

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 24th April, 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 13 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES

To confirm and sign the minutes of the Planning Sub Committee held on 29 November 2022 and 5 December 2022 as a correct record. **(To follow)**

7. PLANNING APPLICATIONS

In accordance with the Sub Committee's protocol for hearing representations; when the recommendation is to grant planning permission, two objectors may be given up to 6 minutes (divided between them) to make representations. Where the recommendation is to refuse planning permission, the applicant and supporters will be allowed to address the Committee. For items considered previously by the Committee and deferred, where the recommendation is to grant permission, one objector may be given up to 3 minutes to make representations.

8. HGY/2022/1906 - VARIOUS LOCATIONS ON THE PUBLIC HIGHWAY IN THE LONDON BOROUGH OF HARINGEY (PAGES 1 - 100)

Proposal: Installation of street furniture comprising pairs of 76mm dia steel tubes (poles) linked with 1.6mm clear nylon filament and similar street furniture to delineate a local Jewish Eruv.

Recommendation: GRANT

9. HGY/2022/0708 AND HGY/2022/0709 - 550 WHITE HART LANE, LONDON, N17 7BF AND N17 7RQ (PAGES 101 - 140)

Proposal:

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.

HGY/2022/0709 – Application for variation/removal of condition 8 (deliveries in respect of units 3, 4 and 5a as well as units 1, 5b and 6) condition 22 (no loading/unloading outside units 3, 4 & 5a) and condition 23 (no loading/unloading of deliveries) attached to planning permission reference HGY/2014/0055.

Recommendation: GRANT

10. HGY/2021/2304 - 29-33 THE HALE, LONDON, N17 9JZ (PAGES 141 - 556)

Proposal: 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. - RE-CONSULTATION on design updates to accommodate an additional stair and lift for evacuation in the event of a fire.

Recommendation: GRANT

11. UPDATE ON MAJOR PROPOSALS (PAGES 557 - 572)

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.

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 573 - 594)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 20 February 2023 – 7 April 2023.

13. NEW ITEMS OF URGENT BUSINESS

14. DATE OF NEXT MEETING

To note the date of the next meeting as 11 May 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, 14 April 2023

Planning Sub Committee – 24 April 2023

Item No. 8

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2022/1906**Ward:** Highgate, Stroud Green, Hornsey, Alexandra Park, Bounds Green.**Address:** Various locations on the public highway in the London Borough of Haringey**Proposal:** Installation of street furniture comprising pairs of 76mm dia steel tubes (poles) linked with 1.6mm clear nylon filament and similar street furniture to delineate a local Jewish Eruv.

List of drawings: Design, Heritage, Social Cohesion and Access Statement by Rosenfelder Associates, Highgate and Muswell Hill Eruv – Haringey locations only (1-2 & 21-33) drawing nos. 858.002, 01/B, 01.1, 02/C, 3.1/A, 3.2/C, 21A/C & 21B/C, 22A/C, 23A/C, 23B/E, 24A, 24B, 25A/B, 25B/B, 25.1/B, 25.2, 25.3, 26, 27/A, 28/C, 29, 30/B, 32/D, 33/C, 33.1/A, 51/A, HMH.858.64/A, Preliminary Ecological Appraisal: Parkland Walk, Stapleton Hall Rd, Haringey ref. R1151.001 by Rosenfelder Associates dated 22th November 2022.

Applicant: Highgate + Muswell Hill (H+MH) 'ERUV' Committee**Ownership:** Council and Public Highway**Case Officer Contact:** Tania Skelli**Site Visit Date:** 24/05/2022**Date received:** 26/05/2022**Last amended date:** 30/11/2022

1.1 The application is being reported to the Planning Sub-Committee for determination as the application is on Council owned land and significant material planning objections have been received during the consultation process.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

1. The eruv creates a large area throughout which carrying of objects and movement of non-ambulant persons is permitted.
2. An eruv is of benefit to Sabbath observant people who are thus able to carry not only personal effects (handkerchiefs, keys, spectacles, etc.), but it also enables non-ambulant persons, i.e. all wheelchair users and non-ambulant

young children to be pushed in the street thus overcoming a restriction on them and also on their carers. Subsequently, this means Shabbat observant people would be able to fully participate in community life within their locality without religious restriction by not being able to carry.

3. The proposal is not considered to result in harm to pedestrian comfort or highway safety. All locations and their revisions were assessed by the Highways Team and found acceptable, subject to the submission of a Highway Licence and a Road Safety Audit.
4. All poles were assessed in relation to impact on adjoining and surrounding heritage assets. The poles and street furniture are not considered to harm listed buildings or the Highgate and Stroud Green Conservation Areas.
5. There would be no adverse impact on neighbouring amenity.
6. The proposal is supported by an Ecological Impact Assessment. The assessment analyses the proposal's impact on birds and bats in their environments. Following the revisions to some of the proposed locations, the proposal is not considered to harm wildlife or biodiversity.

2. RECOMMENDATIONS

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a section 106 Legal Agreement providing for the obligation set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That, following completion of the agreement referred to in (2.1) within the time period provided for in resolution (2.2) above, Planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

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

- 1) Development begun no later than three years from date of decision
- 2) In accordance with approved plans
- 3) Arboricultural Method Statement
- 4) Location 22 filament with beads
- 6) Bird & bat boxes
- 7) Bat survey
- 8) Pole colours

Informatives

- 1) Co-operation
- 2) Hours of construction
- 3) Network Rail

Section 106 Heads of Terms

- 1) To secure the necessary agreement with the LBH Highway's for the carrying out of works on the public highway via a Section 50 and 105 of the New Road and Streetworks Act 1991 (Road safety audit included).
- 2) A community engagement plan.
- 3) To secure a management agreement that the structures will be regularly inspected and repaired.

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8. RECOMMENDATION

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| Appendix 3 | EqIA |
| Appendix 4 | Consultation Responses – Internal and External Consultees |

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

- 3.1.1 An eruv is a shortened form of the Hebrew term 'Eruv Chatzeros'; this translates as 'unification of courtyards' and it reduces some of the additional rabbinical rules relating to carrying outside the private domain on the Sabbath (sunset on Friday until nightfall on Saturday). As with all of Orthodox traditional Jewish law it is all contained in the Talmud and Code of Jewish Law. The Eruv is a symbolic boundary consisting of natural and man-made objects. Within the area of an eruv it is possible to carry and push any person or object which is not subject to restriction by one of the other Sabbath Laws. This includes prams, push-chairs, wheel-chairs, food and drink.
- 3.1.2 Under Jewish law the definition of an enclosure includes (in addition to walls or fences at least 1m in height) a structure comprising two poles connected with a thin wire to provide the continuity where the boundary of the eruv crosses a road or footpath. As a notional or symbolic boundary only, the eruv itself does not require planning permission, but the poles and wire required to create the eruv do require planning permission.
- 3.1.3 The areas of the proposed eruv utilise existing walls and fences; however, there remain a number of locations where no natural boundary exists, principally across roads and footpaths. The poles and clear polycarbonate filaments which allow for the boundary of the eruv to cross existing roads where there is a break in existing walls comprising of buildings and fences. Similar planning applications were submitted to the adjoining boroughs of Camden and Islington for the remainder of locations within their land.
- 3.1.4 The Highgate and Muswell Hill (MH) Eruv is located entirely within the borough boundary, but it would join the existing Camden and Northwest London Eruv (which covers Hampstead, Golders Green, Hendon and part of Finchley) and the Brondesbury Eruv (which spans across Camden, Barnet, Brent, Ealing and Kensington and Chelsea). It would also join on to the proposed North Westminster Eruv, which covers St John's Wood and Maida Vale. Each eruv is 'self-contained' but can have a common boundary with any adjacent eruv.

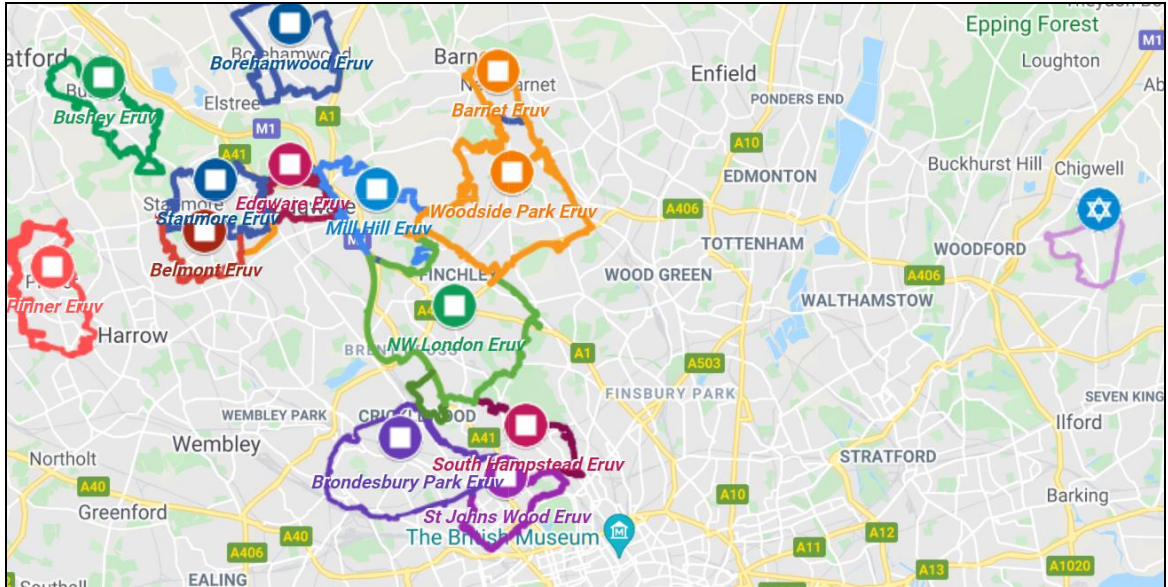


Figure 1: Erufs in NW London - (Source: <https://www.eruv.co.uk>)

3.1.5 Planning permission is sought to create the Highgate and Muswell Hill Eruf by erecting 15 pairs of poles plus 3 single poles, a total of 33 individual poles 2 pairs of low-level poles and 2 metal arches connected with clear polycarbonate filaments also utilising some 6 lamp posts.



Figure 2: Close up of pole and filament at Primrose Hill NW3 location

3.1.6. The proposed poles, measuring either 1.05m, 3.5m or 5.5m in height, would have a concrete base which would be located 1m underground; above ground the pole would be steel with a diameter of 76mm. The height of the poles is 5.5m where they span a road to allow clearance for oversized vehicles. Between the poles would be a clear nylon line akin to a fishing line with a 0.5mm diameter. A lower height would be adopted for public footpaths (3.5m), and the 1.05m poles would be used under a bridge (whereby the roof of the bridge negates the requirement for the nylon line). Most poles would be coloured black to match existing street furniture within Haringey (e.g. location 27A&B are proposed painted light brown to match the adjacent pipes).



Figure 3: Poles within existing Camden Eruv on Elsworth Terrace NW3, entrance to Primrose Hill

3.1.7. Metal arches are proposed where they are located at railway station entrances and sets of polycarbonate panels complement some locations to comply with Eruv enclosure rules, such as at location 23D.

Maintenance

3.1.8. The safety and integrity of the Eruv is required under Jewish law to be checked at least once a week. The local committee that administers it appoints a qualified inspector to view the entire Eruv boundary early in the week and again each Friday to ensure its integrity; they carry appropriate equipment to carry out any

necessary repair or maintenance. The weekly inspections are carried out in the early hours of Friday morning (before 8) and consist of the inspector driving around the route checking that all wires are in situ and all poles in a good state of repair. If any wire is found to be broken, a contractor on standby is notified and the wire replaced before sunset on that day.

3.1.9. The pole design enables ‘rewiring’ to be carried out from ground level by means of a telescopic boat hook – thus without any special vehicle or impeding traffic in any way. The applicant advised that, experience over more than 15 years, indicates that wires are very rarely broken (perhaps 2-3 times on any *entire* eruv and usually either on main roads by a vehicle with an exceptional load or after a particularly severe weather event, but even that is very rare owing to the strength of the wire used). All costs, including installation, weekly inspections, maintenance and indemnity insurance are borne by the applicants; the installation is carried out by a New Roads and Street Works Act 1991 (NRSWA)-qualified contractor appointed by the applicants. This is proposed to be secured via Section 50 Highways Licence, which is proposed to be made an obligation (S106) subject to planning permission.

Revisions

3.1.10. Following a detailed review of each location, the following amendments were provided:

Location no.	Revisions
21A	Original pole location replaced with a new location, closer to the road traffic sign and away from the gardens entrance. The applicant advised that this revision is similar to the original proposal as the existing CPZ parking poles (considered as a useable option) proved to be too far from the adjacent walls for eruv purposes. [21B retained as originally proposed].
22	This location was agreed subject to a pre-commencement condition for a survey at the appropriate season when bats are active (in this instance during the S106 licence agreement stage that will follow a consent). In addition, the addition of beads to the wire has been accepted as mitigation for the protection of bats and birds.
23A-D	Original Pole A relocated and replaced with B and C to address highway concerns. Original pole B relocated further from the flats where it is screened by a lamp post (and re-labelled as D)
27A&B	This location is revised to include a 50mm diameter post in each gap between an existing 150dia pipe and the wall behind, avoiding

	the need for panels.
32 (A-C)	Original proposed poles and filament re-routed, omitting the pole previously proposed on the corner, with two new poles each adjacent to the return flanks of 44 and 46 Blake Road. This revision contributes towards a less obtrusive addition to street furniture at this location
33	This Hillside Gardens / Tunnel Gardens location was revised in February 2023 to omit the proposed arch over the entrance to the gardens with a 5.5m high matching poles similar to other locations. This revision is proposed to avoid future maintenance issues on the boundary of the gardens.

3.2 Site and Surroundings

- 3.2.1 The Highgate and MH Eruv application relates to 33 locations throughout the borough within the N4, N6, N8, N11 and N22 postcodes. For ease of reference, the table below notes the locations, height of pole proposed, and whether the site is within a conservation area or adjacent to designated/non-designated heritage assets. The pole numbers do not run consecutively as some of the locations were removed for technical reasons.
- 3.2.2 For example, there is no location 31; the applicants' ambition is to minimise the number of poles or other work necessary. On this section minor local rerouting was carried out prior to submission of the application enabling Location 31 to be omitted.
- 3.2.3 The Highgate and MH Eruv joins the existing Northwest London Eruv, Woodside Park and the Camden Eruv. As seen on this map, locations 4-13a are currently proposed within the London Borough of Camden jurisdiction and locations 13b-20 within Islington, to establish a new Eruv (pending approval). This proposed Eruv would be an extension to an existing Eruv within the London Borough of Camden (as shown in figure 1) and link to Haringey and Islington.

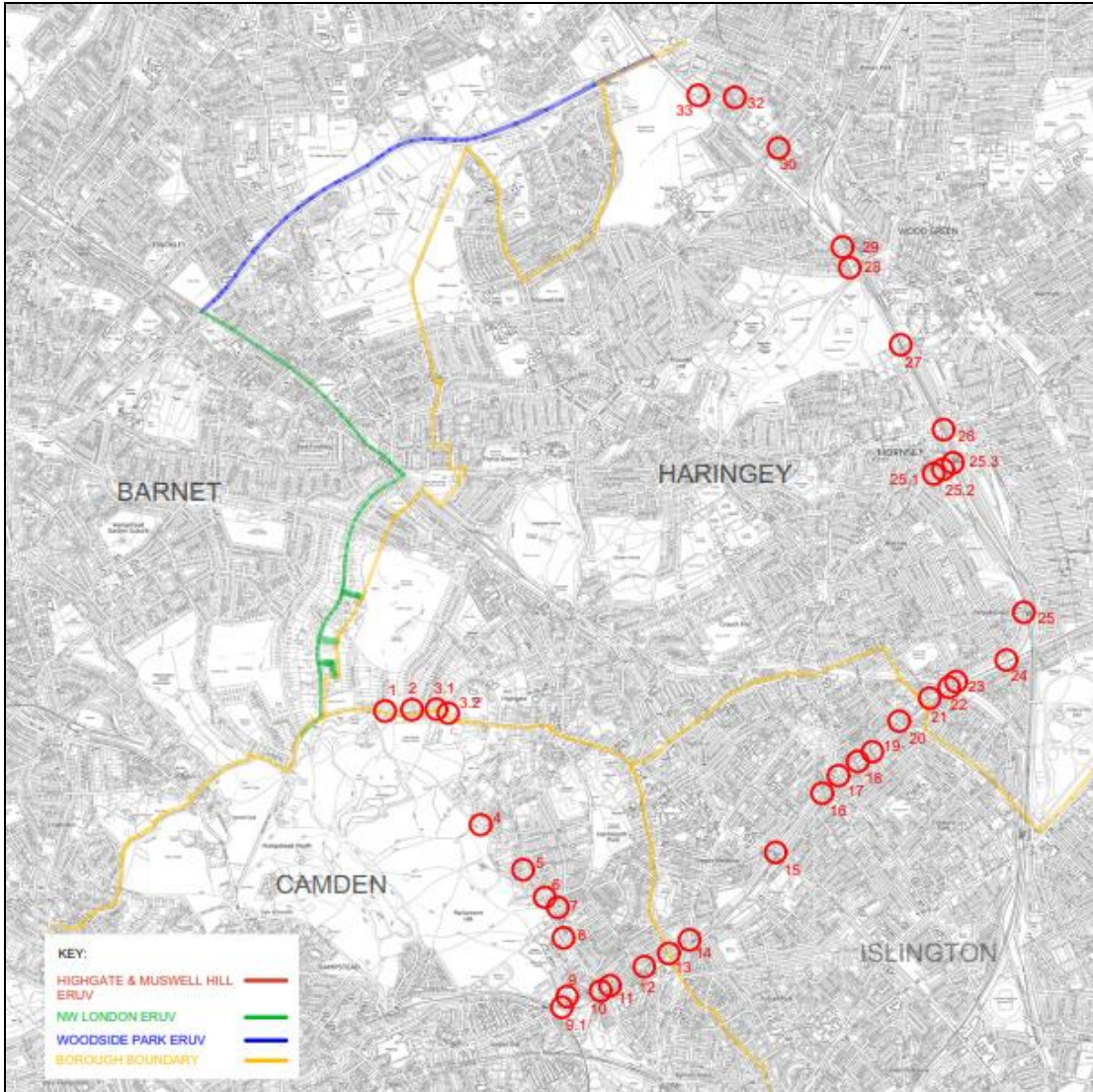


Figure 4: Pole locations in Haringey, Camden and Islington Boroughs (red circles are in Haringey)

Location No. (each location may include between 1-4 poles)	Address	Pole/s height (m)	Conservation Area (CA)/Heritage Asset	Ecological/ open land designation	Haringey ward
1 (A & B)	Hampstead Lane N6	5.5	Not in CA	NA	Highgate
2 (A & B) 1x lamppost used	Hampstead Lane/ Stormont Road N6	5.5	B within Highgate CA	NA	Highgate
3.1 1x	Hampstead	5.5	B within Highgate	NA	Highgate

lamppost used	Lane N6		CA		
3.2 2x lampposts used	Hampstead Lane N6	5.5	All lampposts within Highgate CA	NA	Highgate
21 (A & B)	Mount Pleasant Villas N4	5.5	Stroud Green CA	NA	Stroud Green
22 (A & B)	Stapleton Hall Road / Parkland Walk N4	3.5	Stroud Green CA	Local Nature reserve/ SINC Metropolitan Importance	Stroud Green
23 (A – D)	Lancaster Road/ Stapleton Hall Road N4	5.5	Stroud Green CA	NA	Stroud Green
24 (A & B)	Oakfield Road N4	5.5	Stroud Green CA	NA	Stroud Green
25 (A & B)	Quernmore Road/ Harringay Station N4	2.4 metal arch	Stroud Green CA	NA	Stroud Green
25.1 (A & B)	Tottenham Lane N8	5.5	NA	NA	Hornsey
25.2 (A & B)	Tottenham Lane N8	5.5	NA	NA	Hornsey
25.3 (A & B) 1x lamppost used	Turnpike Lane N8	5.5	NA	NA	Hornsey
26 (A & B)	Turnpike Lane Bridge N8	1	NA	NA	Hornsey
27 (A & B)	Western Road (footpath) N22	1	Outside CA. On boundary with Hornsey Water Works & Filter Beds CA	NA	Alexandra Park
28 (A & B)	Alexandra Park Station / Buckingham Road N22	2.4 metal arch	Bounding with 3 nos. CAs: Alexandra Park and Palace, Wood Green Common and Hornsey Water Works and Filter Beds CA.	NA	Bounds Green

			Opposite listed PH 'Starting Gate'		
29 (A & B)	Buckingham Road Bridge N22	5.5	NA	NA	Alexandra Park
30 (A & B)	Durnsford Road N11	5.5	NA	NA	Bounds Green
32 (A – C) 1x lamppost used	Blake Road N11	5.5	NA	NA	Bounds Green
33 (A & B)	Hillside Gardens/ Cline Road N11 (Tunnel Gardens)	5.5	NA	Ecological corridor/ SINC Grade II	Bounds Green

3.3 Relevant Planning and Enforcement history

Borough	Borough reference	Description/location	Status (as of April 2023)
LB of Islington	P2021/1844/FUL	Erection of pairs of poles with clear wire between the poles at 8 locations across the Borough of Islington comprising the Highgate and Muswell Hill Eruv	March 2023 update: Proposal to be presented to committee with recommendation for approval soon
LB of Camden	2021/3105/P	Erection of poles with clear wire between, in 10 different locations on the highway in N6 and NW5 postcodes (Fitzroy Park/Merton Lane, Millfield Lane, Highgate West Hill/Swain's Lane, St Alban's Road, 2 x Highgate Road, Gordon House Road, Little Green Street/College Lane, Churchill Road,	March 2023: Permission granted subject to signing of S106 legal agreement.

		Dartmouth Park Hill	
LB of Camden	2016/2892/P	Erection of pairs of poles with clear wire between the poles at 12 locations across the LB of Camden forming part of the North Westminster Eruv.	Granted on 30 October 2019 subject to a legal agreement
LB of Camden	2014/2464/P	Erection of pairs of poles with clear wire between the poles at 15 locations across the Borough comprising the Brondesbury Eruv.	Planning permission was granted in 2017
LB Barnet	F/01941/14	Brondesbury Eruv - Part in London Borough of Barnet - erection of 2.1m high posts	Planning permission granted in 2014
LB Barnet	F/00171/14	Golders Green Eruv extension	Planning permission granted in 2014
LB Barnet	B/03772/11	Barnet Eruv	Planning permission granted in 2012
LB Barnet	B/03356/11	Woodside Park Eruv	Planning permission granted in 2011
LB Barnet	H/01834/10	Mill Hill Eruv	Planning permission was granted in 2010 (H/01834/10).
LB Barnet (& Harrow)	H/921/09	Stanmore/ Canons Park Eruv	Planning permission granted in 2009
LB Barnet	W13797/04	Edgware Eruv	Planning permission was granted in 2004
LB Barnet	tbc	North West London Eruv - this related to two separate applications. The eruv	Refused 1994. Appeal allowed by DoE.

		encloses an area of 6.5 square miles including Hendon, Golders Green and Hampstead Garden Suburb	
LB Brent	14/1252	Part in London Borough of Brent - 14 locations in Brent - pavement on Kilburn High Road, Salisbury Road, Chamberlayne Road, Harrow Road, Station Road, Acton Lane, Craven Park, Bridge Road, Neasden Lane, Dudden Hill Lane, Kendal Road and Parkside and Cricklewood Broadway.	Planning permission granted in 2014
Royal Borough of Kensington & Chelsea	PP/14/06650	Installation of one 5.5m height 76mm diameter colour coated steel pole with a 0.5mm clear nylon wire spanning to matching pole opposite.	Planning permission was granted in 2014
London Borough of Hammersmith and Fulham	2014/02513/F UL	Installation of a 0.5mm clear nylon wire span between two 5.5m high steel poles to be erected on the public highway on the eastern and western sides of Scrubs Lane to complete a notional enclosure (eruv).	Planning permission was granted in 2017
London Borough of Harrow	P/2650/14	Pinner and Hatch End	Planning permission in 2014
London Borough of Harrow	P/0266/13	Belmont Eruv	Planning permission granted in 2013

Hertsmere Borough Council	TP/13/1281	Bushey Eruv	Planning permission granted in 2013
Hertsmere Borough Council	TP/07/0204	Elstree and Borehamwood Eruv	Planning permission granted in 2007
London Borough of Redbridge	Various planning applications including 1806/13	Chigwell and Hainault Eruv	– planning permission granted in 2013
London Borough of Redbridge	Various planning applications including EPF0561/13	Part in Epping Forest district	Planning permission granted in 2013
City of Manchester, Salford and Bury	097227/FO/20 11/N1	Manchester Eruv	Planning permission granted in 2011

4. CONSULTATION RESPONSE

4.1 Pre-Application Engagement

4.1.1 The applicant has carried out their own local consultation during 23-30th November 2021, with local Councillors, MPs, Metropolitan Police, faith groups and local interest groups such as Conservation Area Advisory Committees (CAACS) and Resident Associations (RAs). No responses were received.

4.1.2 Application Consultation

4.1.3 The following were consulted regarding the application:

Internal:

- 1) LBH Communities / Community Safety: No objections.
- 2) LBH Conservation: No objections.
- 3) LBH Transportation: No objections.
- 4) LBH Highways: Support, subject to condition/s.
- 5) LBH Parks & Nature Conservation: No objections, subject to condition.
- 6) LBH Residential Care: No comment.
- 7) LBH Arboriculturalist: No objections subject to condition.
- 8) LBH Environmental Health/ Lighting: No objection.
- 9) LBH Communities: No objections.
- 10) LBH Communities and Inequalities/ Multi-Faith forum: No objections.

External:

- 11) Network Rail: No objections, subject to recommended informatives.
- 12) TfL: No objections (no sites within TfL relevant highway land).
- 13) Met Police/ Design out Crime officer/ Hate crime coordinator: No objections.
- 14) The Highgate Society: No response.
- 15) Highgate CAAC: No response.
- 16) Stroud Green CAAC: No response.
- 17) Alexandra Palace & Park CAAC: No response.
- 18) Highgate Neighbourhood Forum: No response.
- 19) LB Camden: No objections.
- 20) LB Islington: No comment.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Resident Associations (by letter)
- 33 site notices were erected close to each location

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

No of individual responses: 197
Objecting: 98
Supporting: 91
No objection/ Comment: 8

5.3 The initial statutory consultation period ran until 1/9/2022 and was then extended until 30/9/2022 and comments received beyond that date are also considered.

5.4 A Press Notice was advertised on 29/07/2022.

5.5 The following local groups/societies made representations:

- Friends of the Parkland Walk: Objection. Harm to wildlife from locations 21, 22 and 23.

5.6 The following Councillor made representations:

- Cllr Jogee: Support

5.7 The following Member of Parliament made representations:

- Catherine West MP: Support

5.8 The issues raised in representations that are material to the determination of the application are set out in Appendix 4 and summarised as follows:

Objection

Design & Appearance

- Street clutter
- Visual eyesore
- Harringay Station proposed arch too prominent (location 25)
- Poles height is imposing
- Railway arch harmful to Conservation Area

Pedestrian and Highway safety

- Location 21A located near narrow pavement
- Reducing pavement width for wheelchair users

Land use

- Encroachment on public land
- Should use existing public furniture
- Location 23 is unclear; leads to no houses

Trees/ Nature conservation

- Threat to wildlife
- Harm to community garden (near Mount Pleasant Villas; at Bridgemount Mews)

Community relations

- Eruv interfering with civil law and creating physical religious presence
- Creating religious symbol in public domain
- Religious zoning
- Proposal could harm community relations
- Benefit to small minority
- Certain religious communities should not be supported in this manner
- Harm to multi-culturalism and diverse relations in borough

Other

- Other demarcation should be used, such as at the Stamford Hill area
- Eruv users should use a digital app instead
- Who will bear the upkeep costs?
- Waste of public resources
- No location 31 – how does location 30 link to no. 32 (across Scout Park)
- Proposal encourages steel production and thereby global warming
- Plastic wire unfriendly to the environment
- Weekly maintenance by car to encourage global warming

- Front gardens should be replanted to mitigate global warming
- Fly tipping near proposed sites
- Loss of privacy during pole inspections

Consultation

- Insufficient consultation time
- Consultation period extended
- Site notice displayed wrongly
- Consultation not wide enough
- Sites should have been consulted on separately
- Consultation during school holidays
- Site notice too small and badly located (location 21A)
- Application hard to find online

Support

Community relations / Other

- Families leaving the house together; reducing isolation
- More people attending services and events
- Inclusion of wheelchair users and frail people
- Eruv allows hospitals visits and carrying of supplies
- Other eruvs established across London
- All maintenance costs are borne by Eruv Committee, not by taxpayer
- The poles and filaments do not display religious symbols
- Areas where eruvs have been installed have shown no change in social cohesion, population trend or community relations
- Promotes diversity, equality and mental and physical health
- Most of surrounding areas already have an eruv, so introducing this one is unlikely to encourage any change in the social or religious mix in any part of Haringey
- Assistance with carrying items such as books and medicines
- Assistance with walking up hills and helping younger children
- No cost to public

Wildlife/ Nature conservation

- No evidence of harm to wildlife

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development;
2. Design and conservation;
3. Neighbour Amenity;
4. Public Realm and Impact on Highway Safety;

5. Community Safety, Cohesion, Diversity and Inclusion;
6. Nature conservation & Trees.

6.2 Principle of development

National Planning Policy Framework (NPPF) 2021

- 6.2.1 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Planning is expected to perform a social role – a key component of sustainable development. This social role supports strong vibrant and healthy communities, with accessible local services that reflect a community's needs and support its health, social and cultural well-being. One of 12 core land-use planning principles is that the planning system delivers sufficient community and cultural facilities and services 'to meet local needs'. Chapter 8 of the NPPF seeks to promote healthy communities. Planning is seen as helping to facilitate social interaction and inclusive communities. Planning policies and decisions are expected to plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments.

The London Plan 2021

- 6.2.2 The Mayor's key objectives for London are ensuring the city is made of diverse, strong, secure and accessible neighbourhoods that provide all its residents, workers and visitors - whatever their origin, background, age or status – with equal opportunities. Policy GG1 states that London's growth should be inclusive by providing a 'welcoming environment that everyone can use confidently, independently, and with choice and dignity, avoiding separation or segregation'.

The Haringey Local Plan 2017

- 6.2.3 The local strategic objective (Vision Statement) is for the people to be at the heart of its vision to include safe and inclusive neighbourhoods for all.
- 6.2.4 Haringey Policy SP0 (Presumption in Favour of Sustainable Development) aims to encourage proactive solution finding between the Council and residents so that proposals can be approved wherever possible and secure development that improves the social conditions in Haringey.

Highgate Neighbourhood Plan 2017

- 6.2.5 The core policies of the Highgate Neighbourhood Plan, SC1 (Social and Community Needs), seeks to minimise social deprivation and exclusion and SC3 (Traffic and Transport) promotes the wellbeing of pedestrians. These policies are relevant to some of the locations, e.g. locations within Highgate ward.

