p><u>S.106 Heads of Terms</u> Car-free/capped development – both residential and commercial, including £4,000 towards the amendment of the local Traffic Management Order (also covering the cost of amending any existing yellow line restrictions, see further details under S.278 highway works agreement below).</p> <p>Car club contributions from developer to residents - two years’ free membership for all residents and £50 (fifty pounds in credit) per year for the first 2 years and an enhanced car club membership for the residents of the family-sized units (3+ bedrooms) including 3 years’ free membership and £100 (one hundred pounds in credit) per year for the first 3 years</p>		Pedestrian	Cycle	Vehicle	AM	169+8+8+17 = 202	18+1 = 19	7-1 = 6	PM	126-6+2+11 = 133	13+0 = 13	7-2 = 5	
	Pedestrian	Cycle	Vehicle											
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Stakeholder	Question/Comment	Response
	<p>CPZ contributions to the extension of existing Controlled Parking Zones - £6,000 agreed with the applicant</p> <p>S.278 highway works agreement – exact scope to be defined upon obtaining S.278 highway works drawing from applicant before estimates can be undertaken by the Council – scope likely to cover the additional highway works necessary to accommodate the proposed Cross House development (including the proposed access to the basement car park, as well as relining and resigning works).</p> <p>Commercial Travel Plan (including Interim and Full documents, monitoring reports and a £3,000 monitoring contribution)</p> <p>Planning Conditions</p> <p>Public highway condition Survey pre/post development works Cycle parking details (28 long-stay and 4 short-stay spaces) Detailed Construction Logistics Plan Demolition/Construction Environmental Management Plans Delivery and Servicing Plan Car Parking Design and Management Plan (including the provision of electric vehicle charging points – both active and passive) - Basement vehicular access control arrangements (or to be covered by the Car Parking Design and Management Plan only)</p>	
Design	<p><u>Principal of Development</u></p> <p>Thank you for asking me to comment on this application, with which I am familiar, having been part of their pre-app meeting and been heavily involved in the proposals, now under construction or complete, for the neighbouring sites at Smithfield Square (to the west of this application site, across Cross Lane), Smithfield Yard (adjoining this site to its north & part east) & Pool Motors (adjoining to the south & remainder of east).</p> <p>The above remarks also reveal that this application site is at the centre of an area of recent and ongoing comprehensive redevelopment. This site is also at the centre of a site allocated in Haringey's Local Plan: Site Allocations DPD (adopted July 2017), SA47: Cross Lane, covering this site and those two neighbouring sites to the east side of Cross Lane, whilst the single larger development to the west side comprises the whole of the separate site allocation SA46: Hornsey Depot (that being a large part of it's former use).</p>	Comment noted

Stakeholder	Question/Comment	Response
	<p>SA46 is not relevant to this application, the realised development being the real site context to that side. But the site allocation that encompasses this site, SA47, is for: <i>Redevelopment of industrial estate for employment led mixed use development with residential.</i></p> <p>The commentary notes that the <i>“site is a residual employment allocation within the Hornsey section of the old Haringey Heartland framework area. It is considered appropriate for new development which delivers new affordable employment use, with cross subsidisation from residential use”</i>. Requirements include <i>“no building needing to be retained subject to appropriate re-provision of affordable employment space”</i>, <i>“the site will be given a Local Employment Area: Regeneration Area status to reflect the mix of uses that already exist on it, and the Council’s aspiration to continue change in this area”</i>, <i>“should demonstrate that the maximum quantum of employment floorspace has been provided subject to viability...”</i>, and that any part of the site <i>“within the Hornsey Water Works & Filter Beds Conservation Area and development should preserve or enhance its appearance as per the statutory requirements”</i>. Guidelines include that: <i>“development typologies should be responsive, and consistent with, those at New River Village and Hornsey Depot”</i>, that <i>“the site itself is very tight and should respond to the scale, massing and layout of the adjacent developments such as the New River village and Hornsey Depot”</i>, and that <i>“Scale should be such that it creates a transition between the various typologies of buildings within its immediate vicinity”</i>.</p> <p>A small part of the site is within the Hornsey Water Works and Filter Beds Conservation Area. This small projection of the south-western corner of the site currently contains just two parking spaces. It cannot be said to make a significant contribution to the character and appearance of the Conservation Area. The rest of the site is mostly filled by an existing brick-built, two storey industrial building. It is not considered to have any heritage significance, and provided the employment provision is at least re-provided in accordance with the site allocation conditions noted above, there is no objection to its demolition. However, it does contain some really striking decorative ceramic tiles around its entrance door, and it is to be hoped these can be saved for reuse somewhere.</p> <p>The site is therefore eminently suited to development, in principal, provided it is in accordance with the site allocation, employment designation and heritage context.</p> <p><u>Site Context</u> Cross Lane, onto which the site faces along its western edge, slopes quite steeply up to the south. It levels off where it passes the southern edge of the Pool Motors site to the south,</p>	

Stakeholder	Question/Comment	Response
	<p>where its already relatively narrow width significantly narrows. Older existing buildings squeeze the street into barely a van's width where they face onto the historic Hornsey High Street; both Statutory Listed; no. 69 Hornsey High Street, to the east of Cross Lane, is a large 4 storey Georgian/early-Victorian house, with tall rear windows visible from the site looking across its large back garden that backs onto Pool Motors and flanks the southern end of Cross Lane. The Great Northern Railway Tavern Public House on the west side is later Victorian and more ornamental, as is the striking overhead sign spanning the entrance to Cross Lane from the pub to the front garden of no. 69, reading "Smithfridge Smithfield Refrigerator Works", redolent of the locality's manufacturing past.</p> <p>To the north, Cross Lane drops to a low point at the northern edge of the neighbouring Smithfield Square and Yard developments, where there is a crossroads with New River Avenue running east-west and Great Amwell Road continuing north. East of Great Amwell Lane , including either side of New River Avenue to the east, is another fairly recent development, the New River Village. Dating from the mid-noughties, this development was built on a large, un-needed part of the Hornsey Waterworks, and consists of predominantly white, rendered blocks, in sharp contrast to the brick based "New London Vernacular" architecture of Smithfield Square, Smithfield Yard, Pool Motors and this application. North-west of the crossroads, Campsbourne Well is a locally listed, monumental, Victorian, former water infrastructure, converted to residential as part of the Smithfield Square development, with mostly late 20th century low rise housing beyond.</p> <p>The wider context includes a vibrant local shopping centre on Hornsey High Street from the Great Northern Railway Tavern westwards, including a large Sainsbury's supermarket within Smithfield Square. The statutory listed church tower on the opposite side of Hornsey High Street forms a visible local landmark up the length of Cross Lane, and the cycle route through the church yard connects, via a pelican crossing, to Cross Lane, so they form part of a generally segregated, quiet, safe cycling route from Crouch End to Wood Green via the Penstock Tunnel under the East Coast Main Line railway, accessed east of the northern end of Great Amwell Lane. The large public recreation grounds, amenity spaces and nature conservation areas of Alexandra Park are just west of the northern end of Great Amwell Lane, with the monumental historic structure of Alexandra Palace prominently visible from many places in the locality. Hornsey Station is the nearest rail station, about 10 minutes' walk away, while Hornsey High Street provides busses including to Turnpike Lane tube station.</p>	

Stakeholder	Question/Comment	Response
	<p>The site is therefore eminently suited to be described as being within a “15 Minute City” with a wide range of services and amenities within a pleasant and easy walking distance of the site.</p> <p><u>Proposed Design</u></p> <p>This proposal takes close cues from its neighbouring developments. Its footprint picks up on the block of Smithfield Yard that it will directly abut, continuing that block’s front and rear building lines and plan depth, including ground floor front projection, before stepping back to instead align with the front and rear building lines and plan depth of the currently under-construction front block of the Pool Motors site development. Its overall height also matches its neighbours, the proposed height being mid-way between the slightly higher Smithfield Square and slightly lower Pool Motors.</p> <p>The two neighbouring sites are deeper, extending around the back, eastern edge of this application site to meet each other, and both are designed with a second, parallel block towards the eastern side of their plots, with a large communal landscaped courtyard, providing private communal amenity space to all residents of each respective development, between. The two blocks of Smithfield Yard are not quite parallel to each other but are approximately 24m apart, with the southern end of their rear block stepping back a couple of additional meters to accommodate a kink in the boundary between them and Pool Motors, whilst the two parallel blocks in the latter are 18m apart, generally regarded as the minimum acceptable distance to not create an overlooking concern. Therefore the fact that this proposal would always be more than 18m from either of the rear blocks of the two neighbouring developments demonstrates this proposal would not create any overlooking concern. It also maintains the parallel blocks development pattern, with private amenity space between. However, the amenity space in this application is not particularly large and would not create a meaningfully useful private communal amenity space for the proposed residential, as well as making circulation more convoluted, so it is designated as for the commercial uses.</p> <p>Like both neighbours, these proposals are for workspace on lower floors with residential above, but in this case a greater proportion of workspace is proposed, occupying three floors, compared to just the ground floor and half of the 1st floor in the Smithfield Yard case and only part of the ground floor in the Pool Motors case. This is commensurate with the balance of existing (or pre-existing) commercial space / quantum of employment on each plot, this application site having a comparatively large existing commercial floorspace. The increased amount of workspace in this application is to be welcomed from a land use policy and</p>	

Stakeholder	Question/Comment	Response
	<p>economic regeneration point of view, and is not bad thing from a design point of view, albeit not particularly significant. The proposed commercial floorspace in this application is convincingly designed and laid out, in fairly large, clear floorplates, with dedicated separate stair and lift access, parking and delivery space in the basement and a clear front door as part of a prominent “shop window” in the projecting ground floor frontage.</p> <p>The contribution to streetscape improvements of this modest development is appropriate for its size, and will continue the established plans, completed in neighbouring Smithfield Yard, for widening the pavement of Cross Lane, adding street trees and quality paving materials, and providing an active frontage to match the vision, in the site allocation and established in the neighbouring developments, that the street remain a vibrant working street but with much better clarity and quality. The projecting commercial frontage, housing a large shopfront window and main entrance door, is supported in the design and materials of the projection, with its tall parapet to the 1st floor roof terrace and white glazed bricks to every 4th course. The residential entrance is appropriately less prominent but none the less clear and inviting, whilst the neighbouring refuse stores are rationally located and appropriately functional and subservient.</p> <p>The detailed design, composition, fenestration, proportions and materials proposed promise to be appropriate, attractive and durable, with a brick based, regular, gridded composition of generously sized, vertically proportioned windows. Balconies are set in recesses and the vertical metal fins proposed for their balustrades should provide privacy to residents and hide their clutter in the generally sharply angled views of or from the street. The top floor is set back, again matching the form of its neighbours, and proposed to be in a light coloured glazed ceramic cladding that would be appropriately visually recessive and evocative of roofing materials and the sky. The main brick proposed is described as a “London Stock” but is not specified, and an attractive, variegated, buff brick with red and brown elements should be sought when it, like all other materials, are subject to discharge of condition.</p> <p>Residential standards are all fine, with flat, room and external private amenity sizes, as is to be routinely expected, meeting statutory & policy requirements, in some cases exceeding. No private communal amenity space or playspace is provided, but this is to be expected, as is a small development of less than ten flats. There are public amenity spaces within the locality, including the Hornsey Churchyard, newly landscaped high quality public spaces within Smithfield Square and New River Village and not much further away the large recreation, landscape and wildlife area of Alexandra Park. As they are all on upper floors (3rd floor and above), they will all receive good daylight, sunlight and privacy, and the applicants have</p>	

Stakeholder	Question/Comment	Response
	<p>shown that the proposal will only cause very modest loss of daylight to less important windows within neighbouring properties. Views have been prepared to show it will not be visible from sensitive locations within neighbouring conservation areas.</p> <p>In conclusion, this proposal for this modest site, the last site in the Hornsey Waterworks, Hornsey Depot and Cross Lane development opportunity, is elegantly and appropriately designed to be compatible with previous neighbouring developments and be the last little piece that completes the transformation of this neighbourhood from ugliness and dereliction to a vibrant mixed community, providing modern employment and an attractive bit of cityscape amongst a large number of new, high quality homes.</p>	
Lead Pollution	<p>1. Land Contamination</p> <p>Before development commences other than for investigative work:</p> <p>a. Using the information already submitted on Phase I Desk Study Report with reference GWPR4029/DS/Feb 2021 prepared by Ground and Water Limited dated February 2021, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.</p> <p>b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> <p>c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;</p> <p>d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination</p>	<p>Comments noted. Conditions included</p>

Stakeholder	Question/Comment	Response
	<p>will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework</p> <p style="text-align: center;">3. NRMM</p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p style="text-align: center;">Demolition/Construction Environmental Management Plans</p> <p>a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst</p> <p>b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.</p> <p style="text-align: center;">The following applies to both Parts a and b above:</p>	

Stakeholder	Question/Comment	Response
	<p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> i. A construction method statement which identifies the stages and details how works will be undertaken; ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays; iii. Details of plant and machinery to be used during demolition/construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy; vi. Details of community engagement arrangements; vii. Details of any acoustic hoarding; viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); ix. Details of external lighting; and, x. Details of any other standard environmental management and control measures to be implemented. <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. 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. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <p>Mitigation measures to manage and minimise demolition/construction dust emissions during works;</p> <ul style="list-style-type: none"> ii. Details confirming the Plot has been registered at http://nrmm.london; 	

Stakeholder	Question/Comment	Response
	<p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate</p> <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p>Informative:</p> <p>1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
Waste Management Team	<p>Officers comments dated 14 January 2022</p> <p>Having looked at the documents supplied with this application, the previous comments from the waste team and the response from the developer to these, I am satisfied that points that needed clarification – pull distance, gradient, drop kerb – have been acknowledged and worked into the plans for the development. The bin numbers, sizing and waste stream split are all correct for the number of residential units here. Collections will take place from Cross Street with suitable space for an RCV to carry these out.</p> <p>I may have missed this but couldn't see reference to how the domestic bin store would be secured. I would advise that access is given to residents only by preferably a fob/digilock rather than a key. This will help to reduce issues such as misuse of bins, fly tipping/other ASB. Fobs/codes will need to be shared with LBH prior to occupation.</p> <p>The commercial bin store isn't mentioned here but from the plans is shown as separate from the residential bins as is required. Sizing/number of bins will very much depend on the type of businesses that occupy the space in operation, the waste/recycling they generate and the contracts they put in place for the collection of this. Commercial waste collection companies</p>	Comments noted

Stakeholder	Question/Comment	Response
	<p>can provide up to twice daily collections 7 days per week. I would however advise against sizing the bins store based on minimum size and maximum collections. The store should be sufficient to store waste for one week.</p> <p>Officers comments dated 13 February 2023</p> <p>It is positive that the fobs will be used to secure access to the domestic bin store and to also get some clarity on the commercial bin store and metrics used to calculated bin capacity needed.</p> <p>I am satisfied with this response</p>	
Building Control	<p>Whilst this BiA does not follow the normal format, it does have sufficient information within it to meet your requirements, I would however add 2 pre commencement conditions:</p> <ol style="list-style-type: none"> 1. Method of monitoring adjacent properties for potential movement during the build; 2. Construction Management Plan to be provided. 	<p>Comments noted. Conditions included</p>
Building Control	<p>The fire safety statement (Issue 1) for the proposed development appears satisfactory. The report does not however discuss the ventilation strategy and means of escape for the enclosed car park at lower ground/basement level in accordance with Approved Document B. The proposal/scheme will be subject to a full check under the Building Regulations 2010 when the application is submitted to Building Control or through the Gateway 2 process.</p>	<p>Comments noted</p>
Arboricultural Officer	<p>From an arboricultural point of view, I am satisfied and have no concerns. We will require a master Landscape Plan.</p>	<p>Comments noted. Conditions included</p>
Flood & Water Management Lead	<p>Officers comments dated 30 July 2021</p> <p>The LLFA, has reviewed application HGY/2021/1909 – Demolition of existing building, redevelopment to provide business (Class E (g) (iii)) use of the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys for basement, provision of 7 car parking spaces and refuse storage.</p> <p>The site offers little in the way of above ground SuDS, the applicant has followed the SuDS, hierarchy and has included, green roofs, permeable paving, attenuation tank to store rain water before being discharged to the public sewer at a restricted rate of 1 l/s.</p>	<p>Comments noted</p>

Stakeholder	Question/Comment	Response																					
	<p>A management maintenance plan has been provided to manage the SuDS, this must be for the lifetime of the proposed development and will be maintained by a management company in accordance with the schedule.</p> <p>We have attached the Haringey, pro-forma, that will need to be completed and returned to us for review. The proforma has two parts, the first page has information and links that can be referenced, the second page is the part that needs to be completed and returned</p> <p>Officer comments dated 29 September 2021</p> <p>Having reviewed previous comment and attached completed Pro-forma we are content with the same and have no further observations.</p>																						
Carbon Team	<p>Carbon Management Response 20/02/2022</p> <p>In preparing this consultation response, we have reviewed: Letter in response to above comments by Ensphere, dated 2 February 2022 Sustainability and Energy Statement prepared by Ensphere Group Ltd (dated January 2022, v5) Amended plans: Proposed roof plan, elevations (front, south, rear), sections (CC, DD, EE) Roof plan housing screen image Relevant supporting documents.</p> <p>Summary The applicant has made changes to the scheme to achieve a higher on-site carbon reduction. A 45.5% site-wide reduction is now achieved, with higher fabric efficiencies and a small solar PV array. This now meets London Plan Policy SI2 and Local Plan Policy SP4.</p> <p>Further information needs to be provided in relation to the Energy Strategy. This should be addressed prior to the determination of the application before appropriate planning conditions can be drafted.</p> <p>Energy</p> <table><tr><th></th><th colspan="2">Residential</th><th colspan="2">Non-residential</th><th colspan="2">Site-wide</th></tr><tr><td>(SAP10 emission factors)</td><td>tCO₂</td><td>%</td><td>tCO₂</td><td>%</td><td>tCO₂</td><td>%</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>		Residential		Non-residential		Site-wide		(SAP10 emission factors)	tCO ₂	%	tCO ₂	%	tCO ₂	%								<p>Comments noted. Conditions and legal agreement Clauses included</p>
	Residential		Non-residential		Site-wide																		
(SAP10 emission factors)	tCO ₂	%	tCO ₂	%	tCO ₂	%																	

Stakeholder	Question/Comment						Response
	Baseline emissions	9.2		14.3		23.5	
	Be Lean savings	1.6	17%	3.3	23%	4.9	20.9%
	Be Clean savings	0	0%	-1.5	-10%	-1.5	-6.4%
	Be Green savings	2.8	31%	4.5	32%	7.3	30.1%
	Cumulative savings	4.4	48%	6.3	44%	10.7	45.5%
	Carbon shortfall to offset (tCO ₂)	4.8		8		12.8	
	Carbon offset contribution (incl. 10% management fee)	£95 x 30 years x 12.8 tCO ₂ /year = £36,480 + £3,648 = £40,128					
	A revised carbon offset contribution of £36,480 + a 10% management fee has been calculated above.						
	Energy – Be Lean The development now achieves a 13% (residential) and 20% improvement under Be Lean with SAP2012 carbon factors, which goes beyond the minimum London Plan requirements. The average heating requirement is 5.9 kWh/m ² /year – it seems likely that this is a typographical error as the example SAP sheets given come to a 12.5 kWh/m ² /year space heating requirement. The FEES have achieved an improvement of 35-40%. <u>Action:</u> The report notes no changes to the air permeability whereas the SAP sheets show an improvement from 5 to 3m ³ /hm ² @50Pa, please correct. It also does not mention the inclusion of MVHR now (79% efficiency), or the lowering of g-value from 0.65 to 0.5. The improvements under Be Lean are significant, without explaining within the report how this could be achieved. Please clarify. SAP sheets now have no infiltration instead of 0.14 ach in previous version, please explain. Please submit p.5 of the Be Lean SAP sheet.						
	Energy – Be Clean						

Stakeholder	Question/Comment	Response
	<p><u>Action:</u> Please clarify why there is an increase in emissions under Be Clean for the non-residential element?</p> <p>Energy – Be Green A small solar PV array is now proposed for the landlord supply. This covers a small proportion of the roof only.</p> <p>The air source heat pumps (SCOP >4) are now supplying residential space heating as well, which would likely require centralised condensers with small cylinders in flats. The ASHP would be located on part of the roof.</p> <p><u>Action:</u> What is the proposed solar PV capacity and annual electricity generation? The solar PV array can be combined with the living roof to deliver a higher solar PV capacity. Please explain the differences in the SAP sheets under Be Green for lower higher fuel required for water heating.</p> <p>Overheating The applicant has proposed to condition the required additional overheating modelling. Conditions will be proposed once the above information has been provided.</p> <p>Sustainability – BREEAM A BREEAM Pre-Assessment has been prepared and appended to the Energy Statement. It indicates that a score of 57.6% could be achieved, equivalent to a 'Very Good' rating. A BREEAM accreditation should be achieved prior to the occupation of this unit.</p> <p>Planning Conditions To be secured (with detailed wording TBC): Energy strategy Overheating (residential and non-residential) BREEAM Certificate Living roofs Biodiversity</p> <p>Planning Obligations Heads of Terms</p>	