Haringey's Equality Objectives

6.2.6 The Equality Act 2010 places a legal obligation on local authorities to publish equality objectives. The Haringey policies were developed to align with this Act. The objectives relate to the wider community and include:-

- Ensuring that the impact of development on the social fabric of communities is considered and taken into account;
- Seeking to reduce social inequalities;
- Addressing accessibility (both in terms of location and physical access) for all members of the community to jobs, health, housing, education, shops, leisure and community facilities;
- Encouraging a variety of services and facilities and their accessibility e.g. recycling facilities;
- Providing, where possible, schools, hospitals, open space, public transport and training facilities, as well as employment and residential accommodation; and
- Taking into account the needs of all the community.

6.2.7 The proposed developments would not change the use of the areas defined by the eruv. The areas would remain as mixed-use areas comprised of residential and commercial uses.

6.2.8 Under planning legislation there is no material change in use. A number of objectors have raised concern that the eruv would create areas with a distinctive religious link. The eruv does not section off part of the borough for only members of the Jewish community. All residents and visitors to the areas would be able to continue to use them as they do at present.

6.2.9 The proposal for an eruv is to allow some members of the Jewish community the ability to carry personal effects such as keys and spectacles, it would also enable wheelchair users and prams/buggies to be pushed in the street within the eruv area. It is not to create a defined area solely for one religion. The poles would not have any obvious visual association with a particular group as they comprise two poles with a thin wire connecting them. The areas would retain their public and private domains.

6.2.10 The eruv areas are vast, spanning across several London Boroughs. Officers consider it highly unlikely that their construction would define such a large area for one single religion. People of many religions currently live within these areas and they will be able to continue to do so as a result of the proposal.

6.2.11 The proposals would not prevent integration of various ethnic groups or communities; they would not prevent certain people from being within the eruv areas. Everyone would be able to move freely around the areas as exists now. They would encourage social cohesion and social integration as they would allow a certain element of the community who had not previously been able to use the

area on the Sabbath the ability to do so. In light of the above, the proposal is considered acceptable in principle.

6.3 Design and Conservation

Statutory Framework and Implications

- 6.3.1 Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“the Listed Buildings Act”) are relevant.
- 6.3.2 Section 66(1) provides that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority 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.
- 6.3.3 Section 72(1) requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area.
- 6.3.4 The effect of these sections of the Planning Act is that there is a statutory presumption in favour of the preservation of the character and appearance of Conservation Areas and the preservation of Listed Buildings and their settings. Considerable importance and weight should be attached to their preservation. A proposal which would cause harm should only be permitted where there are strong countervailing planning considerations which are sufficiently powerful to outweigh the presumption. The NPPF provides guidance on the weight that should be accorded to harm to heritage assets and in what circumstances such harm might be justified (section 16).

Policy review

- 6.3.5 NPPF section 16 paragraphs 194 to 202, London Plan policies D4 (Delivering good design) and HC1 (Heritage conservation and growth), Policies SP0 (Presumption in favour of sustainable development), SP11 (Design), SP12 (Conservation), DM1 (Delivering High Quality Design), DM2 (Accessible and Safe Environments and DM9 (management of the historic environment) of the Haringey Local Plan, Policy DH2 (Development Proposals in Highgate’s Conservation Areas) of the Highgate Neighbourhood Plan.
- 6.3.6 London Plan Policy D4 sets out the requirement for high quality design in all developments, Policy HC1 discusses the protection of heritage assets, Policy SP0 sets out that the Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions of communities, Policy SP11 encourages high-quality design solutions

and Policy SP12 discusses the protection of heritage assets in the borough. Policy DM1 sets out the requirement for high-quality design as a priority in the borough, Policy DM12 requires that all development should ensure safe access to all the borough's users, so that so that it improves people's access to social and community infrastructure and protects safe and accessible pedestrian and cycling routes and should not impede pedestrian and cycling permeability. Policy DM9 sets out the management of historic assets in the borough and the Highgate Neighbourhood Plan Policy DH2 expects all developments to preserve or enhance Highgate Conservation Areas and heritage assets within them.

- 6.3.7 The NPPF defines a "heritage asset" as: *"A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)."*
- 6.3.8 "Significance" is defined within the NPPF as being "The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."
- 6.3.9 Paragraph 190 of the NPPF requires Local Planning Authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 6.3.10 Paragraphs 197 to 203 of the NPPF provide as follows:
197. In determining applications, local planning authorities should take account of:
a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 6.3.11 *199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.*

6.3.12 200. *Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

6.3.13 Paragraph 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

6.3.14 Paragraph 203 deals with non-designated heritage assets as follows:

203. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

6.3.15 The first step is for the decision-maker to consider each of the designated heritage assets (referred to hereafter simply as “heritage assets”) which would be affected by the proposed developments in turn and assess whether the proposed developments would result in any harm to the heritage asset.

6.3.16 *The decision of the Court of Appeal in Barnwell Manor confirms that the assessment of the degree of harm to the heritage asset is a matter for the planning judgement of the decision-maker.*

6.3.17 *However, where the decision-maker concludes that there would be some harm to the heritage asset, in deciding whether that harm would be outweighed by the advantages of the proposed developments (in the course of undertaking the analysis required by s.38(6) PCPA 2004) the decision-maker is not free to give the harm such weight as the decision-maker thinks appropriate. Rather, Barnwell Manor establishes that a finding of harm to a heritage asset is a consideration to which the decision maker must give considerable importance and weight in carrying out the balancing exercise.*

6.3.18 *There is therefore a “strong presumption” against granting planning permission for developments which would harm a heritage asset. In the Forge Field case the High Court explained that the presumption is a statutory one and is therefore not irrefutable. It can be outweighed by material considerations powerful enough to do so. But a local planning 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 statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.

6.3.19 *The case-law also establishes that even where the harm identified is less than substantial (and so falls within paragraph 202 of the NPPF), that harm must still be given considerable importance and weight.*

6.3.20 What follows is an Officer assessment of the extent of harm which would result from the developments to nearby heritage assets. This includes Conservation Areas, Listed Buildings and locally listed buildings. An individual assessment of each pole has been undertaken, including the impact on any nearby heritage assets, as well a cumulative assessment of the overall heritage impact and any public benefits of the proposals.

6.3.21 Officers have taken into account the Conservation and Design Officer's comments, the information provided by the applicant, and the representations made through the consultation process.

Assessment of individual poles

Poles 1A & B / Hampstead Lane N6

6.3.22 A pair of 5.5m poles are proposed, spanning across the entrance to the Hampstead Heath (east to Kenwood House grounds). The eastern pole is located behind the historic traditional phone box. Whilst this bounds the London Borough (LB) of Camden and its Hampstead CA, it sits within Haringey public highway. The Conservation Officer was consulted on this location and considered it acceptable and LB Camden have raised no objections.

Poles 2A & B (Hampstead Lane/ Stormont Road N6)

6.3.23 Pole 2A, 5.5m high, lies similarly to the above on the southern side of Hampstead Lane. It would be sited at the rear of the footpath near the brick wall boundary wall to Kenwood House Estate. It would connect to an existing streetlamp on the northern side of the road. The lamppost lies within the Highgate CA. The Conservation Officer was consulted on this location and considered it acceptable.

Pole 3.1 (Hampstead Lane N6)

6.3.24 Pole 3.1 would be 5.5m high and span from the south side of the road (outside LB Camden's Hampstead CA boundary to an existing lamppost on the north side of the road. The lamppost lies within the Highgate CA. The Conservation Officer was consulted on this location and considered it acceptable.

Pole 3.2 (Hampstead Lane N6)

6.3.24 Pole 3.2 is a 5.5m high pole, east of Bishopswood Road, on the north side of the road. It is proposed to have two filaments spanning in both directions, each to an existing lamppost on the south side of the road. The pole lies within the Highgate CA. The Conservation Officer was consulted on this location and considered it acceptable.

Poles 21 (A & B) Mount Pleasant Villas N4

6.3.25 Location 21A was revised with the pole moved from the Bridgemount Mews Community Gardens. entrance to a location closer to the CPZ road sign to its north to avoid any impact on the existing landscaped areas. The new pole is proposed at the rear of the footpath adjacent to the centre of the chain link fence panel to the right of the gate to the railway embankment with the filament crossing Mount Pleasant Villas to a matching pole on the other side of the road, 20cm beyond the north end of the railway bridge balustrade wall. The applicant confirms that the pole will be installed fully within the public footpath and the excavation is carried out by hand, using a 'post hole digger'. This ensures that the community garden is protected.

6.3.25 The poles would lie within the Stroud Green CA. The Conservation Officer was consulted on this location and considered it acceptable.

Poles 22 (A & B) Stapleton Hall Road / Parkland Walk N4

6.3.26 Poles A & B are 3.5m high and are proposed across the Parkland Walk. Pole B would be supplemented with a small matching section of picket fence to create a nominal enclosure at this section. The Parkland Walk is a nature reserve and lies within the Stroud Green CA. The Conservation Officer was consulted on this location and considered it acceptable.

6.3.27 The ecological impact of this location is assessed in the relevant section below.

Poles 23 (A – D) Lancaster Road/ Stapleton Hall Road N4

6.3.28 Pole A marks the beginning of this section with a 5.5m high pole north-east to the petrol station on the left side of Stapleton Hall Road. It spans across the road to Pole B which connect to Pole C under the Parkland Walk (Stapleton Hall) bridge. From there it connects across Lancaster Road to a relocated Pole D right to an existing lamppost by the paling fence at the rear of the pavement. A 20cm w x 0.3xm this clear polycarbonate panel/s would be fixed to each side of the guard rail between the bottom and top rails.

6.3.29 The locations lie within the Stroud Green CA. The Conservation Officer was consulted on these location and considered them acceptable.

Poles 24 (A & B) Oakfield Road N4

6.3.30 Poles A and B are a pair of 5.5m high poles crossing the road, north of the railway, between Dagmar Road and Stapleton Hall Road. Pole A is proposed in front of the north end of the railway bridge balustrade wall, 1.5m in front of the wire mesh fence crossing Oakfield Road to pole B in front of the north end of the railway bridge balustrade wall, 1.5m in front of the galvanised steel paling fence.

6.3.31 The locations lie within the Stroud Green CA. The Conservation Officer was consulted on this location and considered it acceptable.

Arch 25 (A & B) Quernmore Road/ Haringay Station N4

6.3.32 A 2.4m high tubular metal arch is proposed over the entry point to the station access route on Quernmore Road. The location lies within the Stroud Green CA. The Conservation Officer was consulted on this location and considered it acceptable.

Location 25.1 (A & B) Tottenham Lane N8

6.3.33 The 5.5m high poles span across the access to Cranford Way. Pole A is proposed in front of the low-level brick wall of no. 23 Tottenham Lane crossing to vehicular access to Pole B, which would replace an existing parking sign to minimise street clutter. The site is not in a conservation area.

Location 25.2 (A & B) Turnpike Lane N8

6.3.34 Two 5.5m high poles are proposed across the entrance to the self-storage facility. Pole A is proposed in front of a low level rendered wall outside no. 23 Tottenham Lane, 2m south of the vehicular access opening crossing the vehicular access to a matching pole 2.5m north of the access opening. The site is not in a conservation area.

Location 25.3 (A & B) Turnpike Lane N8

6.3.35 Two 5.5m high poles are proposed on the right side of the road, spanning from the front elevation of no. 11 Tottenham Lane (Jewson) to a matching pole at the rear of the footpath by the frontage of no. 5 Tottenham Lane. The two poles are connected by a filament wire clipped to an existing lamppost by the kerbside of the second pole. The site is not in a conservation area.

Location 26 (A & B) Turnpike Lane Bridge N8

6.3.36 A pair of 1m high poles are proposed under the bridge, on each side, on the western side of the bridge. The locations are not in a CA.

Location 27 (A & B) Western Road (footpath) N22

6.3.37 A pair of 1m high poles are proposed under the bridge, on each side, on the western side of the bridge, on each side of the footpath. The locations are not in a CA.

Location 28 (A & B) Alexandra Park Station / Buckingham Road N22

6.3.38 A 2.4m high tubular metal arch is proposed over the entry point to the station access route on Buckingham Road. The location bounds with three CAs: Alexandra Park and Palace, Wood Green Common and Hornsey Water Works and Filter Beds CA. it is opposite the 'Starting Gate' Public House. The Conservation Officer was consulted on this location and considered it acceptable.

Location 29 (A & B) Buckingham Road Bridge N22

6.3.39 The 5.5m high poles would span across Bedford Road and the flank of no. 2 Palace Gates Road (3m beyond) on the western approach to Buckingham Road, over the railway bridge. The site is not in a CA.

6.3.40 The applicant has advised that the residual width between the kerbside lamp post and pole will be at least 1.92m.

Location 30 (A & B) Durnsford Road N11

6.3.41 A pair of 5.5m high poles would span across Durnsford Road, from the Three Oaks footpath location on the south side to a new pole by 44-46 Durnsford Road to the north side. The locations are not in a CA.

Location 32 (A-C) Blake Road N11

6.3.42 Two new 5.5m poles would span a filament wire from the flank of no. 35 Blake Road to an existing lamppost and terminating at a new pole by no. 46 Blake Road. This location was revised to reduce its prominence against existing flank walls.

Location 33 (A & B) Hillside Gardens/ Cline Road N11 (near Tunnel Gardens)

6.3.43 Following the evaluation of the summited Ecology Report, this location was revised to a pair of 5.5m high poles, on the public footpath, would span a filament wire from the location A at the end of the north side boundary fence of 12 Hillside Gardens to location B at the rear of the footpath adjacent to the post in the colour coated green palisade metal fence on the (north-) west side of the road approx. 11m from its southern end. Whilst the originally proposed metal arch would not

have resulted in risk to wildlife; issues of fence maintenance and replacement led to the standard poles providing a better solution at this location. The location is not in a CA.

Overall assessment of impact on built environment

6.3.44 The overarching aim of Policies SP11 and DM1 are to secure high-quality design that considers the character, setting, context and form of neighbouring buildings. Policy DM9 seeks to ensure development preserves and enhances the character and appearance of conservation areas.

6.3.45 Each pole has been assessed in terms of their impact on the streetscene and heritage assets (including setting) where relevant. Where the poles were considered unacceptable, the applicant has worked with Council Officers to relocate the poles and find alternative locations. Overall, when viewing the poles in their proposed locations it is considered they would not appear overly dominant in the street scene. Similar but slimmer than telecommunications equipment, the poles would be located to the rear of the pavement up against a wall or fence. Notwithstanding, the proposed poles are much smaller than telecommunication poles.

6.3.46 As outlined in section 3.1, a number of revisions were made to pole locations, with several locations being amended so to provide the best solution for each site. It is considered the siting of the poles would not cause harm to the character and appearance of the conservation areas in which they are located.

6.3.47 The poles would be constructed in metal steel and painted black with poles 27 in light brown, to match other existing Haringey street furniture.

Overall, Heritage assessment

6.3.48 It is recognised that the poles and wires represent additional street furniture. As such it must be considered as to whether the public benefits of the proposal outweigh the impact on the conservation areas (heritage assets). It is acknowledged that the impact would be to the locality and the setting of the relevant asset (e.g. the lamp post). However, this has to be weighed against the positive public benefits which the proposal would provide. In this case, the public benefits are to members of the Jewish community, and in particular, those more vulnerable members including the elderly, those with physical disabilities and those with children and which would be invaluable in enabling them to fully participate within the local community during the Sabbath. The proposal would make for an inclusive environment for them regardless of faith, age or disability, making a positive impact on social cohesion. This social infrastructure would also address the needs of a growing and diverse population. As such in this particular case it is considered that the public benefits resultant from the proposal can be considered to outweigh any impact on the heritage assets.

6.4 Neighbour Amenity

- 6.4.1 The London Plan (2021) states that development must not cause unacceptable harm to the amenity of surrounding land and buildings. Haringey's Policy (2017) DM1 (Delivering High Quality Design) states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight to all parts of the development and adjacent buildings and land and provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents.
- 6.4.2 When considering each individual pole, given their diameter, no pole would have a significant impact on conditions of daylight and sunlight to nearby residential properties, nor would structures be overbearing or impact on outlook and privacy.
- 6.4.3 With regards to eruv location 23D this was initially located in direct view of residential windows. This was not considered acceptable in terms of outlook, and revisions were sought to move the poles further away from residential windows. In conclusion, the proposed developments would not result in any significant adverse impact on residential amenity.

6.5 Public Realm and Impact on Highway Safety

- 6.5.1 Local Plan Policy DM2 seeks to ensure safe and accessible pedestrian routes and for proposals to not impede pedestrian permeability. Policies DM3 and DM8 seeks to ensure development does not cause a hazard to pedestrians or other road users. London Plan policy D8 also relates to pedestrian safety and states that applications which seek to introduce unnecessary street furniture should be refused.

Street Clutter

- 6.5.2 The Local Plan Development Management Policies document includes Policy DM3 on Public Realm. Paragraph 2.15 of the supporting text to that policy states "Public realm and street design are integral parts of the Borough's environment and character. A poorly designed public realm can lead to street clutter and negatively impact on the accessibility and attractiveness of an area. The design of streets... should be of the highest quality and contribute to local distinctiveness, providing safer and accessible spaces for all...".
- 6.5.3 Some of the locations use existing lampposts (e.g. location 2) or parking sign poles (location 25.1) to minimise clutter but in some sites (e.g. 21 and 23) this was not possible and posts are proposed adjacent to existing structures.

- 6.5.4 All of the proposed poles would be situated adjacent to existing walls or buildings and at the rear of the footway. To minimise their impact on the width of the remaining footpath at each location.
- 6.5.5 It is noted that a number of objectors have raised concern in regard to the additional street clutter; however, as noted above the poles would all be located to the 'back' of the pavement area (the outer edge away from the carriageway) and where possible, located adjacent to existing lampposts, railway bridges or buildings to ensure their impact is minimised. Furthermore the poles would only measure 76mm in diameter, and as such, would not be bulky or take up large amount of pavement space. Overall, the siting, scale and appearance of such poles would barely be discernible to the typical pedestrian, in the context of the variety of different street furniture found on a typical street, i.e. utility poles, road signs, street trees as well as the back drop of buildings which frame and enclose streets.

Highway Safety

- 6.5.6 Following detailed discussions with the Highways Team the posts are proposed in locations where there would be no highway safety implications. The wire would be 5.5m in height to allow oversized vehicles to pass beneath them. By way of reference, buses are generally 4.4m high and lorries 4.9m in height. Therefore, no concerns are raised with regards to lorries and buses catching the wire. All pole and other equipment locations have been inspected in person by the Highways Team who are satisfied with their proposed position and that sufficient residual pavement width is retained.
- 6.5.7 The Met Police has requested a Road Safety Audit, which the Council's Highways Team is in support of.

Private Equipment on Public Highway and Maintenance

- 6.5.8 Most private equipment in the public highway belongs to public utilities that have a right to access their plant. The posts and wires would be installed by a NRSWA accredited contractor on behalf of the Eruv Company/Synagogue to ensure that the posts and the footpath surrounding it are installed to the correct Council specification. The initial installation would be undertaken with a joint rabbinical inspection to ensure that it is installed to the correct specification according to Jewish Law as well as to the Highway expected standards.
- 6.5.9 The posts and wires will be owned by the Eruv Company/Synagogue. The Eruv Company/Synagogue will be responsible for inspecting the posts and wires on a weekly basis. In addition to the regular checks, the posts would be checked for structural stability annually, from the date the last post is installed and the report submitted to the Highway Authority. The posts would be maintained by the Eruv Company/ Synagogue. The Eruv company/Synagogue will employ an approved

contractor to undertake this work to a method of working approved by the Highway Authority. The approved contractor would have a public liability insurance of £5 million (during the duration of the works of installation). The applicant must permit the highway authority to use the posts for the erection of signs should an existing sign be obscured by the erection of a new Eruv post.

- 6.5.10 To ensure all of the above issues are secured, it is recommended that a S106 legal agreement is agreed in order to secure the necessary highways obligations to install and maintain the structures.

Traffic

- 6.5.11 The proposed eruv would be unlikely to result in increased numbers of people attending any synagogue or other local community facilities from further distances, but rather would enable parents of young children, the elderly and disabled people to attend the Synagogue when they otherwise would be unable to. The proposed eruv is therefore not considered to result in material increases in traffic or parking.

6.6. Community Safety, Cohesion, Equality, Diversity & Inclusion

- 6.6.1 Policy DM2 seeks to make Haringey a safer place promoting safer streets and public areas states that proposals should ensure that new developments can be used safely, easily and with dignity by all and improve people's access to social and community infrastructure. Officers consider the Eruv would support this. As noted above the eruv would be defined by a series of poles with wires between the pair of poles, they would not define the area as having a particularly Jewish function.
- 6.6.2 Furthermore, it is important to note that there are several existing eruvs which have been in existence for some years. The effect of these eruvs has been analysed in the EqIA and it demonstrates they do not affect the composition of the local population and have not increased racial attacks within other eruv area.
- 6.6.3 The Metropolitan Police's designing out crime officer and hate crime officer were consulted and raised no objections in response to the application.
- 6.6.4 The application raises considerations of equality, inclusion, diversity and community cohesion. As set out in the EqIA, consideration of diversity and cohesion are not necessarily complementary and a balance needs to be reached, as part of any planning decision on the application, between the wider social benefits and any perceived harm arising from the proposed eruv.
- 6.6.5 The Haringey Local Plan states that the Council will ensure that the amenity of communities, occupiers and neighbours is protected and will seek to ensure that development contributes towards strong and successful communities by

balancing the needs of development with the needs and characteristics of local areas and communities.

- 6.6.7 London Plan Policy D11 (Designing out crime) states boroughs should seek to create safe, secure and appropriately accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion.
- 6.6.8 The EqlA is thorough in its consideration of the possible impacts on the wider community. These are largely centred around the potential perception of a demarcated or zoned territory in which public space assumes a new identity and becomes associated with a distinct set of values and practices. The EqlA reflects on the fact that representations received in response to the planning application 'demonstrate the concern of some residents that the eruv symbolically confers ownership of the public realm to one community'.
- 6.6.9 Related to this, many of the objections raised in response to the public consultation on the planning applications are concerned with the potentially socially divisive nature of the proposals arising from the imposition of a perceived ownership on the space. Common themes running through the responses received relate to the perception that the land contained within the eruv would belong (or be designated) to a particular community rather than to be used freely by all. Concerns stated that they would represent a clear invitation for one community or religious group to use the land or move to the area at the expense of other groups outside this community or religious group.
- 6.6.9 The eruv would not alter the definition or the use of land within their boundary nor would it directly impose a requirement for changes to the behaviour of people within the eruv who do not observe the Sabbath.
- 6.6.10 The eruv would have no effect on land ownership. The land currently in the public domain would remain in public use with unrestricted access for all. As discussed above the proposed poles and connecting wires would not impede movement or act as physical barriers to movement. Indeed, they are likely to go unnoticed by many, being read as street furniture in the general street scene.
- 6.6.11 The potential perception that public land would belong to one group and would incentivise members of a particular community to move to the area is not something that is anticipated or observed in existing eruvs, as demonstrated in the analysis in the EqlA (Appendix 3). There is likely to be a balance of factors which influence the extent to which members of the Jewish community decide to move to a newly created eruv, which in this case would spread across five neighbouring London boroughs. These include such factors as house prices, proximity to synagogues etc. However the applicant's EqlA sets out that a comparison of Census data for Barnet from 2001 and 2011 suggests that there is no clear data to support the view that any parts of the Jewish community

increase their local proportion of the community through moving into areas denominated as an eruv.

6.6.12 It is identified above that the physical indicators of the eruv through the poles and wires would be low key. Consultation responses identify that the new street furniture would highlight the presence of the eruv to the wider community and would identify their function. It may pass unnoticed to the un-informed resident or visitor, especially on days other than the Sabbath.

6.6.13 Policy at all levels requires consideration of social cohesion and the implications of crime or perception of crime to feature in such decisions. There is evidence from the consultation responses that there is local concern about the principle of the eruv and indications that it would be perceived as an erosion of the plurality of the public realm. However, for the reasons set out above, Officers consider that this is not the case, and the proposal meets the relevant planning policies and the impacts of the proposal on those with protected characteristics have been assessed in the EqIA. On balance, the proposal would enhance safety and community cohesion. It may increase equality, diversity and inclusion and thereby balance the needs of different groups in the community.

6.6.14 In summary, the EqIA demonstrates that there will be a positive impact on protected characteristics of communities and individuals within the borough, such as on the basis of age, disability, maternity, race, religion, and sex.

6.7 Nature conservation and trees

6.7.1 London Plan Policy G6 (Biodiversity and access to nature) indicates the Mayor is committed to supporting the protection and conservation of priority species and habitats.

6.7.2 Policy SP13 of the Haringey Strategic Plan seeks to protect Metropolitan Open Land as well as all other designated open land, such as ecological corridors and nature reserves, whilst supporting accessibility and improvements.

6.7.3 Policy DM19 of the Haringey Local Plan sets out the importance of Local Nature Reserves and that development that has a direct or indirect adverse impact on important ecological assets, will only be permitted (b) if it has been suitably demonstrated that appropriate mitigation can address the harm caused. Policy DM20 resists the loss of open space or development that detracts from any environmental function of the open space. This policy also seeks to protect open space from the detracting to its openness and requires developments to contribute positively to its setting.

6.7.4 Concerns were raised on the grounds of the impact on local wildlife, as birds and bats may fly into obstructions. The applicant has submitted an Ecological Impact Assessment Report prepared by Crossman Associates which concludes that no

harm is anticipated from the introduction of poles and filament lines or metal arches to the proposed locations. The report further suggests bird and bat boxes to enhance the relevant open spaces near locations 22 and 33.

6.75 Its findings were assessed by the Council's Parks and Nature Conservation Officers who advised that location 33 (Tunnel Gardens) should be revised to omit the arch for maintenance reasons and location 22 (Parkland Walk) required the addition of beads to the filament and a pre-commencement condition to carry out a time appropriate bat survey before implementation. This is shown in the revised drawings. The Nature Conservation Officer has advised that the proposed filament would be acceptable with the addition of beads and subject to a pre-commencement condition for the submission of a bat survey in the appropriate season.

6.7.6 The poles and associated wire filament will not result in adverse impacts on local or protected trees. The Council's Tree Officer has raised no objection to the proposal. Location 21B lies adjacent to a tree, however, the pole is at the rear end of the pavement with a brick boundary wall between it and the tree. As such, the tree roots would most likely have grown in another direction, and the proposed pole location fenced off by the wall's foundations. Locations 33A&B lie at the entrance to the Tunnel Gardens nature reserve, however all existing trees are at sufficient distance from the proposed foundations to the proposed poles. As such, the proposed poles are not considered to impact on trees or nature conservation.

6.8 Conclusion

6.8.2 An eruv is of benefit to Sabbath observant people who are thus able to carry not only personal effects (handkerchiefs, keys, spectacles, etc.), but it also enables non-ambulant persons, i.e., all wheelchair users and non-ambulant young children to be pushed in the street thus overcoming a restriction on them and also on their carers. Subsequently, this means Shabbat observant people would be able to fully participate in community life within their locality without religious restriction by not being able to carry.

6.8.3 The proposal is not considered to result in harm to pedestrian comfort or highway safety. All locations and their revisions were assessed by the Highways Team and found acceptable, subject to the submission of a Highway Licence and a Road Safety Audit.

6.8.4 All poles were assessed in relation to impact on adjoining and surrounding heritage assets. The poles and street furniture are not considered to harm listed buildings or the Highgate and Stroud Green Conservation Areas.

6.8.5 There would be no adverse impact on neighbouring amenity.

- 6.8.6 The proposal is submitted with an Ecological Impact Assessment. The assessment analyses the proposal's impact on birds and bats in their environments. Following the revisions to some of the proposed locations, the proposal is not considered to harm wildlife or biodiversity.
- 6.8.7 Overall, the developments would have minimal impact in planning terms in accordance with relevant policy and guidance, in compliance with the development plan. In having due regard to the public sector equality duty as set out at section 149 of the Equality Act, officers believe there will be several material impacts, but overall and on balance the proposals will advance equality of opportunity for those with several protected characteristics within the Jewish community.
- 6.8.8 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission is recommended to be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1 The development is not liable for CIL as there is no floorspace proposed.

8.0 RECOMMENDATIONS

GRANT PERMISSION subject to conditions in Appendix 1

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Appendix 1 Conditions and Informatives

Subject to the following condition(s)

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: Design, Heritage, Social Cohesion and Access Statement by Rosenfelder Asscoaites, Highgate and Muswell Hill Eruv – Haringey locations only (1-2 & 21-33) drawing nos. 858.002, 01/B, 01.1, 02/C, 3.1/A, 3.2/C, 21A/C & 21B/C, 22A/C, 23A/C, 23B/E, 24A, 24B, 25A/B, 25B/B, 25.1/B, 25.2, 25.3, 26, 27/A, 28/C, 29, 30/B, 32/D, 33/C, 33.1/A, 51, HMH.858.64/A, Preliminary Ecological Appraisal: Parkland Walk, Stapleton Hall Rd, Haringey ref. R1151.001 by Rosenfelder Associates dated 22th November 2022.

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

3. Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the sites for the purposes of the development hereby approved, a Tree Protection method statement incorporating a solid barrier protecting the stem of the trees in question, along with details of hand dug excavations to be used in relation to poles being erected adjacent to significant mature trees and their RPAs, with this approved in writing by the Local Planning Authority. The works thereafter shall be carried out as per the approved detail and the necessary protection maintained until all equipment, machinery and surplus materials have been removed from the site.

Reason: In order to ensure the safety and wellbeing of the trees adjacent to the site during constructional works that are to remain after works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. The filament to be in used in relation to pole location 22 (Parkland Walk) shall be installed using beads as specified in the drawings hereby approved.

Reason: In the interest of the protection of wildlife.

5. No development shall commence until details of a scheme for bird and bat boxes near location 22 for the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in strict accordance with these approved

details, and the developer shall provide evidence of these measures being installed to the local planning authority no later than 3 months after works have completed. Once installed these measures shall be maintained in perpetuity and if necessary replaced as approved.

In the event that these measures are not installed a full schedule and costings of remedial works required to achieve a similar level of biodiversity improvements on site shall be submitted for the written approval of the local planning authority within 4 months of the completion of works in relation to this site. Thereafter the schedule of remedial works must be implemented in relation to this site within 3 months of the local authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity.

6. Prior to installation of the relevant equipment for location 22, a bat emergence/re-entry surveys shall be undertaken between May and September (1 dusk, 1 dawn, 1 either dusk or dawn) by an ecologist and a mitigation strategy shall be produced and submitted for approval by the Local Planning Authority to determine whether a licensed or non-licensed approach to mitigation is required. Should the mitigation strategy recommend further action to be undertaken this must be agreed between the owners of the site and the Local Planning Authority and all works must be completed in accordance with that scheme.

Reason: To ensure that there are no adverse impacts on any existing bat habitats as a result of the development.

7. All poles shall be painted black except poles 27A&B which shall be painted light brown to match background walls.

Reason: In the interest of the local visual amenity.

Subject to the following **Informatives**:

INFORMATIVE:

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

INFORMATIVE:

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: (Network Rail)

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the airspace of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/ or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least **2 metres (3m for overhead lines and third rail)** from Network Rail's boundary.