Stakeholder	Question/Comment	Response																																																															
	<p>Be Seen commitment to uploading energy data Energy Plan and Sustainability Review Carbon offset contribution (and associated obligations) of £36,480 (indicative), plus a 10% management fee</p> <p>Carbon Management Response 16/02/2023</p> <p>In preparing this consultation response, we have reviewed: Letter prepared by Ensphere Group Ltd (dated 5 April 2022) Sustainability & Energy Statement prepared by Ensphere Group Ltd (dated April 2022, v8) GLA carbon emission reporting spreadsheet Email from applicant on 25 April 2022</p> <p>Summary Further clarifications were requested of the applicant via email in April 2022, on the Be Lean inputs, GLA reporting spreadsheet, heating strategy, the solar PV capacity and overheating responses. The applicant responded via email.</p> <p>The applicant’s letter confirms their position on the air permeability, MVHR and g-value and clarifies inconsistencies. The revised Sustainability & Energy Statement clarifies this. The heating strategy is for ASHPs to provide both hot water and space heating.</p> <p>Energy - Overall</p> <table><tr><th></th><th colspan="2">Residential</th><th colspan="2">Non-residential</th><th colspan="2">Site-wide</th></tr><tr><th>(SAP10 emission factors)</th><th>tCO₂</th><th>%</th><th>tCO₂</th><th>%</th><th>tCO₂</th><th>%</th></tr><tr><td>Baseline emissions</td><td>9.2</td><td></td><td>14.3</td><td></td><td>23.5</td><td></td></tr><tr><td>Be Lean savings</td><td>1.6</td><td>17%</td><td>3.3</td><td>23%</td><td>4.8</td><td>20%</td></tr><tr><td>Be Clean savings</td><td>0</td><td>0%</td><td>0</td><td>0%</td><td>0</td><td>0%</td></tr><tr><td>Be Green savings</td><td>2.8</td><td>31%</td><td>3.1</td><td>21%</td><td>5.9</td><td>25%</td></tr><tr><td>Cumulative savings</td><td>4.4</td><td>48%</td><td>6.3</td><td>44%</td><td>10.7</td><td>46%</td></tr><tr><td>Carbon shortfall to offset (tCO₂)</td><td>4.8</td><td></td><td>8</td><td></td><td>12.8</td><td></td></tr><tr><td>Carbon offset contribution</td><td colspan="5">£95 x 30 years x 12.8 tCO₂/year = £36,480</td><td></td></tr></table>		Residential		Non-residential		Site-wide		(SAP10 emission factors)	tCO ₂	%	tCO ₂	%	tCO ₂	%	Baseline emissions	9.2		14.3		23.5		Be Lean savings	1.6	17%	3.3	23%	4.8	20%	Be Clean savings	0	0%	0	0%	0	0%	Be Green savings	2.8	31%	3.1	21%	5.9	25%	Cumulative savings	4.4	48%	6.3	44%	10.7	46%	Carbon shortfall to offset (tCO₂)	4.8		8		12.8		Carbon offset contribution	£95 x 30 years x 12.8 tCO ₂ /year = £36,480						
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Stakeholder	Question/Comment	Response		
	<table><tr><td>10% management fee</td><td>+ £3,648 = £40,128 (total)</td></tr></table> <p>A carbon offset contribution of £36,480 + a 10% management fee has been calculated above.</p> <p>Conclusion This application can be supported.</p> <p>Planning Obligations Heads of Terms Be Seen commitment to uploading energy data Energy Plan and Sustainability Review Carbon offset contribution (and associated obligations) of £36,480 (indicative), plus a 10% management fee</p> <p>Conditions Recommended conditions to secure the benefits of this scheme:</p> <p><u>Energy Strategy</u> <i>The development hereby approved shall be constructed in accordance with the Sustainability & Energy Statement prepared by Ensphere Group Ltd (dated April 2022, v8) delivering a minimum site-wide 46% improvement on carbon emissions over 2013 Building Regulations Part L or equivalent, with SAP10 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 2 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> <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> <i>Confirmation of the necessary fabric efficiencies to achieve a minimum site-wide 18% reduction in SAP2012 carbon factors, including details to reduce thermal bridging;</i> <i>Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;</i> <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i></p>	10% management fee	+ £3,648 = £40,128 (total)	
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Stakeholder	Question/Comment	Response
	<p><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); A metering strategy.</i></p> <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 must be installed and brought into use prior to first occupation of the development. Six months following the first occupation, 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, and an energy generation statement for the period that the solar PV array has been installed.</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> <i>Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u><i>Overheating (Residential)</i></u> <i>Prior to the commencement of development, a dynamic thermal overheating model and report shall be submitted to and approved by the Local Planning Authority for the commercial floor area. The model will assess the overheating risk in line with CIBSE TM59 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) and demonstrate how the risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>occupation of the development hereby approved and retained thereafter for the lifetime of the development. Air conditioning will not be supported unless exceptional justification is given.</i></p> <p><i>This report will include:</i></p> <p><i>Details of the design measures incorporated within the scheme (including the feasibility of prioritising passive cooling and ventilation measures) to ensure adaptation to higher temperatures are addressed, the spaces do not overheat, and the use of active cooling is avoided.</i></p> <p><i>How any pipework heat losses are minimised.</i></p> <p><i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i></p> <p><i>Specification of the internal blinds, and evidence that these will not impede the opening of windows.</i></p> <p><i>A retrofit plan to mitigate the future risks of overheating by setting out how the future mitigation measures are shown to help pass future weather files and confirming that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment) and include any replacement / repair cycles and the annual running costs for the occupiers;</i></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>Overheating (Non-Residential)</i></u></p> <p><i>Prior to the commencement of development, an overheating model and report shall be submitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM52 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) and demonstrate how the risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained thereafter for the lifetime of the development. Air conditioning will not be supported unless exceptional justification is given.</i></p> <p><i>This report will include:</i></p>	

Stakeholder	Question/Comment	Response
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Stakeholder	Question/Comment	Response
	<p><i>different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);</i></p> <p><i>v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i></p> <p><i>vi) Management and maintenance plan, including frequency of watering arrangements.</i></p> <p><i>(b) Prior to the occupation of 90% of the dwellings, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living 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.</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>Biodiversity</i></u></p> <p><i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> <p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13</i></p> <p><u><i>BREEAM</i></u></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”.</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) 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.</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 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>Reasons: 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>	
Conservation Officer	The development site adjoins the boundary of Hornsey Water Works & Filter Beds, and it is currently occupied by a modest yet stark, two storey red brick building that covers the entire site and provides an opportunity for redevelopment and enhancement of the site consistently with the emerging scale, height, and typology of the surrounding sites. The character and appearance of the adjacent section of Hornsey Water Works & Filter Beds conservation area has been recently changing	Comments noted.



Stakeholder	Question/Comment	Response
	<p>into contemporary, mixed used developments that can be positively complemented by a well-designed new building of similar type and height. The emerging developments surrounding the development site, importantly form part of the setting of the well-preserved, listed street frontage of the eastern stretch of Hornsey High Street Conservation Area, which is contiguous to the Hornsey Water Works & Filter Beds Conservation Area.</p> <p>Approved new developments have been designed to preserve the significance of listed building and conservation area frontage as experienced in views across and outside of the Hornsey High Street Conservation Area, especially views from St Mary's Tower gardens and from the village green along the High Street.</p> <p>The proposed mixed use, six storey development plus basement will be nested in between recent developments of similar height and façade proportions fronting Cross Lane and this new scheme will harmoniously complement the architectural language and façade design of these neighbouring buildings thus raising and strengthening the architectural and urban quality of the street frontage along Cross Lane, which is in the setting of both Conservation Areas and related listed buildings respectively located at Nos 67, 69 and 71 Hornsey High Street. The architectural and townscape merits of the proposed development are fully articulated in the design officer's comments that confirm the soundly context-led design approach underpinning this sensitively designed development proposal.</p> <p>Due to its relative, densely built distance from the sensitive street frontage of the Hornsey High Street Conservation Area and the down sloping topography of Cross Lane from the High Street towards the development site, but also due to its carefully thought-through proportions and height, the proposed development is screened in views of the Conservation Areas and most importantly, of the listed Hornsey High Street frontage and the heritage visual impact of the scheme has been tested through the submitted views that illustrate that the new development will not be visible in the background of the listed buildings and Conservation Area frontage along Hornsey High Road and while it will cause no harm to the significance of the listed building and conservation areas, this scheme will contribute to enhance the quality of the Cross Lane area, and therefore setting of</p>	

Stakeholder	Question/Comment	Response
	heritage assets, and it is therefore fully supported from the conservation perspective.	
EXTERNAL		
Thames Water	<p>Waste Comments We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices.</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</p>	<p>Comments noted. Conditions/ Informative included</p>

Stakeholder	Question/Comment	Response
	<p>works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. 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 will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>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</p>	

Stakeholder	Question/Comment	Response
	<p>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 https://www.gov.uk/government/publications/groundwater-protection-positionstatements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
Secure By Design	<p>Section 1 - Introduction:</p> <p>With reference the above application we have now had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the project Architects to discuss Crime Prevention and Secured by Design (SBD) for the overall site, the Architects have provided notes of the meeting which have been included in the recommendations below in the informative. At this point it can be difficult to design out any issues identified. At best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p>	<p>Comments noted. Conditions/ Informative included</p>

Stakeholder	Question/Comment	Response
	<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 or Managing Agency were to discuss this project prior to commencement, throughout its build and by following the advice given. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative 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. The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or use and thereafter all features are to be retained.</p> <p>C. Commercial aspects of the development must achieve the relevant Secured by Design Accreditation at the final fitting stage, prior to residential occupation of such building in accordance with condition B (Secured by Design) and commencement of business. Details shall be submitted to and approved, in writing, by the Local Planning Authority</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>	
Environment Agency		

Stakeholder	Question/Comment	Response
	<p>The proposed development will be acceptable if the following 7 planning conditions are included on the planning permission's decision notice. Without these conditions, the development would pose an unacceptable risk to groundwater and we would object.</p> <p>EA Condition 1 – Land Affected By Contamination No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the local planning authority:</p> <ol style="list-style-type: none"> 1. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> • all previous uses • potential contaminants associated with those uses • a conceptual model of the site indicating sources, pathways and receptors • potentially unacceptable risks arising from contamination at the site. 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p>Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Cont/d..</p> <div data-bbox="1218 868 1352 932">   INVESTOR IN PEOPLE </div>	<p>Comments noted. Conditions included</p>

Stakeholder	Question/Comment	Response
	<p>Reason 1 The proposed development presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located within a Source Protection Zone 1. This condition will ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by levels of water pollution in line with paragraph 174 of the National Planning Policy Framework.</p> <p>EA Condition 2 – Verification Report No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.</p> <p>Reason 2 To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.</p> <p>EA Condition 3 - Long Term Monitoring and Maintenance Plan for Groundwater No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason 3 To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 174 of the National Planning Policy Framework.</p>	

Stakeholder	Question/Comment	Response
	<p>EA Condition 4 – Unidentified Contamination 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 the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason 4 No investigation can completely characterise a site. This condition ensures that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 174 of the</p> <p>Cont/d.. 2</p>	

Stakeholder	Question/Comment	Response
	<p>National Planning Policy Framework.</p> <p>EA Condition 5 – Borehole Management A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.</p> <p>Reason 5 To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 174 of the National Planning Policy Framework and Position Statement N Groundwater resources of 'The Environment Agency's approach to groundwater protection'.</p> <p>EA Condition 6 – Piling / Foundation works Risk Assessment with Respect to Groundwater Resources Piling, deep foundations and other intrusive groundworks using penetrative measures shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason 6 To ensure that any proposed piling, deep foundations and other intrusive groundworks do not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Position Statement N. Groundwater Resources of the 'The Environment Agency's approach to groundwater protection'.</p> <p>EA Condition 7 – Infiltration of Surface Water onto the Ground No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p>Reason 7 To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework.</p> <p>Advice to LPA</p>	

Stakeholder	Question/Comment	Response
	<p>Use of Sustainable Drainage Systems (SuDS) Support for the use of SuDS to ensure development does not increase flood risk elsewhere is set out in paragraph 167 of the National Planning Policy Framework.</p> <p>Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDS). SuDS manage surface water run-off by simulating natural drainage systems. Whereas traditional drainage approaches pipe water off-site as quickly as possible, SuDS retain water on or near to the site. As well as reducing flood risk, this promotes groundwater recharge, helps absorb diffuse pollutants, and improves water quality. Ponds, reedbeds and seasonally flooded grasslands can also be particularly attractive features within public open spaces.</p> <p>Cont/d.. 3</p> <hr/> <p>SuDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, green roofs, ponds and wetlands. As such, virtually any development should be able to include a scheme based around these principles. In doing so, they'll provide multiple benefits and will reduce costs and maintenance needs.</p> <p>Further information on SuDS can be found in:</p> <ul style="list-style-type: none"> • the CIRIA C697 document SuDS manual • HR Wallingford SR 666 Use of SuDS in high density developments • CIRIA C635 Designing for exceedance in urban drainage – good practice • the Interim Code of Practice for Sustainable Drainage Systems – the Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SuDS <p>Competent persons The proposed development will be acceptable if the planning conditions included which require the submission of a remediation strategy are carried out by a competent person in line with paragraph 183 of the NPPF. The Planning Practice Guidance defines a "Competent Person (to prepare site investigation information): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation" (http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/annex-2-glossary/).</p> <p>Advice to applicant</p>	

Stakeholder	Question/Comment	Response
	<p>Piling For piling (or other deep penetrative) works, where the piles (or other deep structures) extend into aquifer units within SPZ1, a foundation works risk assessment and groundwater monitoring programme will be required due to nearby potable groundwater abstractions.</p> <p>The foundation risk assessment should consider potential risks to groundwater resources that could arise as a result of deep piling works. The groundwater monitoring programme should be designed to collect information prior to and during the works to demonstrate that any piling (or other deep penetrative) works are not having an adverse impact on groundwater quality in the area. The piling risk assessment and groundwater monitoring plan should provide a mitigation / action plan should an adverse impacts to groundwater quality be noted during the works.</p> <p>Within SPZ1, due to the close proximity of potable abstractions, we recommend that real-time monitoring for in-situ groundwater quality parameters, including conductivity and turbidity, should be incorporated into the groundwater monitoring plan as this can provide valuable on site data and enable rapid decision making with respect to mitigations if required.</p> <p>A brief introduction to the potential hazards associated with piling through contaminated soils can be found:</p> <p>http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0202bisw-e-e.pdf.</p> <p>Monitoring wells installed to support a piling risk assessment should be installed to at least 5m deeper than the deepest piled foundation to capture any impacts from the</p> <p>Cont/d.. 4</p>	

Stakeholder	Question/Comment	Response
	<p>proposed groundworks during and post construction.</p> <p>Land affected by contamination We recommend that developers should:</p> <p>Follow the risk management framework provided in Land Contamination: Risk Management (formerly CLR11), when dealing with land affected by contamination. This guidance is available at: https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks</p> <p>Refer to the Environment Agency Guiding principles (https://www.gov.uk/government/collections/land-contamination-technical-guidance) for land contamination for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. Consider using the National Quality Mark Scheme for Land Contamination Management (https://www.claire.co.uk/projects-and-initiatives/ngms) which involves the use of competent persons to ensure that land contamination risks are appropriately managed.</p> <p>Refer to the contaminated land pages on gov.uk for more information. We expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by land contamination. E.g. British Standards when investigating potentially contaminated sites and groundwater, and references with these documents:</p> <ul style="list-style-type: none"> • BS5930:2015 Code of practice for site investigations; • BS 10175:2011 A1:2013 Code of practice for investigation of potentially contaminated sites; • BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points; • BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality.) <p>Previous use of the site as a commercial garage, as well as presence of tanks, presents a high risk of contamination on site. Should further site investigation and a generic risk assessment conclude that a Detailed Quantitative Risk Assessment (DQRA) be undertaken please consider the following:</p> <ul style="list-style-type: none"> • Use MCERTS accredited methods for testing contaminated soils at the site 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • The DQRA report should be prepared by a "Competent person" (e.g. a suitably qualified hydrogeologist). The DQRA should be based on site-specific data, however in the absence of any applicable on-site data, a range of values should be used to calculate the sensitivity of the input parameter on the outcome of the risk assessment. • Where groundwater has been impacted by contamination on site, the default compliance point for both Principal and Secondary aquifers is 50m. Further guidance is available at https://www.gov.uk/guidance/land-contamination-groundwater-compliance-points-quantitative-risk-assessments • Where leaching tests are used it is strongly recommended that BS ISO 18772:2008 is followed as a logical process to aid the selection and justification of appropriate tests based on a conceptual understanding of soil and contaminant properties, likely and worst-case exposure conditions, leaching mechanisms, and study objectives. During risk assessment one should characterise the leaching behaviour of contaminated soils using an appropriate <p>Cont/d.. 5</p>	

Stakeholder	Question/Comment	Response
	<p>suite of tests. As a minimum these tests should be:</p> <ul style="list-style-type: none"> o upflow percolation column test, run to LS 2 – to derive kappa values; o pH dependence test if pH shifts are realistically predicted with regard to soil properties and exposure scenario; and o LS 2 batch test – to benchmark results of a simple compliance test against the final step of the column test. <ul style="list-style-type: none"> • Following the DQRA, a Remediation Options Appraisal to determine the Remediation Strategy in accordance with the Land Contamination: Risk Management guidance. <p>Any remediation strategy must be carried out by a competent person, in line with paragraph 178 of the National Planning Policy Framework. The National Planning Policy Framework defines a "Competent Person (to prepare site investigation): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation".</p> <p>Groundwater monitoring Proposals for a groundwater monitoring programme should encompass regular monitoring for a period before, during and after groundworks (e.g. monthly monitoring before, during and for at least the first quarter after completion of groundworks, followed by quarterly monitoring for the remaining 9 months). These proposals should be included in the verification plan.</p> <p>Waste off-site Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:</p> <ul style="list-style-type: none"> • Duty of Care Regulations 1991 • Hazardous Waste (England and Wales) Regulations 2005 • Environmental Permitting (England and Wales) Regulations 2010 • The Waste (England and Wales) Regulations 2011 <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p>If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the waste management page on gov.uk for more information.</p> <p>Material Re-use on-site The CL:AIRE Definition of Waste: Development Industry Code of Practice (Version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:</p> <ul style="list-style-type: none"> • excavated materials that are recovered via a treatment operation can be re-used on-site provided they are treated to a standard such that they fit for purpose and unlikely to cause pollution • treated materials can be transferred between sites as part of a hub and cluster project • some naturally occurring clean material can be transferred directly between sites <p>Cont/d..</p>	

Stakeholder	Question/Comment	Response
	<p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.</p> <p>We recommend that developers should refer to:</p> <ul style="list-style-type: none"> • The position statement on the Definition of Waste: Development Industry Code of Practice • The waste management page on gov.uk <p>Water Resources</p> <p>Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.</p> <p>We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.</p> <p>All new residential developments are required to achieve a water consumption limit of a maximum of 125 litres per person per day as set out within the Building Regulations &c. (Amendment) Regulations 2015.</p> <p>However, we recommend that in areas of serious water stress (as identified in our report Water stressed areas - final classification) a higher standard of a maximum of 110 litres per person per day is applied. This standard or higher may already be a requirement of the local planning authority.</p> <p>We recommend that all new non-residential development of 1000sqm gross floor area or more should meet the BREEAM 'excellent' standards for water consumption.</p> <p>We also recommend you contact your local planning authority for more information.</p> <p>Final comments</p> <p>Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the</p>	
Transport for London	<p>Having assessed the proposals, I can confirm that TfL Spatial Planning has no strategic comments to make on this planning application other than to emphasise the development should comply with the transport policies set out in The London Plan 2021. In particular the car and cycle parking standards in tables 10.2 - 10.6 (inclusive). Cycle parking should comply with the London Cycling Design Standards (https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit).</p>	Comments noted

Stakeholder	Question/Comment	Response
London Fire Brigade	<p>The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London.</p> <p>The Commissioner has been consulted with regard to the above-mentioned premises and makes the following observations:</p> <p>The Commissioner is satisfied with the proposals for firefighting access.</p>	<p>Comments noted. Informative included</p>
NEIGHBOURING PROPERTIES	<p>Land Use and housing Concerns the commercial unit will remain vacant like the existing neighbouring units Excessive commercial use proposed More housing developments are not needed in the area</p> <p>Impact on Heritage assets An appraisal of the Conservation Area should be carried out before a decision is made Impact on the Conservation Area Impact on the setting of the listed building</p> <p>Size, Scale and Design The development will enhance the street Excessive height The height should not exceed the existing Smithfield Yard development Overdevelopment of site Concerns with the density of the development The design is not in keeping with surrounding properties The scheme should be redesigned</p>	<p>The site allocation for the site requires provision of commercial space and the provision would deliver the aims of the site allocation. Delivery of housing is essential to meeting Local Plan Housing targets.</p> <p>The Council's Conservation Officer has reviewed the proposal and found there to be no harm to the existing heritage assets in the area.</p> <p>Noted. The height reflects the heights of surrounding developments. The density is in line with neighbouring developments.</p>

Stakeholder	Question/Comment	Response
	<p>The development is significantly larger in scale than the existing buildings on site Excessive bulk and massing Overbearing in relation to neighbouring buildings Commercial buildings proposed will be out of character with the street Excessive glazing on the frontage</p> <p>Impact on neighbours</p> <p>Loss of privacy/overlooking Loss of daylight and sunlight Noise and disturbance Block A and B will impact on amenity Overshadowing Visual impact Light pollution Concerns the commercial units will have balconies</p> <p>Parking, Transport and Highways</p> <p>Cross Lane is too narrow The road should be widened No parking should be permitted Increased traffic generated Pressure on parking Road safety concerns</p>	<p>The scale and design reflects neighbouring buildings to compliment their architecture. The scale would increase to reflect surrounding developments. The scale is not found to be out of character with the area. The proposed glazing reflects neighbouring developments.</p> <p>As noted in the neighbouring amenity section above the proposal would not have a significant impact on neighbouring properties in terms of privacy, daylight or sunlight. The proposal will not result in any greater noise or light levels than should be expected in an urban area.</p> <p>The proposal has been reviewed by the Council's Transportation officers and found to be acceptable in terms of parking and servicing.</p> <p>Cross Lane is required for servicing and access, the</p>

Stakeholder	Question/Comment	Response
	<p>Concerns the access road would not be sufficient for this development Increased vehicle trips per day Parking stress Increased deliveries Impact on existing refuse collection vehicles Cross Lane should be a pedestrian route only</p> <p>Environment and Public Health</p> <p>Lighting on Cross Lane should be improved</p> <p>More greenery should be incorporated into the design The landscaping proposal is insufficient</p> <p>Significant increase in pollution</p> <p>Noise pollution Impact on trees</p> <p>Dust and debris during demolition phase</p> <p>The environment on Cross Lane requires significant improvements The development will improve the area The area is densely populated The first phase of the development on Cross Lane was a nuisance</p>	<p>parking levels reflects the existing parking on the site and is found to be acceptable. The number of vehicle trips will not have a significant impact on traffic.</p> <p>Improved lighting is not considered necessary to make this development acceptable in planning terms. The low urban greening factor is noted in the report above and a condition attached seeking greater greening.</p> <p>The proposal is not found to increase pollution and would be air quality neutral. There would be no significant increase in noise pollution. The impact on trees is considered acceptable, there are no trees on the site. Construction impacts would be temporary and controlled through conditions to minimise the impact. The proposal will improve the environment on Cross lane.</p>

Stakeholder	Question/Comment	Response
	<p>Security concerns</p> <p>Pressure on existing infrastructure</p> <p>Asbestos concerns during demolition</p> <p>Open green space and the planting of trees should be considered</p> <p>Sustainability</p> <p>Concerns with the embodied carbon from the demolition phase</p> <p>Refurbishing the existing building should be considered</p>	<p>Noted.</p> <p>Construction impacts are temporary and mitigated by conditions.</p> <p>The Met secure by design officer find the proposal to be acceptable.</p> <p>The proposal will make a contribution to local infrastructure through the Community Infrastructure Levy.</p> <p>The management of asbestos is controlled through other legislation.</p> <p>Noted.</p> <p>Refurbishment of the building would not deliver the housing proposed and other benefits.</p>

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Appendix 4: QRP Report

Haringey Quality Review Panel

Report of Chair's Review Meeting: Cross House

Wednesday 17 March 2021

Video conference

Panel

Peter Studdert (chair)

Wen Quek

Attendees

John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Elisabetta Tonazzi	London Borough of Haringey
Katerina Koukouthaki	London Borough of Haringey
Sarah Carmona	Frame Projects
Kyriaki Ageridou	Frame Projects

Apologies / report copied to

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

Confidentiality

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.