This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than **2m (3m for overhead lines and third rail)** and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.

As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. all possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within **20 metres** of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/ boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The

developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Vehicle Incursion

Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Landscaping

Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

Existing Rights

The applicant must identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.

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Appendix 2 Plans and Images

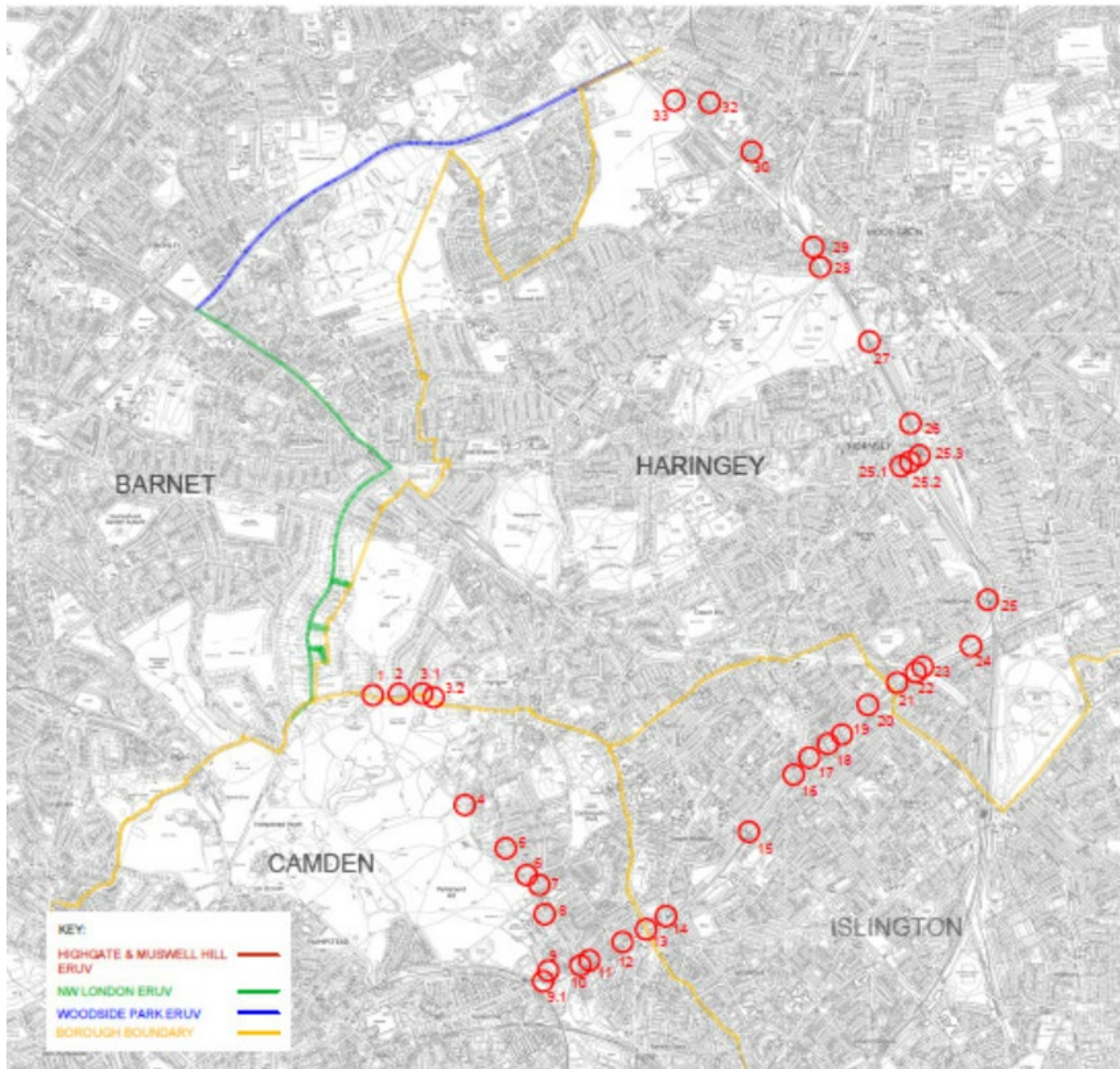
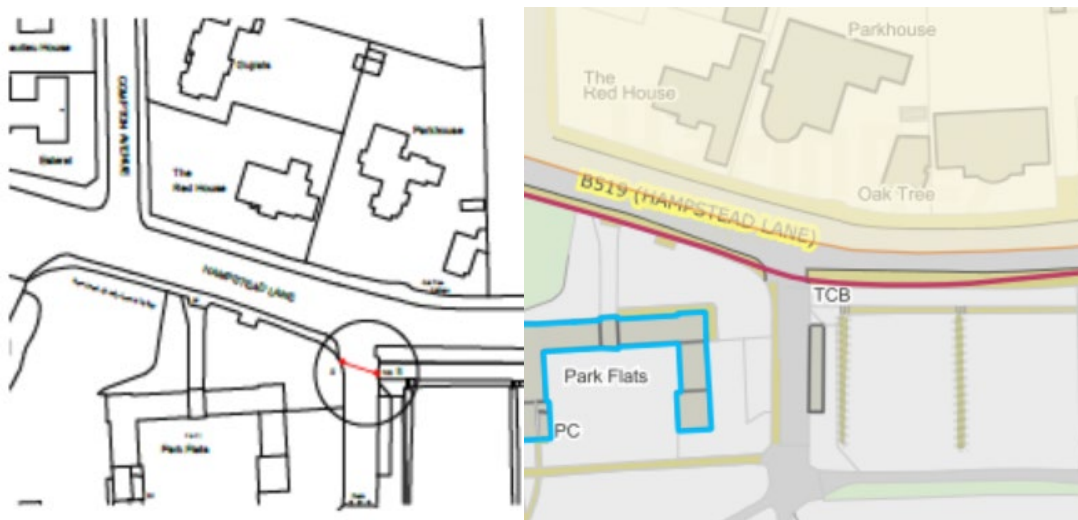


Figure 1: Location Plan





LOCATION 1A WITHOUT POLE



LOCATION 1A WITH POLE

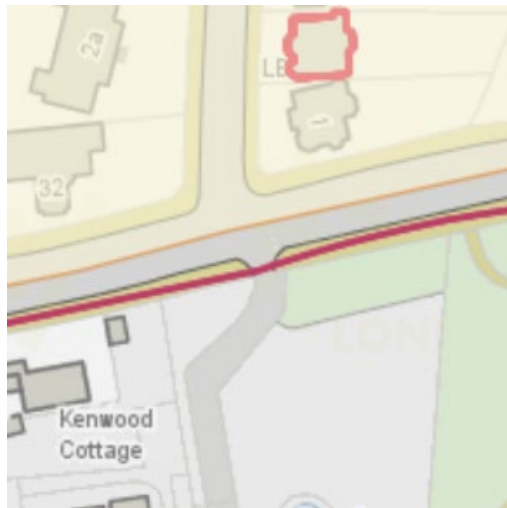


LOCATION 1B WITHOUT POLE



LOCATION 1B WITH POLE

Figure 2: Location 1A & B Hampstead Lane N6





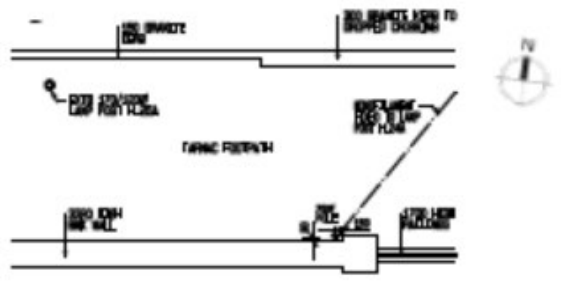
LOCATION 2A WITHOUT POLE



LOCATION 2A WITH POLE

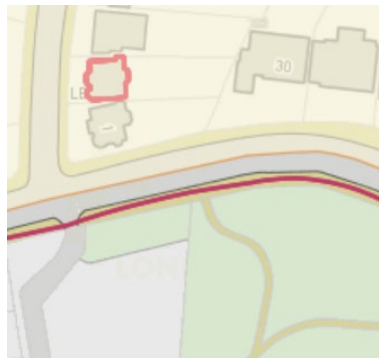
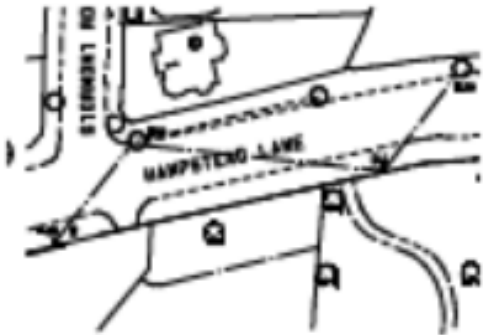


LOCATION 2B LAMP POST



LOCAL DRAWING @ 1:100

Figure 3: Location 2A & B Hampstead Lane/ Stormont Road N6





LOCATION 3.1 WITHOUT POLE



LOCATION 3.1 WITH POLE

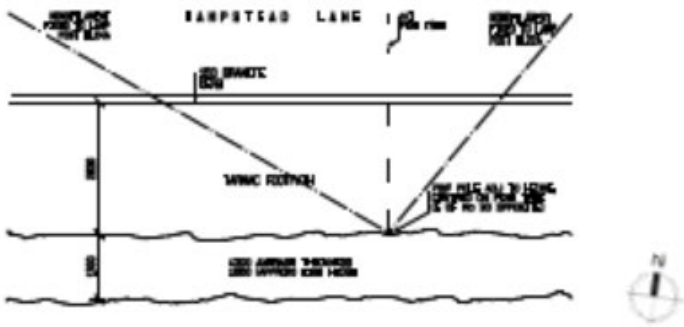
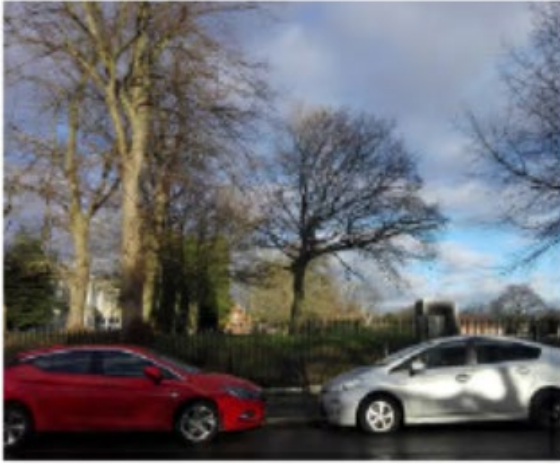


Figure 4: Location 3.1 Hampstead Lane N6





LOCATION 3.2 WITHOUT POLE



LOCATION 3.2 WITH POLE

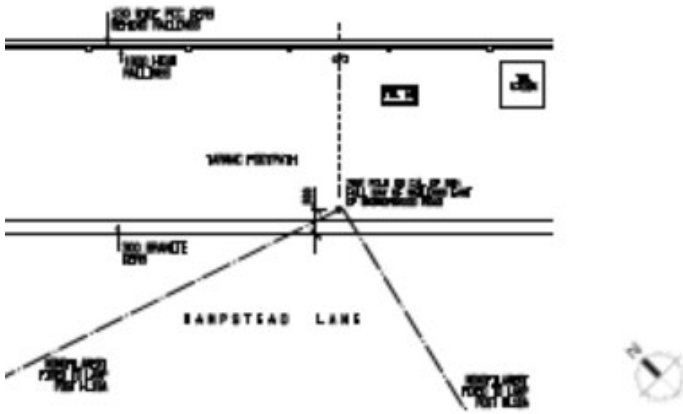


Figure 5: Location 3.2: Hampstead Lane/ Bishopswood Road N6





LOCATION 21A WITHOUT POLE



LOCATION 21A WITH POLE

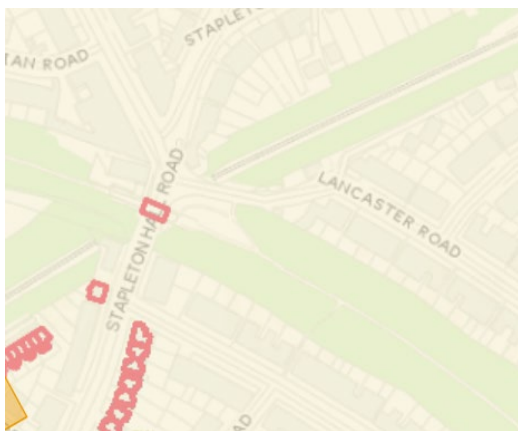


LOCATION 21B WITHOUT POLE



LOCATION 21B WITH POLE

Figure 6: Location 21 A&B Mount Pleasant Villas N4





LOCATION 22A WITHOUT POLE



LOCATION 22A WITH POLE



LOCATION 22B WITHOUT POLE



LOCATION 22B WITH POLE

Figure 7: Location 22A+B Stapleton Hall Road/ Parkland Walk N4



POLE A
ADJ TO LAMP POST OPPOSITE



POLE B
SOUTH SIDE OF BRIDGE



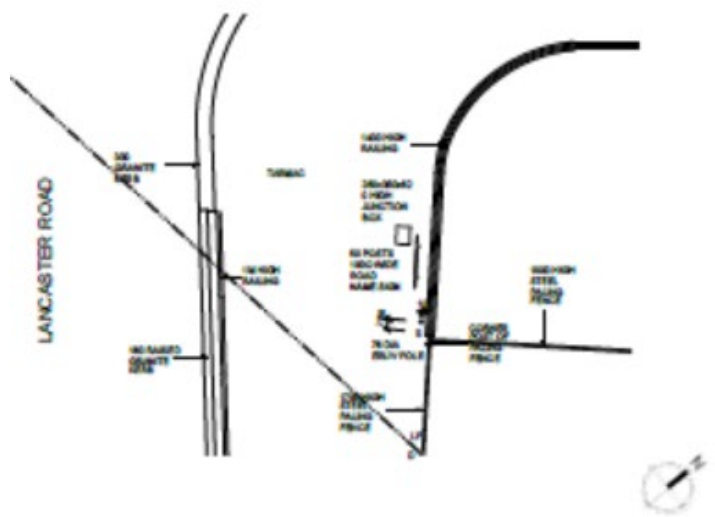
POLE C
NORTH SIDE OF BRIDGE



LOCATION 230 WITHOUT POLE



LOCATION 230 WITH POLE



DRAWING: 1:100 @ A3



LOCATION AS EXISTING



LOCATION WITH POLE + PANEL ON GUARD RAIL



1:50 ELEVATION FROM FOOTPATH
AS EXISTING



1:50 ELEVATION FROM FOOTPATH
SHOWING CLEAR POLYCARBONATE PANEL



1:50 ELEVATION FROM ROAD
AS EXISTING



1:50 ELEVATION FROM ROAD
SHOWING CLEAR POLYCARBONATE PANEL

Figure 9: Location 23 A-D Lancaster Road/ Stapleton Hall Road N4





LOCATION 24A WITHOUT POLE



LOCATION 24A WITH POLE



LOCATION 24B WITHOUT POLE



LOCATION 24B WITH POLE

Figure 10: Location 24 A&B Oakfield Road N4





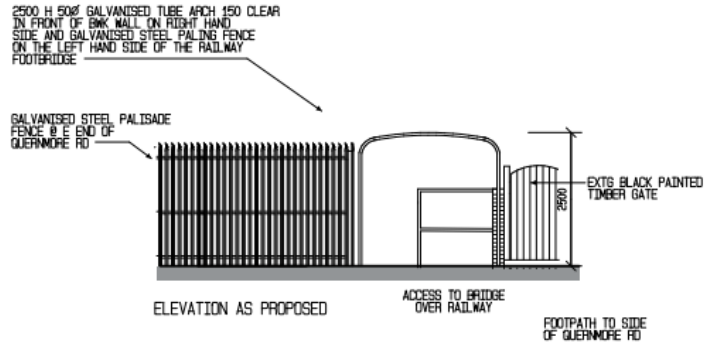
LOCATION 25A WITHOUT ARCH



LOCATION 25A WITH ARCH



LOCATION 25B WITHOUT ARCH



LOCATION 25B WITH ARCH

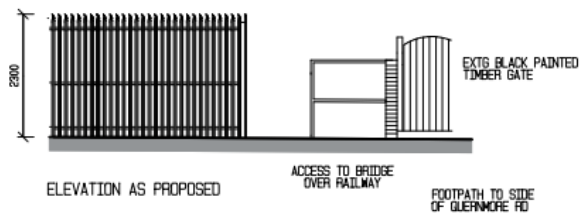
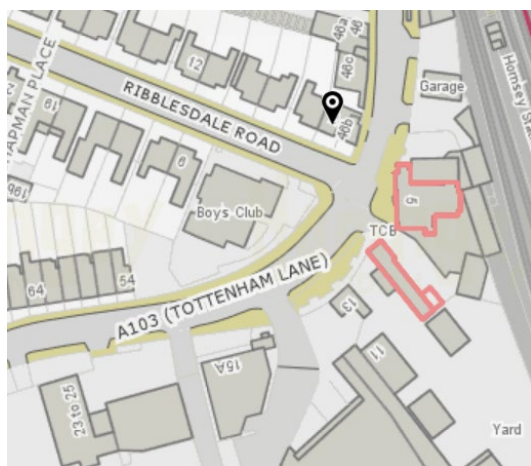


Figure 11: Location 25 Quernmore/ Haringay Rail Station N4





LOCATION 25.1A & B WITHOUT POLE



LOCATION 25.1A & B WITH POLE



LOCATION 25.2A & B WITHOUT POLE



LOCATION 25.2A & B WITH POLE



LOCATION 25.3A WITHOUT POLE



LOCATION 25.3 WITH POLE



LOCATION 25.3 INTERMEDIATE LAMP POST



LOCATION 25.3 WITHOUT POLE



LOCATION 25.3 WITH POLE

Figure 12: 25.1 A&B | 25.2 A&B | 25.3 A&B Tottenham Lane N8





LOCATION 26A WITHOUT POST



LOCATION 26A WITH POST



LOCATION 26B WITHOUT POST



LOCATION 26B WITH POST

Figure 13: Location 26 A&B Turnpike Lane Bridge N8





LOCATION 27A WITHOUT POST



LOCATION 27A WITH POST

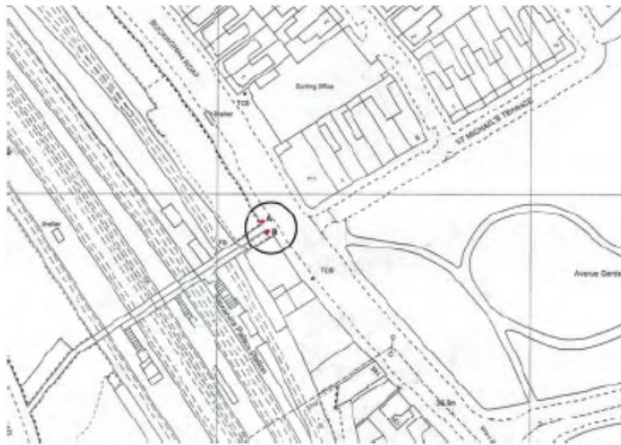


LOCATION 27B WITHOUT POST



LOCATION 27B WITH POST

Figure 14: Location 27 A&B Western Road footpath N22





LOCATION 28A & 28B WITHOUT ARCH



LOCATION 28A & 28B WITH ARCH

Figure 15: Location 28 A&B Buckingham Road/ Alexandra Palace Rail Station N22





LOCATION 29A WITHOUT POLE



LOCATION 29A WITH POLE



LOCATION 29B WITHOUT POLE



LOCATION 29B WITH POLE

Figure 16: Location 29 A&B Buckingham Road Bridge N22





LOCATION 30A WITHOUT POLE



LOCATION 30A WITH POLE



LOCATION 30B WITHOUT POLE



LOCATION 30B WITH POLE

Figure 17: Location 30a+b Durnsford Road N11





LOCATION 32A WITHOUT POLE



LOCATION 32A WITH POLE



LAMP POST



LOCATION 32B WITHOUT POLE



LOCATION 32B WITH POLE

Figure 18: Location 32 A&B Blake Road N11





LOCATION 33A WITH POLE

LOCATION 33A WITH POLE



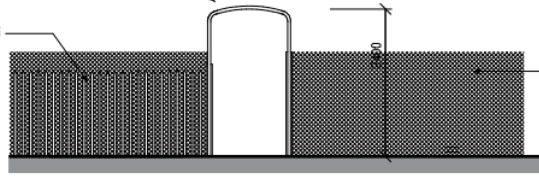
LOCATION 33B WITHOUT POLE

LOCATION 33B WITH POLE

Figure 19: Location 33 A&B: Hillside Gardens / Cline Road (Tunnel Gardens) N11

2400 H GREEN (RAL 6026) 50% GALVANISED
TUBE SEGMENTAL ARCH 100 CLEAR OF THE
CONCRETE END POSTS TO EACH SIDE OF
THE PATH INTO THE WOODED LANDSCAPED AREA

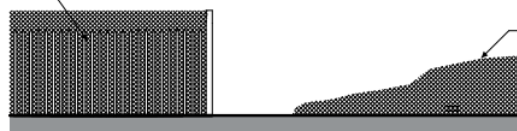
1400 H CLEFT CHESTNUT PALING
FENCE WITH 1700 H CHAIN LINK
FENCE BEHIND @ E END OF
CLINE RD



CHAIN LINK FENCE @ S END OF
CLINE RD (REPAIRED)

ELEVATION AS PROPOSED

1400 H CLEFT CHESTNUT PALING
FENCE WITH 1700 H CHAIN LINK
FENCE BEHIND @ E END OF
CLINE RD



CHAIN LINK FENCE @ S END OF
CLINE RD (POOR REPAIR)

ELEVATION AS EXISTING

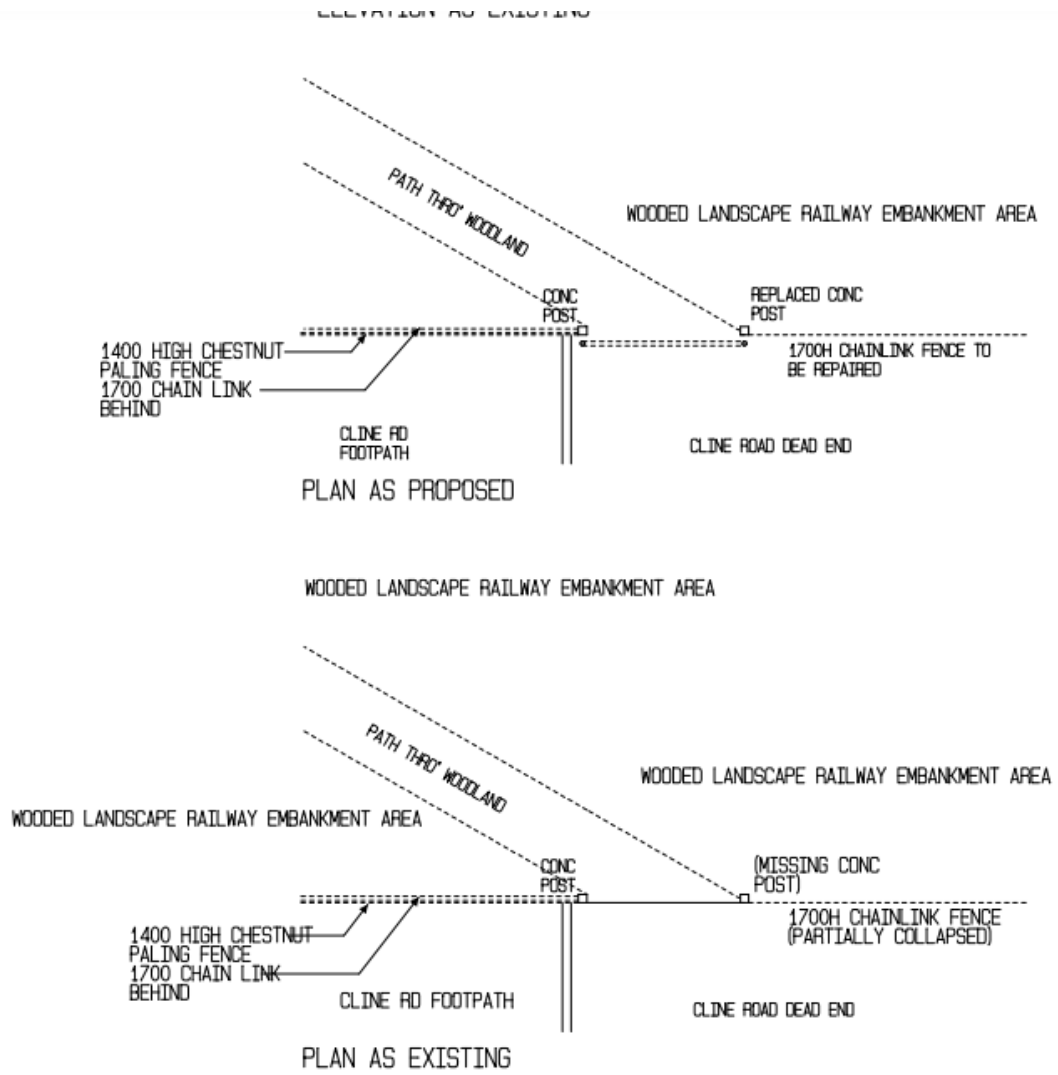
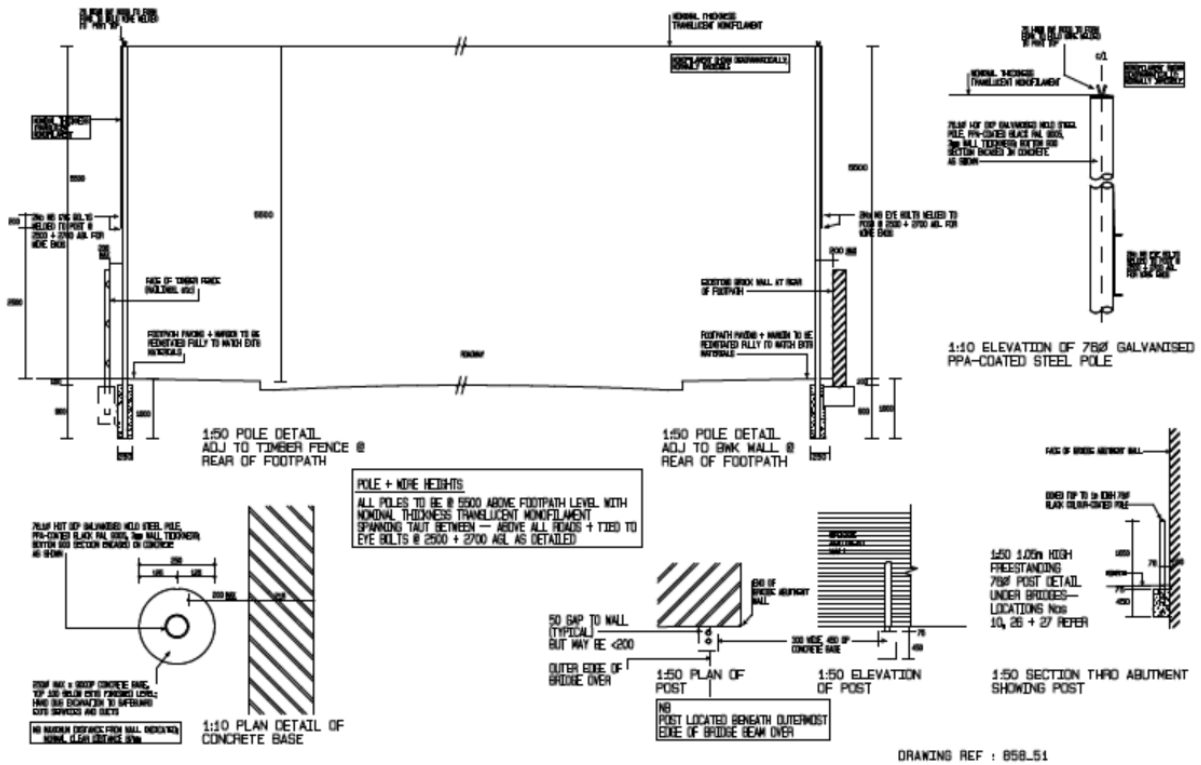


Figure 20: Typical detail of tubular metal arch



DRAWING REF : 858L51

Figure 21: Typical detail of pole, wire, and post

Appendix 3 EqIA

Equality Impact Assessment (EQIA)

The Equality Impact Assessment (EQIA) form is a template for analysing a policy or proposed decision for its potential effects on individuals with protected characteristics covered by the Equality Act 2010. The council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

1. Responsibility for the Equality Impact Assessment

Name of proposal:	Haringey Eruv
Service Area:	Placemaking and Housing
Officer Completing Assessment:	Tania Skelli
Equalities Advisor:	Joe Wills
Cabinet meeting date (if applicable):	NA
Director/Assistant Director	David Joyce/ Robert Krzyszowski

2. Executive summary

This EqIA is prepared in accordance with the Equality Act 2010, section 149. The EqIA identifies that the installation of an eruv would have a number of direct and positive benefits for members of the Jewish community on the Sabbath, particularly for women, young children, older people and people with disabilities.

This EQIA identifies that the eruv is intended to provide positive impacts for a faith community, that it has a religious purpose and would not constrain or limit the actions of people of other denominations and faiths, or the wider community. It does not prevent other communities from practising their faith.

There would be benefits to groups with protected characteristics, including parents and grandparents of young children, the disabled and their families and the elderly. A possible effect is that the implementation of the eruv would strengthen community cohesion by acting as an expression of mutual tolerance and recognition of the needs of a faith community (and the difficulties they can sometimes experience through observing tradition).

This EqIA has identified areas where improvements can be made to advance equality and mitigate or minimise any negative impacts that have been identified as part of the general duties under the Act to 'tackle prejudice' and 'promote understanding'. Recommendations include a robust programme of publicity, engagement and education by the applicant to explain the function of an eruv to the wider community, this could be secured by way of a Section 106 legal agreement. This could minimise community tensions borne out of misunderstanding of the eruv function and the implications for public and private land that would be enclosed as part of the eruv boundary.

Other measures identified in this section of the EqIA include careful design and siting to ensure there are no adverse impacts on inclusive access, pedestrian and community safety and highway safety. The details of these are addressed in the report to the Planning Committee.

3. Consultation and engagement

3a. How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff? Detail how your approach will facilitate the inclusion of protected groups likely to be impacted by the decision.

The size of Jewish population that would be served by the proposed Eruv is estimated by the applicant to be approximately 2000 people based on the congregation of the United Synagogue in this area.

Protected groups that could be affected by this proposal are:

- Jewish community
- Other faith groups (including Bahai, Buddhist, Christian, Hindu, Jain, Muslim, Sikh, Zoroastrian)
- Secular groups (agnostic, atheist, humanist)
- Disabled people
- The elderly
- Young children and parents of young children
- Women
- LGBTQ+ (Lesbian, Gay, Bi-Sexual and Transgender)

The planning application and associated EqlA is informed by consulting with the following groups and individuals:

- LBH internal departments and directorates, some of these include:
 - Nature conservation
 - Highways
 - Transportation
 - Parks
 - Conservation
 - Adult & Social Care
 - Local councillors for the various locations/ wards
 - Catherine West MP for Hornsey and Wood Green
 - David Lammy MP for Tottenham
- External organisations, bodies and groups:
 - Network rail
 - Metropolitan Police
 - TfL
 - LB Camden
 - LB Enfield
 - LB Islington
 - Corporation of London
 - Stroud Green CAAC
 - Stroud Green RA
 - Highgate CAAC
 - Highgate Neighbourhood Forum
 - The Highgate society
 - Alexandra RA
 - Alexandra Palace & Park CAAC
 - Palace Gates Residents Association
 - Bounds Green & District Residents Association
 - Friends of Parkland Walk
 - Bridge Renewal Trust

- Other groups / faith groups
 - LBH Multi faith forum
 - Haringey Racial Equality Council
 - LICS Wightman Road Mosque and Multi-Faith Forum
 - Haringey Standing Advisory Council for Religious Education (SACRE)
 - Highgate Synagogue
 - Muswell Hill Synagogue

The above list of consultees were consulted by letter, email and site notices. All the details of the proposal is available online on the Haringey website under ref. HGY/2022/1906.

3b. Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics

A planning application (HGY/2022/1906) was submitted to the Council in 2021. This seeks permission for the installation of street furniture comprising pairs of 76mm dia steel tubes (poles) linked with 1.6mm clear nylon filament and similar street furniture to delineate a local Jewish Eruv. The application was subject to eight weeks formal public consultation ending in September 2022.

The Council received 197 representations. 98 objected to the proposal and 91 supported the. 8 representations made comments without specifically expressing whether they supported the application.

A summary of comments made is follows:

AGAINST-

- Street clutter
- Visual eyesore
- Eruv interfering with civil law and creating physical religious presence
- Creating religious symbol in public domain
- Threat to wildlife
- Encroachment on public land
- Harm to community garden (near Mount Pleasant Villas; at Bridgemount Mews)
- Waste of public resources
- Proposal could harm community relations
- Benefit to small minority
- Should use existing public furniture
- Location 21A located near narrow pavement
- Loss of privacy during pole inspections
- Harringay Station proposed arch too prominent (location 25)
- Location 23 is unclear; leads to no houses
- Extreme religious communities should not be supported in this manner
- Reducing pavement width for wheelchair users
- Eruv users should use a digital app instead
- No location 31 – how does location 30 link to no. 32 (across Scout Park)
- Proposal encourages steel production and thereby global warming
- Religious zoning
- Harm to multi-culturalism and diverse relations in borough
- Who will bear the upkeep costs?
- Poles height is imposing
- Plastic wire unfriendly to the environment
- Railway arch harmful to CA
- Other demarcation should be used, such as at the Stamford Hill area
- Weekly maintenance by car to encourage global warming

FOR-

- Families leaving the house together; reducing isolation

- More people attending services and events
- Inclusion of wheelchair users and frail people
- Eruv allows hospitals visits and carrying of supplies
- Other eruvs established across London
- All maintenance costs are borne by Eruv Committee, not by taxpayer
- The poles and filaments do not display religious symbols
- Areas where eruvs have been installed have shown no change in social cohesion, population trend or community relations
- Promotes diversity, equality and mental and physical health
- Most of surrounding areas already have an eruv, so introducing this one is unlikely to encourage any change in the social or religious mix in any part of Haringey
- No evidence of harm to wildlife
- Precedents of eruvs across London and beyond
- Assistance with carrying items such as books and medicines
- Assistance with walking up hills and helping younger children
- No cost to public

OTHER-

- Insufficient consultation time
- consultation period extended
- Site notice displayed wrongly
- Fly tipping near proposed sites
- Consultation not wide enough
- Consultation during school holidays
- Site notice too small and badly located (location 21A)
- Application hard to find online
- Front gardens should be replanted to mitigate global warming

4. Data and Impact Analysis

Note: officers may want to complement their analysis with data from the State of the Borough and ward profiles, found here: <https://www.haringey.gov.uk/local-democracy/about-council/state-of-the-borough>. We have referred to relevant planning decisions and associated officer reports in other areas.

Islington & Haringey

Planning application (ref. HGY/2022/1906) for the Installation of street furniture comprising pairs of 76mm dia steel tubes (poles) linked with 1.6mm clear nylon filament and similar street furniture to delineate a local Jewish Eruv – decision pending.

Planning application for the Erection of pairs of poles with clear wire between the poles at 8 locations across the Borough comprising the Highgate and Muswell Hill Eruv (ref. P2021/1844/FUL) – decision pending.

Camden Eruv

Planning application (ref. 2016/2892/P) for the erection of pairs of poles with clear wire between the poles at 12 locations across the Borough forming part of the North Westminster 'ERUV'. Planning permission was granted in 30 October 2019 subject to a legal agreement.

A planning application (2014/2464/P) was submitted to the Council in 2014 for the erection of pairs of poles with clear wire between the poles at 15 locations across the Borough comprising the Brondesbury 'ERUV'. Planning permission granted in 2017.

Brondesbury Eruv Part in London Borough of Barnet - erection of 2.1m high posts ('leci') – planning permission granted in 2014 (F/01941/14).

Part in London Borough of Brent - 14 locations in Brent- pavement on Kilburn High Road, Salusbury Road, Chamberlayne Road, Harrow Road, Station Road, Acton Lane, Craven Park, Bridge Road, Neasden Lane, Dudden Hill Lane, Kendal Road and Parkside and Cricklewood Broadway. Planning permission granted in 2014 (14/1252) – planning permission granted in 2014.

Part in Royal Borough of Kensington and Chelsea - installation of one 5.5m height 76mm diameter colour coated steel pole with a 0.5mm clear nylon wire spanning to matching pole opposite. Planning permission was granted in 2014 (PP/14/06650).

Part in London Borough of Hammersmith and Fulham – installation of a 0.5mm clear nylon wire span between two 5.5m high steel poles to be erected on the public highway on the eastern and western sides of Scrubs Lane to complete a notional enclosure (eruv). Planning permission was granted in 2017 (2014/02513/FUL).

Golders Green Eruv extension (London Borough of Barnet) – planning permission granted in 2014 (F/00171/14)

Pinner and Hatch End Eruv (London Borough of Harrow) – planning permission granted in 2014 (P/2650/14).

Bushey Eruv (Hertsmere Borough) – planning permission granted in 2013 (TP/13/1281).

Belmont Eruv (London Borough of Harrow) – planning permission granted in 2013 (P/0266/13).

Chigwell and Hainault Eruv (London Borough of Redbridge) – planning permission granted in 2013 (various planning applications including 1806/13).

Part in Epping Forest district – planning permission granted in 2013 (various planning applications including EPF0561/13).

Barnet Eruv (London Borough of Barnet) – planning permission granted in 2012 (B/03772/11).

Woodside Park Eruv (London Borough of Barnet) – planning permission granted in 2011 (B/03356/11).

Manchester Eruv (City of Manchester, Salford and Bury) – planning permission granted in 2011 (097227/FO/2011/N1: Manchester ref.).

Mill Hill Eruv (London Borough of Barnet) – planning permission was granted in 2010 (H/01834/10).

Stanmore / Canons Park Eruv (LB Barnet & Harrow) – planning permission granted in 2009 (H/921/09).

Elstree and Borehamwood Eruv (Hertsmere Borough) – planning permission granted in 2007 (TP/07/0204).

Edgware Eruv (London Borough of Barnet) - planning permission was granted in 2004 (W13797/04).

Northwest London Eruv (London Borough of Barnet) - There is only one known appeal decision: this was allowed by DoE (LB Barnet, 1994). This related to two separate applications. The eruv encloses an area of 6.5 square miles including Hendon, Golders Green and Hampstead Garden Suburb.

DoE decision 1994 key comments:

- Very unusual nature of the appeal proposals
- While the proposals would add to the street furniture, there is no location where the overall impact would seriously harm the character and appearance of that particular location.
- No evidence of adverse visual impact on the environment.
- Conservation area – arguments finely balanced but erection of poles would leave the area substantially unharmed.
- Does not find it necessary to decide whether social harmony is capable of amounting to a material consideration because the arguments relating to this matter are not of sufficient weight to amount to a planning objection.

Please consider how the proposed change will affect people with protected characteristics.

4a. Age (Census 2021)

Data

Borough Profile¹

¹ Source: State of the Borough

54,422: 0-17 (21%)
71,660: 18-34 (27%)
63,930: 35-49 (24%)
46,516: 50-64 (18%)
27,706: 65+ (11%)

Target Population Profile

0-17 (XX%)
18-34 (XX%)
35-49 (XX%)
50-64 (XX%)
65+ (XX%)

Potential Impacts

For the Orthodox Jewish community there would be a positive impact for pre-ambulant children who would be able to take a full part in the social and spiritual life of their community. The obligation for carers to remain at home to look after their children would be removed. Older residents reliant on mobility aids would be able to walk to the Synagogue to observe their faith. They would also be able to walk to friends' and families' homes. Users of medication would be able to carry their medication. This would potentially strengthen family bonds and community cohesion within the Orthodox Jewish community. Without the Eruv, these groups would be unable to leave their home and mix with others on their primary holy day.

4b. Disability²

Data

Borough Profile ³

4,500 people have a serious physical disability in Haringey.
19,500 aged 16-64 have a physical disability this equates to approximately 10% of the population aged 16-64.
1,090 people living with a learning disability in Haringey.
4,400 people have been diagnosed with severe mental illness in Haringey.

Potential Impacts

Disabled people and people with reduced mobility (users of mobility aids) in parts of the Jewish community are affected by the prohibition on carrying. This includes wheelchair users. The Eruv would allow some of the most vulnerable people in the Orthodox Jewish community to be able to fully participate in the social and spiritual life of their community. The Eruv would also remove the reliance on carers where they are needed to support people in the home.

A common concern regarding the installation of street furniture/objects in the public realm is that they can cause an obstruction or safety hazard for disabled people. While this is a potential negative impact, through careful consideration of the siting of poles following detailed discussions with the Council's Highways Team the impact has been minimised. Each of the proposed sites is being considered and assessed with regards to highway safety and pedestrian comfort with Transport and Highways Council teams to ensure that they comply with the relevant standards and regulations. Some sites have been amended to improve siting as a result and overall the proposals do not significantly narrow the footway so the impact on people with disabilities is minimal. So the overall impact on people with disabilities is positive.

4c. Gender Reassignment⁴

² In the Equality Act a disability means a physical or a mental condition which has a substantial and long-term impact on your ability to do normal day to day activities.

³ Source: 2011 Census

⁴ Under the legal definition, a transgender person has the protected characteristic of gender reassignment if they are undergoing, have undergone, or are proposing to undergo gender reassignment. To be protected from gender reassignment discrimination, an individual does not need to have undergone any specific treatment or surgery to change from one's birth sex

Data

Borough Profile

The 2021 Census shows 1,377 people indicated that their gender identity was different from their sex registered at birth.

Potential Impacts

The proposal is not expected to have an impact on Transgender people.

4d. Marriage and Civil Partnership

Data

Borough Profile ⁵

Divorced or formerly in a same-sex civil partnership which is now legally dissolved: (8.2%)

Married or in a registered same-sex civil partnership: (33.7%)

Separated (but still legally married or still legally in a same-sex civil partnership): (2.8%)

Single (never married or never registered a same-sex civil partnership): (51.7)

Widowed or surviving partner from a same-sex civil partnership: (3.5%)

Target Population Profile

Potential Impacts

The Eruv would not confer any particular benefit for wedding ceremonies: Jewish weddings can occur any day of the week except the Sabbath and particular mourning periods in the Jewish calendar. There would be negative impact on Marriage and Civil Partnership. So overall there is expected to be no impact on Marriage and Civil Partnership.

4e. Pregnancy and Maternity

Data

Borough Profile ⁶

Live Births in Haringey 2021: 3,376

Potential Impacts

There would be a benefit for young Orthodox Jewish mothers who would be free to leave the home on the Sabbath. Parents would be able to use a pram or pushchair to carry a young child. Young mothers would be able to take a more active role in the social and spiritual life of their community. So there would be a positive impact in this respect.

4f. Race

In the Equality Act 2010, race can mean ethnic or national origins, which may or may not be the same as a person's current nationality.⁷

Data

Borough Profile ⁸

Arab: 0.9%

Any other ethnic group: 3.9%

Asian: 8.7%

Bangladeshi: 1.7%

Chinese: 1.5%

Indian: 2.3%

Pakistani: 0.8%

to ones preferred gender. This is because changing ones physiological or other gender attributes is a personal process rather than a medical one.

⁵ Source: 2021 Census

⁶ Births by Borough (ONS)

⁷ [Race discrimination | Equality and Human Rights Commission \(equalityhumanrights.com\)](https://www.equalityhumanrights.com/en/our-work/anti-discrimination-law/race-discrimination)

⁸ Source: 2021 Census

Other Asian: 3.2%

Black: 17.6%

African: 9.0%

Caribbean: 7.1%

Other Black: 2.6%

Mixed: 7.0%

White and Asian: 1.5%

White and Black African: 1.0%

White and Black Caribbean: 1.9%

Other Mixed: 2.1%

White: 57.0% in total

English/Welsh/Scottish/Norther Irish/British: 34.7%

Irish: 2.7%

Gypsy or Irish Traveller: 0.1%

Other White: 23%

Potential Impacts

There is expected to be a neutral impact on race, as there will not be any disproportionate negative or positive impacts on any racial or ethnic group as a result of this decision.**4g. Religion or belief**

Data

Borough Profile ⁹

Christian: 39.3%

Buddhist: 0.9%

Hindu: 1.3%

Jewish: 3.6%

Muslim: 12.6%

No religion: 25.2%

Other religion: 2.3%

Religion not stated: 8.0%

Sikh: 0.3%

Target Population Profile

There are 9,397 Jewish people in Haringey.

Potential Impacts

There would be benefits for the Jewish community in accessing their place of worship and support networks (as described under other protected characteristics for women, young children, older people and people with disabilities). Respect for and submission to Jewish law is a central and indispensable feature to traditionalist Jewish life and there would a benefit from the community being more cohesive as families would be able to attend the Synagogue together.

As such, the Jewish community would be able to practice its religion and include those with mobility constraints and children in prams and pushchairs. This would comply with the PSED requirement of 'advancing equality of opportunity'.

In terms of negatives there is potential for damage to community cohesion due to a perception of the imposition of religious values into public space creating a tension between the Orthodox Jewish community and the wider public. This could have a potential negative impact in terms of 'fostering good relations'.

⁹ Source: 2021 Census

Haringey is already a distinctly multi-cultural borough, where religious symbols are evident and visible in the public realm already across a number of faiths. The 2021 residents survey found that only 4% of residents disagree that “there are good relations between different ethnic and religious groups in my local area. The current presence of such symbols and buildings has not had a negative impact on relations between residents.

The structures proposed would be largely imperceptible and blend into the general street furniture of the public realm. They would not be identifiable as having a religious significance unless you are aware of their purpose.

In terms of the impact on community cohesion and fostering good relations, given the low level intrusion into a streetscene already proliferated by symbols and buildings from a range of religions the impact on community cohesion would be low.

Fostering good relations promotes “the growth of relations and structures that acknowledge the diversity of society, and that seek to promote respect, equity and trust, and embrace diversity in all its forms” and is intended to, increase integration, reduce the levels of admitted prejudice between people with different protected characteristics and increase understanding of, and reported respect for, difference. It would therefore be contrary to the intention of the law to interpret fostering good relations as requiring hiding visible signs of one religion in the public realm.

There is no evidence that the extant eruvs across London and elsewhere have damaged community relations.

Overall the Eruv would have benefits for and increase the integration of the Jewish community into wider society which is a positive impact on in terms of fostering good relations. There is no evidence it would have a negative impact on community cohesion or the fostering of good relations.

4h. Sex

Data

Borough profile ¹⁰

Females: (51.8%)

Males: (48.2%)

As women tend to undertake caring responsibilities within the Orthodox Jewish community, there would be positive impacts for them. Families would be able to attend the Synagogue together providing a social benefit and reducing isolation.

4i. Sexual Orientation

Data

Borough profile ¹¹

5.6% of Haringey residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2021. This equates to 12,167 residents.

Potential Impacts

Acceptance of LGBT people and their rights varies across faith communities and denominations.

There is no evidence that the eruv would lead to any discriminatory effects in the public domain as the rights of LGBT people are protected under UK law. There is no evidence linking Orthodox Jews with hate crime. There may be benefits where LGBT people are unable to leave their home to attend the Synagogue, e.g. because of infirmity.

¹⁰ Source: 2021 Census

¹¹ 2021 Census data

Note: in the case of all the protected characteristics any effect arising from a particular impact will vary depending on an individual's level of observance. A particular reaction may be very personal to the individual and is not necessarily shaped or shared with any organised religion to which they may belong.

The EqIA deliberately focusses on commonalities drawing on the representations made to date on the proposal and desk-based analysis. The protected characteristics are themselves broad constructs. It is accepted this emphasis towards potential impacts shared by significant numbers of people could mask the true diversity of impacts.

4j. Socioeconomic Status (local)

Data

Borough profile

Income

6.6% of the population in Haringey were claiming unemployment benefit in March 2023.

20.8% of the population in Haringey were claiming Universal Credit on 9 December 2021.¹²

29% of employee jobs in the borough are paid less than the London Living Wage.¹³

Educational Attainment

While Haringey's proportion of students attaining grade 5 or above in English and Mathematics GCSEs is higher than the national average, it is below the London average.¹⁴

4.4% of Haringey's working age populations had no qualifications in 2020.¹⁵ 4.8% were qualified to level one only.¹⁶

Area Deprivation

Haringey is the 4th most deprived in London as measured by the IMD score 2019. The most deprived LSOAs (Lower Super Output Areas or small neighbourhood areas) are more heavily concentrated in the east of the borough where more than half of the LSOAs fall into the 20% most deprived in the country.¹⁷

Potential Impacts

Socio-economic status is recognised as a protected characteristic within the LB of Haringey.

There is no evidence that the eruv would lead to any discriminatory effects in the public domain with regards to this status. There is no evidence linking Orthodox Jews with lower socio-economic status. However, there can be situations where financial hardship can worsen if a longer route needs to be taken to arrive to a destination (via other established eruvins). The proposed eruv would facilitate shorter routes from Haringey to the Royal Free Hospital, for example.

5. Key Impacts Summary

5a. Outline the key findings of your data analysis.

5b. Intersectionality

The Eruv will potentially have a positive impact on people with several protected characteristics including; age, disability, maternity, race, religion, and sex.

5c. Data Gaps

One of the main deficiencies in the data is it is not possible to differentiate between different Jewish denominations. This information cannot be obtained from the census as no questions are asked about the nature of religious practice. However, it is noted that the applicant's supporting documents refer to the subject congregation including 2,000 people. This suggests the Orthodox Jewish population forms a significant number, and perhaps the majority, of Haringey's Jewish population.

¹² [LG Inform](#)

¹³ ONS

¹⁴ Source: Annual Population Survey 2019 (via nomis)

¹⁵ [LG Inform - qualifications](#)

¹⁶ [LG Inform – level one](#)

¹⁷ [State of the Borough](#) (p.21)

There is no data sample for the eruv boundary. There is much more limited information on some protected characteristics, e.g. the transgender population and LGBT communities. This to some degree reflects the preference for members of these communities to protect their privacy.

6. Overall impact of the policy for the Public Sector Equality Duty

This EqIA demonstrates that there will be a positive impact on protected characteristics of communities and individuals within the borough, such as on the basis of age, disability, maternity, race, religion, and sex.

7. Amendments and mitigations

7a. What changes, if any, do you plan to make to your proposal because of the Equality Impact Assessment?

No major change to the proposal: the EQIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.

7b. What specific actions do you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty?

Action:

Visibility and awareness of an eruv may be mitigated by careful design (including the placement of poles, the tapering of poles, the use of fine, translucent wire and the colour matching of equipment to its setting).

This reduces the presence of the eruv to a level akin to items of street furniture such as lighting columns or communications poles. Where the poles are located at the back of the pavement, they would be seen against existing buildings, hedges or trees. However, awareness of the eruv equipment is likely to be accentuated where it is close to people’s homes (due to the greater time spent in this location). At any site, even with mitigation it is acknowledged the equipment would remain perceptible to a limited degree.

The perceptual impacts of the eruv will be harder to address. A pre-requisite of an eruv is the incorporation of public space as part of a symbolically private domain, with the intention that this space is ‘contracted’ for as long as it is required. This would alter the ethos behind shared, public space giving it a symbolic religious function, potentially lending it a close association with a single faith community. If the proposal obtained the necessary consents, there may need to be a programme of outreach to ensure the attachment of other denominations and communities to public space is not affected. This may, however, be insufficient to satisfy some of the objections being made to this proposal. If the planning application was refused, the Council would potentially need to re-engage with the Orthodox Jewish Community demonstrating that their needs are fully understood.

To minimise the likelihood of community tensions and misunderstanding, the applicant was encouraged to undertake a robust programme of publicity, engagement and education explaining the eruv’s function to the wider community. If the eruv was implemented, it would also reduce the likelihood of residents objecting to its presence because they were unaware of its function.

Lead officer: **Matthew Gunning, Team Leader**

Timescale: **2023/24**

7. Ongoing monitoring

NA

Date of EQIA monitoring review:

NA

8. Authorisation

EQIA approved by Assistant Director **Rob Krzyszowski**

Date **14/04/23**

9. Publication

Please ensure the completed EQIA is published in accordance with the Council's policy.

Please contact the Policy & Strategy Team for any feedback on the EQIA process.

Appendix 4 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
LBH Conservation	<p>The proposed works for installation of street furniture including pairs of poles 5,5 meters high and 76mm in diameter linked with 1.6mm clear nylon filament will impact several locations across the Highgate Conservation Area and Stroud Green Conservation Area.</p> <p>The map of proposed locations and related existing and proposed views submitted with this application show that the 'eruv' structures would inoffensively blend into their heritage setting due to the minimal bulk and slender dimensions of the poles which are generously spaced away from one another and will be erected in discreet locations often characterised by a vertical backdrop which can be respectively constituted by dense vegetation and mature trees, or railings or existing lamp posts or street signage.</p> <p>The proposed poles will appear as secondary elements in street views of the relevant stretches of the Conservation Areas and will have a very modest impact on their character and appearance. Also, this impact can be further mitigated through design refinements by finishing the slender poles with the most appropriate colour for each location so that these slender elements blend in with the prevailing vertical features of each heritage location thus eliminating any undesirable visual distraction.</p> <p>Due to the carefully chosen locations and sensitive design of the 'eruv' structures intended both as a designed group and a set of individual poles, this proposal will cause no harm to the significance of the Highgate and Stroud Green Conservation Areas and the proposed works are supported from the conservation perspective.</p> <p>The exact design and colour palette of each 'eruv' structure and individual pole should be detailed and approved by the local authority through planning condition so to ensure that the impact of these structures is effectively mitigated and that the character and appearance of the conservation areas are preserved.</p>	Noted.
LBH Highways	The changes are acceptable.	Notes. Condition added.

Stakeholder	Question/Comment	Response
	<p>I believe that the application to erect the ERUV poles is made (or will be) under Section 50 and 105 of the New Road and Streetworks Act 1991 (permitting a person to place, or to retain apparatus in the street, and thereafter to inspect, maintain, adjust, repair, alter or renew the apparatus, change its position or remove it. The Licence does not dispense the licensee from obtaining any other permission like planning which may be required (especially in conservation areas).</p> <p>I have walked through the proposed locations with the applicant to discuss the application to carry out the physical works (Qualifications of Operatives and Supervisors), the locations of the apparatuses with particular regards to the needs of disabled people and the records of the apparatuses and their owners.</p> <p>I did not think that this operation necessitates a formal safety audit but agree that it is better to have one. We can certainly ask the applicants to appoint an independent contractor to produce the safety audit. This request can be part of the planning application and/or the Section 50 application.</p> <p>19/10/2022 I am satisfied with the proposed locations. More importantly, I am not in favour of an agreement like the Camden. Section 7.1 (b) where it stipulates that the local authority will carry out repairs on the poles/wires. We certainly do not want to do that. We do not repair any apparatuses that belongs to third parties (like Thames Water, Virgin Media). We can make safe if need be and we report any defects to them. Please note my earlier email where the Met is requesting a safety audit before any agreement is made.</p>	
LBH Transportation	No objections.	Noted.
LBH Parks & Nature Conservation	<p>Location 33 (Tunnel Gardens)- 'For location 33, it would be preferable at this time to relocate the eruv notional boundary locally, using a pair of poles similar to other locations.'</p> <p>And-</p>	Noted and revised accordingly.

Stakeholder	Question/Comment	Response
	<p>'I have no objection to the revised pole and wire construction for location 33.'</p> <p>Location 22 (Parkland Walk)- 'In addition, I would have no objection to the suggestion of a pre-commencement condition to address our concerns about bats, allowing a survey to take place when they are likely to be active.</p> <p>Regards</p> <p>Alex Fraser Tree & Nature Conservation Manager</p> <p>The proposed addition of beads to the wire would appear appropriate, in terms of making the wire more visible, if this has been adopted in similar protected locations elsewhere.'</p> <p>27/3/2023</p> <p>Please could you also add wording to the condition where the applicant must provide a specification on the proposed addition of beads to the wire and that this is reviewed by an ecologist. This must then be agreed between the owners of the site and the Local Planning Authority and all works must be completed in accordance with that scheme.</p> <p>Kind regards</p> <p>Annabel</p>	
LBH Residential Care	No comment.	
LBH Environmental Health/ Lighting	From the lighting aspect we have no objections for this request	Noted.
LBH Arboricultural Officer		Noted.

Stakeholder	Question/Comment	Response
	<p>I hold, from an arboricultural point of view, no objections.</p> <p>The proposal uses existing boundaries and barriers. From the submitted details, plans, now and then photographs, no tree root protection areas (RPAs) seem affected.</p> <p>However, we will require an Arboricultural Method Statement for any poles being erected adjacent to significant mature trees and within their RPAs. Hand installation will be required.</p>	
LBH Communities and Inequalities/ Multi-Faith Forum	<p>This application is a positive proposal for Haringey, enabling one of our significant groups of minority residents to participate more fully in the use of their borough. The Eruv will be an important facilitator for our Jewish community observing the Sabbath, and would support Haringey’s commitment to equity in supporting our diverse residents and communities.</p> <p>I would be keen to see ongoing dialogue with relevant colleagues in Community Safety, and the local police, to ensure we are sensitive to any tensions that may arise. Sadly we know some of our Jewish residents have been targeted in both hate crimes and incidents, and an increase visibility over the Sabbath may result in a rise in such targeting – it’s important we’re able to monitor this and respond accordingly across the partnership to support residents through preventative action, and support following any crimes or incidents.</p>	Noted.
LBH Communities/ Community Safety – Hate Crime & Offender Management-Strategic Lead	<p>.</p> <p>Thank you for your response. Just to be clear from the Community safety and Hate Crime perspective, regardless of any negative knock-on effects from the Eruv, we fully support the scheme. The positive impact of the Eruv, in our view,</p>	Noted and addressed in EqIA

Stakeholder	Question/Comment	Response
	<p>outweigh the negative, in the fact that the Eruv will enhance Jewish communal life and give our community the freedoms to enjoy the borough on the Sabbath while not impacting on anyone else.</p> <p>I outlined our plans for mitigation in my previous email attached. I am confident that our strong relationships with the community and organisations such as CST, along with the police will be sufficient to support and protect the community if an incident should occur.</p> <p>Hope this helps to give an understanding on our position.</p> <p>Best wishes,</p> <p>Heather</p> <p>Heather Hutchings (she/her) Strategic Lead for Community Safety – Hate Crime</p> <p>Strategic Lead Hate Crime: Objections to the Eruv may have the potential to tip into targeted and non-targeted acts of antisemitism. With the installation of the Eruv, one of the potential risks to highlight would be an influx or growth of sentiment relating to Jewish conspiratorial ideology. In the past, we have had reports of conspiratorial graffiti/stickering/malicious communications in relation to the New World Order in connection to Covid-19 and the Israel/Palestine conflict, the Eruv may feed the appetite for those who wish to propagate these messages. The CST (community Security Trust) have highlighted that Eruv's in other parts of the country had attracted this kind of hatred towards the Jewish community, as an example - https://www.jewishnews.co.uk/busheys-new-eruv-due-to-powerful-jewish-lobby/.</p> <p>Strategic Lead Community Safety: Whilst fully acknowledging the comments from the Strategic Lead Hate Crime around the potential for targeted Community Tension risks linked to the installation of the Eruv, Community Safety would fully support this application and would not have any objections. The Eruv would</p>	

Stakeholder	Question/Comment	Response
	<p>enhance community cohesion and allow for the Jewish community to practice their religious observances and customs with greater freedoms.</p> <p>Head of CCTV: From a CCTV perspective, I have no objections. We do not currently have any CCTV cameras at the proposed locations. The poles are located at the backline of the footpath and I'm currently unaware of any reason why the wire or pole would impede CCTV transmissions should cameras be installed at the locations.</p>	
<p>Councillor Adam Jogee Cabinet Member for Economic Development, Jobs and Community Cohesion</p>	<p>I write to in relation to the application for the implementation of an Eruv here in the London Borough of Haringey.</p> <p>As the Cabinet Member responsible for Faith and Community Cohesion here in Haringey, I welcome these proposals and support the installation of an Eruv. This is an important way of ensuring that Haringey's Jewish communities are empowered to live their lives as freely as possible whilst continuing to observe and embrace their religious beliefs and customs.</p> <p>The infrastructure requested and required, which has already been in place in South Tottenham since 2020, is discreet and minimal. Moreover, and despite the simplicity of it, this proposal will have a profound impact on the lives of more than 2,000 Jewish residents who call Haringey and neighbouring boroughs home. It will speak loudly about our community being safe, accessible, and open to, and for, everyone.</p> <p>Restrictions on transport and the movement of objects from private into any other domain during Shabbat – as dictated by some interpretations of Jewish law – present significant barriers to mobility for some disabled people in the Jewish community during Shabbat. This, for example, means, wheelchair users cannot leave home with the help of family members. At the same time, parents are prohibited from carrying their children during the Shabbat.</p> <p>The installation of an Eruv is about equality and understanding. These proposals further enhance the diversity and togetherness that makes Haringey a great place to live, learn and work - in this city and across our country.</p> <p>For this, and for the simple rule that nobody should ever walk by on the other side, I wish to clearly express my support for this proposal.</p>	<p>Noted.</p>

Stakeholder	Question/Comment	Response
	Best wishes, Councillor Adam Jogee Cabinet Member for Economic Development, Jobs and Community Cohesion	
EXTERNAL		
Network Rail	<p>Asset Protection Informatives for works in close proximity to Network Rail's infrastructure</p> <p>The developer must ensure that their proposal, both during construction and after completion does not:</p> <ul style="list-style-type: none"> • encroach onto Network Rail land • affect the safety, operation or integrity of the company's railway and its infrastructure • undermine its support zone • damage the company's infrastructure • place additional load on cuttings • adversely affect any railway land or structure • over-sail or encroach upon the air-space of any Network Rail land • cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future <p>Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.</p> <p>Future maintenance</p> <p>The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary.</p> <p>This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon</p>	Noted. Informatives added.