1. Project name and site address

Cross House, Cross Lane, Hornsey, N8 7SA
Planning application reference: HGY/2021/0428

2. Presenting team

Paul Osborne	GML Architects
Nick Makasis	GML 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, which forms part of the Cross Lane Industrial Estate, is located to the north of Pool Motors where planning permission was granted by the planning sub-committee (HGY/2020/17240) for a five to six storey mixed use development. The subject site is located to the south of Smithfield Yard which is currently under construction and ranges from five to seven storeys in height. To the west of the site is Smithfield Square (former Hornsey depot) ranging from four to eight storeys in height. New River Village is to the east and north of the site ranging from three to eight storeys and to the south of the site are the listed buildings at 69 - 71 Hornsey High Street. To the east of the site is the former pumping station which is locally listed. The site comprises a two-storey rectangular shaped brick building with some hardstanding for vehicle parking known as Cross House. Access to the site is from Cross Lane, which leads to Hornsey High Street to the south. Pedestrians and cyclists can access New River Avenue to the north. The site has a PTAL level of 3, which is ranked as 'medium' access to public transport service.

The site adjoins the Hornsey Water Works and Filter Beds Conservation Area to the south and is in close proximity to the Hornsey High Street Conservation Area which is further south. The site forms part of site allocation SA47 in the Site Allocations Development Plan Document, which identifies this part of the site as suitable for an employment-led mixed used development with residential. The current proposal is for the demolition of the existing buildings and redevelopment of the site to provide 815sqm of commercial floorspace business (Class E(g)(iii)) use at ground, first and second floors and nine residential units above. Officers sought the panel's view on the overall design quality of the proposals, including the scale, massing, materiality and potential impact on the setting of the conservation areas and nearby listed buildings.



5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to consider the proposals for Cross House. The design team's passion for the area was evident within the comprehensive presentation and has clearly informed the evolution of the proposals. The panel will be pleased to see the final site within the site allocation at Cross Lane (SA47) completed.

The panel supports many of the key decisions taken within the design process so far and feels that the scale of the development is appropriate to the emerging context. The main area of concern is the front elevation, where the three-dimensional profile of the overall building envelope and location of commercial accommodation at second floor level is at odds with the established context and presents a dissonant architectural language from first floor upwards. If this configuration of uses and three-dimensional profile is retained, further work on the architectural expression is required, to bring coherence and a more appropriate proportion and visual hierarchy to the elevation.

Scope for further improvement also remains within the scheme layout, especially in terms of the generosity and flexibility of circulation spaces, the residential accommodation and the main residential entrance. The landscaped area to the front of the scheme would also benefit from further consideration.

While noting that the applicant's preferred balance between quantum of commercial and residential accommodation is regrettable, the panel thinks that subject to resolution of the other issues highlighted below, it would offer its support for the project. Further details on the panel's views are provided below.

Massing and configuration

- In broad terms, the scale and overall height of the proposal is appropriate for the emerging context of Cross Lane. Cross Lane itself is a very special place, with entry underneath a characterful overhead sign. The panel feels it will be important to keep an intimate scale at pedestrian level, while opening up – and stepping back – the upper floors of development.
- It highlights that the most rational configuration of the massing would follow the local contextual patterns, that of two commercial storeys at ground and first storeys, with residential accommodation above, set back from the building line established at ground and first floor.
- The panel thinks that the applicant's preferred balance of accommodation types and configuration is regrettable; that of a commercial storey at ground floor, with two storeys of commercial set back from the ground level building

line, and three storeys of residential accommodation above that. If this configuration is retained, then further design development work is required to ensure that the ground floor and parapet above are visually strengthened, and that the proportions, rhythms and fenestration of the commercial and residential elevations are well mediated.

Place-making, public realm and landscape design

- The panel would encourage some further consideration of the landscape design of the frontage of the scheme. It would welcome an approach that prioritises and enhances the pedestrian experience along Cross Lane and at the entrance to the building, while avoiding 'clutter' within the streetscape.
- At the rear of the scheme, it will be important to maintain visual connection across the three landscapes of the adjacent developments.

Architectural expression

- As noted above, the proposed balance between commercial and residential accommodation is regrettable and presents great challenges in developing a coherent visual language for the scheme. If the proposals proceed on this basis, it will be extremely important for Cross House to be well-proportioned in visual terms.
- The plinth (the lower storey that steps forward) needs to become a stronger visual element within the elevation. Making the plinth two storeys high would work well, but if the current configuration of a single storey plinth is retained, then the parapet of the plinth should be raised, creating a solid enclosure rather than a railing. The incorporation of texture and richness within the materiality of the plinth and parapet would bring some exuberance to the architectural expression at the level of the street. The panel notes that coloured glazed bricks are proposed at the ground floor of the Pool Motors site adjacent on Cross Lane.
- The approach to architectural expression within the floors above the plinth should be 'calmer' than that of the plinth itself and should have much more visual coherence than currently proposed. The shift from large areas of glazing on the first and second floors to the rhythms of the residential fenestration on the floors above is visually uncomfortable.
- Inclusion of a large area of plate glass windows would be inappropriate to the scheme's location, adjacent to a conservation area. In this regard, the architectural expression should try to build on the language of the conservation area, while avoiding pastiche.
- Further design work is required to ensure a coherent approach to the fenestration of both the residential and commercial accommodation, with



consideration given to the width and modulation of the glazing across all of the upper floors.

- The panel questions whether overheating may be a problem with the west-facing glazing on the top-floor.
- Inclusion of a 600mm deep alcove at the ground floor entrance could remove the necessity for a canopy and could help reduce the level of perceived 'clutter' within the streetscape of Cross Lane.
- The quality of materials and construction, for example the bricks used, will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.
- While there may be an argument for the inclusion of red-toned brickwork within this part of Haringey, the panel notes that a high quality rich-textured London stock brick could also work well.

Scheme layout

- The circulation areas are quite constrained, and the panel would like to see greater generosity and flexibility. It questions whether consideration has been given to wheelchair refuges within the hallways. In addition, it notes that service risers within stairs can be very challenging to implement successfully.
- The residential layouts are very compact, and the panel would encourage the design team to 'future-proof' the accommodation where possible, which might include consideration of how working from home might be accommodated.
- The inclusion of a lightwell to enable cross-ventilation within the residential units is supported.
- The panel would encourage greater generosity in the design of the residential entrance, which could be achieved by reducing the size of the meeting room adjacent.
- It also questions whether the configuration of the basement is workable, especially in terms of access to the parking spaces.

Design for inclusion, sustainability and healthy neighbourhoods

- It is regrettable that there is a lot of parking retained within the development for the commercial unit; a reduction in parking would potentially allow for more generosity within the configuration of the scheme.
- The panel highlights that more detailed work on the scheme's energy strategy is required.



- As there are poor daylight levels at ground and first floor, it may be prudent for officers to seek the inclusion of a planning condition to avoid conversion to residential accommodation at a later date.

Next steps

- The panel is confident that the project team will be able to address the points above, in consultation with Haringey officers. Subject to resolution of these issues, the panel offers support for the proposals, and looks forward to seeing the completion of development within the site allocation.

Pre-Application Briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No:** PPA/2021/0003**Ward:** Woodside**Address:** Civic Centre, High Road, London, N22 8ZW

Proposal: Refurbishment of existing Civic Centre and redevelopment of the existing rear car park for the erection of a three storey building (plus roof enclosure); 2 x two storey links; creation of central courtyard; and associated landscaping

Applicant: London Borough of Haringey**Agent:** Montagu Evans**Ownership:** Council**Case Officer Contact:** Samuel Uff**2. BACKGROUND**

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it ahead of the submission of a full planning application. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once submitted, would be presented to the Planning Sub-Committee in Summer 2023 for determination. The applicant team has actively engaged in pre-application discussions with Planning Officers over the last few years, with formal pre-application meetings and a number of QRP meetings in the past year.

3. SITE AND SURROUNDINGS

- 3.1. The site is occupied by the Council's Civic Centre. The Civic Centre was designated as a Grade II Listed building in July 2018. The site has been temporarily closed since 2020 and is awaiting renovations as part of the Council's project to create a multi-purpose Civic hub for Haringey residents.
- 3.2. The site is located on the western side of Wood Green High Road and contains the existing Grade II listed Civic Centre building, with associated front and rear car parks. The site is located within the Trinity Gardens Conservation Area.
- 3.3. To the south of the site is the Grade II Listed Building of St Michaels Church and to the west is the Trinity Primary School, which is also Grade II Listed. To the north of the site is the Fishmongers Arms which is Locally Listed. The remainder

of Trinity Road is predominantly characterised by terraced residential properties. To the east of the site is the Crescent Gardens open space.



- 3.4. The site is designated as site allocation SA5 in the 2017 of the Site Allocations DPD and is also referred to as WGS A1 of the draft Wood Green Area Action Plan. These policy documents pre-date the 2018 statutory listing of the Civic Centre, but both documents highlight the suitability of redeveloping the car park, alongside renovations of the Civic Centre and retention of civic uses within the Civic Centre.
- 3.5. At a cabinet meeting of 12 October 2021, the decision was taken to redevelop the Civic Centre site as part of a wider project to consolidate the council offices in Wood Green, to provide a modern efficient civic campus and deliver economic and housing growth on current office sites.

4. PROPOSED DEVELOPMENT

- 4.1. The proposal is for the erection of a three storey building in the rear car park, to the west of the existing Civic Centre building. The proposed building would have two storey links to the existing Civic Centre and a recessed top floor, which would accommodate associated plant.
- 4.2. The development would also include alterations and renovations to the existing Civic centre and associated landscaping improvements. The use would be for Council offices, alongside the retention of selected civic uses.



5. PLANNING HISTORY

- 5.1. HGY/2022/0329 Listed Building Consent granted for alterations including the removal of asbestos, building services and soft strip in order to enable the refurbishment of the listed building.
- 5.2. HGY/2022/1059 Listed building consent granted for asbestos R&D intrusive survey, structural investigations, condition survey, facade survey, ground investigations and investigative works.

6. CONSULTATIONS

6.1. Public Consultation

- 6.2. A Development Management Forum (DMF) was held on 23rd February. The comments made by residents and interested groups on the night of the DMF are set out in appendix 2.

6.3. Quality Review Panel

- 6.4. An earlier version of the proposal was assessed by the Quality Review Panel (QRP) on 27th April 2022. Following panel members comments, and further pre-application discussions with officers a further revised scheme was presented to the QRP 18th January 2023. The QRP's written comments / reports are attached as **Appendix 1** and **Appendix 2**.

- 6.5. In summary, the Panel strongly supports the retention of the Civic Centre for Civic uses and the overall form of new build development. Refurbishment of the Civic Centre, improvements to landscaping and the improved sustainability objectives were also praised and supported by the Panel Members.
- 6.6. The Panel saw no reason to be consulted further on the design when an application is submitted.

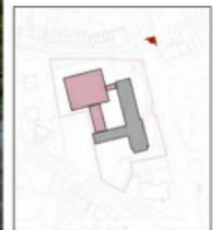
7. MATERIAL PLANNING CONSIDERATIONS

- 7.1. The Planning team's initial views on the development proposals are outlined below.
- 7.2. *Principle of Land Use*
- 7.3. The proposed development would provide approximately 5,000sqm of office space for approximately 800 staff. This would retain the civic use of the site and suitable employment use.
- 7.4. Adopted Local Plan site allocation SA5 of the Councils Site Allocation DPD 2017 and draft site allocation WGSA1 make reference to the potential for the conversion of the Civic Centre with a mixed use residential, employment and commercial uses. The Civic Centre is now a Listed Building and the applicant team have taken a different approach to retain the Civic Centre and utilise it for civic and council office uses. This then allow for mixed use development to take place on the Council's existing office sites achieving the overall aims of the site allocations. As such the principal is supported.
- 7.5. *Scale, Massing and Detailed Design*
- 7.6. Proposed refurbishment works to the Grade II Listed Civic Centre include the restoration of the façade and alterations to windows to allow improved energy performance. Internally there would be removal of some internal partitions to provide a suitable modern working environment and alterations to the proposed reception area and existing annex. General improvements would be undertaken to the existing internal appearance whilst maintaining heritage significance.
- 7.7. The proposed new building would be of a high-quality contemporary design of a sympathetic height and scale with the proposed parapet height reflecting that of the existing Civic Centre building and the recessed screening of plant would have a similar relationship to the recessed top floor of the existing Civic Centre building. This is proposed to be finished with a robust suite of materials that would appear in keeping with the original design of the restored Civic Centre building and the character and appearance of the conservation area.

- 7.8. The proposed building would be predominantly three stories in height, with a set back 4th storey level of plant screening on the roof. A two storey element is proposed to link the existing rear annexe to the proposed building. A further link consisting of an undercroft and first floor link would run from the north-western corner of the existing Civic Centre building to the proposed building, parallel to Trinity Road. This would create an internal, landscaped courtyard.

CGIs

North East - Trinity Road Corner



- 7.9. The proposed building would be set back from Trinity Road to allow retention of the tree lined street frontage. A new rear vehicular access from Trinity Road would provide access to a service yard. The main access to the building would be through the existing Civic Centre entrance, which would be refurbished. Disabled parking bays would be provided at the front of the site.
- 7.10. *Heritage impact*
- 7.11. Proposed works seek to restore as much as possible to the Civic Centre, which would include bringing the Council Chambers back in to use as well as retaining internal historical features. The proposal would also involve replacement of windows, façade materials whilst improving energy performance. As part of the pre-application process, detailed discussions are being undertaken to ensure these works are undertaken in a considerate manner, so as not to harm the heritage significance of the Grade II Listed Civic Centre Building.
- 7.12. Removal of a select few of internal partitions are proposed and detailed design of such loss and significance is currently under discussion and may require internal alterations. Detailed conditions will be required to determine final detailed designs for the listed building.

7.13. *Amenity of Nearby Residents*

- 7.14. The development would be sited and designed sensitively to avoid significant levels of overlooking. The building would be set back from the residential frontage of Trinity Road. The size of windows and glazing of the link have been designed to minimise overlooking of the Traveller site and adjacent Trinity Primary School. As such, no material adverse impacts on the amenity of neighbouring residents are anticipated.

7.15. *Transportation and Parking*

- 7.16. The site has excellent public transport connections (PTAL 6a) and is within short walking distance of Wood Green Tube Station and Number 12 bus services.
- 7.17. The parking at the front of the site would be for blue badge holders and this would be the only provision on site. Generous cycle storage facilities are proposed, as are shower facilities for cyclists.

7.18. *Sustainability*

- 7.19. Passive design measures have been incorporated into the project strategy to complement the Council's commitment to achieve net zero carbon by 2041. These include the compact form, building fabric performance and measures to avoid overheating.
- 7.20. The scheme aims to achieve 'excellent' or 'outstanding' for BREEAM standards and will encompass this in an energy strategy incorporating lean, green, clean and seen credentials.

PLANS AND IMAGES

Existing site image



Proposed massing



Site Wide Strategy Ground Floor

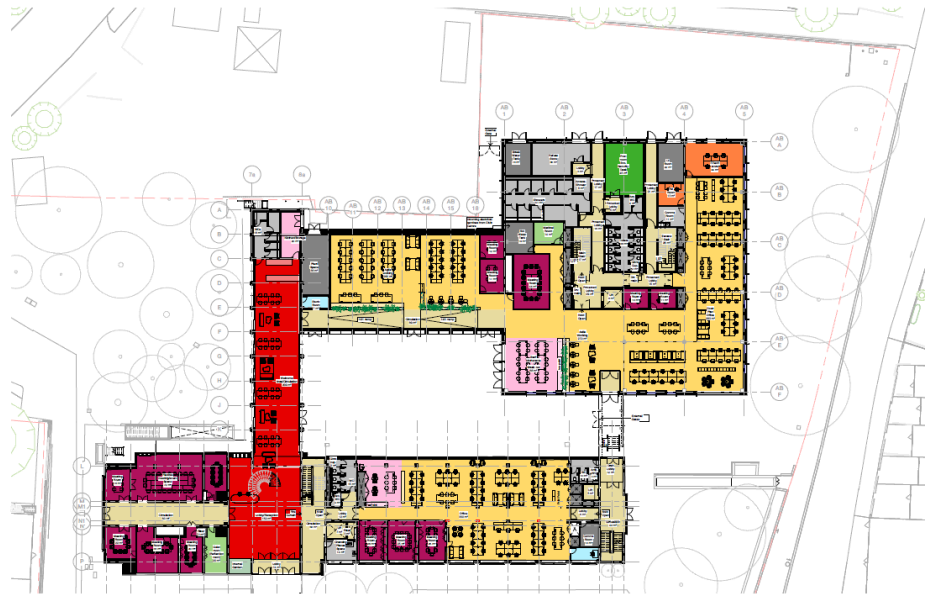
Key

Net-usable areas:

- Workspace
- Collaboration Space
- Teapoint
- Focused Space
- Meeting Room
- Welcome Area
- Civic Space
- Well-being Space
- Security & Post

Non-net areas:

- Circulation
- Balance
(Toilet, Comm's room,
changing place)
- Plant spaces



Site Wide Strategy First Floor

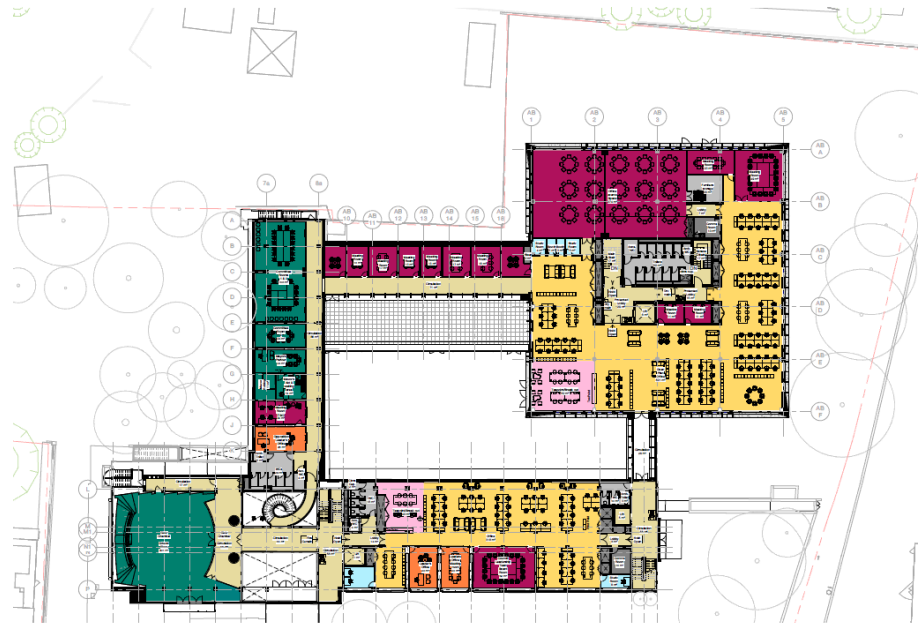
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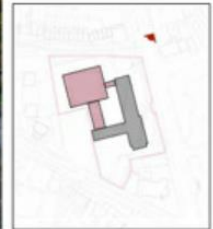
Non-net areas:

- Circulation
- Balance
(Toilet, Comm's room,
changing place)
- Plant spaces



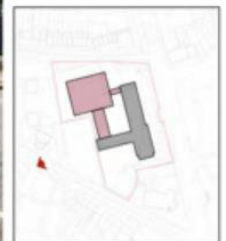
CGIs

North East - Trinity Road Corner



CGIs

Bounds Green Road



CGIs
Trinity Road



CGIs
Staff Courtyard



APPENDIX 1 – QRP 1

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Haringey Civic Centre

Wednesday 27 April 2022

Clockwise, Greenside House, 50 Station Road, London N22 7DE

Panel

Peter Studdert (chair)
Phil Armitage
Louise Goodison
Phyllida Mills
David Ubaka

Attendees

Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Sam Uff	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kate Trant	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Aikaterini Koukouthaki	London Borough of Haringey
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Confidentiality

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1. Project name and site address

Haringey Civic Centre, High Road, Wood Green, London N22 8LE

2. Presenting team

Jason Martin	Partner, Hawkins\Brown
Raheela Fitzgerald	Architect, Hawkins\Brown
Matt Pearson	Architect, Hawkins\Brown
Eduarda Viera	Architect, Hawkins\Brown
Lucy Markham	Partner (Heritage), Montagu Evans
Louisa Smith	Partner (Planning), Montagu Evans

3. Planning authority briefing

Located within the Trinity Gardens Conservation Area, the site is occupied by Haringey Civic Centre, a Grade II listed building, designated as such in 2018. The existing Civic Centre building is three storeys high, with a recessed fourth floor. The building is currently subject to restoration works, and further works are proposed for its internal layout. The proposed new building comprises four storeys with screened plant and atrium / lift overrun above. Both the proposed development and the existing Civic Centre building will mainly be used as offices for Haringey Council staff, as well as retaining some civic uses.