Stakeholder	Question/Comment	Response
	<p>Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.</p> <p>As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. all possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land.</p> <p>Plant & Materials</p> <p>All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.</p> <p>Drainage</p> <p>Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.</p> <p>Scaffolding</p> <p>Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail</p>	

Stakeholder	Question/Comment	Response
	<p>the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.</p> <p>Piling Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.</p> <p>Fencing In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/ boundary treatment.</p> <p>Lighting Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.</p> <p>Noise and Vibration</p>	

Stakeholder	Question/Comment	Response
	<p>The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.</p> <p>Vehicle Incursion Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.</p> <p>Landscaping Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.</p> <p>Existing Rights The applicant must identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.</p>	
Met Police/ Traffic Management	Please note that although my colleague has no concerns with these from a crime point of view, it is very unusual for apparatus to be placed on the public	Noted. Condition added.

Stakeholder	Question/Comment	Response
	<p>highway without going through the appropriate channels ie the relevant Highway Authority. This way it can be subject to scrutiny, mainly from a public safety perspective, by qualified person(s) who may also subsequently request an independent audit from a qualified Road Safety Auditor.</p> <p>As these appear not to have gone through this procedure then it is not something the MPS would support from a road safety point of view. It is clear that changes are being made to the public highway and, as such, the appropriate legislation within the Road Traffic Regulation Act should be used.</p>	
Met Police/ Designing Out Crime Officer	<p>, I have consulted internally within the MPS including the local policing teams and fellow designing out crime officers from other areas within London. I would like to confirm that we have no concerns or comments to make in relation to this application, at this time.</p> <p>I am aware that the MPS Roads and Transport Policing team are able to offer further guidance focused on safety, but they first require an application made under the Road Traffic Regulation Act before this can be provided.</p>	Noted.
Transport for London	<p>, TfL has the following comments:</p> <ul style="list-style-type: none"> - TfL has investigated specific poles (21B, 24A&B, 25A&B, 26A, 28A&B, 29A&B) and consulted with several areas within TfL. - TfL is satisfied poles do not pose engineering problems and does not object to them being discharged. - TfL services operate on land leased by network rail. TfL has previously consulted with Network rail regarding pole infrastructure which lie adjacent or directly on their land. Network Rail strongly recommends the following: The developer must ensure that their proposal, both during construction and after completion does not: <ul style="list-style-type: none"> - encroach onto Network Rail land - affect the safety, operation or integrity of the company's railway and its infrastructure - undermine its support zone 	Noted. Informative/s added.

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - damage the company's infrastructure - place additional load on cuttings - adversely affect any railway land or structure - over-sail or encroach upon the airspace of any Network Rail land - cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future <p>Future maintenance: The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/ or encroaching upon Network Rail's adjacent land and airspace. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and airspace to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g., a l l possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third-party access to its land.</p> <p>Scaffolding Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.</p>	

Stakeholder	Question/Comment	Response
	<p>Please note any questions regarding the above information should be raised with Network Rail first.</p>	
<p>Friends of Parkland Walk</p>	<p>Submission: Objection Comments: At present, while I consult with my colleagues on the committee of the Friends of the Parkland Walk, I am lodging an objection on the grounds that key stakeholders such as our group have not been consulted. The deadline for comments/objections must be extended to allow time for proper consideration of the implications to wildlife of these structures so close to a recognized Local Nature Reserve.</p> <p>Comments: I am submitting a further objection to this scheme with specific reference to the locations 21, 22, and 23 close to the Parkland Walk Local Nature Reserve. There is a serious concern that the wires that are an essential element of this scheme present a risk to birds and bats (a protected species) that populate this green space. A ruling on a previous eruv application in Manchester, 2020, said this: "In many of the sites, proposals involve provision of posts either side of an opening (such as a street) and attaching very fine gauge translucent wire (fishing line) high between the posts to form a barrier. Fishing line is proposed to minimise the visual impact of the Eruv, however the wire would likely not be visible to birds and would also be too fine for bats to detect through echolocation and therefore there is a risk of wildlife colliding with the fishing line and also becoming entangled if it breaks. Harp traps for example are used to catch bats for monitoring purposes and these use fishing line as typically this is too thin for bats to detect through echolocation. This is of particular concern where the proposed fishing line is placed near/within areas of suitable bat and bird habitat " The application contains no appreciation that the area is adjacent a nature reserve and contains no reference to measures to mitigate the risk to wildlife. Protection of wildlife and biodiversity are a top priority for Haringey and planning decisions should reflect this. The Parkland Walk is owned by Haringey. Landowners are under no obligation to permit construction by third parties on their land. Whatever the outcome of the planning process, it would be expected</p>	<p>Noted. Revisions sought to relevant locations.</p>

Stakeholder	Question/Comment	Response
	that Haringey Parks Department would refuse permission for such infrastructure on this nature reserve.	
LB Camden	<p>Reasons for no objection- Three of the sites are on Hampstead Lane and Hampstead Lane forms the boundary between LB Haringey and LB Camden. A pair of 5.5m high 76mm diameter poles with wire between is proposed off Hampstead Lane to the east of Park Flats; two separate 5.5m high 76mm diameter poles with wires crossing Hampstead Lane are proposed at and to the right of the junction with Stormont Road; a 5.5m high 76mm diameter pole with wire connected to two lamp posts is proposed at the junction with Bishopswood Road.</p> <p>A similar application in LB Camden (2021/3105/P), for the installation of poles with clear wire between, in 10 different locations on the highway in N6 and NW5 postcodes in Camden, was granted planning permission subject to a legal agreement in April this year. On balance it was considered that the poles and connections would not harm the townscape and heritage assets of Camden, the amenity of any residents or any biodiversity and transport conditions. The LB Haringey proposals would similarly not have any adverse effects on the Highgate Village Conservation Area, the Listed Kenwood House, the amenity of any local residents or any biodiversity or transport conditions in Camden. Thus no objection is raised to the proposals as far as they relate to the Camden borough.</p>	Noted.
LB Islington	No comments.	Noted.
OTHER		
Catherine West MP	<p>Support. Comments: Haringey's strength is its diversity. We are a proud multicultural community with residents from all faiths and none, and as MP I wish to ensure that everyone in our diverse community can fully participate in everything our borough can offer. The eruv will ensure that all members of our Jewish community, including wheelchair users and those with small children in push chairs, can participate more fully in activities on the Shabbat, and as such I believe it supports inclusion.</p>	Noted.

Stakeholder	Question/Comment	Response
NEIGHBOURING PROPERTIES		
Various addresses	<p>Design & Appearance</p> <ul style="list-style-type: none"> • Street clutter • Visual eyesore • Harringay Station proposed arch too prominent (location 25) • Poles height is imposing • Railway arch harmful to CA 	<p>The additional street furniture resulting from this development is acknowledged and discussed in the 'design' section of the report above. Each location is assessed on its own merits in relation to appearance and impact on the CA.</p>
Various addresses	<p>Amenity</p> <ul style="list-style-type: none"> • Location 21A located near narrow pavement • Loss of privacy during pole inspections • Reducing pavement width for wheelchair users 	<p>Location 21A is revised as detailed in the body of the report, section 3.1.1. The pole would not reduce the pavement width.</p> <p>The maintenance aspect of the poles is explained in section 3.1.8 and concludes that no loss of privacy will occur.</p> <p>The Transport and Highways Team have raised no objections to the locations. A Road Safety Audit is recommended by condition.</p>
Various addresses	<p>Land use</p> <ul style="list-style-type: none"> • Encroachment on public land • Should use existing public furniture • Location 23 is unclear; leads to no houses 	<p>The additional street furniture resulting from this development is acknowledged and discussed in the 'design' section of the report above. Existing street</p>

Stakeholder	Question/Comment	Response
		<p>furniture is used where possible, such as 2B and 3.2. Location 23 does not include Lancaster Road. This has been considered by the applicant as the most suitable boundary for the eruv at this location.</p>
Various addresses	<p>Trees/ Nature conservation</p> <ul style="list-style-type: none"> • Threat to wildlife • Harm to community garden (near Mount Pleasant Villas; at Bridgemount Mews) 	<p>Locations 21A has been revised to be set away from the garden entrance. The submission includes remedial work to any damage caused during installation.</p> <p>An ecological report was submitted to address location 22 and with subsequent amendments made. Location 33 was revised.</p>
Various addresses	<p>Community relations</p> <ul style="list-style-type: none"> • Eruv interfering with civil law and creating physical religious presence • Creating religious symbol in public domain • Religious zoning • Proposal could harm community relations • Benefit to small minority • Extreme religious communities should not be supported in this manner • Harm to multi-culturalism and diverse relations in borough 	<p>Concern has been raised by some residents that this would set a precedent for other religious groups to apply for similar developments. Should any other religious groups require a similar structure, this would likely be subject to planning permission which would be assessed on its own merits.</p> <p>Whilst the eruv itself does not require planning permission,</p>

Stakeholder	Question/Comment	Response
		<p>the installation of the street furniture, does.</p> <p>An EqIA is prepared to analyse the impact of the proposal on community relations.</p> <p>The impact of the Eruv on 'zoning' is discussed in the EqIA and assessment section of report.</p> <p>House price is not a material planning consideration and as such has no impact on the determination of the application.</p>
Various addresses	<p>Climate Change/ Other</p> <ul style="list-style-type: none"> • Other demarcation should be used, such as at the Stamford Hill area • Eruv users should use a digital app instead • Who will bear the upkeep costs? • Waste of public resources • No location 31 – how does location 30 link to no. 32 (across Scout Park) • Proposal encourages steel production and thereby global warming • Plastic wire unfriendly to the environment • Weekly maintenance by car to encourage global warming • Front gardens should be replanted to mitigate global warming 	<p>The method of demarcation proposed is similar to that in other boroughs and to existing highway street furniture.</p> <p>All poles etc. are funded by the applicant.</p> <p>A digital app cannot be used as this would require carrying a device, which is not allowed under Jewish Law on the Shabbat.</p>

Stakeholder	Question/Comment	Response
		<p>There is no location 31, as detailed in the body of the report.</p> <p>The materials used for the poles and associated furniture is produced similarly to other street furniture in the borough.</p> <p>A weekly car drive for maintenance is not considered significant in the context of other road maintenance for signage etc.</p> <p>The council has no powers to require front gardens to be replanted as a result of this application.</p>
Various addresses	<p>Consultation/ Other</p> <ul style="list-style-type: none"> • Insufficient consultation time • consultation period extended • Site notice displayed wrongly • Fly tipping near proposed sites • Consultation not wide enough • Sites should have been consulted on separately • Consultation during school holidays • Site notice too small and badly located (location 21A) • Application hard to find online 	<p>Site notices were displayed near all proposed locations when the application was originally registered in mid-2022.</p> <p>Representations are received and considered until determination date.</p>

Planning Sub Committee – 24 April 2023

Item No. 9

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Address:** 550 White Hart Lane, N17 7RQ **Ward:** White Hart Lane**Reference Nos:** HGY/2022/0708 & HGY/2022/0709**Proposals:**

- **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) for Unit 2 attached to planning permission reference HGY/2020/0100.
- **HGY/2022/0709:** Application for variation/removal of condition 8 (deliveries in respect of units 3, 4 and 5a as well as units 1, 5b and 6) condition 22 (no loading/unloading outside units 3, 4 & 5a) and condition 23 (no loading/unloading of deliveries) attached to planning permission reference HGY/2014/0055.

Applicant: LaSalle Investment Management**Ownership:** Private**Case Officer Contact:** James Mead**Date received:** 21/12/2021

1.1 The applications are being reported to Planning Sub-Committee for determination, as they are applications to vary conditions previously imposed by Planning Sub-Committee and which the Head of Development Management and Planning Enforcement, in consultation with the Chair of the Planning Sub-Committee, considers to constitute a significant change.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposals would meet the operational requirements of future occupiers, which would strengthen the employment opportunities on the site and would support the ongoing industrial/employment use of the LSIS, in line with the Borough's wider economic objectives. Therefore, the proposed variation/removal of the conditions are acceptable in principle.
- The noise generation from the altered operation of the commercial units, in a worst-case scenario, would only be marginally above the background noise levels on the site. Due to this, and subject to compliance with the accompanying Noise Management Plan (NMP) and the implementation of acoustic fencing,

the living conditions of nearby residential occupiers would not be materially harmed by noise generation.

- The design of the acoustic fencing would be acceptable, with the character, appearance and visual amenity of the site and the surrounding area not adversely impacted.
- The altered operation of the industrial units would not materially impact the capacity of the highway network or public transport. The access arrangements to the site remain acceptable and highways safety would not be compromised.

2. RECOMMENDATION

HGY/2022/0708 and HGY/2022/0709:

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

Conditions:

HGY/2022/0708:

- 1) Approved Plans
- 2) Use Restriction
- 3) Noise Levels
- 4) Storage of Materials
- 5) No Additional Floorspace
- 6) Additions to the Roof
- 7) External Lighting
- 8) BREEAM
- 9) Acoustic Fencing
- 10) Noise Management Plan

HGY/2022/0709:

- 1) Noise Levels
- 2) External Lighting
- 3) Deliveries
- 4) Storage of Materials
- 5) No Additional Floorspace
- 6) Additions to the Roof
- 7) Use Class Restriction

- 8) Acoustic Fencing
- 9) Noise Management Plan

Informatives

- 1) Previous Conditions (HGY/2020/0100)
- 2) Previous Conditions (HGY/2014/0055)
- 3) Proactive Statement

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

CONTENTS

- 3. SITE LOCATION DETAILS & BACKGROUND
- 4. CONSULTATION RESPONSES
- 5. LOCAL REPRESENTATIONS
- 6. MATERIAL PLANNING CONSIDERATIONS
- 7. RECOMMENDATION

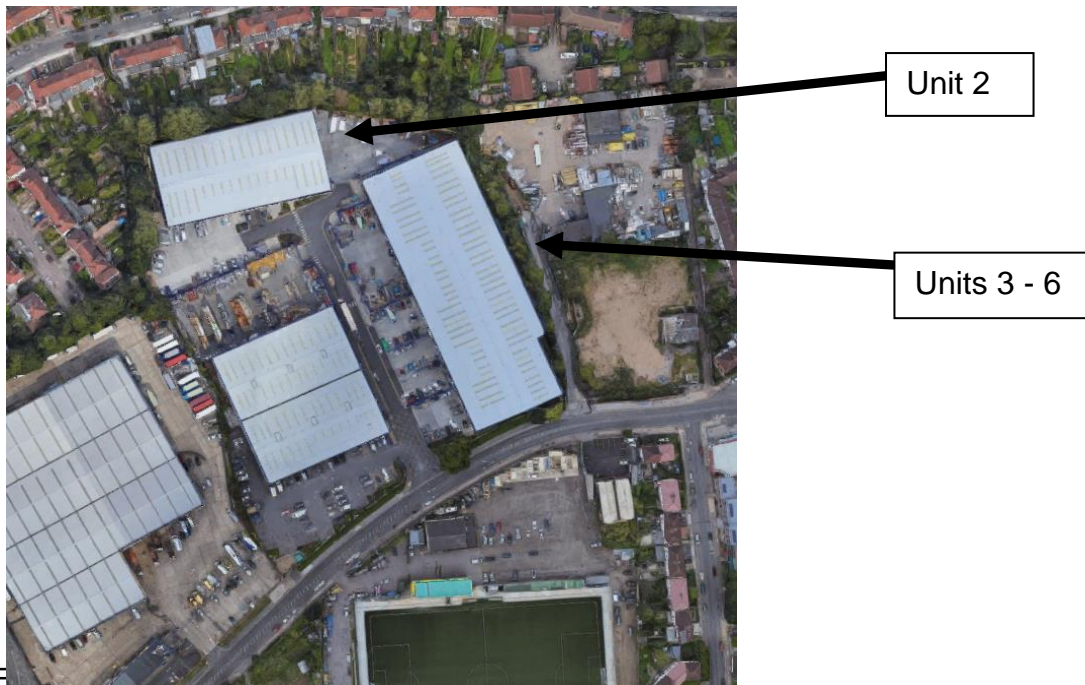
APPENDICES:

- Appendix 1 Conditions & Informatives
- Appendix 2 Plans
- Appendix 3 Consultation Responses – Internal Consultees
- Appendix 4 Representations from Local Residents

3. SITE LOCATION DETAILS & BACKGROUND

Site & Surroundings

- 3.1. The site is occupied by two existing industrial buildings, together with associated car parking and yards areas. Figure 1 below identifies the relevant buildings, with Unit 2 located to the north and Units 3 – 6 situated on the eastern boundary of the site. These two buildings were last in use for predominantly light industrial (use class: E[g], previously B1) and storage & distribution (use class: B8) purposes. Unit 1 is a further industrial building sitting directly to the west and is part of the same complex of three buildings, now known as: White Hart Works.
- 3.2. Further to the west is the recently completed SEGRO industrial development and a petrol station. The application site and the neighbouring industrial uses to the west form the White Hart Lane Locally Significant Industrial Site (LSIS), designated specifically for employment and industrial uses.
- 3.3. The site is industrial in nature, however the wider area includes other uses. The land to the east (500 White Hart Lane) has been redeveloped in recent years and is now occupied by a mixture of new build flats and commercial premises. Haringey Borough Football Club is situated directly opposite the site on White Hart Lane. To the north and west of the site there are residential properties on Norfolk Avenue and Devonshire Hill Lane.
- 3.4. The site does not contain any listed buildings and is not within a Conservation Area.



Relevant Planning & Enforcement History

Planning History – 550 White Hart Lane

- Unit 2 – HGY/2020/0100: Redevelopment of site involving new industrial / warehousing units (Use Class B1(C) and B8) with associated yard and parking area, following demolition of existing building. Approved with conditions and legal agreement.
- Units 3-5a – HGY/2014/0899: New loading bays and alterations to front elevation, new wash bay, revised parking and circulation layout and erection of security fencing. Approved with conditions.
- All Units – HGY/2014/0055: Variation of Condition 8 (Deliveries, loading and unloading hours of operation) attached to planning permission HGY/2011/0814 to no deliveries to be loaded or unloaded in respect of units 1, 2a, 2b, 5b and 6 between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday, no deliveries shall be loaded or unloaded in respect of units 3, 4 & 5a after 1800 hours Saturday until 0400 hours the following Monday. Approved with conditions and legal agreement.
- Unit 1 – HGY/2011/1566: Development comprising of construction of one industrial building accommodating 3,627 (39,047 ft) of gross internal B8 and B1 employment floorspace with ancillary trade counter, together with revised site access and associated highway works, signage and sustainable urban drainage. Approved with conditions and legal agreement.
- All Units – HGY/2011/0814: Development comprising of construction of three industrial buildings accommodating a total of 13,251 sqm (142,629 sqft) of gross B1/B2/B8 employment floorspace and divided into six employment units, together with revised access and associated highway works, parking and sustainable urban drainage. Approved with conditions and legal agreement.

Recent Planning History – Neighbouring Sites

- 555 White Hart Lane (SERGO Development) – HGY/2020/0635: Demolition of existing structures and construction of two buildings to provide eight units for light industrial (Use Class B1(c); industrial (Use Class B2); and/or storage and distribution (Use Class B8)) purposes, with ancillary offices and associated landscaping, car parking, servicing and access arrangements. Approved with conditions and legal agreement.
- 500 White Hart Lane – HGY/2018/0047: Submission of Reserved Matters, namely a) Layout, b) Scale, c) Appearance and d) Landscaping pertaining to Outline Permission ref. HGY/2016/0828 for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide 144 residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and

A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development. Approved with conditions and legal agreement.

- 500 White Hart Lane – HGY/2016/0828 : Outline Application with matters of layout, scale, appearance and landscaping reserved for mixed use redevelopment to comprise the demolition of existing buildings/ structures and associated site clearance and erection of new buildings / structures to provide residential units, employment uses (Use Class B1 and B8), retail uses (Use Class A1 and A3), community uses (Use Class D1) associated access, parking and servicing space, infrastructure, public realm works and ancillary development. Approved with conditions and legal agreement.

Background

- 3.5. These planning applications are made under Section 73 of the Town and Country Planning Act (1990). Applications under Section 73 enable applicants to apply for a variation of the wording of planning conditions, or for the removal of planning conditions, of an extant approved planning permission. Any permission under Section 73 takes the form of a new, independent planning permission, which sits alongside the original permission. In this case, these applications seek to vary/remove conditions attached to two previous planning permissions, which are HGY/2014/0055 & HGY/2020/0100.
- 3.6. There are two Section 73 applications being reported to members, as follows:
- HGY/2022/0708:
Section 73 application relating to planning permission reference HGY/2020/0100 seeks to vary/remove planning conditions associated with Unit 2;
 - HGY/2022/0709:
Section 73 application relating to planning permission reference HGY/2014/0055 seeks to vary/remove planning conditions associated with Units 3, 4 and 5a.

Section 73 application for Unit 2 (HGY/2022/0708)

- 3.7. **Unit 2** is the building located on the northern boundary of the site and was originally constructed in 2011 under planning permission reference: HGY/2011/0814, which was a development of three industrial buildings. However, **Unit 2** suffered fire damage in 2019, and as a result was demolished and was then rebuilt under planning permission reference: HGY/2020/0100.
- 3.8. This current application seeks to **vary** Conditions 1 (approved plans) and 4 (use class restriction), whilst proposing **removal** of Condition 6 (deliveries) of planning permission reference HGY/2020/0100.

- 3.9. **Condition 1** is the approved plans condition, which required the development to be implemented in accordance with the listed approved plans. This application proposes to **vary condition 1**, so to allow for the installation of an acoustic fence along the western boundary of the site. **Condition 1** would therefore be altered to include the drawing number relating to the acoustic fence, which is drawing number: 19-266-SGP-02-XX-DR-A-1603.
- 3.10. **Condition 4** currently restricts the use of Unit 2, so that it can only be utilised for B1c (light industrial) (now: E[g][iii]) or B8 (storage & distribution) uses. This application proposes to **vary Condition 4**, in order to allow Unit 2 to also be utilised for B2 (general industrial) uses.
- 3.11. A comparison of the wordings for conditions 1 and 4 for Unit 2 are set out below in Table 1.

<p>Original Condition 1</p>	<p>The approved plans comprise drawing nos (Design & Access Statement, 0922-P2, 0920-P2, 0921-P2, 0900-P4, 0901-P2, 0903-P3, 0905-P2, 0906-P2, 0907-P2, 0908-P1, 0909-P2, 0910-P1, 0923-P1, 0961-P2, Demolition and Environmental Plan, Framework Travel Plan, Transport Statement, Planning Statement & Addendum, BREEAM Report, Energy and Sustainability Statement, Sustainable Drainage Statement, Phase 1 Geo-Environmental Assessment, Flood Risk Assessment, Demolition and Environmental Management Plan & DEMP Supplementary Information). 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.</p>
<p>Proposed Varied Condition 1</p>	<p>The approved plans comprise drawing nos (Design & Access Statement, 0922-P2, 0920-P2, 0921-P2, 0900-P4, 0901-P2, 0903-P3, 0905-P2, 0906-P2, 0907-P2, 0908-P1, 0909-P2, 0910-P1, 0923-P1, 0961-P2, <u>19-266-SGP-02-XX-DR-A-1603 Rev P3</u>, Demolition and Environmental Plan, Framework Travel Plan, Transport Statement, Planning Statement & Addendum, BREEAM Report, Energy and Sustainability Statement, Sustainable Drainage Statement, Phase 1 Geo-Environmental Assessment, Flood Risk Assessment, Demolition and Environmental Management Plan & DEMP Supplementary Information). 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.</p>

Original Condition 4	Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the premises shall be restricted to use classes B1c 'Light industry' or B8 'Storage or Distribution' only and shall not be used for any other purpose including any purpose within Class B unless approval is obtained to a variation of this condition through the submission of a planning application.
Proposed Varied Condition 4	Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order, the premises shall be restricted to use classes B1c E(g)(iii) 'Light industry', B2 'General industry' , or B8 'Storage or Distribution' only and shall not be used for any other purpose including any purpose within Class B unless approval is obtained to a variation of this condition through the submission of a planning application.

Table 1: Original & Varied wordings of Conditions 1 and 4 for Unit 2

- 3.12. **Condition 6** currently restricts the loading and unloading of deliveries associated with Unit 2, so that these operations cannot be undertaken between the hours of 21:00 – 6:00 Monday to Saturday, after 18:00 on Saturday or at any time on Sundays. The **removal of Condition 6** is now sought so to enable unrestricted times for the loading and unloading of deliveries for **Unit 2**.
- 3.13. **Condition 6**, which is currently imposed on the original planning permission reference HGY/2020/0100, is included below in table 2:

Original Condition 6	No deliveries to be loaded or unloaded between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday.
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Table 2: Original Condition 6 for Unit 2

Units 3, 4 and 5a (HGY/2022/0709)

- 3.14. In 2011, planning permission (HGY/2011/0814) was granted for the construction of 3 buildings on the site. As part of the planning consent these 3 buildings were, subdivided into separate units for B1, B2 and B8 uses. Over the years, these units have been further subdivided resulting in a number of separate units within the buildings.
- 3.15. Following the 2011 planning permission, a section 73 planning application (HGY/2014/0055) was granted in 2014 which altered the servicing times (deliveries, loading and unloading) for Units 3, 4 and 5a. Therefore, Members should note that it is the 2014 section 73 planning permission that would be amended by this current section 73 planning application.

3.16. This current section 73 planning application relates to only 1 of the 2 buildings, which is located on the eastern side of the site. Units 3, 4 and 5a occupy over half of the floorspace in this one building. The remaining part of the building does not form part of either of the section 73 planning applications. Figure 2 below identifies Units 3, 4 and 5a.

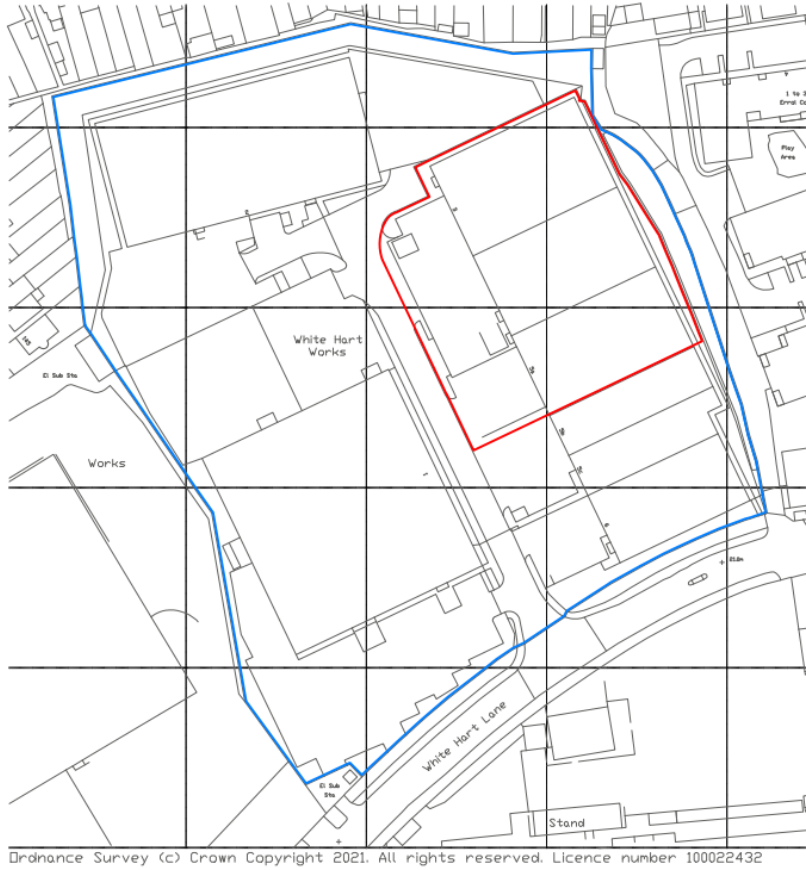


Figure 2: Units 3, 4 and 5a

3.17. This current section 73 application seeks to **vary Condition 8 (deliveries)** and remove **Conditions 22 (no loading/unloading outside units 3, 4 & 5a)** and **23 (loading/unloading following cessation of use)** of planning permission HGY/2014/0055.

3.18. **Condition 8 (deliveries)** formed part of the original planning permission on this site (HGY/2011/0814). However, the wording of this condition was subsequently varied through the 2014 section 73 planning consent (HGY/2014/0055). This 2014 consent allowed unrestricted deliveries during the week for Units 3, 4 & 5a, however the restrictions on deliveries at the weekend still remain. It is now proposed to vary condition 8 again, so to remove all the delivery restrictions associated with Units 3, 4 and 5a. This would allow deliveries to these units to be made at any time during the week, including the weekend. Delivery restrictions on units 1, 5b and 6 would remain in place. The original, current and proposed conditions 8 are listed in Table 3 below.

<p>Original Condition 8 (HGY/2011/0814)</p>	<p>No deliveries shall be loaded or unloaded within the site between the hours of 2100 and 0600 Monday to Saturday or</p>
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	after 1800 hours Saturday until 0600 hours the following Monday.
Current Condition 8 (HGY/2014/0055)	No deliveries to be loaded or unloaded in respect of units 1, 2a, 2b, 5b and 6 between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday, and no deliveries shall be loaded or unloaded in respect of units 3, 4 & 5a after 1800 hours Saturday until 0400 hours the following Monday.
Proposed Varied Condition 8	No deliveries to be loaded or unloaded in respect of units 1 and 5b, 5c and 6 between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday. and no deliveries shall be loaded or unloaded in respect of units 3, 4 & 5a after 1800 hours Saturday until 0400 hours the following Monday.

Table 3: Original, Current and Proposed Condition 8

- 3.19. **Condition 22** restricted loading/unloading in the outside areas of units 3, 4 and 5a, so that this could not be undertaken between 21:00 – 6:00 Monday to Saturday, after 18:00 on Saturday or at any time on Sundays. However, this condition does allow loading/unloading within the internal areas of the building during these times. It is proposed to **remove Condition 22** and this would allow loading/unloading to be undertaken outside at any time during the day. The wording of **Condition 22** is noted in Table 4 below.
- 3.20. **Condition 23** refers specifically to a particular business that once occupied units 3, 4 and 5a. This condition required that following HSS Service Group ceasing to occupy/use these units, the permitted loading/unloading hours would return to the originally restricted hours (no loading/unloading between 21:00 – 6:00 Monday to Saturday, after 18:00 on Saturday or at any time on Sundays). HSS Service Group has now vacated the premises, and therefore it is proposed to **remove Condition 23** entirely so that the restricted hours for Units 3, 4 and 5a do not come back in to force. The wording of **Condition 23** is noted in Table 4 below.

Condition 22	No loading/unloading outside units 3, 4 & 5a of the development shall occur between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday. For the avoidance of doubt loading/unloading is permitted but must take place within the confines of the building during these times.
Condition 23	Upon HSS Hire Service Group Limited ceasing to use units 3, 4 & 5a of the development there shall be no loading/unloading of deliveries between the hours of 2100 and 0600 the following day Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday.

Table 4: Conditions 22 & 23

Summary

3.21. The section 73 application - HGY/2022/0708 for Unit 2 seeks to:

- remove any time restrictions for loading/unloading, therefore allowing loading/unloading on a 24-hour basis, 7 days a week;
- introduce and allow the unit to operate as a B2 use and;
- amend condition 1 to include an additional drawing number to enable the erection and installation of an acoustic fence, in order to mitigate any noise levels from the 24 hours operations and the B2 use of Unit 2.