The proposals also include the redevelopment of the rear car park at the northwest corner of the site, link extensions and a landscaped courtyard between the existing and proposed new council office building. The scheme does not propose any replacement parking, with parking in front of the site to be retained.

4. Quality Review Panel's views

Summary

The panel broadly supports the proposed scheme, which it views as a very positive addition to the borough but makes comments relating to the height of the annexe, its relation to the existing building, its setting and the scheme's sustainability strategy. The panel applauds the decision to recognise the importance of the Civic Centre to the borough by retaining the existing building, to refurbish significant interior features, such as the Council Chamber, and to retain the existing main entrance. It expresses concerns about the scale of the proposed new annexe building, particularly in relation to the existing Civic Centre, and suggests that consideration is given to either setting back upper storeys or reducing the building in height. At the same time, the panel recognises the importance of creating a building with a strong presence in the townscape and suggests careful consideration of how to address this tension. Facades could be more varied, responding to different settings, and the western edge of the site will require careful treatment to ensure a sympathetic relationship with the school and travellers' site.

The panel would like to see security provision explored in greater detail, to ensure requirements are built in, particularly to the landscape approach. It would also like to more detail to show how each floor plate works in terms of office use and circulation. It would also welcome more detail on the link extensions between the existing Civic Centre building, and on the proposed new annexe. The panel supports the scheme's landscape strategy, which it feels sends a positive message to the wider area but asks that for more thinking on pedestrian and vehicular routes. Cycle parking should be moved to a more attractive location. A more detailed sustainability strategy is needed to show how the scheme can achieve zero carbon, including assessment of material performance. These comments are expanded below.

Scheme context

- The panel comments that the site's wider urban context is key to the success of the scheme. It notes that the existing Civic Centre sits relatively low in the townscape and suggests that giving the new scheme more presence on the hill would reinforce its local civic role.
- The panel feels that the western edge of the development is a sensitive part of the scheme because of its proximity both to the Wallham Place Travellers' Site and to Trinity Primary Academy, and therefore needs careful consideration, in consultation with the school and the travellers.
- The panel feels that both pedestrian and vehicular access need to be addressed in more detail, to help give the scheme greater presence. The approach from the Wood Green town centre to the development could be more legible and the approach to the building's main entrance from its immediate pedestrian setting would benefit from more development.

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- The approach to the scheme would also benefit from being more pedestrian-friendly, with more functional links into the immediate townscape, including to Crescent Park.

Civic Centre repair and restoration

- The panel applauds the scheme's ambition to integrate the existing Civic Centre building with the new annexe and link extensions, while recognising the challenges involved in working with the Civic Centre's aging fabric. The panel commends plans to restore parts of the building as closely as possible to their original state, particularly the Council Chamber and Committee Rooms.
- The panel also supports plans to ensure that repairs are sympathetic to the detailing and materiality of the scheme. While it understands why glass-reinforced concrete (GRC) has been chosen for the exterior of the existing building, it recommends rigorous specification, testing and detailing of this material to ensure it will not suffer adverse effects from weathering.

Architecture

- While the panel largely supports the proposed four-storey height of the annexe building, it is concerned about the impact of the rooftop plant and atrium / lift overrun on the scale of the building. It suggests that options are developed to set this element back, and that parapet detailing is also developed further.
- The panel also asks whether plant could be accommodated in the basement, or floor-by-floor, to reduce the height of the building.
- The scale of the building could also be mitigated by refining detailing at upper storeys. The panel also suggests that each façade could be detailed to be more individually responsive to its immediate context. For example, the north façade could respond to the more domestic scale of the Trinity Road area.
- The panel recommends more detailed analysis of internal layouts, to show how the central core, and deep floorplates will work in terms of office use, circulation, gathering points and views.
- The panel observes that the presentation appears to show that the levels at parapet height are in alignment and questions whether this is the case, or whether the presentation is a slight misrepresentation. More information on how these levels and heights work in detail would be welcomed.
- The panel supports the materiality of the new annexe building, inspired by the existing Civic Centre building.
- However, it suggests that the annexe's elevations require further thought. For example, the fin design would benefit from more detailed attention.

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- The panel also suggests the development of elevations that respond to different conditions around the building. Each facade could read in a way that addresses a different function and setting, such as facing the street, facing the courtyard or facing adjacent buildings.
- The panel supports the use of large windows, which provided variation in the annexe facades, contribute civic and public qualities. They will also provide views in and out, and the panel suggests more detail is developed on what these views will be.

Accessibility and security

- The public and semi-public areas, and the office accommodation within the scheme, are essential components of its civic and democratic function. The panel welcomes the ways in which these elements are addressed but recommends detailed consideration of the security requirements for such a high-profile building. This should include consideration of human, architectural, technological and landscaping approaches to delivering security.
- For example, the panel suggests that the first security line should be at a vehicular level, tied in part to the scheme's overall landscape strategy. Planting and other subtle interventions could form part of this approach. The need to introduce measures such as bollards, post-completion, should be avoided.
- The panel notes that staff cyclists appear to have the least interesting route into the development, with access from the rear of the scheme next to the refuse store. The panel questions this approach, which is unlikely to encourage employees to cycle to work.
- The panel welcomes the retention of the existing Civic Centre entrance on the High Road as the scheme's main entrance. However, it feels that improvements could be made to general access and circulation across the whole scheme to create more natural and logical relationships between different parts of the building.

Landscape

- The panel notes the generous provision offered by the scheme's staff courtyard.
- The panel is encouraged by plans to preserve existing trees on the Trinity Road and High Road sides of the site, and by proposals for additional planting across the site, including links to the adjoining woodland.
- It suggests that circulation areas in and around the garden and woodland area could be improved to encourage use.

Sustainability

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- The panel supports the ambition for the scheme to achieve net zero by 2027. However, it is unclear how this ambition will be achieved, particularly in the existing Civic Centre building, and asks for further details.
- The panel suggests that considering alternative options for the location of the plant could provide more efficient heating and cooling, as well as reducing the height of the building.
- Similarly, the panel would welcome a more detailed analysis of the way the stack ventilation operates, in relation to the central circulation core of the annexe building.
- While the panel acknowledges that GRC is a viable low embodied carbon material, it asks that its performance is also taken into account, as part of a fabric-first approach to the scheme.
- The panel notes the intention to use openable windows and asks for more detailed analysis to show how they will work in different parts of the building.
- The panel welcomes the introduction of photovoltaic cells but asks for more clarity on how they contribute the overall sustainability strategy.

Next steps

The panel is available to review the scheme again, either at a formal review or a chair's review, when the design team has been able to respond to its comments.

Appendix 2 – QRP

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Haringey Civic Centre

Wednesday 18 January 2023

Room 0:M1, Clockwise Wood Green, 50 Station Road, London N22 7DE

Panel

Peter Studdert (chair)
Phyllida Mills
Iris Papadatou
Andy Puncher
Craig Robertson

Attendees

Suzanne Kimman	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Sylvester Olutayo	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Samuel Uff	London Borough of Haringey
Joe Brennan	Frame Projects
Kirsty McMullan	Frame Projects

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

Haringey Civic Centre, High Road, Wood Green, London N22 8LE

2. Presenting team

Julia Galves	Hawkins\Brown
Jason Martin	Hawkins\Brown
Matt Pearson	Hawkins\Brown
Lucy Markham	Montagu Evans
Louisa Smith	Montagu Evans
Chris Churchman	Churchman Thornhill Finch
Damian Wines	Buro Happold

3. Planning authority briefing

The site is located within the Trinity Gardens Conservation Area. Statutory listed buildings within the immediate setting of the site include the adjacent Trinity Primary Academy School, St Michael's Church and the War Memorial. The site is occupied by the existing Civic Centre, which is a Grade II listed building. It is three storeys with a recessed fourth floor. The site is included in the Site Allocations DPD and draft Wood Green Area Action Plan. Both documents were published prior to the 2018 listing of the Civic Centre. There is a Traveller site to the west.

This scheme proposes refurbishment of the listed Civic Centre, redevelopment of the rear car park in the northwest corner of the site, and link buildings connecting the existing and proposed development. The extended Civic Centre will be used as council offices for London Borough of Haringey and invited visitors. There is indoor community space to the south of the site, opening onto a community garden. Selected events will open to the public and are likely to be held in the courtyard enclosed by the existing, proposed and link buildings.

Officers would welcome the panel's views on:

- the functionality of the site, including internal layout.
- scale, particularly in relation to the existing Civic Centre and parapet heights.
- setting back upper storeys and varying facades to respond to their settings.
- materiality.
- sustainability, balanced with heritage.
- plant and servicing locations.
- landscaping and accessibility for pedestrians and cyclists, especially the staff entrance.

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4. Quality Review Panel's views

Summary

The panel warmly supports the proposals for the Haringey Civic Centre, which will give a valued heritage asset an extended lease of life in public service. The project team has responded well to the comments from the previous review (held on 27 April 2022) and presented a scheme that is sensitive, works well, and is in keeping with the spirit of the original building.

The height and massing are an appropriate response to both the existing Grade II listed building and the wider context. The east-west pedestrian and cycle route through the site needs further work to help encourage staff and visitors to travel sustainably. The amount of greenery in the scheme should be increased, particularly in the courtyard. There should be a direct connection between the indoor community spaces and the woodland garden. The suggestion of community co-design for the woodland garden is positive and should be developed. Mature trees should be retained where possible. This scheme has the potential to be an exemplar for incorporating passive sustainability in a site with heritage assets. The panel encourages the project team to continue to reduce the scheme's embodied carbon, perhaps through a hybrid ventilation system. The panel is not convinced by the introduction of brick to the elevations, which it considers to interrupt the purity of the original Scandinavian-inspired Civic Centre design. The setback of the plant on the roof and the faceted screening appear likely to conceal it well in views. The internal stairs would benefit from further work to ensure that they feel open and high quality. The staff entrance sequence works well. The bicycle stores are currently too prominent in front of the Civic Centre and resemble portacabins. They should instead be integrated into the landscaping using the site topography.

These comments are expanded below.

Height and massing

- The panel supports the refinements to the height and massing made since the previous Quality Review Panel meeting.
- Reducing the height by one storey by removing the central atrium and atrium lantern has helped the scheme to sit comfortably in its surroundings and has alleviated concerns about impact on the listed Civic Centre building.
- The removal of the atrium from the previous design iteration is logical, as the scheme already benefits from a courtyard. It also helps the building to be more outward looking, and to better address its urban setting.

Wider connectivity

- The panel is not yet convinced that the east-west pedestrian and cycle route through the site will be well used. The width of the path and cycle route should

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be increased to match the ambition of the transport access diagram and successfully promote this route.

- The service yard to the north should be open to allow overlooking, helping to ensure it is a safe space. Further consideration is needed of how access to the smaller service area to the south is managed while maintaining the public east-west through route.
- The panel asks the project team to avoid double-stacked bicycle storage, which is difficult to use and may put staff and visitors off travelling sustainably to the Civic Centre.

Landscape design

- The panel supports the ambition to create lush, green landscaping, but thinks that the design could do more to achieve this, particularly in the fully paved courtyard.
- The courtyard should have a relationship to the adjacent woodland garden, allowing greenery to permeate deeper into the scheme. This would help the space to be more welcoming and comfortable at all times of year, increase its urban greening factor, and support the health and wellbeing of Haringey staff and visitors.
- The panel encourages the project team to continue discussions with London Borough of Haringey to better understand their requirements for the courtyard space, as it may be used for large events more suited to hard landscaping.
- Alternative ways to meet Haringey's needs should be investigated, such as pavilions in the courtyard that provide hard standing but allow greenery to take over the rest of the space.
- The indoor community spaces should have a stronger connection to the outdoor woodland garden (also for community use).
- The panel understands that there is a vent to the basement of the existing Civic Centre that makes direct access between the garden and community spaces difficult. It encourages the project team to work with planning officers and heritage experts to come to a resolution that balances heritage concerns with community benefits. For example, the vent could be grated over.
- The idea that the woodland garden space could be co-designed with the local community is positive. The panel would like to see this taken seriously and developed further, considering which communities will be approached, the management strategy, and involving them as early as possible in the design process to help with engagement.
- The panel's concerns about the impact of the service yard in the northwest corner of the site on the neighbouring primary school have been addressed.

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The project team should ensure that sufficient space is allowed along this boundary for mature trees to help mediate this relationship.

- The panel suggests that the trees required for this scheme should be purchased as soon as possible to give them time to grow, and ensure that the landscape proposals will work from day one. This strategy has been already successfully tested in the Queen Elizabeth Olympic Park.

Sustainable design

- The panel commends the project team's work on the sustainability narrative and proposals. It thinks that this scheme has the potential to be an exemplar for others to follow, especially for incorporating passive sustainability into a listed building.
- The panel is pleased to see a realistic figure for the scheme's embodied carbon, especially considering the heritage constraints on this site. The project team should continue to work to reduce embodied carbon where possible.
- The analysis of the way the building's design responds to different conditions on each side of the scheme is a positive factor, but the variations are subtle.
- The panel encourages the project team to take this further by exploring the potential for a hybrid, natural and mechanical ventilation system. This will help to cool the building where there are large windows allowing solar gain. As there is no longer a central atrium and only the perimeter of the building can benefit from natural ventilation, this potential should be maximised where possible.
- The mature trees to the front of the existing Civic Centre should be retained, as they will help to provide solar shading.

Architectural language and materiality

- The panel largely supports the architectural language and materiality proposed for the existing building.
- However, it considers that the introduction of brickwork on the ground floor elevations interrupts the purity of the elevations. This makes the ground floor plinth appear recessed behind the white fins, which is a departure from the original Scandinavian-inspired design. The material treatment of the elevations within the courtyard should also wrap around all sides.
- The panel is convinced that the faceted design of the screening to the services on the roof of the building will help it to disappear into the sky. While the approach is different to the clean horizontality of the existing building, the ragged top edge of the screen seems likely to catch the light, and successfully evokes the playfulness of the existing building.

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- The setback of this plant on the roof appears successful. The panel advises the project team to ensure that no access ladders or service ducting are visible beyond the screen.
- The internal stairs require further design work. It is important that their material treatment is of the standard of the existing building interiors. They are also very enclosed at present. The panel suggests adding internal windows to the sides, and/or hold-open devices to the doors to make the space feel more open and work with the fire strategy.
- The architectural language of the external bicycle stores does not yet match the rest of the building. They currently appear too much like garages or portacabins. In the panel's view, the bicycle stores would be improved by integrating them into the podium. By using the topography of the landscape, they can appear less prominent in front of the Civic Centre.

Internal layout

- The panel finds the layout successful and enjoys the positioning of the link buildings in relation to the original 1950s Civic Centre masterplan.
- The panel is confident of the project team's approach to the Civic Centre restoration and does not have concerns about interior modifications.
- The staff entrance sequence is logical and will allow staff to easily circulate around the entire internal building loop. It is acceptable to have two doors at the staff entrance because it creates views through to the courtyard and is easier to manage, therefore more likely to remain in operation.

Next steps

The Quality Review Panel supports the proposed development and is confident that the applicant team can address the final refinements it suggests in liaison with Haringey officers.

APPENDIX 3 – Development Management Forum

The Development Management Forum took place on 23 February 2023. A summary of key issues is detailed below:

Council offices and Civic use of site:

- *A resident sought clarification of why this site instead of existing River Park House / Alexandra House. Cllr Ali queried the future proofing of size of the use whether this was suitable floorspace for all employees.*

Response: The consolidated use of this site for council workers had the best business case, as either of the other sites would also require significant improvements. This would also retain civic and council uses on this historic site and allow retention and improvements to the Civic centre. Consolidation in one site has potential to free up these other sites, although no decision has been made on future of those site.

The proposed offices would not be for traditional working for all employees everyday, but rather a collaborative working space and be used in conjunction with other offices throughout the Borough and home working.

- *Cllr Bevan raised the point that facilities and audio visual would need to be improved, as would sound performance within rooms. Member of the public also queried lack of public seating and if this would be fully accessible.*

Response: Internal facilities are being reviewed by application team and reassured that these will be of high quality and suitable for the spaces. An acoustic consultant is also reviewing reverberations and minimising sound between rooms. Further reassurance that the CGIs are under review and that public seating would be included in Civic areas.

Sustainability:

- *Cllr Bevan queried the loss of basement and if this was value engineering. Cllr lyngakaran questioned whether embodied carbon for the new building could be below the RIBA target and tree canopy cover proposed.*

Response: The loss of the basement would provide some saving but this is balanced decision on the basis that it was not a requirement and means that embodied carbon would be significantly reduced. Assurances offered on broader design quality and of high standard.

The embodied carbon of each individual material is being reviewed and is hoped it can be improved even further. Post tension techniques have enabled less concrete and thinner levels of concrete.

The mature trees on site would have room to continue to grow and canopy would be retained. Additional trees are proposed in service yard and courtyard, which will over shade and further benefits of carbon capture.

- *Resident raised the question of overheating and direct sun into rooms and if there is potential for green roofs.*

Response: The tree coverage would provide some shading. Overheating is addressed in the recessed window alignment and variety of window openings for different elevations. The window performance throughout will also be improved. Mechanical ventilation and windows will be openable to allow further relief. A green roof is proposed on the internal courtyard side of the link.

Transportation and Highways:

- *Cllr Ali supported the reduction in parking but queried whether sufficient for specific events, especially given that the side streets require permits and it is a relatively further from town centre car parks and smaller than Waltham Forest project (recently viewed on a members site visit).*

Response: There are 8 accessible bays and a drop off point and this has a high PTAL unlike Waltham Forest.

- *Cllr Iyngakaran, Cllr Ali and Cllr Brennan questioned whether there was scope for highways improvements and potential for crossing points and bus stops.*

Response: There is a highways proposal for an additional crossing, enhancement to public realm, cycle and pedestrian routes and the bus stop. A specific crossing is being discussed from Crescent Gardens to the site to enhance this connectivity.

Public involvement:

- *Cllr Ali, Cllr Iyngakaran, supported by other Councillors and resident questioning enquired as to how the public could interact with the site and what community involvement there has been.*

Response: There are plans for improvements to the wild garden to south, which will have greater interaction with the proposed site and that there is ongoing discussion with Travellers site, local schools residents and businesses about this use. Likewise, there are proposals for enlivened landscaping with “play-on-the-way” on the northern landscaped area and potential exhibition space / installations in front of the existing Civic Centre building.

- *Residents and councillors sought assurances on public consultation.*

Response: There have been ongoing discussions with these stakeholders and an exhibition had taken place on the same day as this meeting at St Michael's Primary School. An exhibition will held within the Wood Green Library and information packs distributed throughout other local libraries. Application team will review whether the exhibition could be toured around these after Wood Green. Full details will be publicised and are available on Haringey website.

Miscellaneous discussion:

- *Officers and resident asked for timeframe on programme of construction and completion.*

Response: Advised that this is somewhat unknown as still looking at submitting planning application and associated discussion, which will be followed by procurement. Hoped to commence in spring 2024 and complete in summer 2026.

- *Cllr Ali queried if there may be any archaeological interest on site and if community could be involved if any discovered*

Response: Advised that there would be suitably worded condition, but any community involvement would need to be discussed as and when any is found.

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Report for:	Planning Sub Committee Date: 06 March 2023	Item Number:	12
Title:	Update on major proposals		
Report Authorised by:	Robbie McNaugher		
Lead Officer:	John McRory		
Ward(s) affected: All	Report for Key/Non Key Decisions:		

1. Describe the issue under consideration

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

2. Recommendations

- 2.1 That the report be noted.