3.22. The section 73 application - HGY/2022/0709 for Units 3, 4 and 5a seeks to:

- remove all delivery, loading and unloading restrictions for Units 3, 4 and 5a. As such, loading/unloading associated with these units could be undertaken on a 24-hour basis, 7 days a week.

4. CONSULTATION RESPONSES

4.1. The following consultations responses have been received:

- 1) LBH Design Officer: No objection.
- 2) LBH Noise & Nuisance Manager: No objection, subject to compliance of the Noise Management Plan (NMP).
- 3) LBH Transportation: No objection.

5. LOCAL REPRESENTATIONS

5.1 The applications have been publicised by way of a press notice and a site notice. 421 individual letters were sent to surrounding local properties. The number of representations received from neighbours, local groups, etc in response to notification and publicity were as follows:

- No of individual responses: 95
- Objecting: 95
- Supporting: 0
- Neutral: 0

5.2 The following Councillors made representations:

- Former Councillor Bull in his previous capacity as Ward Cllr prior to the 2022 election: Objects to the applications. Residents experience the following noise/nuisance during the day: the opening of unit doors, the noise of large scale vehicles driving, the noise of large scale vehicles reversing and the noise of delivery drivers/warehouse staff communicating. Therefore, the extension of the hours would be

completely unacceptable. I support local business and am keen for them to flourish, but this has to be in harmony with local residents.

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

- B2 uses would be inappropriate in a residential area.
- Noise is already an issue and this would be worsened by the proposal, harming living conditions and the quality of life of nearby residents.
- Noise from loading/unloading would be significantly louder, when compared with works inside the units.
- Noise from HGVs would be harmful to living conditions.
- The acoustic barrier/fencing is not a solution.
- The acoustic barrier/fencing has not been tested.
- Upper floors will not be protected by the acoustic fencing/barrier.
- Properties are located on a hill above the site meaning that the acoustic barrier will not be effective.
- There is no acoustic barrier/fencing to the east.
- The Noise Impact Assessment is flawed.
- The noise testing has not considered impacts on several properties close to the site.
- The noise survey is out of date.
- The noise survey was undertaken at an inappropriate time of year.
- The noise mitigation measures do not go far enough.
- There would be no enforcement of the noise mitigation measures.
- Increased light pollution would result.
- The acoustic fence would result in loss of light to gardens.
- There would be increased traffic.
- There is a lack of parking in the surrounding area.
- There is concern regarding the speed of vehicles using surrounding roads.
- The movement of large vehicles would generate safety concerns.
- Increased air pollution and worse air quality would result.

5.4 The following issues raised are not material planning considerations:

- This will set a precedent for other businesses.
(**Officer comment:** note this concern, however every application is assessed on its own merits and against planning policies).
- The foundations of properties would be damaged by increased traffic.
(**Officer comment:** note this concern, however the proposals would not result in a such a significant uplift in the movement of large vehicles to impact on the foundations of nearby properties).
- Property investment in Haringey is not secure.
(**Officer comment:** note this concern, however property investment is a private matter and not a material planning consideration).

- The value of nearby properties would be impacted.
(**Officer comment:** note this concern, however property values are a private matter and not a material planning consideration).
- There has been a lack of consultation with neighbours.
(**Officer comment:** note this concern, however letters have been sent to nearby residents, a site notice has been displayed and a press notice has been issued. Therefore, the public consultation undertaken has exceeded the requirements of The Town and Country Planning (Development Management Procedure) (England) Order (2015)).
- Re-consultation letters were received late and this reduced the time residents had to comment on the applications.
(**Officer comment:** note this concern. The letters were received late by residents, due to issues with the external postal system. Noting this, officers extended the re-consultation period to allow residents to comment on the applications).
- The existence of two applications is confusing.
(**Officer comment:** note this concern, however the submission of two applications is required in this instance).

6. MATERIAL PLANNING CONSIDERATIONS

- 6.1 The main planning issues raised by the proposed development are:
1. Principle of Development;
 2. Noise & Residential Amenity;
 3. Design, Layout & Appearance and
 4. Transport.

Principle of Development

- 6.2 The site is within the White Hart Lane Locally Significant Industrial Site (LSIS), and therefore is specifically designated for employment and industrial uses. Paragraph 81 of the National Planning Policy Framework (NPPF) outlines that planning decisions should help create the conditions in which businesses can invest, expand and adapt. This paragraph also notes that significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development.
- 6.3 Policy E4 of the London Plan (2021) notes that a sufficient supply of land and premises in different parts of London to meet current future demands for industrial functions should be provided and maintained. This policy notes that provision should be made for the varied operational requirements of light industry (use class: E[g]), general industry (use class: B2) and storage / logistics/distribution (use class: B8). Policy E8 of the London Plan notes that employment opportunities for Londoners across a diverse range of sectors

should be promoted and supported along with support for the development of business growth and sector-specific opportunities.

- 6.4 Policy SP8 of Haringey's Local Plan Strategic Policies (2017) (referred to as the Local Plan from hereon in) states that the Council will protect the Borough's hierarchy of employment land, including LSISs. This policy outlines that sites located in an LSIS should be safeguarded for a range of industrial uses, including B1 (now class: E[g]), B2 and B8 uses, as long as these sites continue to meet the demand and the needs of modern industry. Policy DM37 of the Development Management DPD (referred to as the DM DPD from hereon in) supports proposals for intensification, renewal and modernisation of employment land and floorspace.
- 6.5 The use of Unit 2 is currently restricted solely to uses within classes: E(g)(iii) (light industrial) and B8 (storage & distribution). It is proposed to widen the usage of Unit 2 by allowing a B2 (general industrial) use to operate. Policy SP8 of the Local Plan supports B2 uses within LSISs, and therefore the broadening of the permitted usage of Unit 2 to include this B2 use is supported by policy. As such, the expanding of the permitted usage of Unit 2 is considered acceptable in land use terms.
- 6.6 The applications are accompanied by covering letters, which outline that the existing controls on deliveries and the restricted use of Unit 2 are barriers to letting out this unit. Furthermore, the covering letters note that the removal of the delivery, loading and unloading restrictions for Units 3, 4 and 5a would strengthen the site's ability to meet the requirements of the industrial/warehousing sector. In addition, the agent has explained that, due to high levels of congestion at peak times in London, prospective tenants are increasingly seeking flexibility and an ability to undertake deliveries outside of peak hours and at night-time.
- 6.7 The proposed removal of delivery, loading and unloading restrictions from all the units, together with the inclusion of a B2 use for Unit 2, would increase the attractiveness of the units to prospective tenants. Furthermore, the removal of the restrictive conditions would ensure that all the units are better suited to the operational needs of the modern industrial/warehousing sectors. In particular, the proposals would enable more flexibility in delivery times. The increased attractiveness and marketability of the units, resulting from these proposals, would meet the operational requirements of potential tenants of the units. The applicant anticipates that when fully occupied Unit 2 could deliver between 38 – 81 jobs, while Units 3 – 5a could cater for between 45 – 96 jobs. The proposed operational changes would increase the likelihood of full occupation of the units, and therefore the employment opportunities on the site and the wider LSIS would be strengthened. The proposals would support the ongoing industrial use of the site and allow the business offer on the LSIS to adapt, in accordance with Section 6 of the NPPF, Policies E4 & E8 of the London Plan and Policy SP8 of the Local Plan.
- 6.8 The principle of the proposals are considered acceptable, as the changes would support economic growth on the LSIS and across the wider Borough –

however, the impact of the changes on the amenity of existing surrounding residents is an important consideration and is assessed in detail below.

Noise & Residential Amenity

Noise Impacts

- 6.9 Potential noise or nuisance generating development proposed close to residential properties should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses, in line with Policy D13 of the London Plan. Proposals should reduce, manage and mitigate noise by avoiding significant adverse noise impacts on health and quality of life, in accordance with Policy D14 of the London Plan. This policy also notes that where it is not possible to achieve separation of noise-sensitive development and noise sources, then any potential adverse effects should be controlled and mitigated by applying good acoustic design principles. Policy DM1 of the DM DPD notes that the Council will support proposals that address noise likely to arise from the use and activities of the development.
- 6.10 There are a number of residential properties neighbouring the site, with dwellings present to the north (Devonshire Hill Lane), west (Norfolk Avenue) and east (The Green, Errol Court, Adele Court and Elmer Court). These residential properties are noise-sensitive uses. The proposals seek to broaden the permitted usage of Unit 2 to include a B2 operation, whilst also proposing unrestricted 24 hour, 7 days a week deliveries, loading and unloading for Units 2, 3, 4 and 5a. Therefore, it must be considered whether any noise likely to arise as a result of these proposed changes would materially impact on the living conditions of the neighbouring dwellings.
- 6.11 A Noise Impact Assessment (NIA) and a Noise Survey Report have been provided with these applications. These include a Noise Survey undertaken in February 2023, which measured the background noise levels at the site. The results of this survey are shown in the Noise Survey Report. Both the NIA and the Noise Survey Report also include noise modelling, which estimates the commercial noise levels audible at the nearest noise sensitive receptors – these being the existing residential properties in proximity of the site.
- 6.12 The overall results of the NIA and the Noise Survey Report indicate that the proposed activities would not result in significant adverse noise impacts on nearby residential properties. The Council's Noise & Nuisance Manager has reviewed the NIA and the Noise Survey Report and has not raised concerns regarding noise impacts. In the 'worst-case scenario' commercial noise levels would only be marginally above the background noise levels, indicating that material noise nuisance at neighbouring dwellings would not arise.
- 6.13 In addition to the above, the NIA and the Noise Survey Report outline that mitigation in the form of a Noise Management Plan (NMP) would further limit any potential noise impacts. A NMP has been submitted by the applicant and the Noise & Nuisance Manager is content with the principles of this document, however they have suggested some amendments. These amendments have been incorporated into the NMP, and therefore officers are now content that

this document is appropriate for managing the operations of the site. A condition is attached requiring adherence to the measures in the NMP. The results of the noise surveys and modelling are also reliant on the construction of the acoustic fence. As such, a condition is recommended securing the installation of the fencing, prior to the proposed operational changes being implemented. Subject to these conditions, it is considered that the amenity, living conditions and quality of life of nearby residents would not be adversely impacted by noise.

- 6.14 A number of neighbour objections have been received on the basis of noise concerns. Several of these comments have questioned the methodology and results of the NIA and Noise Survey Report. Whilst these comments are noted, the documents have been produced by acoustic specialists. Furthermore, the Council's Noise & Nuisance Manager accepts the methodology and scope of the documents. As such, the methodology and results of the NIA and Noise Survey Report are considered a robust measure of the likely impacts.
- 6.15 Several neighbour objections have questioned the validity of basing the NIA on a noise survey dating from 2013. In addition, a number of comments have highlighted that the noise modelling had not considered impacts on the new flats to the east of the site (Errol Court, Adele Court and Elmer Court). These objections have been acknowledged by officers and the applicant has been required to provide an updated noise survey, together with new modelling for these flats. The updated noise survey and the modelling for the flats to the east has been presented in the Noise Survey Report. The new noise survey forms the basis for the conclusions reached above.
- 6.16 Neighbour comments have also raised concern regarding the time of year that the noise surveys were undertaken. The surveys were commenced in November 2013, December 2013 and then in February 2023. The Council's Noise & Nuisance Manager has not raised concern with the surveys being carried out on these dates. Furthermore, both the NIA and Noise Survey Report outline that weather conditions were suitable for sound level measurements. As such, officers do not have concerns regarding the time of year that the surveys were undertaken.
- 6.17 The lack of an acoustic barrier on the eastern side of the site has been queried by neighbours. These comments are noted, however the NIA and Noise Survey Report indicate that the living conditions of residential properties to the east can be protected without the requirement for acoustic fencing. This is partly because the building on the site sits between the yard areas and the flats to the east. Therefore, the impacts of any noise generated in the yard areas would be lessened, due to this physical buffer.
- 6.18 Comments have questioned the effectiveness of the proposed acoustic barrier on the western side of the site. These comments have highlighted the difference in land levels between the site and neighbouring properties, whilst also raising particular concern regarding impacts on upper floor windows. These comments are noted, however the difference in land levels between the site and neighbouring properties is not so significant that it would alter the noise

modelling. Therefore, neither officers, nor the Noise & Nuisance Manager anticipate that the noise levels would be materially different at upper floor windows, when compared with ground floor openings.

- 6.19 Several of the objections have referred to the noise impacts from loading/unloading outside the units, as well as nuisance from HGVs travelling around the site. These comments are acknowledged, however the noise modelling has taken such activities into account. Both the NIA and Noise Survey Report explain that the 'worst-case scenario' modelled would involve simultaneous HGV arrival, manoeuvring/unloading via forklift at two units and continuous use of Unit 2 as a woodworking workshop. Therefore, such activities have been factored into the modelling results. In principle objections to B2 uses on this site have also been received from residents. These concerns are noted, however the NIA and Noise Survey have demonstrated that a B2 use can be incorporated on site, without adverse material noise impacts affecting nearby properties.
- 6.20 Overall in regard to noise and nuisance, the submitted NIA and the Noise Survey Report outlines that the noise generated by altered operations of the industrial units would not significantly exceed the background noise level. Therefore, subject to the conditions mentioned, it is considered that noise from the industrial units would not materially harm the living conditions or quality life of nearby residents.

Other Amenity Considerations

- 6.21 London Plan Policy D6 outlines that the design must not be detrimental to the amenity of surrounding housing, in specific it is stated that proposals should provide sufficient daylight and sunlight that is appropriate for the context, while also minimising overshadowing. Furthermore, Policy DM1 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 open aspects to adjacent buildings and land. Policy DM1 of the DM DPD notes that the Council will support proposals that address issues of light pollution. In addition, Policy DM23 of the DM DPD outlines that proposals that include external lighting must mitigate potential adverse impacts from such lighting.
- 6.22 The acoustic fence would be installed to the western side of the site, however it would be set in from the boundary with the properties on Norfolk Avenue. This siting and the presence of trees/fencing along the western boundary, providing some screening, would ensure that the neighbouring properties on Norfolk Avenue would not be materially impacted by: increased sense of enclosure, overbearing affects, loss of daylight/sunlight or overshadowing. None of the other properties neighbouring the site would be in such proximity to be unduly impacted by the proposed acoustic fence.
- 6.23 A neighbour comment has raised concerns that external lighting required to enable deliveries, loading and unloading at night-time could result in light pollution affecting residential properties. A condition is included requiring

details of any external lighting to be submitted for assessment, in order to ensure that light pollution is avoided.

- 6.24 Overall, the proposals would not have a material adverse impact on the amenity or existing living conditions of the occupiers of nearby residential properties.

Design, Layout & Appearance

- 6.25 Policy D3 of the London Plan notes that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy SP11 of the Local Plan requires proposals to be of the highest standard of design that respects local context, character and historic significance. Proposals must achieve the highest standard of design and contribute to the distinctive character and amenity of the local area, in line with Policy DM1 of the DM DPD (2017) (DM DPD).

Acoustic Fencing

- 6.26 The proposals include the installation of a new acoustic fence that would be located close to the western boundary of the site and directly to the west/south-west of Unit 2. This fence would be 6 metres in height and would run along the western edge of the parking area outside Unit 2. The fencing would not exceed the height of the neighbouring industrial buildings and would also not be of overly bulky appearance. Due to these factors, it is considered that the scale of the fencing would acceptably relate to its surroundings, with the acoustic fence not appearing overly large or dominant on the site.
- 6.27 The proposed acoustic fencing would be constructed in acoustic boards between posts. This type of fencing would be in keeping with the industrial character of the site, and as such would not appear incongruous or visually intrusive. The proposed installation of the fencing would not harm the character and appearance of the site or the surroundings. This part of the proposal is considered acceptable in design terms and complies with the planning policies mentioned above.

Transport

- 6.28 Policy T1 of the London Plan requires developments to make most effective use of land, reflecting connectivity and accessibility by existing and future public transport, walking and cycling routes. Cumulative impacts of development on public transport and road network capacity, including walking and cycling, should be taken into account, in line with Policy T4 of the London Plan. Developments should be designed, so that deliveries can be received outside of peak hours and in the evening or night time, in accordance with Policy T7 of the London Plan. Policy SP7 of the Local Plan states that the Council will tackle climate change and improve transport quality/safety through: minimising congestion, promoting public transport, promoting walking/cycling, promoting road safety, promoting car sharing/car clubs, supporting behavioural changes, mitigating the impact of road based freight

and by seeking to locate major trip generating development in locations with good access to public transport.

- 6.29 These proposals would allow Unit 2 to be occupied by B2 purposes. When compared with the permitted E(g)(iii) and B8 uses of this unit, a future B2 use would not generate a material increase in the number of trips to/from the site. As such, the capacity of the surrounding highway network or of public transport would not be unduly impacted, nor would the proposal materially affect air quality. The removal of the restrictions imposed on deliveries, loading and unloading would allow deliveries to be undertaken outside of peak hours. Therefore, these proposals would assist in limiting congestion during peak times, which is in line with Policy T7 of the London Plan.
- 6.30 Third party comments have outlined safety concerns regarding the movement of large vehicles. However, there is no evidence to suggest that the site is unsuitable for access by larger vehicles and the Council's Transportation Officer has not objected to the proposals on this basis. As such, officers do not have concerns regarding the type of vehicles that would access the site – particularly given that the site has been purposely designed for industrial purposes. It is considered that the access and movement of larger lorry type vehicles can be accommodated on the site, without harm to highways safety. Neighbour objections have also raised concerns regarding the lack of parking and the speed vehicles travel on surrounding roads. These proposals would not increase the demand for parking, nor would they affect the speed of vehicles on nearby roads.
- 6.31 Overall in terms of transportation, the proposed variations/removal of conditions would not materially increase the number of trips to/from the site. As such, the capacity of the surrounding highway network and of public transport would not be compromised, nor would air quality be adversely affected. The proposals would allow off-peak deliveries and assist in reducing congestion at peak times. There are no concerns regarding the types of vehicles that would access the site. The proposals are considered acceptable, in regard to transport impacts.

Conclusion

- 6.32 The proposals would make the industrial units more attractive to future occupiers, while meeting the operational needs of occupiers and assisting in securing long-term tenants for the units. The changes would strengthen the employment opportunities on the site and would support the ongoing industrial/employment use of the LSIS, in line with the Borough's wider economic objectives. Therefore, the proposed variation/removal of the conditions are acceptable in principle.
- 6.33 The noise generation from the amended operation of the commercial units, in a worst-case scenario, would only be marginally above the background noise levels on the site. Due to this, and subject to compliance with the Noise Management Plan, the living conditions of nearby residential properties would not be harmed by noise generation. The proposals would not involve other

works that would harm the amenity or living conditions of neighbouring properties.

- 6.34 The design of the acoustic fencing would be acceptable, with the character, appearance and visual amenity of the site and the surrounding area not adversely impacted.
- 6.35 The altered operation of the industrial units would not materially impact the capacity of the highway network or public transport. The access arrangements to the site remain acceptable and highways safety would not be compromised.
- 6.36 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. RECOMMENDATION

HGY/2022/0708 and HGY/2022/0709

- 7.1 GRANT PERMISSION subject to conditions in Appendix 1

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Appendix 1: Conditions & Informatives

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.

Conditions

Approved Plans

1. The approved plans comprise drawing nos (Design & Access Statement, 0922-P2, 0920-P2, 0921-P2, 0900-P4, 0901-P2, 0903-P3, 0905-P2, 0906-P2, 0907-P2, 0908-P1, 0909-P2, 0910-P1, 0923-P1, 0961-P2, 19-266-SGP-02-XX-DR-A-1603 Rev P3, Demolition and Environmental Plan, Framework Travel Plan, Transport Statement, Planning Statement & Addendum, BREEAM Report, Energy and Sustainability Statement, Sustainable Drainage Statement, Phase 1 Geo-Environmental Assessment, Flood Risk Assessment, Demolition and Environmental Management Plan & DEMP Supplementary Information). 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 and in the interests of amenity.

Use Restriction

2. Notwithstanding, the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order, the premises shall be restricted to use classes E(g)(iii) 'Light industry', B2 'General industry', or B8 'Storage or Distribution' only and shall not be used for any other purpose including any purpose within Class B 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 to one compatible with the surrounding area and in interests of neighbouring residential amenity.

Noise Levels

3. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level of more than 5db (A) when measured and corrected in accordance with BS 4142:1967, as amended, titled 'Method of Rating Industrial Noise Affecting Mixed Residential & Industrial Areas'. In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.

Reason: In order to protect the amenities of nearby residential occupiers.

Storage of Materials for Sale

4. All merchandise and materials being stored and sold from outside the building/premises shall be stacked or stored no higher than 5 metres without the written consent of the LPA to whom a formal planning application shall be submitted for consideration and determination.

Reason: In order to safeguard the visual amenity of the locality.

No Additional Floorspace

5. No additional floorspace other than as stated within the application shall be created inside the buildings approved without the prior written consent of the Local Planning Authority.

Reason: To ensure that the car parking provided meets the needs of the buildings approved and that traffic generation does not exceed the allocated capacity.

Additions to the roof

6. No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus), with the exception of PV panels, shall be erected on the roof of any building.

Reason: In order to safeguard the visual amenity of the area.

External Lighting

7. No additional external lighting other than those existing or identified on the approved drawings shall be installed on the site, without the prior written consent of the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the locality.

BREEAM

8. (a) Within 6 months of occupying the industrial and ancillary office unit the final Post-Construction Certificate certifying that a BREEAM rating of 'Very Good' has been achieved must be submitted for approval.

(b) 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.

(c) The accreditation of 'Very Good' or higher shall be maintained thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure sustainable development in accordance with Policy SI2 of the London Plan (2021) and Local Plan Policy SP4 of the Haringey Local Plan (2017).

Acoustic Fencing

9. No deliveries to be loaded or unloaded between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday, until the acoustic fence, as shown on drawing number: 19-266-SGP-02-XX-DR-A-1603 Rev P3, has been installed in its entirety. This acoustic fence shall be maintained to the satisfaction of the Local Planning Authority. Following installation, the acoustic fence shall be retained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenity and living conditions of neighbouring properties, in accordance with Policies D13 & D14 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).

Noise Management Plan

10. The occupation of Unit 2 shall comply with the approved Noise Management Plan (Revision 3) (Cass Allen, dated: 13 April 2023), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenity and living conditions of neighbouring properties, in accordance with Policies D13 & D14 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).

HGY/2022/0709

Application for variation/removal of condition 8 (deliveries in respect of units 3, 4 and 5a as well as units 1, 5b and 6) condition 22 (no loading/unloading outside units 3, 4 & 5a) and condition 23 (no loading/unloading of deliveries) attached to planning permission reference HGY/2014/0055.

Conditions

Noise Levels

1. Any noise generated by virtue of this development shall not cause an increase in the pre-existing background noise level of more than 5db (A) when measured and corrected in accordance with BS 4142:1967, as amended, titled 'Method of Rating Industrial Noise Affecting Mixed Residential & Industrial Areas'. In this context, the background level is construed as measuring the level of noise which is exceeded for 90% of the time.

Reason: In order to protect the amenities of nearby residential occupiers.

External Lighting

2. No additional external lighting other than those existing or identified on the approved drawings shall be installed on the site, without the prior written consent of the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the locality.

Deliveries

3. No deliveries to be loaded or unloaded in respect of units 1 and 5b, 5c and 6 between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday.

Reason: In order to ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their property.

Storage of Materials

4. There shall be no external storage of materials, or construction or placing of racks and bins or other storage containers outside the buildings on site without the prior written approval of the Local Planning Authority.

Reason: In order to safeguard the visual amenity of the area.

No Additional Floorspace

5. No additional floorspace other than as stated within the application shall be created inside the buildings approved without the prior written consent of the Local Planning Authority.

Reason: To ensure that the car parking provided meets the needs of the buildings approved and that traffic generation does not exceed the allocated capacity.

Additions to the roof

6. No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the roof of any building.

Reason: In order to safeguard the visual amenity of the area.

Use Class Restriction

7. Notwithstanding, the provisions of the Town & Country Planning (Use Classes) Order 1987, or any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order, Units 1, 3, 4, 5a, 5b, 5c and 6 shall be restricted to use classes E(g)(iii) 'Light industry', B2 'General industry', or B8 'Storage or Distribution' only and shall not be used for any other purpose including any purpose within Class B 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 to one compatible with the surrounding area and in interests of neighbouring residential amenity.

Acoustic Fencing

8. No deliveries to be loaded or unloaded between the hours of 2100 and 0600 Monday to Saturday or after 1800 hours Saturday until 0600 hours the following Monday in respect of units 3, 4 and 5a, until the acoustic fence on Unit 2, White Hart Works, as shown on drawing number: 19-266-SGP-02-XX-DR-A-1603 Rev P3, has been installed in its entirety.

Reason: To protect the amenity and living conditions of neighbouring properties, in accordance with Policies D13 & D14 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).

Noise Management Plan

9. The occupation of Units 3, 5 and 5a shall comply with the approved Noise Management Plan (Revision 3) (Cass Allen, dated: 13 April 2023), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenity and living conditions of neighbouring properties, in accordance with Policies D13 & D14 of the London Plan (2021) and Policy DM1 of the Development Management DPD (2017).

Informatives

Previous Conditions (HGY/2020/0100)

1. Conditions 2, 3, 11, 12, 13(a), 14, 15, 16 and 17 of HGY/2020/0100 have been discharged or are no longer applicable to the proposals. Therefore, these conditions are omitted from the decision notice.

Previous Conditions (HGY/2014/0055)

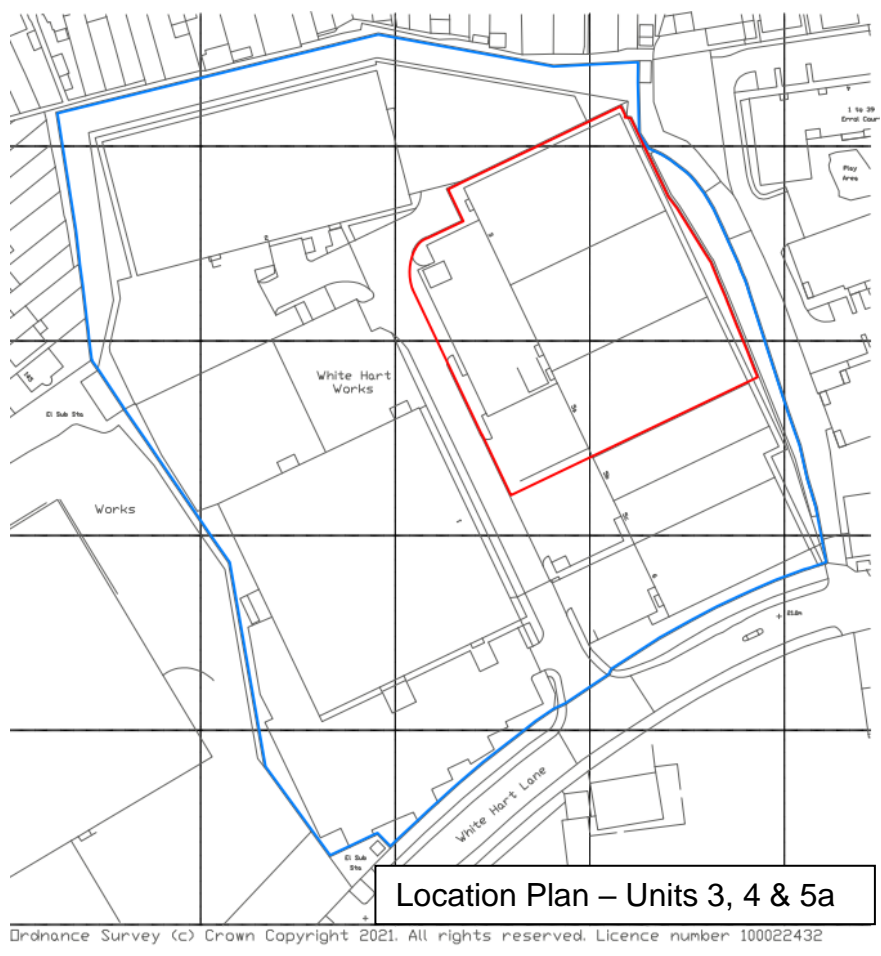
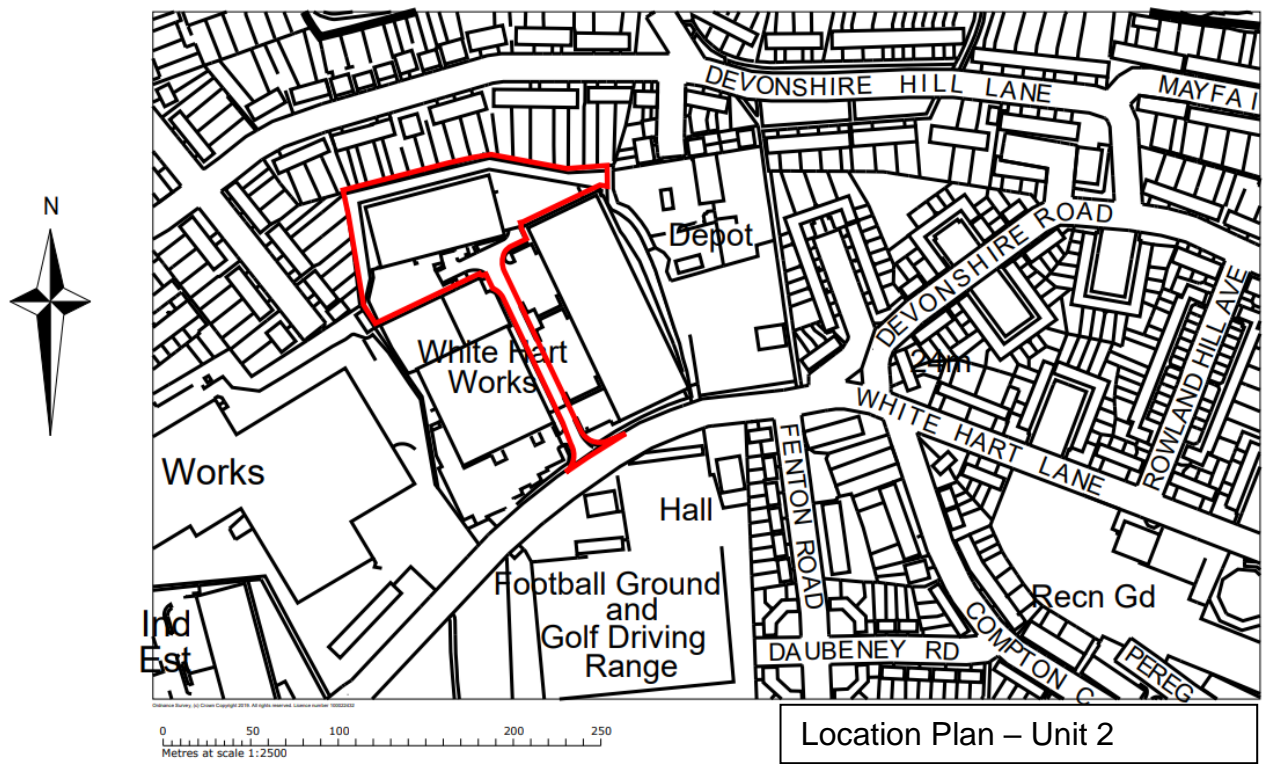
2. Conditions 1, 2, 3, 5, 14, 15, 16, 17, 18, 19, 20 and 21 of HGY/2014/0055 have been discharged or are no longer applicable to the proposals. Therefore, these conditions are omitted from the decision notice.