3. Background information

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



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

4. Local Government (Access to Information) Act 1985

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

Site	Description	Timescales/comments	Case Officer	Manager
APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED				
109 Fortis Green, N2 HGY/2021/2151	Full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 x residential flats and 4 mews houses and 131m2 flexible commercial space in ground/lower ground floor unit, basement car parking and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
573-575 Lordship Lane, N22 HGY/2022/0011	Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Chris Smith	John McRory
Adj to Florentia Clothing Village Site, 108 Vale Road, N4 HGY/2022/0044	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
15-19 Garman Road, N17 HGY/2022/0081	Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement.	Kwaku Bossman-Gyamera	Kevin Tohill

	second floor frontage together with 10No. Self-contained design studio offices on the third floor. (Full Planning Application).	Negotiations on legal agreement are ongoing.		
29-33 The Hale, N17 HGY/2021/2304	Redevelopment of site including demolition of existing buildings to provide a part 7, part 24 storey building of purpose-built student accommodation [PBSA] (Sui Generis); with part commercial uses [retail] (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. However the proposal has been amended to include a second staircase for escape in event of fire so will require a further determination by sub-committee. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
Barbara Hucklesby Close, N22 HGY/2022/0859	Demolition of existing eight bungalows and the construction of a part one, two and three-storey building to provide supported living accommodation (Use Class C2) comprising 14 one-bedroom homes, a support office and communal garden. Provision of two wheelchair accessible parking bays, refuse/recycling and cycle stores and landscaping.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations on legal agreement are ongoing.	Gareth Prosser	Kevin Tohill
313-315 Roundway and 8-12 Church Lane, N17 HGY/2022/0967	Demolition of existing buildings and erection of a three to five storey building with new Class E floorspace at ground floor and residential C3 units with landscaping and associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Chris Smith	Kevin Tohill

Broadwater Farm, Tottenham, N17 HGY/2022/0823	Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including Stapleford North Wing): Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate.	Members resolved to grant planning permission subject to the signing of legal agreement. GLA Stage 2 referral received. Negotiations on legal agreement are ongoing.	Chris Smith	John McRory
Woodridings Court, Crescent Road, N22 HGY/2022/2354	Redevelopment of the derelict undercroft car park behind Woodridings Court and provision of 33 new Council rent homes in four and five storey buildings. Provision of associated amenity space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space at the front of Woodridings Court, including new landscaping, refuse/recycling stores and play space.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
St Ann's Hospital, St Ann's Road, N15	Circa 995 residential dwellings, commercial and community uses, retention of existing historic buildings, new public realm and green space,	Members resolved to grant planning permission subject to the signing of legal agreement	Chris Smith	John McRory

HGY/2022/1833	new routes into and through the site, and car and cycle parking.	GLA Stage 2 referral received. Negotiations on legal agreement are ongoing.		
Brunel Walk, N15	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	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
45-47, Garman Road, London, N17 HGY/2022/2293	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.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Kwaku Bossman-Gyamera	Kevin Tohill
175 Willoughby Lane London, N17 HGY/2022/0664	Redevelopment of vehicle storage site for industrial uses (seven medium-large warehouse units)	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Sarah Madondo	Kevin Tohill
APPLICATIONS SUBMITTED TO BE DECIDED				

Wat Tyler House, Boyton Road, Hornsey, London, N8 HGY/2022/3858	Redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part 4, 5 and 7- storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate.	Application submitted and under assessment. To be reported to members at the planning sub-committee on 6 th March 2023	James Mead	John McRory
Cross House, 7 Cross Lane, N8 HGY/2021/1909	Demolition of existing building; redevelopment to provide business (Class E(g)(iii)) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement, provision of 7 car parking spaces and refuse storage.	Application submitted and under assessment. To be reported to members at the planning sub-committee on 6 th March 2023	Valerie Okeiyi	John McRory
Tottenham Hotspur Football Club, 748, High Road HGY/2022/4504	Reserved matters approval is sought in respect of 'landscaping' associated with Plot 5 (residential and B1/D1) associated with planning permission HGY/2015/3000	Application submitted and under assessment	Samuel Uff	John McRory
44 Hampstead Lane, N6 HGY/2022/2731	Demolition of existing dwellings and redevelopment to provide a care home (Use Class C2); associated basement; side / front lightwells with associated balustrades; subterranean and forecourt car parking; treatment room; detached substation; side access from Courtenay Avenue; removal 8 no. trees; amended boundary treatment; and associated works	Application submitted and under assessment.	Samuel Uff	John McRory
550 White Hart Lane, N17	Application for Variation / removal of condition 8 (Deliveries in respect of unit deliveries in	Application submitted and under assessment.	James Mead	John McRory

HGY/2022/0709	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			
550 White Hart Lane, N17 HGY/2022/0708	Application for Variation / removal of condition 1 (in accordance with the plans) condition 4 (Restriction of Use Class) and condition 6 (Deliveries) attached to planning permission reference HGY/2020/0100	Application submitted and under assessment.	James Mead	John McRory
The Goods Yard and The Depot 36 & 44-52 White Hart Lane (and land to the rear), and 867-879 High Road, N17 HGY/2022/0563	Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use.	Application submitted and under assessment. Revised version of scheme refused in November 2021 – which was appealed, and the appeal upheld (allowed).	Philip Elliott	John McRory
Hornsey Police Station, 94-98 Tottenham Lane, N8 HGY/2022/2116	Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7	Application submitted and under assessment.	Valerie Okeiyi	John McRory

	flats and 4 mews houses including landscaping and other associated works.			
Former Petrol Filling Station 76 Mayes road, N22 HGY/2022/2452	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 HGY/2022/3846	Demolition of the existing buildings and construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
590-598 Green Lanes, N8 HGY/2022/1389	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 but advised it requires amending. Awaiting additional / amended information. Likely the amended scheme will be NMA rather than s.73.	Samuel Uff	John McRory
Drapers Almshouses, Edmansons Close, Bruce Grove, N17	Redevelopment consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional units on	Application submitted and under assessment.	Chris Smith	John McRory

HGY/2022/4320	site to consist of a mix of 1, 2 and 3 bedroom units.			
Baptist Church, Braemar Avenue, N22 HGY/2022/4552	Demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1, part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self-contained residential units at ground to fourth floor level with associated refuse, recycling storage, cycle parking facilities including landscaping improvements.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Berol Quarter Berol Yard, Ashley Road, N17	<p><u>Berol House</u></p> <p>Refurbishment of Berol House for a mix of flexible commercial and retail floorspace with additional floors on the roof. Comprising refurbishment of c. 3,800sqm of existing commercial floorspace and addition of c. 2,000sqm new additional accommodation at roof level. Targeting net zero.</p> <p><u>2 Berol Yard</u></p> <p>2 Berol Yard will comprise circa 200 new Build to Rent (BTR) homes with a mix of flexible retail and commercial space at ground floor level. The BTR accommodation will include 35% Discount Market Rent affordable housing. Tallest element 33 storeys.</p> <p>And associated public realm and landscaping within the quarter.</p>	Application submitted and under assessment.	Phil Elliott	John McRory

Highgate School, North Road, N6	1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield	Applications submitted and under assessment.	Tania Skelli	John McRory
Warehouse living proposal – Omega Works, Hermitage Road, Warehouse District, N4	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide a mix of commercial spaces, warehouse living and C3 residential.	Application currently invalid.	Phil Elliott	John McRory
IN PRE-APPLICATION DISCUSSIONS				
Civic Centre, Wood Green, High Road, N22	Refurbishment and extension to Haringey Civic Centre, to provide approximately 11,500sqm of commercial/ civic floorspace.	To be reported to members at the planning sub-committee on 6 th March 2023 for pre-application briefing.	Samuel Uff	John McRory
679 Green Lanes, N8	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11	Samuel Uff	John McRory
505-511 Archway Road, N6	Council House scheme 16 units	PPA in place with ongoing meetings	Mark Chan	Matthew Gunning
Mecca Bingo, 707-725 Lordship Lane, N22	Student accommodation, homes for rent and commercial uses	Next pre-application meeting arranged for March 2022.	Chris Smith	John McRory
Printworks 819-829	Potential change to student accommodation	Initial pre-app meeting held	Phil Elliott	John McRory

High Road, opposite the junction with Northumberland Park and just east of the Peacock Industrial Estate, N17				
50 Tottenham Lane, Hornsey, N8 Council Housing led project	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning
Sir Frederick Messer Estate, South Tottenham, N15 Council Housing led project	Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market.	Initial pre-app meetings and QRP held. Discussions ongoing.	Chris Smith	John McRory
Reynardson Court, High Road, N17 Council Housing led project	Refurbishment and /or redevelopment of site for residential led scheme – 10 units.	Pre-application discussions taking place	TBC	John McRory
Arundel Court and Baldewyne Court, Lansdowne Road, N17 Council Housing led project	Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and pram shed area and the erection of 3, 3 storey buildings, (3 at Arundel Court and 2 at Baldewyne Court) to provide 30 new residential units with associated improvements to the surrounding area.	Pre-application discussions taking place	Kwaku Bossman-Gyamera	Kevin Tohill

Gourley Triangle, Seven Sisters Road, N15	Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space.	Pre-app meetings held. QRP review held. Greater London Authority (GLA) meeting held. Discussions ongoing.	Chris Smith	John McRory
25-27 Clarendon Road, N22	Residential-led redevelopment of site, including demolition of existing buildings.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
Selby Centre, Selby Road, N17	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory
Ashley House and Cannon Factory, Ashley Road, N17	Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Submission likely in the Spring.	Phil Elliott	John McRory
Warehouse living proposals: Corner of Eade Road and Seven Sisters Road, N16	Warehouse living and commercial uses on corner of Seven Sisters and Eade Roads	PPA signed, preapp briefing to members, QRP2, & DM Forum in December.	Phil Elliott	John McRory
Warehouse living proposals: Overbury Road and Eade Road, Arena Design Centre, Haringey Warehouse District, N16	Warehouse Living and other proposals across 2 sites.	Draft framework presented for Overbury/Eade Road Sites. Discussions continuing.	Chris Smith	John McRory

142-147 Station Road, N22	Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.	Pre-application discussions ongoing	TBC	John McRory
Osborne Grove Nursing Home/ Stroud Green Clinic 14-16 Upper Tollington Park N4	Demolition of a 32 bed respite home and clinic building. Erection of a new 70 bed care home and 10 studio rooms for semi-independent living, managed by the care home. Separate independent residential component comprising a mix of twenty self-contained 1 and 2 bedroom flats for older adults, planned on Happi principles. Day Centre for use of residents and the wider community as part of a facility to promote ageing wellness.	Pre-app advice issued Discussions ongoing	Tania Skelli	John McRory
Pure Gym, Hillfield Park, N10	Demolition of existing building and redevelopment with gym and residential units on upper floors	Pre-app advice note issued.	Valerie Okeiyi	John McRory
(Part Site Allocation SA49) Lynton Road, N8	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	Gareth Prosser	John McRory
157-159 Hornsey Park Road, N8	The scheme is for the erection of 2 buildings ranging from 3 to 6 storeys in height and a detached 2-storey house, to provide for 33 residential units and 154m2 commercial floorspace, together with associated landscaping with delivery of a new public	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory

	pedestrian route, car and cycle parking, and refuse and recycling facilities.			
139 - 143 Crouch Hill, N8	Demolition of existing buildings and the erection of a five storey building over basement with a setback sixth floor to provide 31 flats and a sustainable hydroponic urban farm with small shop. Associated landscaping, refuse and cycle storage.	3 previous preapps. Meeting was held on 20 Feb 2023	Samuel Uff	John McRory
Former Clarendon Gasworks, Mary Neuner Road, N8	Reserved Matters Phase 4 (H blocks).	Reserved matter discussions taking place	Valerie Okeiyi	John McRory
Parma House Clarendon Road (Off Coburg Road), N22	14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020).	Pre-app advice issued.	Valerie Okeiyi	John McRory
36-38 Turnpike Lane, N8	Erection of 9 residential flats and commercial space at ground floor. (Major as over 1000 square metres). (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-application report issued.	Tania Skelli	John McRory
1 Farrer Mews, N8	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Second pre-application meeting arranged following revised scheme	Tania Skelli	John McRory

356-358 St. Ann's Road & 40 Brampton Road, N15	Demolition of two buildings on corner of St. Ann's Rd and of coach house and end of terrace home on Brampton Rd and replacement with increased commercial and 9 self-contained homes.	Pre-application meeting held 30/07. No discussions since.	Phil Elliott	John McRory
Wood Green Corner Masterplan, N22	Masterplan for Wood Green Corner, as defined in draft Wood Green AAP as WG SA2 (Green Ridings House), SA3 (Wood Green Bus Garage) and SA4 (Station Road Offices).	Pre-app advice issued. Discussions to continue.	Samuel Uff	John McRory
13 Bedford Road, N22	Demolition of existing building and the erection of a part five part six storey building to provide 257 sq. m retail space on the ground floor with 18 flats with associated amenity space in the upper floors together with cycle and refuse storage at ground floor level.	Pre-app advice note to be issued.	Valerie Okeiyi	John McRory
Land to the rear of 7-8 Bruce Grove, N17	Redevelopment of the site to provide new residential accommodation	Pre-app advice note issued.	Valerie Okeiyi	John McRory
Major Application Appeals				
Goods Yard / Depot White Hart Lane N17	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

Applications determined under delegated powers: 22 January 2023 - 17 February 2023

Wards	Application Type	Planning Application Name	Site Address	Proposal	Current Decision	Decision Notice Sent Date	Officer Name
Alexandra Park	Householder planning permission	HGY/2022/4380	Flat 1, 341 Alexandra Park Road, Wood Green, London, N22 7BP	Construction of a single story outbuilding located at the rear of the garden.	Approve with Conditions	10/02/2023	Sarah Madondo
Alexandra Park	Lawful development: Proposed use	HGY/2022/4277	90 Blake Road, Wood Green, London, N11 2AL	Construction of rear extension 3m deep and with 3m eaves height; proposed loft conversion involving a hip to gable roof extension and the addition of rooflights.	Permitted Development	23/01/2023	Sarah Madondo
Alexandra Park	Listed building consent (Alt/Ext)	HGY/2022/3927	Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY	Formation of two openings within existing brickwork walls, repointing of brickwork in east court and infill existing niche in east court with brickwork.	Approve with Conditions	16/02/2023	James Mead
Alexandra Park	Householder planning permission	HGY/2022/4304	62 Albert Road, Wood Green, London, N22 7AH	Proposed loft conversion including dormer extensions to the rear roof slope and outrigger and 3 roof lights to the front roof slope to enlarge the existing 1-bedroom flat to a 3-bedrooms. Proposal includes the erection of a new external staircase to the rear to provide access to the flats rear garden.	Approve with Conditions	08/02/2023	Zara Seelig
Alexandra Park	Non-Material Amendment	HGY/2022/3301	12, Donovan Avenue, London, N10 2JX	This is an application for Non-Material Amendments to planning reference HGY/2020/0921 and HGY/2021/1255 to re-build front boundary wall as modified.	Approve	02/02/2023	Matthew Gunning
Alexandra Park	Full planning permission	HGY/2022/4237	85 Princes Avenue, Wood Green, London, N22 7SB	Installation of detached timber outbuilding	Approve with Conditions	01/02/2023	Sabelle Adjagboni
Alexandra Park	Householder planning permission	HGY/2022/4130	21 Rhodes Avenue, Wood Green, London, N22 7UR	Proposed loft conversion including a rear dormer extension, hip-to-gable roof extension and roof-lights to the front roof slope.	Approve with Conditions	09/02/2023	Sabelle Adjagboni
Alexandra Park	Full planning permission	HGY/2022/3908	First Floor Flat, 25 Grasmere Road, Hornsey, London, N10 2DH	Construction of rear & outrigger dormer extensions to facilitate Loft Conversion to a flat, with associated rooflights.	Approve with Conditions	15/02/2023	Mercy Oruwari
Alexandra Park	Full planning permission	HGY/2022/4154	88 Princes Avenue, Wood Green, London, N22 7SA	Proposed rear L shaped dormer with rooflights on front slope	Approve with Conditions	23/01/2023	Oskar Gregersen
Alexandra Park	Full planning permission	HGY/2022/3993	First Floor Flat, 61 The Avenue, Hornsey, London, N10 2QG	Loft conversion with rear and side dormers	Approve with Conditions	02/02/2023	Ben Coffie
Alexandra Park	Householder planning permission	HGY/2022/3903	14, Palace Court Gardens, Hornsey, London, N10 2LB	Proposed replacement of rear extension and outbuilding as per the existing dimensions.	Approve with Conditions	13/02/2023	Ben Coffie
Bounds Green	Lawful development: Proposed use	HGY/2023/0133	6 Hillside Gardens, Wood Green, London, N11 2NH	Certificate of Lawfulness for proposed hip to gable and rear dormer extensions to facilitate loft conversion	Permitted Development	31/01/2023	Laina Levassor

Bounds Green	Householder planning permission	HGY/2022/4222	8 Thorold Road, Wood Green, London, N22 8YE	Demolition of existing rear addition and outbuilding. Construction of a part two storey and part single storey rear extension. Addition of solar panels to existing pitched roofs and new flat roof at upper levels. Double-glazed roof lantern over ground floor. Addition of roof windows to pitched roofs. Replacement of existing single glazed windows with doubled-glazed windows with timber frames.	Approve with Conditions	10/02/2023	Zara Seelig
Bounds Green	Householder planning permission	HGY/2022/4224	16 Eastern Road, Wood Green, London, N22 7DD	Extend the length of an existing rear roof dormer to increase the bedroom size.	Refuse	06/02/2023	Oskar Gregersen
Bounds Green	Full planning permission	HGY/2022/4377	105 Whittington Road, Wood Green, London, N22 8YR	Conversion of dwelling house to two self contained flats.	Approve with Conditions	02/02/2023	Zara Seelig
Bounds Green	Lawful development: Proposed use	HGY/2023/0415	17 Cornwall Avenue, Wood Green, London, N22 7DA	Certificate of Lawfulness for proposed single storey rear extension	Permitted Development	15/02/2023	Laina Levassor
Bounds Green	Householder planning permission	HGY/2022/4414	33 Thorold Road, Wood Green, London, N22 8YE	Erection of ground floor single storey side return extension	Approve with Conditions	07/02/2023	Laina Levassor
Bounds Green	Lawful development: Proposed use	HGY/2023/0232	148 Woodfield Way, Wood Green, London, N11 2NU	Certificate of Lawfulness for proposed hip to gable and rear dormer extensions to facilitate loft conversion	Permitted Development	30/01/2023	Laina Levassor
Bruce Castle	Full planning permission	HGY/2022/3989	318, Mount Pleasant Road, Tottenham, London, N17 6HA	Conversion of the existing first floor flat in to two separate self-contained flats including the conversion of the loft, a dormer extension to the rear and the insertion of three roof lights to the front. (re-submission of the existing planning permission HGY/2020/3050).	Approve with Conditions	15/02/2023	Sarah Madondo
Bruce Castle	Approval of details reserved by a condition	HGY/2022/2282	High Road West, London, N17	Approval of details pursuant to Condition 4 (Detailed Demolition Logistics Plan (DLP) and/or a Detailed Construction Logistics Plan (CLP)) attached to planning permission HGY/2021/3175 relating to Phase 1 ? Plot A only.	Approve	10/02/2023	Philip Elliott
Bruce Castle	Approval of details reserved by a condition	HGY/2022/2276	High Road West, London, N17	Approval of details pursuant to Condition 26 (Overheating Assessment) attached to planning permission HGY/2021/3175 for Plot A ? Phase 1 only.	Approve	10/02/2023	Philip Elliott
Bruce Castle	Householder planning permission	HGY/2022/3896	67, Creighton Road, Tottenham, London, N17 8JS	Loft conversion including new rear dormer incorporating chimney extension and removal of existing chimney breasts on ground and first floor	Approve with Conditions	01/02/2023	Sabelle Adjaqboni
Bruce Castle	Full planning permission	HGY/2022/3835	773 Restaurant, High Road, Tottenham, London, N17 8AH	Erection of a retractable standalone pergola in connection with the outside use of the rear garden by patrons	Approve with Conditions	14/02/2023	Kwaku Bossman-Gyamera

Bruce Castle	Lawful development: Proposed use	HGY/2022/4241	30 Nursery Street, Tottenham, London, N17 8AP	Certificate of Lawfulness for proposed change of use from C3 (Dwellinghouse) to C2 (Residential institutions) to provide a care home for 2 children aged 11-18.	Refuse	23/01/2023	Laina Levassor
Bruce Castle	Lawful development: Proposed use	HGY/2023/0024	112 Church Road, Tottenham, London, N17 8AJ	Certificate of lawfulness for formation of dormer in rear roof slope and installation of two roof lights in front roof slope.	Permitted Development	26/01/2023	Marco Zanelli
Bruce Castle	Prior notification: Development by telecoms operators	HGY/2023/0247	Charles House, Love Lane, Tottenham, London, N17 8DB	In accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003, formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications. The proposed installation comprises: removal and replacement of 3no antennas, internal upgrade of existing equipment room and associated ancillary works thereto.	Permitted Development	16/02/2023	Kwaku Bossman-Gyamera
Bruce Castle	Prior notification: Demolition	HGY/2022/4533	Whitehall Community Centre, Whitehall Street, Tottenham, London, N17 8BP	Prior Approval under Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 11, Class B for the demolition of Whitehall and Tenterden Community Centre.	Approve	13/02/2023	Philip Elliott
Bruce Castle	Non-Material Amendment	HGY/2022/3937	High Road West, Tottenham, London	Non-Material Amendment (NMA) to planning permission HGY/2021/3175 to enable internal and associated elevation changes (including openings, balconies, & rooftop plant), landscape changes, and cycle strategy changes to Phase 1, Plot A. The amendments would increase the number of units across Plot A by one, to 61 units; and dual aspect homes across the plot would increase by 6% to 74% in total. The amendments do not affect the overall scale or massing of Buildings A1, A2, or A3. The amendments also include an updated Development Specification which uses the RICS code of measurement to update the floorspace areas for Plot A (to: GIA = 6,234 sqm & GEA = 6,933 sqm). Amendments are also sought to the wording of Condition 8 to allow for the installation of a water main with RfL approval prior to other works associated with the development of Plot A/Phase 1.	Approve	10/02/2023	Philip Elliott

Bruce Castle	Approval of details reserved by a condition	HGY/2022/4287	St John's Church and Hall, Acacia Avenue, London, N17 8LR, London	Approval of details pursuant to condition 7 (c) (site investigation) and 8 (remediation of contamination) attached to planning permission HGY/2016/4095.	Approve	16/02/2023	Kwaku Bossman-Gyamera
Bruce Castle	Approval of details reserved by a condition	HGY/2022/3914	High Road West, London, N17	Approval of details pursuant to part (a) of Condition 24 (Highway pre-condition survey) attached to planning permission HGY/2021/3175 relating to Phase 1 (Plot A) only.	Approve	10/02/2023	Philip Elliott
Bruce Castle	Approval of details reserved by a condition	HGY/2022/3913	High Road West, London, N17	Approval of details pursuant to parts (a) - (d) of Condition 5 (Demolition/ Construction Environmental Management Plans) relating to Phase 1 (Plot A) attached to planning permission HGY/2021/3175	Approve	10/02/2023	Philip Elliott
Bruce Grove	Approval of details reserved by a condition	HGY/2022/0868	Bruce Grove Public Conveniences, Bruce Grove, London, N17 6UR	Part approval of details pursuant to condition 5 (Cleaning trials) of planning permission ref: HGY/2020/0004, in relation to: - Cleaning trials of glazed brickwork to basement interiors and exteriors; - Cleaning trials of original tiles to the basement steps; and - Cleaning trials of salt glazed bricks.	Approve	06/02/2023	Emily Whittredge
Bruce Grove	Approval of details reserved by a condition	HGY/2023/0307	High Road West, London, N17	Approval of details reserved by Part A of Condition 8 (Rail protection) relating to Phase 1 (Plot A) attached to planning permission HGY/2021/3175	Approve	13/02/2023	Philip Elliott
Bruce Grove; Bruce Castle	Approval of details reserved by a condition	HGY/2022/0867	Bruce Grove Public Conveniences, Bruce Grove, London, N17 6UR	Part approval of details pursuant to condition 5 (Cleaning trials) of listed building consent ref: HGY/2020/0003 in relation to: - Cleaning trials of glazed brickwork to basement interiors and exteriors; - Cleaning trials of original tiles to the basement steps; and - Cleaning trials of salt glazed bricks.	Approve	06/02/2023	Emily Whittredge
Crouch End	Householder planning permission	HGY/2022/4065	6, Clifton Road, Hornsey, London, N8 8HY	Replacement of existing ground floor extension to terraced house with same size render extension, with bifold doors on one side and sliding doors on the other. Replacement of double glazing windows to front and rear elevation for like to like, for improved interior thermal performance.	Approve with Conditions	25/01/2023	Sabelle Adjaqboni
Crouch End	Full planning permission	HGY/2022/3935	Second Floor Flat C 4 Elder Avenue, Hornsey, London, N8 9TH	Removal of old, rotten kitchen dormer window and fitting of new double glazed dormer window.	Approve with Conditions	23/01/2023	Mercy Oruwari
Crouch End	Full planning permission	HGY/2022/4073	Shop B, 59 Park Road, Hornsey, London, N8 8DP	Installation of two semi-circular Dutch awnings to shopfront and relocation of existing hanging sign.	Refuse	23/01/2023	James Mead

Crouch End	Full planning permission	HGY/2022/3510	Flat B, 8, Haslemere Road, London, N8 9QX	Construction of rear dormer to facilitate loft conversion and enlargement of existing rear elevation roof window	Approve with Conditions	23/01/2023	Laina Levassor
Crouch End	Full planning permission	HGY/2022/2791	25-27, Crescent Road, London, N8 8AL	Removal of existing roof and construction of new roof with dormers, and erection of a rear extension at second-floor level.	Approve with Conditions	14/02/2023	Kwaku Bossman-Gyamera
Crouch End	Consent to display an advertisement	HGY/2022/2373	48, Crouch End Hill, London, N8 8AA	Advertisement consent for fascia signage (externally illuminated) and a projecting sign (non-illuminated).	Approve with Conditions	15/02/2023	James Mead
Crouch End	Telecommunications (Prior Approval 42 days)	HGY/2022/3220	Rosebery House, 165, Tottenham Lane, London, N8 9BY	Formal notification in writing of 28 days? notice in advance, of the intention to install electronic communications, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003. The proposed development comprises the removal and replacement of 3No. Existing antennas with 3No. Upgraded antennas affixed to an existing support pole, the removal and replacement of 1No. BTS3900A cabinet with 1No. Airo cabinet and ancillary development thereto.	Permitted Development	24/01/2023	Kwaku Bossman-Gyamera
Crouch End	Full planning permission	HGY/2022/2370	115, Ferme Park Road, London, N8 9SG	The proposal includes a 3 storey side extension including basement and roof with loft conversion with rear dormer.	Refuse	16/02/2023	Matthew Gunning
Crouch End	Full planning permission	HGY/2022/1935	Left Flat A, 14, Elm Grove, Hornsey, London, Haringey, N8 9AJ, London	First floor rear extension and enlargement of dormer	Approve with Conditions	15/02/2023	Neil McClellan
Crouch End	Full planning permission	HGY/2022/4572	Flat A, 199, Ferme Park Road, London, N8 9BS	Replacement of all existing timber single glazed windows with timber double glazed sash to the front elevation and PVCu double glazed windows to the rear (including rear garden door(s)).	Approve with Conditions	27/01/2023	Oskar Gregersen
Crouch End	Full planning permission	HGY/2022/4356	1 Globe House, Middle Lane Mews, Hornsey, London, N8 8PN	Removal of secondary door and bricking up of opening. Removal of roller shutters and installation of timber framed glazed door and windows	Approve with Conditions	13/02/2023	Mercy Oruwari
Crouch End	Householder planning permission	HGY/2022/3994	32, Weston Park, Hornsey, London, N8 9TJ	Provision of a second floor extension with the re-instatement of a pre-existing chimney flue.	Approve with Conditions	02/02/2023	Ben Coffie
Crouch End	Full planning permission	HGY/2022/3907	Flat 2, 70 Shepherds Hill, Hornsey, London, N6 5RH	Demolition of existing conservatory and erection of new single storey rear extension.	Approve with Conditions	30/01/2023	James Mead
Crouch End	Householder planning permission	HGY/2022/4402	9a Wolseley Road, Hornsey, London, N8 8RR	Existing Timber sash windows in white finish to be replaced with PVCu sash windows in white finish.	Refuse	07/02/2023	Oskar Gregersen

Crouch End	Householder planning permission	HGY/2022/4302	Flat 5, Seymour Court, 29 Avenue Road, Hornsey, London, N6 5DT	Replacement of timber framed windows with uPVC framed windows in matching design.	Approve with Conditions	03/02/2023	Mercy Oruwari
Crouch End	Full planning permission	HGY/2022/4163	4 Dashwood Road, Hornsey, London, N8 9AD	Conversion from two flats to one dwelling house.	Approve with Conditions	31/01/2023	Mercy Oruwari
Crouch End	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4520	25 Barrington Road, Hornsey, London, N8 8QT	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.24m and for which the height of the eaves would be 2.45m	Approve	02/02/2023	Oskar Gregersen
Crouch End	Consent under Tree Preservation Orders	HGY/2022/4077	38-40 Stanhope House, Shepherds Hill, Hornsey, London, N6 5RR	Works to trees protected by Tree Preservation Orders. T1 - Common Lime - tree is located on the front corner of the property on the side of Stanhope Road, tree is in good health but has a dense crown and causes excessive shading - crown reduce tree back to previous pruning points. T2 - Maple - tree is located next to T1 slightly further down the road, the tree has a large wound in the trunk around 10ft from the floor, the tree above the wound isn't very healthy at all but there is living growth below the wound - reduce top of tree down to living growth to hopefully retain tree for years to come. T3 - Lombardy Poplar - tree is located on the end of the block on the Stanhope Road side of the property. The tree isn't in the best health and is probably coming towards the end of its life. The tree has extensive decay in the main crown area at the crown break mainly on the limb towards the building on the south side and the limbs needs to be removed back as far as is possible	Approve with Conditions	31/01/2023	Matthew Gunning
Crouch End	Consent under Tree Preservation Orders	HGY/2022/3899	32, Avenue Road, Hornsey, London, N6 5DW	Works to trees protected by a TPO. T1 - Lime - Pollard to previous pruning points in as part of ongoing tree management T2 - Lime - Pollard to previous pruning points in as part of ongoing tree management	Approve with Conditions	08/02/2023	Daniel Monk
Fortis Green	Householder planning permission	HGY/2022/4344	30 Fortis Green Avenue, Hornsey, London, N2 9NA	Construction of single storey rear extension following demolition of existing extension, garden decking and insertion of rooflights in front roof slope.	Approve with Conditions	01/02/2023	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2022/4495	145 Muswell Avenue, Hornsey, London, N10 2EN	Proposed loft conversion with rear dormer extension and front rooflights and the erection of a single-storey rear and side infill extension, replacing the existing single storey rear extension.	Approve with Conditions	15/02/2023	Ben Coffie

Fortis Green	Removal/variation of conditions	HGY/2022/4097	St Andrews Vicarage, 34 Alexandra Park Road, Hornsey, London, N10 2AB	Variation of condition 2 (approved plans) pursuant to planning permission HGY/2022/1181 dated 27/06/2022 for minor design alterations including a reduction to the size of the proposed extension and improving the internal natural light by the addition of 2 further rooflights.	Approve with Conditions	27/01/2023	Mercy Oruwari
Fortis Green	Consent under Tree Preservation Orders	HGY/2022/1988	8, Southern Road, London, N2 9LE	Works to be protected by a Tree Preservation Order (TPO) - OAK - FELL The tree works are proposed to stop the influence of the tree(s) on the soil below building foundation level and provide long term stability to our policyholders property 1 Eastern Road. Estimated costs of repair to the building are £22k if the influence of the tree(s) remain and £20.9k if the proposed tree works are allowed to proceed. Granting permission will limit these costs. In the event of a refusal we, or our clients, will seek to secure compensation for the additional costs incurred through Section 202(e). Should the tree/s remain the total cost of repairs will be the Superstructural repairs + Alternative method of repairs = £42.9k. It is the expert opinion of both the case engineer and arboriculturalist that on the balance of probabilities the supporting information demonstrates the influence of the tree(s). Note: Further monitoring results may be submitted if these become available	Refuse	31/01/2023	Matthew Gunning
Fortis Green	Full planning permission	HGY/2022/2448	62, Colney Hatch Lane, London, N10 1EA	Loft conversion including mansard roof extension and rooflights, and erection of a single storey rear extension to convert the existing 2no. studio flats, 1no.1-bed flat, and 1no. 2-bed flat into 2no. 1-bed flats and 2no. 2-bed flats.	Approve with Conditions	25/01/2023	Mark Chan

Fortis Green	Consent under Tree Preservation Orders	HGY/2023/0279	37 Lanchester Road, Hornsey, London, N6 4SX	Five Day Notice for the removal of of T13 quercus robur - English Oak. . The trunk has been hollow for at least the last 30 years and it?s been leaning like this too but we used to get so many nuthatches and woodpeckers because of it that we kept it. If it fell before, it would only have caused very limited property damage. However, the storage of so much heavy weight on a significant part of its unprotected rpa (some of which you can see in 4) during this exceptionally dry summer has now caused its health to deteriorate very dramatically so I think it has to be removed. You can see green growth on the trunk which has never happened before on anything like this scale. Also, the area round the hollow base is now much wetter than it ever used to be. It?s been irreparably damaged.	No Objections	07/02/2023	Daniel Monk
Fortis Green	Householder planning permission	HGY/2022/4051	42, Midhurst Avenue, Hornsey, London, N10 3EN	New boundary fence and front passage enclosure for bicycle storage.	Approve with Conditions	01/02/2023	Ben Coffie
Fortis Green	Lawful development: Proposed use	HGY/2022/4444	6 Creighton Avenue, Hornsey, London, N10 1NU	Certificate of lawfulness for the formation of hip-to-gable and rear dormer roof extensions, the installation of a roof light to the front and the erection of an outbuilding to the rear.	Permitted Development	10/02/2023	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2022/4441	38 Midhurst Avenue, Hornsey, London, N10 3EN	Erection of rear roof dormer extension to facilitate a loft conversion with 2no. timber-framed windows and 1no. aluminium-framed conservation-type rooflight and the installation of a further 3no. conservation-type rooflights on front roof slope.	Approve with Conditions	10/02/2023	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2022/3995	19, Greenfield Drive, Hornsey, London, N2 9AF	New pedestrian site access from the public footpath	Approve with Conditions	09/02/2023	Ben Coffie
Fortis Green	Full planning permission	HGY/2022/4343	First Floor Flat, 1 Annington Road, Hornsey, London, N2 9NB	Addition of a roof extension, internal and external alterations to top floor flat to create a new bedroom and bathroom area and new rear roof terrace.	Approve with Conditions	01/02/2023	Ben Coffie
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4431	6 Creighton Avenue, Hornsey, London, N10 1NU	Erection of single storey extension which extends beyond the rear wall of the original house by 3.6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Not Required	03/02/2023	Sabelle Adjaqboni

Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4446	6 Barrenger Road, Hornsey, London, N10 1JA	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 3.4m and for which the height of the eaves would be 3m	Not Required	27/01/2023	Sabelle Adjagboni
Fortis Green	Consent under Tree Preservation Orders	HGY/2022/4285	Inglewood, 65 Lanchester Road, Hornsey, London, N6 4SX	Hornbeam T1 - Reduce crown by 3- 4m. Please refer to page3 of the report submitted with this application for the justification for this work Red Sycamore (20m): Fell to ground level due to close proximity to property as per report extract from Duramen Consulting T9: Sycamore (20m): Fell to ground level due to close proximity to property as per report extract from Duramen Consulting T10: Sycamore (20m): Fell to ground level due to close proximity to property as per report extract from Duramen Consulting 5 Discussion 5.1 It is possible that tree roots of nearby trees have damaged the property by extracting water from shrinkable clay soil underneath the property. Without site investigations to confirm soil type and root identification in the appropriate/affected part of the property this diagnosis is simply an assumption. 5.2 Assuming this assumption to be true, the typical method of addressing this type of problem is to remove the relevant vegetation judged to have affected the property to ensure it can no longer cause soil desiccation. Once removed, the property should	Approve with Conditions	08/02/2023	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2023/0308	Midhurst, 2 Lauradale Road, Hornsey, London, N2 9LU		No Objections	31/01/2023	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2022/4149	18 Barnard Hill, Hornsey, London, N10 2HB	Works to tree protected by a TPO. Tree number - T1. Tree type - Oak (Quercus robur). Approx Height - 14m . Approx Crown Spread Diameter - 9m. Location - rear garden Service - Crown Reduction. Work required- To reduce height by 2-3m and all lateral growth by approximately 1.5-2m. Removing any deadwood over 40mm in diameter or 1m in length and all epicormic growth up-to crown break. Reason - as part of regular cyclical maintenance	Approve with Conditions	26/01/2023	Matthew Gunning

Fortis Green	Consent under Tree Preservation Orders	HGY/2022/3863	1 16 St Martins Terrace, Pages Lane, Hornsey, London, N10 1QY	Oak tree at the front of 1 St Martin's Terrace, within our land. The application is for a crown reduction, with a combination of thinning and length reduction of approximately 30% or 1.5 metres in length. Similar work has been carried out before and we have been recommended that this should happen on a three yearly cycle. The reason for the proposed work is for the maintenance and health of the tree. We have taken advice from Fiona Critchley of Arborecultural Solutions LLP regarding the care of the tree. The work will be carried out to BS 3998: Recommendations for Tree Work.	Approve with Conditions	08/02/2023	Matthew Gunning
Harringay	Full planning permission	HGY/2022/4169	28 Beresford Road, Hornsey, London, N8 0AJ	Replacement of the existing timber windows with updated modern double glazed uPVC equivalents in matching style and colour.	Approve with Conditions	16/02/2023	Daniel Kwasi
Harringay	Full planning permission	HGY/2022/4168	26 Beresford Road, Hornsey, London, N8 0AJ	Renewal of the existing timber windows with updated modern uPVC equivalent with matching colour and new double glazing	Approve with Conditions	08/02/2023	Sabelle Adjaqboni
Harringay	Full planning permission	HGY/2022/4170	32 Beresford Road, Hornsey, London, N8 0AJ	Renewal of the existing timber windows with updated modern uPVC equivalent with matching colour and new double glazing	Approve with Conditions	08/02/2023	Sabelle Adjaqboni
Harringay	Full planning permission	HGY/2022/4479	First Floor Flat, 87 Seymour Road, Hornsey, London, N8 0BH	Rear dormer with roof terrace and rooflights on front slope	Approve with Conditions	13/02/2023	Daniel Kwasi
Harringay	Consent to display an advertisement	HGY/2023/0165	4 Salisbury Promenade, Green Lanes, Hornsey, London, N8 0RX	Advertisement consent for the installation of internally illuminated fascia sign.	Approve with Conditions	16/02/2023	James Mead
Harringay	Full planning permission	HGY/2022/3985	509-511 Shop, Green Lanes, Hornsey, London, N4 1AN	Change of business from an E (a) post office to E (b) Café Shop including alteration to the shopfront, the installation of a retractable awning and installation of a high level ducting system at the rear.	Approve with Conditions	23/01/2023	Mercy Oruwari
Harringay	Householder planning permission	HGY/2022/3965	49, Cavendish Road, Hornsey, London, N4 1RP	Proposed rear extension, floor plan redesign and all associated works	Approve with Conditions	25/01/2023	Michelle Meskell
Harringay	Consent to display an advertisement	HGY/2022/4280	509-511 Green Lanes, Hornsey, London, N4 1AN (Shop)	Advertisement consent for the installation of 3x non-illuminated fascia signs and 1x internally illuminated projecting sign in relation to application HGY/2022/3985 (alteration to the shopfront).	Approve with Conditions	23/01/2023	Mercy Oruwari
Harringay	Householder planning permission	HGY/2022/0798	10, Colina Road, London, N15 3JA	Erection of single storey rear extension. Demolition of conservatory.	Refuse	01/02/2023	Emily Whittredge
Harringay	Full planning permission	HGY/2022/2660	41, Allison Road, London, N8 0AN	Proposed roof terrace and change existing window to a door for access to roof terrace	Approve with Conditions	24/01/2023	Laina Levassor

Harringay	Full planning permission	HGY/2022/4549	4 Salisbury Promenade, Green Lanes, Hornsey, London, N8 0RX	Erection of single storey front extension and installation of internally illuminated fascia sign.	Approve with Conditions	16/02/2023	James Mead
Harringay	Lawful development: Proposed use	HGY/2022/4140	95 Burgoyne Road, Hornsey, London, N4 1AB	Certificate of lawfulness for proposed loft conversion with rear dormer to main roof and the rear outrigger projection.	Permitted Development	27/01/2023	Kwaku Bossman-Gyamera
Harringay	Lawful development: Existing use	HGY/2022/4353	49 Pemberton Road, Hornsey, London, N4 1AX	Certificate of lawfulness for the existing conversion into 3 self-contained flats.	Approve	01/02/2023	Mercy Oruwari
Harringay	Lawful development: Existing use	HGY/2022/4342	Flat 7, 137 Beresford Road, Hornsey, London, N8 0AG	The use of the property Flat 7 137 Beresford Road as 3 self contained studio flats 7A 7B and 7C.	Approve	01/02/2023	Michelle Meskell
Harringay	Householder planning permission	HGY/2022/3861	Flat 1, 34 Mattison Road, Hornsey, London, N4 1BD	Erection of a 3m deep rear extension.	Approve with Conditions	27/01/2023	Ben Coffie
Hermitage & Gardens	Telecommunications (Prior Approval 42 days)	HGY/2022/3564	St Anns General Hospital, St Anns Road, London, N15 3TH	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: ? The proposed upgrade consists of the replacement of 3no. existing antennas with 3no. new antennas and ancillary works thereto.	Permitted Development	24/01/2023	Kwaku Bossman-Gyamera
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2022/1831	Land adjoining, Remington Road and, Pulford Road, London, N15	Approval of details pursuant Condition 12 (Drainage) attached to planning permission ref: HGY/2021/2882 dated 9/6/2022 for the redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities.	Approve	01/02/2023	Daniel Kwasi
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2022/1828	Land adjoining, Remington Road and, Pulford Road, London, N15	Approval of details pursuant Condition 10 (Non-Road Mobile Machinery) attached to planning consent HGY/2021/2882.	Approve	26/01/2023	Daniel Kwasi
Hermitage & Gardens	Lawful development: Proposed use	HGY/2022/4497	57 Oakdale Road, Tottenham, London, N4 1NU	Certificate of lawfulness for proposed loft conversion/extension, including: installation of front rooflights and addition of rear dormer.	Permitted Development	01/02/2023	James Mead