Proactive Statement

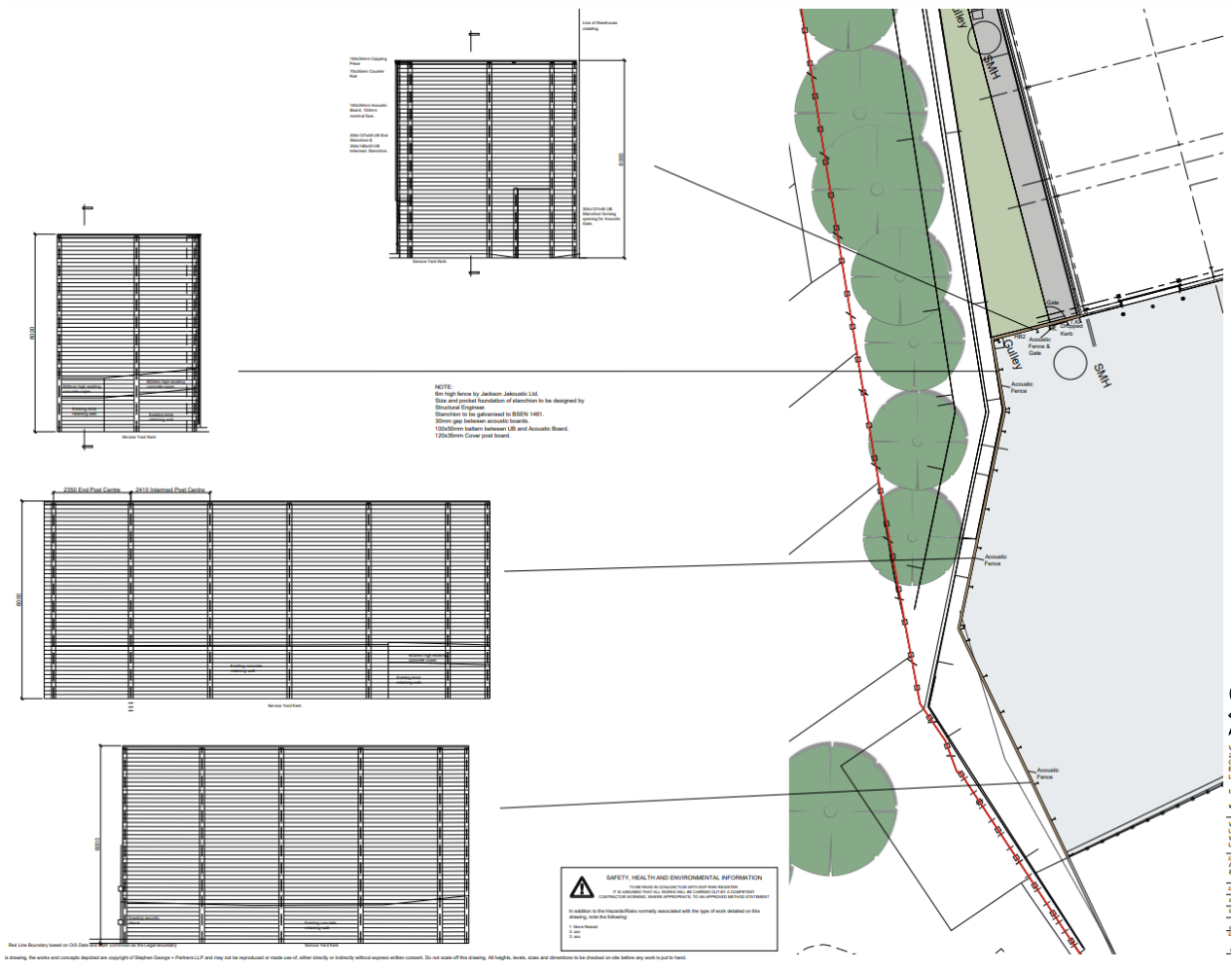
3. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre-application advice service and published development plan,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

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Appendix 2: Plans and Images



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Acoustic Fencing – Elevations & Plan

Appendix 3: Consultation Responses – Internal Consultees

Stakeholder	Question/Comment	Response
HGY/2022/0708		
INTERNAL		
Design Officer	No objection from a design point of view.	Comments Noted.
Noise & Nuisance Manager	<p>A noise management plan - I have reviewed the noise management plan and provide the following refinements:</p> <ul style="list-style-type: none"> - Paragraph one consideration should be given to adding “contact details of an appropriate site representative should be prominently displayed”. - Paragraph 2 consider prohibiting the use of reversing alarms between 2300 hours and 0600 hours. - paragraph 3 - vehicles should not be permitted to idle on site at any time. A banksman or similar will receive delivery's and sure all engines are switched off during deliveries between the hours of 2300 and 0600. - I'm not clear about the status of the noise barrier. The noise management plan should include details of the maintenance of this barrier, specifying time scales for the same. <p>I have noted in particular the reduction in background identified in the updated noise survey, the fact that this assessment has been taken under worst case scenario conditions end that the new residential premises have been incorporated into the new baseline assessment survey. I accept the findings of this report and have no further issues to raise regarding this.</p>	Comments Noted. Suggested amendments to Noise Management Plan to be incorporated into the document.
Transportation Officer	<p>I have reviewed the proposals to vary/remove the relevant conditions in order that the unit can be let. Of relevance to transport planning is Condition 6 associated with deliveries. Condition 6 currently places restrictions on loading and unloading times, and the proposals seek to remove Condition 6 altogether to lift all restrictions.</p> <p>I have no objection on transport grounds to the proposals. I would however bring the following London Plan policies to your attention:</p> <p>London Plan Policy T7 Deliveries, servicing and construction: “Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or</p>	Comments Noted.

Stakeholder	Question/Comment	Response
	<p>nighttime.” From a transport planning perspective, out-of-peak and out-of-hours deliveries are encouraged to avoid congestion on the local highway network.</p> <p>London Plan Policy D3 Optimising site capacity through the design-led approach: “New developments should be designed and managed so that deliveries can be received outside of peak hours and if necessary in the evening or night-time without causing unacceptable nuisance to residents.” It should be noted here that, based on this policy, the proposals can only be acceptable if the proposed measures sought to mitigate any nuisance (especially noise) to local residents are considered acceptable by the relevant officer.</p>	
HGY/2022/0709		
Design Officer	No objection from a design point of view.	Comments Noted.
Noise & Nuisance Manager	<p>A noise management plan - I have reviewed the noise management plan and provide the following refinements:</p> <ul style="list-style-type: none"> - Paragraph one consideration should be given to adding “contact details of an appropriate site representative should be prominently displayed”. - Paragraph 2 consider prohibiting the use of reversing alarms between 2300 hours and 0600 hours. - paragraph 3 - vehicles should not be permitted to idle on site at any time. A banksman or similar will receive delivery's and sure all engines are switched off during deliveries between the hours of 2300 and 0600. - I'm not clear about the status of the noise barrier. The noise management plan should include details of the maintenance of this barrier, specifying time scales for the same. <p>I have noted in particular the reduction in background identified in the updated noise survey, the fact that this assessment has been taken under worst case scenario conditions end that the new residential premises have been incorporated into the new baseline assessment survey. I accept the findings of this report and have no further issues to raise regarding this.</p>	Comments Noted. Suggested amendments to Noise Management Plan to be incorporated into the document.
Transportation Officer	I have reviewed the proposals to remove the deliveries, loading and unloading hours in relation to units 3, 4 and 5a to meet the requirements of the industrial/warehousing market, seeking unrestricted delivery hours, through the rewording of Condition 8 and removal of Conditions 22 and 23.	Comments Noted.

Stakeholder	Question/Comment	Response
	<p>I have no objection on transport grounds to the proposals. I would however bring the following London Plan policies to your attention:</p> <p>London Plan Policy T7 Deliveries, servicing and construction: “Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or nighttime.” From a transport planning perspective, out-of-peak and out-of-hours deliveries are encouraged to avoid congestion on the local highway network.</p> <p>London Plan Policy D3 Optimising site capacity through the design-led approach: “New developments should be designed and managed so that deliveries can be received outside of peak hours and if necessary in the evening or night-time without causing unacceptable nuisance to residents.” It should be noted here that, based on this policy, the proposals can only be acceptable if the proposed measures sought to mitigate any nuisance (especially noise) to local residents are considered acceptable by the relevant officer.</p>	

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Appendix 4: Representations from Local Residents

Matter Raised	Response
B2 uses would be inappropriate in a residential area.	The Noise Impact Assessment and Noise Survey Report conclude that a B2 use can be incorporated on site, without material harm to the living conditions of neighbouring properties. The Noise & Nuisance Manager has reviewed these documents and accepts the conclusions reached. However, these conclusions are subject to the installation of an acoustic fence and adherence to a Noise Management Plan. These measures are secured via condition.
Noise is already an issue and this would be worsened by the proposal, harming living conditions and the quality of life of nearby residents.	The Noise Impact Assessment and Noise Survey Report conclude that the proposals would not materially harm the living conditions of neighbouring properties. The Noise & Nuisance Manager has reviewed these documents and accepts the conclusions reached. However, these conclusions are subject to the installation of an acoustic fence and adherence to a Noise Management Plan. These measures are secured via condition.
Noise from loading/unloading would be significantly louder, when compared with works inside the units.	Noise from unloading has been factored into the Noise Impact Assessment and Noise Survey Report. These documents conclude that neighbouring properties would not be materially impacted by the noise disturbance. However, these conclusions are subject to the installation of an acoustic fence and adherence to a Noise Management Plan. These measures are secured via condition.
Noise from HGVs would be harmful to living conditions.	Noise from HGVs has been factored into the Noise Impact Assessment and Noise Survey Report. These documents conclude that neighbouring properties would not be materially impacted by the noise disturbance. However,

	these conclusions are subject to the installation of an acoustic fence and adherence to a Noise Management Plan. These measures are secured via condition.
The acoustic barrier/fencing is not a solution.	The Noise Impact Assessment concludes that the acoustic fencing would assist in mitigating noise impacts on neighbouring properties.
The acoustic barrier/fencing has not been tested.	The installation of the acoustic fencing has been factored into the noise modelling undertaken.
Upper floors will not be protected by the acoustic fencing/barrier.	The Noise & Nuisance Manager has not raised concerns regarding this. The acoustic fence would assist in mitigating noise impacts on neighbouring properties.
Properties are located on a hill above the site meaning that the acoustic barrier will not be effective.	The difference in land levels between the site and neighbouring properties is not so significant to materially alter the noise modelling undertaken, which concludes that the acoustic barrier would mitigate noise impacts. The Noise & Nuisance Manager has not raised concerns regarding this.
There is no acoustic barrier/fencing to the east.	The Noise Impact Assessment and Noise Survey Report conclude that the living conditions of residential properties to the east can be protected, without the requirement for acoustic fencing.
The Noise Impact Assessment is flawed.	This document has been produced by acoustic specialists and has been reviewed by the Council's Noise & Nuisance Manager. The Noise & Nuisance Manager has not raised concerns regarding the methodology or scope of the Noise Impact Assessment. Therefore, the Noise Impact Assessment is considered to be a robust measure of likely impacts.
The noise testing has not considered impacts on several properties close to the site.	The noise modelling has been updated to assess impacts on the neighbouring properties to the east.
The noise survey is out of date.	An additional noise survey has been undertaken in 2023.

	Therefore, the noise survey is not out of date.
The noise survey was undertaken at an inappropriate time of year.	Noise surveys were undertaken in November 2013, December 2013 and February 2023. The Council's Noise & Nuisance Manager has not raised concern regarding the time of year these surveys were undertaken.
The noise mitigation measures do not go far enough.	The installation of an acoustic fence and the measures included in the Noise Management Plan would ensure that noise would not materially impact the living conditions of neighbouring properties.
There would be no enforcement of the noise mitigation measures.	A condition is included requiring adherence to the Noise Management Plan. Any possible non-compliance with the Noise Management Plan reported to the Council's Enforcement Team would be investigated.
Increased light pollution would result.	A condition is included requiring details of any further external lighting, in order to ensure that inappropriate light pollution does not result.
The acoustic fence would result in loss of light to gardens.	The fence would be set away slightly from the boundary with neighbouring properties. This separation, together with the current presence of trees/fencing along the boundary, means that material loss of light would not occur.
There would be increased traffic.	The proposed changes to the operation of the units would not result in material uplifts in the level of traffic.
There is a lack of parking in the surrounding area.	The proposals would not result in a materially increased demand for parking.
There is concern regarding the speed of vehicles using surrounding roads.	The proposals would not impact the speed of vehicles on surrounding roads.
The movement of large vehicles would generate safety concerns.	There is no evidence to suggest that the site is unsuitable for the movement of large vehicles. The Transportation Officer has not raised concern regarding the types of vehicles that would access the site following the proposed changes to the operation of the units.

Increased air pollution and worse air quality would result.

The proposal would not result in such an uplift in trips to the site to cause material impacts on air quality.

Planning Sub Committee – 24 April 2023

Item No. 10

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2021/2304**Ward:** Tottenham Hale**Address:** 29-33 The Hale, London N17 9JZ

Proposal: 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.

Applicant: Jigsaw PMG Tottenham Ltd**Ownership:** Private**Case Officer Contact:** Philip Elliott**Site Visit Date:** 17/08/2021**Date received:** 06/08/2021 **Last amended date:** 17/03/2023

- 1.1 The application has been referred to the Planning Sub Committee for decision as the planning application is a major application that is also subject to a s106 agreement.
- 1.2 The Planning Sub Committee made a resolution to grant planning permission for a very similar development on 5th September 2022 subject to the signing of a s106 agreement.
- 1.3 Subsequently, there has been a significant development relating to fire safety and tall buildings with the launch on 23 December of the Government consultation on the proposed amendments to Building Regulations, which proposes mandatory second staircases in buildings over 30 metres in height.
- 1.4 In this context the applicant has sought to achieve the highest standards of fire safety by amending the scheme to provide the proposed building with a secondary staircase and evacuation lift in line with emerging legislation and good practice with regards to means of escape.
- 1.5 The planning application has also been referred to the Mayor of London as it meets Category 1C (*The building would be more than 30 metres high and*

outside the City of London) as set out in the Town and Country Planning (Mayor of London) Order 2008.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is very similar to the scheme the Committee resolved to grant planning permission for in September last year.
- Whilst the changes reduce the total room numbers (-20) and alter the design, these changes are modest and largely comprise internal alterations. The external dimensions or building envelope would remain the same size and scale.
- The changes would have a near identical impact on neighbouring buildings as the scheme that Members resolved to grant last year.
- The changes would bring the building into line with emerging fire safety legislation and building regulations.
- The Health and Safety Executive (HSE) have considered the scheme and are content with the proposals.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions, or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 30/06/2023 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow; and
- 2.4 That, following completion of the agreement 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 conditions.

Conditions (the full text of recommended conditions is contained in Appendix 2 of this report)

*The following list has been updated from the list that was included in the Officer Report for the 5th September 2022 Sub-Committee meeting. This list includes Condition 45 (Urban Greening Factor) added by Members at that meeting as well as updates and corrections to several conditions. Conditions 4, 9 and 14 are affected by proposed changes which this report will describe and assess.

- 1) 3-year time limit
- 2) Approved Plans & Documents
- 3) Basement impact mitigation measures
- 4) Accessible Accommodation
- 5) Commercial Units - Retail Opening Hours
- 6) BREEAM (PRE-COMMENCEMENT)
- 7) Commercial Units – Noise Attenuation
- 8) Noise Attenuation – Student Accommodation
- 9) Fire Statement
- 10) Landscape Details
- 11) Biodiversity
- 12) External Materials and Details
- 13) Living roofs
- 14) Energy Strategy
- 15) Overheating (Student accommodation)
- 16) Overheating (Commercial areas)
- 17) Energy Monitoring
- 18) Circular Economy
- 19) Whole Life Carbon
- 20) Low-carbon heating solution details
- 21) PV Arrays
- 22) Secured by Design
- 23) Stage I Written Scheme of Investigation of Archaeology
- 24) Stage II Written Scheme of Investigation of Archaeology
- 25) Foundation Design – Archaeology (PRE-COMMENCEMENT)
- 26) Land Contamination – Part 1
- 27) Land Contamination – Part 2
- 28) Unexpected Contamination
- 29) Cycle & Mobility Scooter Parking Details (PRE-COMMENCEMENT in part)
- 30) Delivery and Servicing Plan
- 31) Student Accommodation Waste Management Plan
- 32) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 33) Public Highway Condition (PRE-COMMENCEMENT)
- 34) Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)
- 35) Management and Control of Dust (PRE-COMMENCEMENT)
- 36) Impact Piling Method Statement (PRE-PILING WORKS)
- 37) Business and Community Liaison Construction Group (PRE-COMMENCEMENT)
- 38) Telecommunications

- 39) Wind Mitigation
- 40) Foundation Design
- 41) Noise from building services plant and vents
- 42) Anti-vibration mounts for building services plant / extraction equipment
- 43) Evidence of operational public hydrants/suitable alternatives
- 44) Student Management Plan
- 45) Urban Greening Factor of 0.4 to be achieved on site/off site

Informatives

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Written Scheme of Investigation – Suitably Qualified Person
- 9) Deemed Approval Precluded
- 10) Composition of Written Scheme of Investigation
- 11) Geoarchaeological Assessment and Coring
- 12) Evaluation
- 13) Disposal of Commercial Waste
- 14) Piling Method Statement Contact Details
- 15) Minimum Water Pressure
- 16) Paid Garden Waste Collection Service
- 17) Sprinkler Installation
- 18) Designing out Crime Officer Services
- 19) Land Ownership
- 20) Site Preparation Works
- 21) s106 Agreement and s278 Agreement
- 22) Revised Fire Statement required with any revised submission
- 23) Building Control
- 24) Building Regulations – Soundproofing
- 25) Cadent Gas

Section 106 Heads of Terms (HoTs):

*The following list has been updated from the list that was included in the Officer Report for the 5th September 2022 Sub-Committee meeting. This list includes changes Members requested at that meeting, namely the following:

- A restriction on who can use the accommodation outside of the academic year to reflect para. 4.15.13 of the London Plan (See HoT 3);
- The applicant will be required to use reasonable endeavours to secure a nominations agreement for part of the student accommodation on the first

letting should one for all of the accommodation not be achievable (See HoT 4); and

- The applicant shall be required to commit to being part of the borough's Construction Programme for both construction and occupation (See HoT 5).

1) Payment in lieu of on-site affordable housing

A payment of £6,525,654.00 to be paid to the Council for the provision of Affordable Housing in Haringey (This reflects the equivalent cost to the applicant of providing in excess of 40% (c.41.76%) on-site affordable student accommodation on the 431-room scheme);

2) Viability Review Mechanism

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

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

Outside of the academic year the building shall only provide accommodation for conference delegates, visitors, interns on university placements, and students on short-term education courses or any similar use at any institution approved in advance in writing by the local planning authority, acting reasonably. The temporary use shall not disrupt the accommodation of the resident students during their academic year. Any ancillary use described above shall only be for a temporary period each year and shall not result in a material change of use of the building.

4) Nominations agreement – reasonable endeavours

The applicant will be obliged to use reasonable endeavours to secure a nominations agreement prior to the first letting with a higher education institution and/or student housing provider for all of the proposed units of student accommodation and if this cannot be achieved, part of the student accommodation, but without restriction on the open market rents and tenancy terms.

5) Employment & Skills Plan

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

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

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

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

7) Car capping (£5,000 contribution)

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

8) Construction Logistics/Monitoring contribution

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

9) Considerate Constructors Scheme

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

10) High-speed broadband connectivity

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

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

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

- Sustainability Review

12) Carbon offsetting

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

13) Monitoring costs

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

Section 278 Highways Legal Agreement Heads of Terms

14) Highways/Public realm contribution

A payment of £188,769.00 to be paid to the Council for resurfacing, street furniture, and landscaping works immediately adjacent to the site and associated project management fees. The highway works include a contribution towards the landscaping of the semi-circle of land to the front of the site (or in the surrounding area in accordance with Condition 45).

15) Disabled users' parking space along Hale Road

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

- 2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
1. In the absence of a legal agreement securing 1) the provision of off-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H6, Strategic Policy SP2, and DM DPD Policies DM11 and DM13, and Policy TH12.
 2. In the absence of a legal agreement securing financial contributions towards infrastructure provision (Public Realm, Disabled Space, & other Transport Contributions), the scheme would fail to make a proportionate contribution

- towards the costs of providing the infrastructure needed to support the comprehensive development of Site Allocation TH4. As such, the proposals are contrary to London Plan Policy S1, Strategic Policies SP16 and SP17, Tottenham Area Action Plan Policies AAP1, AAP11 and TH4 and DM DPD Policy DM48.
3. In the absence of legal agreement securing 1) a student accommodation Travel Plan and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T5, T1, T2, T3, T4 and T6. Spatial Policy SP7, Tottenham Area Action Plan Policy TH4 and DM DPD Policy DM31.
 4. In the absence of an Employment and Skills Plan the proposals would fail to ensure that Haringey residents' benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.
 5. In the absence of a legal agreement securing the implementation of an energy strategy, including the prioritisation of a connection to a DEN or a fall-back alternative low-carbon heating solution, and carbon offset payments - the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.
 6. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.
 7. In the absence of a legal agreement securing the developer's agreement to using reasonable endeavours to secure a nominations agreement with a higher education institution for all or part of the proposed units of student accommodation, the proposals would fail to meet the requirements of London Plan Policy H15 and Policy DM15.
- 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 refuse any further application for planning permission which duplicates the Planning Application provided that:

- (i) There has not been any material change in circumstances in the relevant planning considerations, and
- (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
- (iii) The relevant parties shall have previously entered into the agreements contemplated in resolution (2.1) above to secure the obligations specified therein.

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- 3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS
- 4.0 CONSULATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
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- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATION

APPENDICES:

- Appendix 1: Officer and Addendum Reports to the 5th September 2022 Planning Sub-Committee meeting
- Appendix 2: Planning Conditions & Informatives
- Appendix 3: Internal and External Consultee representations
- Appendix 4: Neighbour representations
- Appendix 5: Plans and Documents List
- Appendix 6: Plans of the proposed scheme
- Appendix 7: Planning Sub-Committee Minutes (5 September 2022)

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed development

- 3.1.1. The Officer Report and Addendum Report from the 5th September 2022 Sub-Committee meeting last year (which can be found at Appendix 1) describe the proposed development and location details, both of which have not been affected by the proposed amendments, nor have they changed in a material way since the meeting.
- 3.1.2. This report will focus on an assessment of the proposed changes and any other material changes/considerations as well as any representations made since the Committee meeting. Please refer to the 5th September 2022 Sub-Committee meeting reports for all other matters, considerations, and comments.
- 3.1.3. The purpose of the changes to the application that members made a resolution on is to provide the proposed building with a secondary staircase and evacuation lift in line with emerging legislation and good practice with regards to means of escape.
- 3.1.4. The following changes have been made to the scheme assessed by Members at the 5th September 2022 Sub-Committee meeting:
- Additional stair and evacuation lift added between levels 24 and the ground floor;
 - Realignment of external walls to the courtyard to align with site boundaries;
 - Loss of 32 cluster rooms, with provision of 12 additional post-grad rooms - Resulting in the net loss of 20 rooms;
 - The total number of student bedrooms – would now be 431 (equivalent to 172 homes), a reduction from 451 (equivalent to 180 homes);
 - Of the 20 rooms lost 5 are wheelchair accessible, the proposed scheme provides a greater range of wheelchair accessible/adaptable room types, 15% of rooms in total, in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice’.
 - Reduction of 20sqm to the communal amenity space;
 - Reduction of 45sqm to the shared kitchen lounges;
 - Reduction of 25sqm to the retail space;
 - Reduction of 11sqm to the reception / co-working space;
 - Gym reduced by 33sqm; and
 - Minor elevational adjustments – comprising an additional exit onto The Hale to enhance escape from the building and window readjustments to serve the additional stair and evacuation lift.

3.2. Site and Surroundings

- 3.2.1. Please see the Officer Report from the 5th September 2022 Sub-Committee meeting at Appendix 1 for details of the site and surroundings.

3.3. Relevant Planning and Enforcement history

- 3.3.1. As above, please see the Officer Report from the 5th September 2022 Sub-Committee meeting at Appendix 1 for history.

4.0 CONSULTATION RESPONSE

4.1. Planning Committee Pre-Application Briefing

- 4.1.1. The proposal was presented to the Planning Committee at a Pre-Application Briefing on 24 May 2021. The relevant minutes of the meeting are described in Appendix 1 under Appendix 5: Planning Sub-Committee Minutes 24 May 2021.

4.2. Quality Review Panel

- 4.2.1. The scheme has been presented to Haringey's Quality Review Panel on the 16 December 2020 and 12 May 2021. The written findings of the panel can be found within Appendix 1 under headings: Appendix 7: Quality Review Panel Report 16 December 2020; and Appendix 8: Quality Review Panel Report 12 May 2021.

4.3. Development Management Forum

- 4.3.1. The proposal was presented to a Development Management Forum on 18 May 2021.
- 4.3.2. The notes from the Forum are set out in Appendix 1 under heading: Appendix 6: Development Management Forum 18 May 2021.

4.4. Application Consultation

- 4.4.1. The plans originally submitted (under the January re-consultation) included an error which suggested the building envelope had changed and the building was closer to the neighbouring building to the south. The building envelope has not changed, and this error has been corrected in revised drawings that were consulted on in March 2023. The red line also remains the same.
- 4.4.2. The following were re-consulted on the amended scheme in January 2023 and again with corrected plans in March 2023. The following responses are largely to the January consultation, albeit several consultees confirmed their responses had not changed under the March consultation (the errors on the plans in the January consultation largely only affected the siting of the building

in relation to the building to the south so do not affect the substance of the responses). The HSE responded to both consultations:

Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation Officer
- LBH Design Officer
- LBH Local Lead Flood Authority/Drainage
- LBH Pollution
- LBH Transportation
- LBH Waste Management

External Consultees

- Environment Agency
- Greater London Authority
- Greater London Archaeology Advisory Service (GLAAS)
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Thames Water
- Transport for London
- London Underground/DLR Infrastructure Protection
- Health and Safety Executive (HSE)
- Natural England
- Cadent Gas

The following responses were received:

Internal:

1) Building Control

This office has no objection to this planning application. This type of application is subject to the Planning Gateway One (PGO) service at HSE; and a full building regulations review will be undertaken as part of the Building Control process.

2) LBH Carbon Management

The design changes do not have any material impact on the development previously presented to Planning Sub Committee in September 2022. All previous recommended planning conditions and heads of terms remain unchanged and relevant, apart from the revised Energy Strategy condition which has been drafted to reflect the calculation amendments.

3) LBH Conservation Officer

No comment (The amendments include only minimal changes to the exterior of the building and do not affect the materials, massing, and finishes).

4) LBH Design Officer

The latest changes to this application make no significant or meaningful alteration to its design, appearance, amenity standards or impact on neighbours, and I can therefore see no reason to change my previous comments.

5) LBH Local Lead Flood Authority/Drainage

We have no further comments to make on the application. We are content that the impact of surface water drainage has been addressed adequately.

6) Pollution (Carbon Management)

Please be advised that we have no objection to the proposed development in respect to air quality and land contamination subject to planning conditions.

7) Transportation

There are no transport objections regarding the proposed revisions.

8) Waste and Street Cleansing

There is no update concerning the waste arrangements, previous comments = This is a detailed and well considered waste management plan. The waste generated from this development will be classed as commercial and will require a commercial waste management company to make collections.

The calculations and containment capacity are accurate. Separately collected food waste is positive. Sizing of the bin store is based on a twice weekly collection of waste and recycling from the outset. Many of the parameters set out in the plan align with the Council's guidance, for example drag distances of bins to the waiting lorries from the student accommodation.

External:

9) Environment Agency (EA)

No comments on amendments, previous comments - This application has low environmental risk and therefore the EA have no comments. The site is located in Flood Zone 2 and therefore Flood Risk Standing Advice (FRSA) applies for this application. The site is also located in Source Protection Zone 2; however, the previous use of the site is of low polluting

potential and therefore the EA have no comments with respect to contaminated land.

10) Mayor for London / Greater London Authority (GLA) - 13/02/2023

Energy and Whole Life-Cycle Carbon

The applicant has responded to some of the outstanding queries but there are items still to be addressed. The GLA WLC Team that they have no further queries (13/04/2023)

Air quality

Response to Stage 1 comments by the AQ consultants AECOM (circulated to GLA Officers on 10/01/2023) are considered sufficient. The conditions proposed in Stage 1 stand and no further action from AECOM is required to fulfil AQ requirements.

Flood risk

No additional information has been provided regarding previous comment on the requirement to include rainwater harvesting. This remains outstanding and should be addressed.

Fire safety

A revised fire statement has been provided to the Council which confirms the qualifications of the assessor involved in its assessment (CEng, BEng, MIFireE).

Compliance with Policy D5(b5) should be secured by condition.

The Council should confirm that the LFB has been consulted in respect of this proposed arrangement.

Inclusive access

The GLA has recently published a practice note which provides clarification on the accessibility requirements of the London Plan 2021 for self-contained and non-self-contained student accommodation. I have attached the note to this email for your information and reference.

The Council should ensure the submitted scheme accords with the requirements set out in Policy E10 Part H of the London Plan.

Officer note:

- *Energy matters have been considered by the Council's Carbon Management team who have recommended conditions and heads of terms. Any responses to queries will be shared with the GLA as and when they are available.*

- *The scheme includes a rainwater storage tank to manage run off rates, but the constrained nature of the site does not allow for meaningful harvesting.*
- *Compliance with Policy D5(b5) will be secured by the relevant recommended condition and the LFB have been consulted.*
- *Recommended conditions would ensure the submitted scheme accords with the requirements set out in Policy E10 Part H of the London Plan.*

11) Greater London Archaeology Advisory Service (GLAAS)

The new material does not consider archaeology further - comments remain the same.

12) London Fire Brigade (LFB)

No comment received at time of drafting. However, the Commissioner was satisfied with the proposals for firefighting access as contained within the fire statement documents submitted originally. They stated that provided the proposals were delivered in accordance with what was highlighted within the fire service section it would provide satisfactory firefighting facilities. Sprinklers were recommended which the applicant has committed to providing.

13) Metropolitan Police - Designing Out Crime Officer

No objection subject to a secured by design condition - I have reviewed the LB Haringey planning portal and do not see the addition of a second lift and stair core as an issue for Secured by Design on the project as long as the existing SbD advice is followed where door sets and access control is concerned.

14) Thames Water

No objection in terms of surface and foul water. Piling details condition(s) required due to proximity to a strategic sewer and water main. A further condition requesting details of foundations is required to ensure the foundation design poses no risk to groundwater resources.