Hermitage & Gardens	Lawful development: Proposed use	HGY/2022/4233	80 Beechfield Road, Tottenham, London, N4 1PE	Erection of rear loft Conversion L-shaped dormer with rooflights on the front slope	Approve	23/01/2023	Michelle Meskell
Hermitage & Gardens	Lawful development: Proposed use	HGY/2022/4008	70, Beechfield Road, Tottenham, London, N4 1PE	Formation of rear dormer and outrigger roof extension.	Permitted Development	31/01/2023	Oskar Gregersen
Hermitage & Gardens	Householder planning permission	HGY/2022/4010	70, Beechfield Road, Tottenham, London, N4 1PE	Loft conversion with rear dormer, ground floor rear wrap-around extension	Approve with Conditions	14/02/2023	Daniel Kwasi
Hermitage & Gardens	Prior notification: Development by telecoms operators	HGY/2022/4252	St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003. The proposed installation comprises removal of 3no existing antennas and 1no equipment cabinet to be replaced with 6no new antennas and 1no new cabinet with associated ancillary works thereto.	Permitted Development	23/01/2023	Kwaku Bossman-Gyamera
Hermitage & Gardens	Non-Material Amendment	HGY/2023/0154	90 Rutland Gardens, Tottenham, London, N4 1JR	Non-Material Amendment application following the grant of planning permission HGY/2022/2243 for the erection of a single storey rear extension and side infill extension. The amendments being sought are the omission of the approved rear extension; the installation of a new door on the rear elevation of the existing outrigger; alterations to the patio area including installation of external cupboards; and alterations to the side infill extension's roof and elevations.	Approve	16/02/2023	Mercy Oruwari
Highgate	Full planning permission	HGY/2022/4415	103-107 North Hill, Hornsey, London, N6 4DP	Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, café, lounge, bar, well-being shop general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works.	Approve with Conditions	14/02/2023	Valerie Okeiyi
Highgate	Lawful development: Proposed use	HGY/2022/3480	12, Bancroft Avenue, London, N2 0AS	Certificate of lawfulness for the proposed erection of a single storey rear outbuilding.	Refuse	02/02/2023	Michelle Meskell

Highgate	Full planning permission	HGY/2022/2260	32, Holmesdale Road, London, N6 5TQ	Erection of a part one, part two-storey rear extension, alterations to roof, erection of two-storey rear outbuilding, raised rear patio, removal of rear tree, and associated landscaping.	Refuse	27/01/2023	Mark Chan
Highgate	Listed building consent (Alt/Ext)	HGY/2022/2801	The Bank, Highgate Hill, London, N6	Listed building consent for the repair of The Bank retaining wall on Highgate Hill, including structural repairs and replacement of railings.	Approve with Conditions	27/01/2023	Mark Chan
Highgate	Householder planning permission	HGY/2022/3533	38, Cholmeley Park, London, N6 5ER	Demolition of existing rear extension and erection of a new ground floor rear extension, and alterations to side fenestrations with associated works.	Approve with Conditions	07/02/2023	Mark Chan
Highgate	Householder planning permission	HGY/2022/3528	32, Cromwell Avenue, London, N6 5HL	Construction of new front walls and piers, creation of bin and bicycle stores, relocation of steps and provision of new hardstanding, as well as planting.	Approve with Conditions	02/02/2023	James Mead
Highgate	Approval of details reserved by a condition	HGY/2022/1452	Whistlers Cottage, Townsend Yard, London, N6 5JF	Details pursuant to condition 4 (Landscaping scheme) of planning permission HGY/2018/2392.	Approve	03/02/2023	Matthew Gunning
Highgate	Full planning permission	HGY/2022/1801	23, Stormont Road, London, N6 4NS	Proposed demolition of existing boundary wall and erection of new brick wall, railings, and 2 sets of swing gates for car access, a pedestrian gate and a new dropped kerb.	Approve with Conditions	07/02/2023	Ben Coffie
Highgate	Full planning permission	HGY/2022/2184	16, Highgate Avenue, London, N6 5SB	Proposed refurbishment and extension of existing dwellinghouse to include: demolition of existing conservatory and rear garage, erection of single storey rear extension, erection of single storey side extension at lower ground floor level, installation of two new front dormers to replace existing dormer, installation of side dormer, addition of replacement front porch, replacement windows, insertion of new roof lantern, installation of solar panels and other external alterations. Installation of air source heat pumps with acoustic screens in rear garden. Alterations to front to include: erection of gates with raised piers and installation of metal balustrade along front steps.	Approve with Conditions	10/02/2023	James Mead
Highgate	Approval of details reserved by a condition	HGY/2022/3355	22, Holmesdale Road, London, N6 5TQ	Approval of details pursuant to conditions 4 (Iron Railings) attached to planning permission ref: HGY/2021/2697.	Approve	03/02/2023	Mark Chan

Highgate	Lawful development: Existing use	HGY/2022/2656	High Bank House, 38, Hornsey Lane Gardens, London, N6 5PD	Certificate of Lawfulness: Regularisation of unauthorised works, including changes to the approved works under planning permission ref: HGY/2015/0170.	Approve	27/01/2023	Mark Chan
Highgate	Lawful development: Proposed use	HGY/2023/0401	23 Bancroft Avenue, Hornsey, London, N2 0AR	Certificate of lawfulness: proposed loft conversion comprising rear and side dormers.	Approve	16/02/2023	Matthew Gunning
Highgate	Change of use	HGY/2022/4108	170 Archway Road, Hornsey, London, N6 5BB (Shop)	Change of business from a coffee shop to nail and beauty salon. No alterations to the internal structure or external facade.	Approve with Conditions	17/02/2023	Mercy Oruwari
Highgate	Consent under Tree Preservation Orders	HGY/2022/4363	43 Cholmeley Park, Hornsey, London, N6 5EL	Works to tree protected by a TPO. T1 - Plane tree (14m) - reduce crown to previous pruning points, approximately 5m reduction.	Approve with Conditions	01/02/2023	Daniel Monk
Hornsey	Householder planning permission	HGY/2022/4394	8 Farrer Road, Hornsey, London, N8 8LB	Erection of an enclosure for an air-conditioning unit (serving the house) in the rear garden.	Approve with Conditions	06/02/2023	Zara Seelig
Hornsey	Lawful development: Proposed use	HGY/2023/0111	20 Warner Road, Hornsey, London, N8 7HD	Certificate of Lawfulness for proposed outbuilding	Permitted Development	30/01/2023	Laina Levassor
Hornsey	Full planning permission	HGY/2022/4324	Flat A, 108 North View Road, Hornsey, London, N8 7LP	Loft conversion to first floor flat, involving front velux windows and rear dormer.	Approve with Conditions	02/02/2023	Tania Skelli
Hornsey	Lawful development: Existing use	HGY/2022/3893	93, Redston Road, Hornsey, London, N8 7HG	Lawful development certificate for the existing ground floor, single storey rear extension.	Approve	26/01/2023	Ben Coffie
Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4421	72 Priory Road, Hornsey, London, N8 7EY	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	Refuse	25/01/2023	Sabelle Adjagboni
Hornsey	Approval of details reserved by a condition	HGY/2022/3972	7, Cross Lane, London, N8 7SA	Approval of details pursuant to condition 19 (NRMM) attached to planning permission HGY/2020/1724	Approve	02/02/2023	Valerie Okeiyi
Muswell Hill	Full planning permission	HGY/2022/4249	Flat 3, 17 Woodland Rise, Hornsey, London, N10 3UP	Conversion of the existing unused cellar space into a habitable room.	Approve with Conditions	10/02/2023	Sarah Madondo
Muswell Hill	Full planning permission	HGY/2022/3525	45, Hillfield Park, London, N10 3QU	Demolition of existing side infill extension, associated roof structure and existing decking, erection of a single storey rear extension and rear decking, excavation to enlarge existing basement, and creation of lightwell in front garden.	Approve with Conditions	10/02/2023	Mark Chan
Muswell Hill	Full planning permission	HGY/2022/4557	Flat 1, 15 Wellfield Avenue, London, N10 2EA	Single storey extension, roof reconfiguration/extension and other external alterations to existing garage. Enlarged outbuilding to be used as studio/office incidental to the existing property. Installation of new fencing/gate.	Approve with Conditions	16/02/2023	James Mead
Muswell Hill	Full planning permission	HGY/2022/2748	71, Connaught Gardens, London, N10 3LG	First Floor Side Extension	Approve with Conditions	13/02/2023	Ben Coffie

Muswell Hill	Full planning permission	HGY/2022/3162	Risborough Court, Muswell Hill, London, N10 3PP	Erection of roof extension to main building forming additional floor to create 2no flats, extension and conversion of the existing lower ground floor to create 1no flat and conversion of existing garage to create 1no flat over two-storeys together with formation of lower ground floor. Erection of new stair core to the side of the existing building	Refuse	31/01/2023	Tania Skelli
Muswell Hill	Householder planning permission	HGY/2022/4482	41 Queens Avenue, Hornsey, London, N10 3PE	Formation of two rear dormer windows, installation of three rooflights to front roofslope and one side rooflight.	Approve with Conditions	14/02/2023	Daniel Kwasi
Muswell Hill	Householder planning permission	HGY/2022/4256	51 Etheldene Avenue, Hornsey, London, N10 3QE	Insertion of 3no. new rooflights to the front roofslope, remove existing rooflight and replace rear ground floor window with door	Approve with Conditions	16/02/2023	Tania Skelli
Muswell Hill	Full planning permission	HGY/2022/4037	Flat 1, 64 Muswell Hill Road, Hornsey, London, N10 3JR	Replacement of rear doors and windows with new double glazed crittal style windows and doors.	Approve with Conditions	31/01/2023	James Mead
Noel Park	Full planning permission	HGY/2022/4165	78 Alexandra Road, Wood Green, London, N8 0LJ	Change of Use from a dwelling house (Use Class C3) to a small-scale house in multiple occupation for no more than 6 residents (Use Class C4).	Approve with Conditions	07/02/2023	Mark Chan
Noel Park	Full planning permission	HGY/2020/0913	1-2, The Broadway, London, N22 6DS	Retrospective planning application for the change of use of the first and second floors from residential (C3) use to restaurant (A3) use with staff facilities at third floor level.	Refuse	09/02/2023	Gareth Prosser
Noel Park	Full planning permission	HGY/2022/3353	59-61, High Road, London, N22 6BH	Dormer extension to the rear roof slope and the conversion of the upper floors of the building to six self-contained flats comprising two one-bedroom flats on the first floor, two one-bedroom flats on the second floor and two studio flats on the third/loft floor, including new entrance door on the High Road providing access to all the proposed flats.	Approve with Conditions	27/01/2023	Kwaku Bossman-Gyamera
Noel Park	Telecommunications (Prior Approval 42 days)	HGY/2022/3316	26, High Road, London, N22 6BY	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). A description of the development and breakdown of the component parts is outlined below: ? Removal of 6No. antennas and all ancillary development ? Installation of 6No. antennas (4No. of which will be raised by 1.7m for ICNIRP compliance as per HGY/2021/2864 consent) and all ancillary development	Permitted Development	24/01/2023	Kwaku Bossman-Gyamera

Noel Park	Approval of details reserved by a condition	HGY/2022/2613	Land off Brook Road and, Mayes Road, London, N22	Approval of details reserved by a condition 17 (NRM) of planning permission HGY/2017/2886 for the demolition of existing building and erection of a 6-9 storey mixed use building	Approve	16/02/2023	Samuel Uff
Noel Park	Lawful development: Existing use	HGY/2022/4191	26 The Avenue, Wood Green, London, N8 0JR	Certificate of lawfulness for existing loft conversion including hip to gable and rear dormer extensions.	Approve	31/01/2023	Sabelle Adjagboni
Noel Park	Householder planning permission	HGY/2022/3872	2 Lyttleton Road, Wood Green, London, N8 0QB	Installation of an Air Source Heat Pump with external unit located in the rear garden.	Approve with Conditions	31/01/2023	Mercy Oruwari
Noel Park	Householder planning permission	HGY/2022/4201	72 Russell Avenue, Wood Green, London, N22 6PS	Replacement of existing rear elevation ground floor windows and change of a ground floor rear elevation window to a patio door with ground floor internal alterations.	Approve with Conditions	15/02/2023	Daniel Kwasi
Noel Park	Approval of details reserved by a condition	HGY/2023/0008	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 conditions 51 - partial discharge (Secured by Design) of planning permission HGY/2017/3117 relating to Block B4	Approve	01/02/2023	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2022/4248	21-23 High Road, Wood Green, London, N22 6BH	Submission of details pursuant to Condition 5 (Construction Management Plan) of planning permission reference HGY/2020/2825.	Approve	13/02/2023	Neil McClellan
Noel Park	Approval of details reserved by a condition	HGY/2022/4185	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 62 - partial discharge (Estate Management & Maintenance Plan) attached to planning permission HGY/2017/3117 for discharge of condition 62 for blocks D1, D2, D3 & D4	Approve	02/02/2023	Valerie Okeiyi
Northumberland Park	Full planning permission	HGY/2022/4506	80 Shelbourne Road, Tottenham, London, N17 9XY	Erection of single storey rear extensions, construction of rear dormer and outrigger extensions to facilitate loft conversion and change of use from C3 Dwellinghouse to Large HMO for 7 Occupants (Sui Generis) (5 x 1-occupant rooms, 1 x 2-occupant room). Retrospective application.	Refuse	02/02/2023	Laina Levassor
Northumberland Park	Full planning permission	HGY/2022/4267	640-656 Benefits Agency, High Road, Tottenham, London, N17 0AD	The proposal is for the replacement of the existing gas based heating system with an air source heat pump and replacing all the single glazed windows with high quality double glazed windows.	Approve with Conditions	15/02/2023	Sarah Madondo
Northumberland Park	Lawful development: Proposed use	HGY/2022/4307	2 Willoughby Grove, Tottenham, London, N17 0RS	Proposed Loft Conversion with Rear Dormer (Less than 40 Cubic Meters).	Permitted Development	03/02/2023	Michelle Meskill

Northumberland Park	Removal/variation of conditions	HGY/2022/2468	Public House, 102, Northumberland Park, London, N17 0TS	Variation of condition 15 (Gas Boilers) attached to planning permission HGY/2017/2821 to amend the wording of the condition to "Prior to completion, details of the space heating and domestic hot water systems shall be provided to demonstrate that there will be no NOx emissions associated with the development on site, the carbon emissions are minimised, and the efficiency of the system is maximised. Details of the proposed air source heat pumps shall include their efficiency, location, capacity and pipework locations."	Approve with Conditions	02/02/2023	Zara Seelig
Northumberland Park	Telecommunications (Prior Approval 42 days)	HGY/2022/3467	Astergrove Works, Royal London Estate, 41, West Road, London, N17	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: ? The proposed development comprises of internal cabin works and ancillary works thereto.	Permitted Development	24/01/2023	Kwaku Bossman-Gyamera
Northumberland Park	Lawful development: Proposed use	HGY/2022/3687	42, Poynton Road, London, N17 9SP	Certificate of Lawfulness for proposed loft conversion including the erection of a rear dormer roof extension.	Permitted Development	26/01/2023	Neil McClellan
Northumberland Park	Householder planning permission	HGY/2022/2539	Flat 2, 66, Northumberland Park, London, N17 0TT	Single storey rear extension	Approve with Conditions	09/02/2023	Emily Whittredge
Northumberland Park	Telecommunications (Prior Approval 42 days)	HGY/2022/3478	Astergrove Works, Royal London Estate, 41, West Road, London, N17	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: The replacement of 3no. antennas with 3no. new antennas, relocation of 1no. 300mm dish and ancillary works thereto.	Permitted Development	24/01/2023	Kwaku Bossman-Gyamera
Northumberland Park	Lawful development: Existing use	HGY/2022/4374	Ground Floor Flat A, 94 Park Lane, Tottenham, London, N17 0JP	Certificate of lawfulness for the existing use of the property as 2 x self-contained flats (C3 Use Class). Retrospective application for the change of use from a dwelling house (Use Class C3) to an HMO (Use Class C4) for up to 6 occupants, with associated refuse storage and cycle parking.	Approve	09/02/2023	Oskar Gregersen
Northumberland Park	Change of use	HGY/2022/4357	17 Denmark Street, Tottenham, London, N17 0JL		Refuse	31/01/2023	Laina Levassor
Northumberland Park	Listed building consent (Alt/Ext)	HGY/2022/4109	816-818, High Road, Tottenham, London, N17 0EY	Repairs to shopfront	Approve with Conditions	02/02/2023	Kwaku Bossman-Gyamera

Northumberland Park	Lawful development: Proposed use	HGY/2022/3879	1, Tilson Road, Tottenham, London, N17 9UY	C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems which is permitted use within the same class (Certificate of Lawfulness)	Refuse	10/02/2023	Emily Whittredge
Northumberland Park	Householder planning permission	HGY/2022/3848	69, Lansdowne Road, Tottenham, London, N17 0NN	Formation of a vehicle crossover to access 69 Lansdowne Road	Approve with Conditions	10/02/2023	Sarah Madondo
Northumberland Park	Prior notification: Development by telecoms operators	HGY/2023/0246	Kenneth Robbins House, Northumberland Park, Tottenham, London, N17 0QA	In accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003, formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications. The proposed installation comprises: removal and replacement of 3no antennas, internal upgrade of existing equipment room and associated ancillary works thereto.	Permitted Development	16/02/2023	Kwaku Bossman-Gyamera
Northumberland Park	Prior notification: Development by telecoms operators	HGY/2023/0271	Telecommunication Mast 39076, Littleline House, 41 West Road, Tottenham, London, N17 0RE	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: the replacement of 6no. antennas with 6no. new antennas, relocation of 1no. 300mm dish and ancillary works thereto. This option has been chosen as it utilises an existing installation which will improve coverage with minimal changes to the equipment, reducing the visual impact on the surrounding area as far as technically possible.	Permitted Development	16/02/2023	Kwaku Bossman-Gyamera
Northumberland Park	Approval of details reserved by a condition	HGY/2022/4461	182 Shelbourne Road, Tottenham, London, N17 9YA	Approval of details reserved by a condition 2(Method of Construction) and condition 3 (Materials) attached to planning reference HGY/2022/1721	Approve	09/02/2023	Sarah Madondo
Northumberland Park; South Tottenham	Prior notification: Development by telecoms operators	HGY/2022/4419	Highways Land, Park Lane, London N17 0JP	Installation of a 15 metres high slim-line monopole, supporting 6 no. antennas with wraparound equipment cabinet at the base, 2 no. equipment cabinets, 1 electric meter cabinet, and ancillary development thereto, including the installation of a GPS module. (Prior notification)	Refuse	08/02/2023	Kwaku Bossman-Gyamera

Seven Sisters	Full planning permission	HGY/2022/4291	105 West Green Road, Tottenham, London, N15 5DE	The installation of ATM and associated signage (there is an accompanying advert consent for this site - HGY/2023/0023)	Approve with Conditions	07/02/2023	Zara Seelig
Seven Sisters	Deemed - Regulation 3	HGY/2022/2250	Land Rear Of, 2-14, Kerswell Close, London, N15 5RP	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.	Approve with Conditions	23/01/2023	Gareth Prosser
Seven Sisters	Approval of details reserved by a condition	HGY/2022/2668	Land at, Watts Close, London, N15 5DW	Approval of details pursuant to condition 7(a) (Biodiversity) 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.	Approve	01/02/2023	Tania Skelli
Seven Sisters	Approval of details reserved by a condition	HGY/2022/2670	Land at, Watts Close, London, N15 5DW	Approval of details pursuant to condition 11 (Drainage) 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.	Approve	09/02/2023	Tania Skelli

Seven Sisters	Approval of details reserved by a condition	HGY/2022/3573	Land at, Watts Close, London, N15 5DW	Approval of details pursuant to condition 21 (Piling) 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.	Approve	27/01/2023	Tania Skelli
Seven Sisters	Consent to display an advertisement	HGY/2023/0023	105 West Green Road, Tottenham, London, N15 5DE	Advertisement consent for the installation of ATM and associated signage	Approve with Conditions	07/02/2023	Zara Seelig
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4538	50 Hillside Road, Tottenham, London, N15 6NB	Erection of single storey extension which extends beyond the rear wall of the original house by 5.2m, for which the maximum height would be 2.8m and for which the height of the eaves would be 2.8m	Approve	03/02/2023	Oskar Gregersen
Seven Sisters; South Tottenham	Householder planning permission	HGY/2022/0800	1, Rostrevor Avenue, London, N15 6LA	Proposed basement extension	Approve with Conditions	10/02/2023	Emily Whittredge
South Tottenham	Lawful development: Existing use	HGY/2022/4322	Bernard Works, Bernard Road, London, N15 4NX	Lawful development certificate application to determine whether works undertaken on site have resulted in the implementation of the planning permission ref. HGY/2017/3584 (as amended) for 'Demolition of existing buildings and erection of a part 1,3,4,5,6,7 storey mixed used development comprising 25 Commercial Units (B1/B2), music rehearsal space (Sui Generis), cafe (A3), exhibition space (Sui Generis) (Commercial spaces totalling 2446.9m2 gross), and 99 Residential Units (C3) including 12 apartments tethered to the commercial space, plus site access, replacement open space, landscaping, plant and other associated development' in accordance with s.56 of the Town and Country Planning Act 1990.	Approve	07/02/2023	Christopher Smith
South Tottenham	Lawful development: Proposed use	HGY/2022/4272	First Floor Flat, 93 Broad Lane, Tottenham, London, N15 4DW	Certificate of lawfulness for the proposed conversion of the loft including the erection of a rear dormer roof extension.	Refuse	25/01/2023	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2022/4278	66 Elm Park Avenue, Tottenham, London, N15 6UY	Erection of "Type 3" roof extension. Variation of condition 2 (drawing numbers) attached to planning permission ref: HGY/2021/1696 (Proposal seeks to change the approved roof details from hipped to gable end)	Approve with Conditions	25/01/2023	Laina Levassor
South Tottenham	Removal/variation of conditions	HGY/2022/4292	18-20 Rostrevor Avenue London N15 6LR		Approve with Conditions	26/01/2023	Kwaku Bossman-Gyamera

South Tottenham	Householder planning permission	HGY/2022/4417	24 -26 Wargrave Avenue, London N15 6UD	Erection of ground floor extensions to the rear of both properties.	Approve with Conditions	08/02/2023	Sarah Madondo
South Tottenham	Householder planning permission	HGY/2022/4264	41 Gladesmore Road, Tottenham, London, N15 6TA	Ground floor rear wrap-around extension.	Approve with Conditions	01/02/2023	Zara Seelig
South Tottenham	Lawful development: Proposed use	HGY/2022/3957	30, Craven Park Road, Tottenham, London, N15 6AB	Certificate of lawfulness for proposed loft conversion with rear dormer to main roof and outrigger, and rooflights to main roof front slope.	Permitted Development	27/01/2023	Daniel Kwasi
South Tottenham	Householder planning permission	HGY/2023/0254	6, Elm Park Avenue, London, N15 6AT	Construction of Type 2 Roof extension	Approve with Conditions	16/02/2023	Laina Levassor
South Tottenham	Householder planning permission	HGY/2022/4284	2 Wellington Avenue, Tottenham, London, N15 6AS	Erection of a type 3 loft extension together with a front porch extension	Approve with Conditions	26/01/2023	Sarah Madondo
South Tottenham	Full planning permission	HGY/2022/4129	14 Crowland Road, Tottenham, London, N15 6UT	Conversion of property from 2 x self contained flats to 1 x family dwellinghouse	Approve with Conditions	16/02/2023	Daniel Kwasi
South Tottenham	Householder planning permission	HGY/2022/4358	2 & 4 Wellington Avenue, Tottenham, London, N15 6AS	Erection of a type 3 loft extension together with a first floor rear extension across number 2 and 4	Approve with Conditions	14/02/2023	Sarah Madondo
South Tottenham	Full planning permission	HGY/2022/3887	92-94 Wargrave Avenue, 92-94 Wargrave Avenue, London, N15 6UA	Proposed joint first floor rear extension at 92-94 Wargrave Avenue	Approve with Conditions	16/02/2023	Gareth Prosser
St Ann's	Householder planning permission	HGY/2022/3979	First Floor Flat, 6 Harringay Road, Tottenham, London, N15 3JD	The construction of a rear dormer loft conversion and rear roof terrace.	Approve with Conditions	09/02/2023	Daniel Kwasi
St Ann's	Lawful development: Proposed use	HGY/2022/2800	80, Avondale Road, London, N15 3SH	Change of use from C3(a) to C3(b) supported housing (Certificate of lawfulness)	Refuse	14/02/2023	Emily Whittredge
St Ann's	Full planning permission	HGY/2022/2506	102, Woodlands Park Road, London, N15 3SD	Conversion of the existing 6 x studio flats into 1x 3-bedroom, 1 x 2-bedroom and 1 x studio flats including the erection of a single storey rear extension.	Approve with Conditions	15/02/2023	Sarah Madondo
St Ann's	Full planning permission	HGY/2022/3546	1A, Terront Road, London, N15 3AA	Conversion of the existing garage to a habitable room including internal alterations on the ground floor, and external alterations that include replacing the front and garage doors with aluminium framed timber clad triple glazed windows, repositioning new front door in the canopy, replacing the mono-pitched roof with a flat roof and rooflight, replacing the existing side elevation windows with timber framed triple glazed windows, and replacing the ground floor rear elevation door and windows with aluminium framed triple glazed patio doors. Cladding the external elevations with cork external wall insulation.	Approve with Conditions	16/02/2023	Daniel Kwasi
St Ann's	Householder planning permission	HGY/2022/2784	1E, Terront Road, London, N15 3AA	Replacement of all uPVC double glazed windows with aluminium double glazed windows; creation of one small window on the South side of the property	Approve with Conditions	07/02/2023	Emily Whittredge

St Ann's	Approval of details reserved by a condition	HGY/2022/2103	Shop, 297-299, West Green Road, London, N15 3PA	Approval of details reserved by a condition 3 (Secure and covered cycle parking facilities) and condition 4 (Provision of refuse and waste storage) attached planning permission ref: HGY/2022/1488	Approve	16/02/2023	Kwaku Bossman-Gyamera
St Ann's	Non-Material Amendment	HGY/2023/0179	Left Flat, 68 Woodlands Park Road, Tottenham, London, N15 3SD	Non-Material Amendment application following the grant of planning permission HGY/2022/239 for the erection a single storey infill/side extension and installation of a low-level air source heat pump to the front of the property. The amendments being sought are a reduction in the extent of the side return extension, the installation of an additional high level ground floor window into the property's existing flank wall; and a reduction in the width of the glazed door and the installation of an additional ground floor window in the extension's rear elevation.	Approve	16/02/2023	Mercy Oruwari
Stroud Green	Lawful development: Proposed use	HGY/2022/4523	4 Mount Pleasant Villas, Hornsey, London, N4 4HD	Erection of single-storey outbuilding in rear garden for purposes incidental to the enjoyment of the dwelling, including home office, home cinema, music practice and playroom.	Approve	17/02/2023	Daniel Kwasi
Stroud Green	Lawful development: Existing use	HGY/2022/4223	10 Woodstock Road, Hornsey, London, N4 3EX	Certificate of lawfulness for the existing use of property as 3 x self contained flats.	Approve	31/01/2023	Sarah Madondo
Stroud Green	Lawful development: Proposed use	HGY/2023/0187	16 Ossian Road, Hornsey, London, N4 4EA	Certificate of Lawfulness for proposed outbuilding	Permitted Development	06/02/2023	Laina Levassor
Stroud Green	Householder planning permission	HGY/2022/4181	4 Bridgemount Mews, Mount Pleasant Villas, Hornsey, London, N4 4AG	Infill of existing second floor balcony and the addition of one flat roof light.	Approve with Conditions	01/02/2023	Mercy Oruwari
Stroud Green	Householder planning permission	HGY/2022/3374	132, Stapleton Hall Road, London, N4 4QB	Enlargement of existing rear dormer and installation of a roof balcony, removal of rear extension and staircase, alterations to rear fenestration, replacement of existing side rooflight and installation of 2no. front rooflights, enlargement of front lightwell, and erection of new front boundary wall, railing and associated bin store and soft landscaping to front garden.	Approve with Conditions	03/02/2023	Mark Chan
Stroud Green	Full planning permission	HGY/2022/1937	Flat A, 29, Oakfield Road, London, N4 4NP	Erection of single storey rear extension	Approve with Conditions	09/02/2023	James Mead
Stroud Green	Full planning permission	HGY/2022/4084	90, Florence Road, Hornsey, London, N4 4DR	Proposed exchange of single-glazed timber windows for new fit for purpose double-glazed timber windows (to the front elevation) and double-glazed uPVC windows and a door to the rear.	Approve with Conditions	03/02/2023	Ben Coffie

Stroud Green	Full planning permission	HGY/2022/4056	53a, Nelson Road, Hornsey, London, N8 9RS	Demolition of existing side extension and erection of new proposed side/rear extension	Approve with Conditions	09/02/2023	Sabelle Adjagboni
Stroud Green	Full planning permission	HGY/2022/4064	First Floor Flat, 82 Inderwick Road, Hornsey, London, N8 9JY	Erection of a rear dormer and roof extension including the installation of 2x front rooflight for the first floor flat.	Approve with Conditions	16/02/2023	Mercy Oruwari
Stroud Green	Full planning permission	HGY/2022/4017	Ground Floor Flat 82 Inderwick Road, Hornsey, London, N8 9JY	Erection of single storey wraparound extension with a partial infill to create of a courtyard.	Approve with Conditions	16/02/2023	Mercy Oruwari
Stroud Green	Approval of details reserved by a condition	HGY/2022/4600	81 Ridge Road, Hornsey, London, N8 9NR	Approval of details pursuant to conditions 3 (materials) attached to planning permission ref: HGY/2018/1385.	Approve	02/02/2023	Matthew Gunning
Stroud Green	Non-Material Amendment	HGY/2022/4180	4 Bridgemount Mews, Mount Pleasant Villas, Hornsey, London, N4 4AG	Non-material amendment following a grant of planning permission reference HGY/2022/1798 to amend drawings and details approved under Condition 2 (Approved Plans) to allow alterations to the approved balustrade and roof access.	Approve	17/02/2023	Daniel Kwasi
Stroud Green	Consent under Tree Preservation Orders	HGY/2022/4208	8 Ridge Road, Hornsey, London, N8 9LG	Works to tree protected by a TPO. Rear Garden: T1 Lime - re-pollard by removal of up to 3.5 metre in branch length. T1 Lime is in the rear garden of no 8 along the rear boundary Spec: Re Pollard to previous points ? The proposed works would not reduce the amenity value of the tree and will allow sustainable tree management in the long term ? The works are part of a regular maintenance program to retain the tree at a suitable size for their location ? The subject tree is of a large spreading nature straddling gardens and encroaching onto neighbouring properties Please note: G1 consists of 2 previously pollarded limes, the secondary growth on these trees is weak and prone to failure, both trees are encroaching onto neighbouring properties and causing anxiety for the tenants, recommended work will abate these issues.	Approve with Conditions	08/02/2023	Matthew Gunning

Stroud Green (Historical)	Approval of details reserved by a condition	HGY/2022/4156	33, Dagmar Road, Hornsey, London, N4 4NY	Approval of details pursuant condition 18 (Agreement with the local highway authority under Section 278 of the Highways Act 1980 to remove the necessary section of redundant crossover across the footway into the site and to reinstate the public footpath at this location) attached to planning consent HGY/2021/2968.	Approve with Conditions	31/01/2023	Mercy Oruwari
Tottenham Central	Lawful development: Proposed use	HGY/2022/4511	53 Higham Road, Tottenham, London, N17 6NQ	Certificate of Lawfulness for proposed window & door replacements at front and rear elevation, alterations to existing rear dormer extension including the installation of cladding and replacement of windows	Permitted Development	23/01/2023	Laina Levassor
Tottenham Central	Lawful development: Proposed use	HGY/2022/3450	15 Bourn Avenue, Tottenham, London, N15 4HP	Certificate of lawfulness: proposed use: Hip to gable roof extension and rear dormer extension.	Permitted Development	24/01/2023	Daniel Kwasi
Tottenham Central	Householder planning permission	HGY/2022/3882	67, Higham Road, Tottenham, London, N17 6NQ	Replacement of existing rear verandah over patio with a full width single storey rear extension across the rear wall of the existing dwellinghouse and side extension with the insertion of 2 x rooflights, and creation of a new obscure glazed window on the flank wall of the existing side extension (AMENDED DESCRIPTION)	Approve with Conditions	17/02/2023	Daniel Kwasi
Tottenham Central	Householder planning permission	HGY/2022/4296	4 Chaplin Road, Tottenham, London, N17 6QE	Relocation of the existing rear door, this includes a new structural opening to receive a new glazed door in the rear elevation and partial demolition of the existing lean-to outhouse at the rear of the property. Removal of existing external door to be filled with bricks that match the existing building.	Approve with Conditions	07/02/2023	Sarah Madondo
Tottenham Central	Full planning permission	HGY/2022/3860	Flat 1, 52 Kitchener Road, Tottenham, London, N17 6DX	Alterations to rear and side elevations.	Approve with Conditions	23/01/2023	Sabelle Adjagboni
Tottenham Green; South Tottenham	Lawful development: Existing use	HGY/2021/3740	133, Antill Road, London, N15 4BB	Use of property as 2 flats (Certificate of Lawfulness)	Approve	30/01/2023	Emily Whittredge
Tottenham Hale	Lawful development: Proposed use	HGY/2023/0197	114 Rosebery Avenue, Tottenham, London, N17 9SB	Certificate of Lawfulness for proposed single storey rear extension and construction of a rear dormer and outrigger extensions	Permitted Development	06/02/2023	Laina Levassor

Tottenham Hale	Telecommunications (Prior Approval 42 days)	HGY/2022/3430	Tottenham Telephone Exchange, Reform Row, London, N17 9SZ	Advanced notification by the operator(s), as may be required, under the relevant conditions of The Electronic Communications Code (Conditions and Restrictions) Regulations 2003, as amended. installation of the following 5G electronic communications apparatus: The replacement of 3 antennas with 6 new antennas and ancillary development thereto.	Permitted Development	24/01/2023	Kwaku Bossman-Gyamera
Tottenham Hale	Householder planning permission	HGY/2022/4015	114, Rosebery Avenue, Tottenham, London, N17 9SB	Erection of a single storey wrap-around extension to the rear of the property.	Approve with Conditions	02/02/2023	Sabelle Adjagboni
Tottenham Hale	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4548	4 Hanbury Road, Tottenham, London, N17 9RJ	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 3m	Not Required	31/01/2023	Laina Levassor
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4467	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 Condition A14 (Sound Insulation Between Residential and Commercial Properties) in relation to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Approve	14/02/2023	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/0042	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 A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019	Approve	15/02/2023	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/0201	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N15	Approval of details pursuant to Condition E15 Part B (Secure by Design Accreditation) 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.	Approve	09/02/2023	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4086	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 A32 (Installation of Roof Top structures ? LBH Development Management) relating to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Approve	15/02/2023	Martin Cowie

Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4085	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 A27 (Central Satellite Dish/Receiving System) relating to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Approve	14/02/2023	Martin Cowie
Unknown	Full planning permission	HGY/2022/2773	97, Alexandra Park Road, London, N10 2DP	Proposed repurposing of an existing garage into a garden room with pitched roof	Refuse	16/02/2023	Kwaku Bossman-Gyamera
Unknown	Full planning permission	HGY/2022/2045	344, Alexandra Park Road, London, N22 7BD	Conversion of dwelling to 4 x self-contained flats in conjunction with the creation of basement level with front and rear lightwells and associated lightwell treatment; erection of part single, part 2-storey rear extension; alterations to front garden to provide refuse store; and alterations to rear side garage	Approve with Conditions	15/02/2023	Samuel Uff
Unknown	Consent under Tree Preservation Orders	HGY/2022/2621	67, Palace Gates Road, London, N22 7BW	Works to tree protected by a TPO: T1 Tilia sp. (Lime) - Height 20m, Diameter 90cm. Condition/Notes - Poor: In rear garden, two fungal brackets at base, neighbours complaining, surface roots, damaging retaining wall, pruned to LBH specification in 2020 and since grown back, TPO put on tree because of historic dispute between neighbours no longer in residence. Recommendation - Reduce to pollard at 12-13m to reduce risk posed by fungal infection.	Approve with Conditions	06/02/2023	Matthew Gunning
Unknown	Adjoining Authority Consultation	HGY/2023/0196	Gas Holder Pinkham Way, London, N11 1QJ	Installation of 96 sheet advertisement hoarding, to replace existing (observations to L.B. Enfield - their reference 23/00123/ADV)	No Objections	15/02/2023	Philip Elliott
West Green	Lawful development: Proposed use	HGY/2022/4328	114 Carlingford Road, Tottenham, London, N15 3ER	Certificate of lawfulness proposed use: for a loft conversion with rear dormer and two front roof lights.	Permitted Development	31/01/2023	Michelle Meskill
West Green	Householder planning permission	HGY/2022/4542	36 Kirkstall Avenue, Tottenham, London, N17 6PH	Erection of a single storey side and rear extension together with partial replacement of side boundary fence	Approve with Conditions	08/02/2023	Sabelle Adjagboni
West Green	Householder planning permission	HGY/2022/3992	290, Philip Lane, Tottenham, London, N15 4AB	Wrap around ground floor rear extension.	Approve with Conditions	09/02/2023	Daniel Kwasi
West Green	Lawful development: Proposed use	HGY/2022/3940	161, Higham Road, Tottenham, London, N17 6NX	Certificate of lawfulness for proposed loft conversion including a rear dormer extension	Permitted Development	25/01/2023	Sabelle Adjagboni
West Green	Householder planning permission	HGY/2022/4338	Flat B, 48 Marnock Road, Tottenham, London, N22 6AA	Proposed loft conversion incorporating new outrigger dormer windows to rear	Approve with Conditions	31/01/2023	Sarah Madondo

West Green	Lawful development: Proposed use	HGY/2022/3582	39, Waldeck Road, London, N15 3EL	Certificate of lawfulness for the proposed conversion of the loft including dormer extensions to the main rear roof slope and to the outrigger and the installation of roof lights to the front.	Permitted Development	13/02/2023	Neil McClellan
West Green	Lawful development: Existing use	HGY/2022/2794	30, Keston Road, London, N17 6PN	Use as 2 No. self contained flats (Certificate of lawfulness)	Approve	30/01/2023	Emily Whittredge
West Green	Full planning permission	HGY/2022/4293	9 Mannock Road, Tottenham, London, N22 6AT	Conversion of single family dwellinghouse to two separate self-contained flats comprising one 2-bedroom and one 3-bedroom unit.	Refuse	26/01/2023	Laina Levassor
West Green	Householder planning permission	HGY/2022/4365	26 Ripon Road, Tottenham, London, N17 6PP	Joint application for single storey side infill extensions at adjoining properties	Approve with Conditions	02/02/2023	Oskar Gregersen
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2022/4213	176 Boundary Road, Tottenham, London, N22 6AJ	Erection of single storey extension which extends beyond the rear wall of the original house by 4.9m, for which the maximum height would be 3.88m and for which the height of the eaves would be 2.98m	Not Required	23/01/2023	Sabelle Adjagboni
West Green	Approval of details reserved by a condition	HGY/2022/4451	31 Waldeck Road, Tottenham, London, N15 3EL	Approval of details pursuant to conditions 4 (bin store) and 5 (cycle store) of planning permission ref. HGY/2020/2526 for Change of use of property from single dwellinghouse (Class C3) to a 6 bedroom HMO for up to 9 individual occupiers (Sui Generis), and erection of a rear dormer extension.	Approve	09/02/2023	Emily Whittredge
White Hart Lane	Householder planning permission	HGY/2022/4390	170 Devonshire Hill Lane, Tottenham, London, N17 7NR	Proposed rear extension	Refuse	06/02/2023	Zara Seelig
White Hart Lane	Lawful development: Proposed use	HGY/2022/4389	62 Perth Road, Wood Green, London, N22 5QY	Certificate of Lawfulness for proposed loft conversion comprising a dormer extension to the rear and roof lights to the front.	Permitted Development	09/02/2023	Martin Cowie
White Hart Lane	Householder planning permission	HGY/2022/4025	25, Chesthunte Road, Tottenham, London, N17 7PU	Demolition of the existing rear extension and the erection of a new single-storey rear extension, within the footprint of the existing and including the replacement of windows and external doors with timber double-glazed casement windows and the refurbishment of the existing external render.	Approve with Conditions	25/01/2023	Sabelle Adjagboni
White Hart Lane	Approval of details reserved by a condition	HGY/2022/2337	Lordship Lane Primary School, Ellenborough Road, London, N22 5PS	Approval of details reserved by a condition 5(Cycle Parking) following a grant of planning permission ref: HGY/2021/3145 (Non Material Amendments Condition 5: - Change from 'pre-commencement' to 'pre-occupation'. - Change requirement for '10 cycle parking spaces' to '2 staff cycle parking spaces, in the form of one double sided Sheffield stand)	Approve	27/01/2023	Sarah Madondo

White Hart Lane	Householder planning permission	HGY/2022/3870	105, Devonshire Hill Lane, Tottenham, London, N17 7NE	Erection of a new front porch	Approve with Conditions	25/01/2023	Sabelle Adjagboni
Woodside	Householder planning permission	HGY/2022/4524	11 Wolseley Road, Wood Green, London, N22 7TW	Front window increased in size, addition of 6 no rooflights	Approve with Conditions	17/02/2023	Sabelle Adjagboni
Woodside	Householder planning permission	HGY/2022/4422	85 Maryland Road, Wood Green, London, N22 5AR	Ground floor rear extension. One x 5000x3000mm flexface lightbox saying 'New River Sport & Fitness' with the centre logo positioned above the front entrance, - affixed to the building and illuminated up to 10pm week nights and 6pm weekend nights	Approve with Conditions	08/02/2023	Sarah Madondo
Woodside	Consent to display an advertisement	HGY/2021/2631	White Hart Lane Community Sports Centre, White Hart Lane, Wood Green, London, N22 5QW	Rear dormer with rooflights on front slope	Approve with Conditions	07/02/2023	Martin Cowie
Woodside	Full planning permission	HGY/2022/3471	145, Lyndhurst Road, London, N22 5AY	Certificate of lawfulness for proposed loft conversion including rear dormer extension and front roof lights.	Approve with Conditions	16/02/2023	Daniel Kwasi
Woodside	Lawful development: Proposed use	HGY/2022/4443	118 Arcadian Gardens, Wood Green, London, N22 5AE	Application to determine if prior approval is required for development consisting of works for the construction of an additional storey which extends 2.45m above the existing roof height under Schedule 2, Part 1, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).	Permitted Development	09/02/2023	Samuel Uff
Woodside	Prior approval Part 1 Class AA: Enlargement of a dwellinghouse by construction of additional storeys	HGY/2022/4540	39 Bracknell Close, Wood Green, London, N22 5RE	Approval of details reserved by a condition 3 (Secured Cycle Parking) and condition 4 (Refuse/Waste) attached to planning reference HGY/2022/4442	Refuse	03/02/2023	Laina Levassor
Woodside	Approval of details reserved by a condition	HGY/2022/4442	62 Arcadian Gardens, Wood Green, London, N22 5AD		Approve	10/02/2023	Sarah Madondo