15) Transport for London

It does not appear that the design updates contain any material changes to transport and access-related matters which are of concern to TfL. Considering the design amendments required to accommodate the secondary staircase and evacuation lift, there is a very minor improvement to the cycle space ratio by virtue of the loss of student accommodation rooms and reduction of retail space.

16) London Underground/DLR Infrastructure Protection

I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted.

17) Health and Safety Executive (HSE)

Headline response – ‘content’. It is noted that a revised fire statement by Aecom dated 16/03/2023 and revised plans have been added to the planning register. This provides detail of the design changes submitted with the previous consultation, i.e., the addition of a stair core (ground – level 23) providing a minimum of two stairs at all residential levels. Following a review of the information provided in the revised fire statement, HSE is satisfied with the fire safety design, to the extent that it affects land use planning. Fire Safety is addressed later in the report in Section 6 from para 6.21.

18) Natural England

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

19) Cadent Gas

No objection, informative note required.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted on the January and March 2023:

- 355 Neighbouring properties
- Friends of Down Lane Park and Living Under One Sun (LUOS) were also consulted.
- 1 site notice was erected close to the site for the January 2023 re-consultation and 3 were erected for the March 2023 re-consultation (more were erected for clarity in March following Sage Housing’s objection letter (dated February 2023) which asserted that the January re-consultation had not been the subject of the requisite site notices.

5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application in January and March 2023 were as follows:

- No of responses:
- Objecting: 4
- Supporting: 0
- Comments: 1

5.3 The following made similar objections to the January consultation:

- Argent Related (adjacent developer/landowner)
- Sage Housing (Future occupants of Building 3 in Argent Masterplan)

5.4 The issues raised in these representations (dated February 2023) are summarised as follows:

- The 2023 amendments to the block dimensions bring the proposed development closer to Building 3 by 710mm.
- The amendments also change the red line site boundary and may encroach onto the public highway.

Officer note:

- *The plans originally submitted (under the January re-consultation) included an error which suggested the building envelope had changed and the building was closer to the neighbouring building to the south. The building envelope has not changed, and this error has been corrected in revised drawings. The red line also remains the same.*

5.5 Sage Housing made revised comments (April 2023) following the re-consultation that was carried out on the corrected drawings (the March 2023 re-consultation) that showed no movement/extension of the building and no changes to the red line site boundary. Their comments raised the following issues:

- The objector asserts that the correct course of action in this case would be for the Council to ask for a withdrawal of the current application and submission of a new one so that the impact of the proposed development can be properly considered with the benefit of full consultation.
- Our client still maintains that the assessment on the impact of the proposed development on daylight and sunlight in their property is flawed and based on misleading information (see our letter dated 17 November 2022).

Officer note:

- *The amendments are largely internal and have been consulted on in the usual way for amendments – through a 14 day consultation period.*
- *The reiteration of objections made in the 17 November letter are responded to below.*

5.6 Sage Housing through their representative DMH Stallard LLP submitted a letter dated 17 November 2022 after the resolution at the 5th September 2022 Sub-Committee meeting. The letter asserted that the scheme should be re-considered by the Sub-Committee due to the following reasons:

- Revisions to the mirror massing assessment from the original submission were unjustified.
- The extent of Sunlight/Daylight breaches was not fully reported.
- Increased impacts were also not fully reported.
- BRE Guidance was not applied to the Proposed Development.
- The design is not inclusive.

Officer note:

- *The comparison with the mirror scheme was addressed in the 05/09 Officer Report and considered by members – this consideration was based on the latest version of the mirror massing presented by the applicant.*
- *The 05/09 Officer Report was explicit on how the BRE guidance was being applied in terms of how it characterised breaches of VSC and that approach was sufficiently explained to members.*
- *The comparative impact of building 4 in the masterplan and the mirror scheme were reported in the Officer Report and during the discussion during the meeting. The Officer Report has to be read as a whole and the amenity conclusions were that the impact of the proposed development “when compared with the mirror massing and the masterplan proposal show this proposal would largely provide better impacts to B3 on the whole than the mirror building and other than the upper floors the masterplan building”.*
- *Para C17 of the new BRE guidance was not directly referenced in the previous 05/09 Officer Report. However, this part of the new guidance is dealt with in section 6.0 of this report.*
- *Inclusive design issues are considered by reference to London Plan policy D5 in paras 6.6.60-6.6.63 of the 05/09 Officer Report – whereby Officers considered the site to be accessible and inclusive.*

6.0 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the revisions are:

1. Principle of the development
2. Policy Assessment
3. Compliance with DM15 and London Plan 2021 policy H15 (PBSA)
4. Impact on the amenity of adjoining occupiers
5. Design
6. Impact on heritage assets including affected conservation areas
7. Quality of Residential Accommodation
8. Social and Community Infrastructure
9. Transportation, parking, and highway safety
10. Air Quality
11. Energy, Climate Change and Sustainability
12. Urban Greening and Ecology
13. Trees and Landscaping
14. Wind and Microclimate
15. Flood Risk and Drainage
16. Waste and Recycling
17. Land Contamination
18. Basement Development
19. Archaeology

20. Fire Safety and Security
21. Conclusion

6.2 Principle of the development

- 6.2.1 After the 5th September 2022 Sub-Committee meeting on 23 September 2022 a further consultation response was received from the HSE. The headline response from the HSE was that its advice was “significant concerns” (which contrasts with the response dated 9 September 2021 which had been expressed as “some concerns”).
- 6.2.2 The concerns discussed included issues relating to the means of escape and the fact that the single staircase “connects with ancillary accommodation and places of special fire hazard” and continues down into the basement.
- 6.2.3 The second consultation response was unsolicited. The response followed a notification to the HSE of the committee meeting on 5 September 2022 which was incorrectly recorded by the HSE as a request for a consultation response (due to an administrative error on the part of the HSE).
- 6.2.4 After receipt of the additional HSE response, a government consultation on the proposed amendments to Building Regulations launched on 23 December - this proposes mandatory second staircases in buildings over 30 metres in height. The Mayor of London supports the proposed strengthened requirements and clear direction of travel towards mandatory second staircases in new residential buildings over 30m.
- 6.2.5 In this context and given the requirements of London Plan policy D12 (that all developments should achieve the highest standards of fire safety) the GLA now require all planning applications which involve residential buildings over 30 metres in height to be designed to provide two staircases before they are referred at Stage 2 for the Mayor’s decision.
- 6.2.6 In this context the applicant has sought to achieve the highest standards of fire safety by amending the scheme to provide the proposed building with a secondary staircase and evacuation lift in line with emerging legislation and good practice with regards to means of escape.
- 6.2.7 In principle, the amendments are supported given the likely benefits to the fire safety of the building through improved and additional means of escape.
- 6.2.8 However, this must be balanced against any knock-on implications from the changes which are likely to include reductions in usable floorspace resulting in a possible decrease in housing numbers, employment floorspace, amenity space, and quality of accommodation amongst other aspects such as impacts on

neighbouring buildings from elevational alterations. This report will consider these and any other material aspects.

6.3 Policy Assessment

- 6.3.1 There have been no policy changes since the 5th September 2022 Sub-Committee meeting. However, the emerging requirement under existing planning policy is for there to be mandatory second staircases in new residential buildings over 30m.
- 6.3.2 The policy assessment within the Officer Report and Addendum Report for the 5th September 2022 Sub-Committee meeting therefore still stands and should be referred to in this regard. The remainder of this report will assess the policy implications of the amendments.

6.4 Compliance with DM15 and London Plan 2021 policy H15 (Purpose Built Student Accommodation - PBSA)

- 6.4.1 The analysis of Compliance with DM15 and London Plan 2021 policy H15 regarding Purpose Built Student Accommodation (PBSA) within the Officer Report (inclusive of the addendum report) for the 5th September 2022 Sub-Committee meeting remains relevant.
- 6.4.2 However, the 5th criteria (The accommodation provides adequate functional living space and layout) is affected by the proposal given that the internal changes to accommodate additional means of escape have reduced the internal floorspace for student use.
- 6.4.3 The room sizes would not be affected by the changes, albeit the total number of rooms would be reduced by 20 from 451 to 431. The proposed amendments would reduce the size of the communal amenity space; the shared kitchen lounges; the retail space; the reception / co-working space; and the gym.
- 6.4.4 However, the original provision was generous, and the proposed reductions are modest given the overall provision and scale of development. Therefore, the development would still provide high quality private and communal accommodation for students and comply with London Plan 2021 policy H15.
- 6.4.5 The payment in lieu of on-site affordable housing had been calculated based on the equivalent cost of providing 180 units (40% of 451 units) at affordable student rental levels.
- 6.4.6 This figure could be reduced commensurately to reflect the current proposal for 431 units, but instead it is proposed to maintain the offer. This would upgrade the 40% equivalency to in excess of 40% (c.41.76%) and would further add to the justification for the exclusion of a late-stage review with a higher upfront payment

that is considered to better achieve policy objectives by maximising public benefit through a higher proportionate contribution.

6.5 Impact on the amenity of adjoining occupiers

- 6.5.1 The building envelope, floorspace and massing remains the same as the 5th September 2022 Sub-Committee meeting scheme. As such, the assessment of the impact of the proposal on the amenity of adjoining occupiers in the Officer Report for that meeting remains valid.
- 6.5.2 The only changes that could potentially have an impact on neighbours would be the external alterations which comprise an additional exit onto The Hale and window readjustments to the south elevation to serve the additional stair and evacuation lift.
- 6.5.3 The additional exit would be a minor alteration that would have a negligible impact and the window readjustments would alter the window arrangement slightly but would have no material impact on the privacy adjacent occupiers would experience.

6.6 Design

- 6.6.1 As noted above, the design of the building would by and large remain the same with there being no changes to the material palette. As such, the assessment of the design of the proposal in the Officer Report for the 5th September 2022 Sub-Committee meeting remains valid. Only the minor elevational changes would have an impact on the assessment.
- 6.6.2 The additional exit would be a minor alteration that would have a negligible impact and the window readjustments would alter the window arrangement slightly but would have no material impact on the overall design of the building.

6.7 Impact on heritage assets including affected conservation areas

- 6.7.1 Similarly, due to the modest nature of the external alterations, the assessment of the impact of the proposal on heritage assets including affected conservation areas in the Officer Report for the 5th September 2022 Sub-Committee meeting remains valid.

6.8 Quality of Residential Accommodation

- 6.8.1 As noted in the '*Compliance with DM15 and London Plan 2021 policy H15 (PBSA)*' section above, the London Plan requires student accommodation to provide adequate functional living space and layout. These factors have been assessed under that section and found to be acceptable.

- 6.8.2 DM DPD policy DM15 also requires that the accommodation is of a high quality, and provision is made for disabled students. The functional living space and layout section addresses quality and finds it to be high and therefore acceptable.
- 6.8.3 The London Plan does not specify a percentage of rooms that must be accessible and/or wheelchair adaptable, however, DPD policy DM15 requires provision to be made for units that meet the needs of students with disabilities.
- 6.8.4 A Practice Note on Wheelchair Accessible and Adaptable Student Accommodation was issued by the GLA in November 2022. The note indicates that the Building Regulations make clear that student accommodation is to be treated as hotel/motel accommodation.
- 6.8.5 As such, for the purposes of ensuring provision of accessible student accommodation, in addition to London Plan policy D5, the relevant part of Policy E10 Part H also applies to development proposals for new non-self-contained student accommodation. The relevant part of E10 Part H states that development proposals for serviced accommodation should provide either:
1. 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300- 2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice; or
 2. 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice'
- 6.8.6 The proposed scheme provides a greater range of wheelchair accessible/adaptable room types, 15% of rooms in total, in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice'.
- 6.8.7 This has been achieved via the following:
- 24 rooms (5.6%) are wheelchair accessible;
 - At least 5% have an en-suite that could meet the requirements of people with ambulant impairments (all of the standards en-suites could meet this requirement); and
 - 21 rooms (4.9%) are easily adaptable (this is the new room created by the addition of the new stair core).
- 6.8.8 Condition 4 has been updated from the Officer Report for the 5th September 2022 Sub-Committee meeting to reflect the GLA Practice Note on Wheelchair Accessible and Adaptable Student Accommodation. As recommended, it would ensure that the proposal delivers on the practice note, complies with the London Plan, and caters for all.

- 6.8.9 Furthermore, level access would be provided from the street into the main reception area, the bike store and all the retail units. There would be a dedicated automatic opening door adjacent to the main entrance revolving door with appropriately located accessible facilities and required room, hallway, and door widths.
- 6.8.10 A large amount of both external and internal shared amenity space is still proposed for the student use within the building. Each cluster would have its own amenity space consisting of a kitchen and lounge area totalling 1,044sqm across the development.
- 6.8.11 In addition to amenity space specific to each cluster, the development also proposes communal amenity space, which would be open to all residents, totalling 416sqm of internal communal amenity space.
- 6.8.12 There would be 302sqm of external amenity space which would provide 0.7sqm per student. In summary, the proposals are considered to provide a high standard of student accommodation and amenity for occupants.
- 6.8.13 The applicant has submitted an Internal Daylight & Sunlight Report which demonstrates that 91% of the rooms would achieve their assigned target illuminance value appropriate for the principal usage over at least 50% of the room area. In relation to internal sunlight amenity, 49% of rooms will have sufficient access to sunlight and would comply with BRE Guidance.
- 6.8.14 Paragraph C17 of the BRE guidance on student accommodation (BR 209) suggests that the higher level of 150 lux (usually for living rooms) should be used for bed sitting rooms in student accommodation if students would often spend time in their rooms during the day.
- 6.8.15 The applicant has used 100 lux which is considered to be acceptable given the other spaces available for studying in the building which are well lit. The building has study space available in the co-working space on the ground floor and in the communal lounges on the seventh and twenty-fourth floors. Or they could use any of the shared kitchen/lounges on floors 8 and above.
- 6.8.16 If the living room target of 150 lux is applied as per C17, since many of the rooms of accommodation are orientated to the north facades where there is little to no obstruction, a high compliance rate of 88% is still achieved.
- 6.8.17 Paragraph C17 of the BRE guidance states that local authorities can use discretion in the application of the guidance. For example, the target for a living room could be used for a combined living/dining/kitchen area. The applicant has used a 150 lux target for living/kitchen/dining (LKD) areas because of the broader

use of these rooms to include an additional living space (e.g. communal living rooms).

6.8.18 The lower levels of the building do have bedrooms and LKDs with windows to the southern elevation that have internal daylight amenity that falls below target levels. The room at levels 2-16 with one southern facing window (Room type 6) would have lux levels well below the target.

6.8.19 The internal daylight amenity lux targets are not achievable in these rooms due to the constrained nature and awkward shape of the site. Factors providing mitigation against the lower lux levels include: access to alternative study spaces and amenity spaces, as well as the desk spaces in the most affected rooms being located where lux levels are highest next to the window.

6.8.20 There are also benefits in having a higher number of rooms of accommodation, such as more bedspaces for students and a higher contribution to affordable housing as a result. On the whole, the proposal provides a high level of compliance with lux targets and all students would have access to well-lit spaces to study, cook, and relax.

6.8.21 Condition 8 is recommended which would ensure that there would be a satisfactory internal noise environment for occupiers of the rooms of accommodation by ensuring that the glazing specification and mechanical ventilation would be assessed by the LPA and required to meet British Standards relating to sound insulation and noise reduction.

6.8.22 Condition 7 would also ensure appropriate noise insulation is provided between the accommodation and commercial uses at the lower floor levels.

6.8.23 Condition 44 is also recommended which would ensure the development is implemented and operated in accordance with the submitted Student Management Plan which identifies how the building would be managed and maintained.

6.8.24 Overall, the quality of accommodation would be high for the intended use and the recommended conditions would ensure that this high standard is secured in perpetuity.

6.9 Social and Community Infrastructure

6.9.1 The assessment under Social and Community Infrastructure in the Officer Report for the 5th September 2022 Sub-Committee meeting remains valid. The contributions sought would be the same as the previous scheme, which would be acceptable given that there has been no change to the building envelope, floorspace and massing.

6.10 Transportation, parking, and highway safety

6.10.1 As noted above, the design of the building would by and large remain the same with there being minimal changes to matters affecting transportation, parking, and highway safety. As such, the assessment of the design of the proposal in the Officer Report for the 5th September 2022 Sub-Committee meeting remains valid.

6.10.2 Only the modest changes to the accommodation numbers would have an impact on the assessment. The reduction in resident numbers would have a beneficial impact on cycle parking as there would be proportionally more available. TfL have confirmed they have no concerns given the changes since the Sub-Committee resolved to grant permission last September.

6.10.3 At the 5th September 2022 Sub-Committee meeting concerns were raised by members about students moving in and out and the potential impact this would have on the highway network given the constrained nature of the site. Part (d) has been added to recommended condition 30 (Delivery and Servicing Plan) which requires the applicant to identify how moving in and out would be coordinated so as not to put undue pressure on the highway network and parking within the immediate area.

6.11 Air Quality

6.11.1 In terms of air quality, the changes would have no undue impacts over and above the scheme considered by members in September 2022. Therefore, the assessment of the impact of the proposal on air quality in the Officer Report for the 5th September 2022 Sub-Committee meeting remains valid.

6.12 Energy, Climate Change and Sustainability

6.12.1 Overall, the design changes do not have any material impact on the development previously presented to Planning Sub Committee in September 2022 in terms of energy, climate change and sustainability. Therefore, the analysis in the Officer Report for the 5th September 2022 Sub-Committee meeting in this regard remains valid.

6.12.2 All previous recommended planning conditions and heads of terms remain unchanged and relevant, apart from revisions to the recommended Energy Strategy condition which has been drafted to reflect the calculation amendments.

6.13 Urban Greening and Ecology

6.13.1 The proposed design changes would have a minimal impact on the Biodiversity Net Gain (BNG) assessment and therefore the Officer Report for the 5th

September 2022 Sub-Committee meeting remains valid in relation to its assessment of impacts on ecology.

6.13.2 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential.

6.13.3 The development achieves an Urban Greening Factor of 0.36, which complies with the interim minimum target of 0.30 for non-residential developments (which includes student housing) in London Plan Policy G5. However, at the 5th September 2022 Sub-Committee meeting members voted to attach an additional condition which would require the applicant to achieve a higher UGF of 0.4.

6.13.4 A condition (number 45) is therefore recommended which requires the applicant to submit an illustrative scheme/schedule of greening that achieves an Urban Greening Factor of 0.4 for approval. Any greening that is required to be provided off-site would need to be delivered in the surrounding area by the Council at the owner/developer(s) expense.

6.14 Trees and landscaping

6.14.1 The amendments have no material impact on trees and landscaping. A condition is again recommended which would secure full details of the proposed landscaping details of amenity areas including details of planting plans, written specifications, and implementation programmes, as well as details of all hard surfacing materials and any relevant SUDS features (including management and maintenance proposals), details of all furniture and storage units, and details of all functional services.

6.15 Wind and Microclimate

6.15.1 The findings of the Officer Report for the 5th September 2022 Sub-Committee meeting in relation to wind and microclimate remain valid given that the building envelope, floorspace and massing remain unchanged. The minor elevational adjustments would have no material impact on the findings of the assessment.

6.16 Flood Risk and Drainage

6.16.1 The findings of the Officer Report for the 5th September 2022 Sub-Committee meeting in relation to flood risk and drainage remain valid given that the proposed design changes relate to the superstructure only with no change to the ground floor and basement footprint and ground floor landscaping.

6.17 Waste and Recycling

6.17.1 The findings of the Officer Report for the 5th September 2022 Sub-Committee meeting in relation to waste and recycling remain valid given that the waste arrangements remain unchanged.

6.18 Land Contamination

6.18.1 The proposed design changes relate to the superstructure with no change to the ground floor and basement footprint and depth. No changes are proposed to the foundation depths, buried utility locations, and ground floor landscaping plans. Therefore, the conclusions relating to contamination in the Officer Report for the 5th September 2022 Sub-Committee meeting remain valid.

6.19 Basement Development

6.19.1 As noted above, there are no changes to the basement footprint and depth under these proposals. As such, the conclusions relating to basement development in the Officer Report for the 5th September 2022 Sub-Committee meeting remain valid.

6.20 Archaeology

6.20.1 As above, there are no changes to the basement footprint and depth under these proposals and as such the recommendations in the Officer Report for the 5th September 2022 Sub-Committee relating to archaeology are valid. Therefore, suitably worded conditions are recommended which would ensure evaluation works are undertaken post-grant of any planning permission. This would reflect the conditions attached to permissions at neighbouring sites.

6.21 Fire Safety and Security

6.21.1 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. The Mayor of London has published draft guidance of Fire Safety (Policy D12(A), Evacuation lifts (Policy D5(B5) and Fire Statements (Policy D12(B)).

6.21.2 The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of the work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirements of the Building Regulations.

- 6.21.3 In respect of the building specification, the façade would be constructed in unitised panels which are brick faced with a concrete backing, spaces on all floors would be fully sprinklered and linked to an intelligent fire and smoke detection system which would be monitored 24/7 by the on-site management team.
- 6.21.4 Also cooking within the building undertaken by the students would be restricted to the shared kitchen lounge on the seventh floor and within the kitchen/lounges within the clusters which are positioned at the 'far end' of each cluster to maintain safe egress in the event of a fire.
- 6.21.5 The amendments to the scheme since the committee meeting last year have sought to address the updated HSE comments and the recent GLA requirements for all planning applications involving residential buildings over 30 metres in height to be designed to provide two staircases before they are referred at Stage 2 for the Mayor's decision.
- 6.21.6 In this context the applicant has sought to achieve the highest standards of fire safety by amending the scheme to provide the proposed building with a secondary staircase and evacuation lift in line with emerging legislation and good practice with regards to means of escape. The HSE are now content with the proposals and the scheme complies with all current and emerging fire legislation at this stage.
- 6.21.7 The application is supported by a Fire Statement that, following revisions, meets the requirements of a Fire Statement required by London Plan Policy D12 B. A compliance condition which requires the development to be implemented in accordance with the submitted fire statements would ensure that the development incorporates the necessary fire safety measures in accordance with London Plan Policies D12 and D5.
- 6.21.8 An informative is also recommended which advises the applicant that if there are any changes to the scheme which require subsequent applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.

6.22 Conclusion

- 6.22.1 The proposal is a well-designed mixed-use scheme which would primarily provide purpose-built student accommodation (PBSA) alongside 568sqm (GIA) of commercial retail space (Use Class E(a)) in an appropriate location near to Tottenham Hale train station and the District Centre. It would provide housing provision equivalent to 172 homes as well as 3 retail units on the last remaining undeveloped parcel of land on North Island.

6.22.2 Tottenham Area Action Plan (AAP) Policy TH4: Station Square West supports town centre ground floor uses, with residential above; and identifies that tall buildings may be acceptable within the site allocation. The proposal would make a significant contribution towards affordable housing via a payment in lieu totalling £6,525,654.00 and would also make contributions to public realm improvements and to infrastructure through the community infrastructure levy.

6.22.3 The proposal provides a high quality of student accommodation. It would be a car free development and the impact on the transport network would be acceptable. The proposal would provide a sustainable design with provision to connect to a future district energy network. It would also provide landscaping that would enhance tree provision and greenery.

6.22.4 On balance, the impact on neighbouring amenity is considered to be in line with BRE guidance and acceptable. The proposal provides a high-quality tall building and design that is supported by the QRP. The proposed development would not have any further impact on the built historic environment given the context within which it would be located.

6.22.5 The proposal would meet the requirements of London Plan policy D12 and would provide a secondary staircase and evacuation lift in line with emerging legislation and good practice with regards to means of escape. Therefore, the proposal is considered to be acceptable, and it is recommended that planning permission is granted subject to conditions and the signing of legal agreements.

6.22.6 All other relevant policies and considerations, including equalities, have been considered when making the recommendation. Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:

- 1) A public authority must, in the exercise of its functions, have due regard to the need to:
 - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application. There are no known equality implications arising directly from this development.

6.22.7 Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION under section 8.0.

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be approximately £835,159.80 (13,919.33sqm x £60) and the Haringey CIL charge will be approximately £1,111,120.00 (13,317.33sqm x £85). This will be collected by Haringey should the scheme 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.

These figures are approximate and are subject to change at the confirmation of liability stage and will need to consider the latest indexed figures in the Annual CIL Rate Summary and the ability to discount existing floorspace that is demonstrated to have been in use for a continuous 6 months in the past 36 months. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATION

That the Committee resolve to GRANT PLANNING PERMISSION and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to signing of a section 106 Legal Agreement and a section 278 Legal Agreement.

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Planning Sub Committee – 5 September 2022

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2021/2304

Ward: Tottenham Hale

Address: 29-33 The Hale, London N17 9JZ

Proposal: 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.

Applicant: Jigsaw PMG Tottenham Ltd

Ownership: Private

Case Officer Contact: Philip Elliott

Site Visit Date: 17/08/2021

Date received: 06/08/2021 **Last amended date:** 15/05/2022

- 1.1 The application has been referred to the Planning Sub-committee for decision as the planning application is a major application that is also subject to a s106 agreement.
- 1.2 The planning application has been referred to the Mayor of London as it meets Category 1C (*The building would be more than 30 metres high and outside the City of London*) as set out in the Town and Country Planning (Mayor of London) Order 2008.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is a well-designed mixed-use scheme which would primarily provide purpose-built student accommodation (PBSA) alongside 564sqm (GIA) of commercial retail space (Use Class E(a)) in an appropriate location near to Tottenham Hale train station and the District Centre.
- The proposal would provide housing provision equivalent to 180 homes as well as 3 retail units on the last remaining undeveloped parcel of land on North Island.
- Tottenham Area Action Plan (AAP) Policy TH4: Station Square West supports town centre ground floor uses, with residential above; and identifies that tall buildings may be acceptable within the site allocation.

- The proposal would make a significant contribution towards affordable housing via a payment in lieu totalling £6,525,654.00.
- The proposal would also make contributions to public realm improvements and to infrastructure through the community infrastructure levy.
- On balance the impact on neighbouring amenity is considered to be in line with BRE guidance and acceptable.
- The proposal provides a high quality tall building and design that is supported by the QRP.
- The proposed development would not have any further impact on the built historic environment given the context within which it would be located.
- The proposal provides a high quality of student accommodation.
- The proposal is a car free development and the impact on transportation is acceptable.
- The proposal would provide a sustainable design with provision to connect to a future district energy network.
- The proposed landscaping would enhance tree provision and greenery.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below and a section 278 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 03/11/2022 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow; and
- 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 (the full text of recommended conditions is contained in Appendix 1 of this report)

- 1) 3-year time limit
- 2) Approved Plans & Documents
- 3) Basement impact mitigation measures
- 4) Accessible Accommodation
- 5) Commercial Units - Retail Opening Hours
- 6) BREEAM (PRE-COMMENCEMENT)
- 7) Commercial Units – Noise Attenuation
- 8) Noise Attenuation – Student Accommodation
- 9) Fire Statement
- 10) Landscape Details
- 11) Biodiversity
- 12) External Materials and Details
- 13) Living roofs
- 14) Energy Strategy
- 15) Overheating (Student accommodation)
- 16) Overheating (Commercial areas)
- 17) Energy Monitoring
- 18) Circular Economy
- 19) Whole Life Carbon
- 20) Low-carbon heating solution details
- 21) PV Arrays
- 22) Secured by Design
- 23) Stage I Written Scheme of Investigation of Archaeology (PRE-COMMENCEMENT)
- 24) Stage II Written Scheme of Investigation of Archaeology
- 25) Foundation Design – Archaeology (PRE-COMMENCEMENT)
- 26) Land Contamination – Part 1 (PRE-COMMENCEMENT)
- 27) Land Contamination – Part 2
- 28) Unexpected Contamination
- 29) Cycle & Mobility Scooter Parking Details (PRE-COMMENCEMENT in part)
- 30) Delivery and Servicing Plan
- 31) Student Accommodation Waste Management Plan
- 32) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 33) Public Highway Condition (PRE-COMMENCEMENT)
- 34) Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)
- 35) Management and Control of Dust (PRE-COMMENCEMENT)
- 36) Impact Piling Method Statement (PRE-COMMENCEMENT)
- 37) Business and Community Liaison Construction Group (PRE-COMMENCEMENT)
- 38) Telecommunications
- 39) Wind Mitigation
- 40) Foundation Design (PRE-COMMENCEMENT)
- 41) Noise from building services plant and vents
- 42) Anti-vibration mounts for building services plant / extraction equipment
- 43) Evidence of operational public hydrants/suitable alternatives

44) Estate Management Plan

Informatives

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Written Scheme of Investigation – Suitably Qualified Person
- 9) Deemed Approval Precluded
- 10) Composition of Written Scheme of Investigation
- 11) Geoarchaeological Assessment and Coring
- 12) Evaluation
- 13) Disposal of Commercial Waste
- 14) Piling Method Statement Contact Details
- 15) Minimum Water Pressure
- 16) Paid Garden Waste Collection Service
- 17) Sprinkler Installation
- 18) Designing out Crime Officer Services
- 19) Land Ownership
- 20) Site Preparation Works
- 21) s106 Agreement and s278 Agreement
- 22) Revised Fire Statement required with any revised submission
- 23) Building Control
- 24) Building Regulations - Soundproofing

Section 106 Heads of Terms:

Affordable Housing

- 1) **Payment in lieu of on-site affordable housing**
A payment of £6,525,654.00 to be paid to the Council for the provision of Affordable Housing in Haringey (This reflects the equivalent cost to the applicant of providing 40% on-site affordable student accommodation);
- 2) **Viability Review Mechanism**
 - a. Early Stage Review if not implemented within 2 years; and
 - b. Development Break review – review if construction is suspended for 2 years or more.
- 3) **Accommodation secured for the use of students only during the academic year**

- 4) Nominations agreement – reasonable endeavours**
The applicant will be obliged to use reasonable endeavours to secure a nominations agreement with a higher education institution for all or part of the proposed units of student accommodation.
- 5) Employment & Skills Plan**
Including Construction Apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD). And a commitment to being part of the borough's Construction Programme.
- 6) Travel Plan (pre-occupation and operational, as well as monitoring reports) and monitoring fee (£5,000 contribution)**
The plan relates to the student accommodation element and must include:

 - Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan)
 - Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables, to every new occupant.
 - Details of cyclist facilities (lockers, changing rooms, showers, drying rooms for the non-residential uses);
 - a mechanism whereby the proposed mobility scooter charging spaces can be converted into spaces for larger cycles as and when required, based on regular monitoring of usage tied in with the travel surveys and surveys of cycle parking uptake; and
 - the emergency cycle access arrangements via the passenger lifts should the large/cycle lift break down.
- 7) Car capping (£5,000 contribution)**
No future occupiers will be entitled to apply for a residents or business parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development. £5,000 for revising the associated Traffic Management Order.
- 8) Construction Logistics/Monitoring contribution**
A payment of £20,000 to be paid to the Council.
- 9) Considerate Constructors Scheme**
A commitment to sign up to the scheme for the entirety of construction works.
- 10) High-speed broadband connectivity**
All rooms of accommodation must have access to high-quality digital connectivity for new residents through high-speed broadband connections.
- 11) Carbon Management & Sustainability - Future connection to District Energy Network (DEN) or alternative low carbon solution**

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

12) Carbon offsetting

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

13) Monitoring costs

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

Section 278 Highways Legal Agreement Heads of Terms

14) Highways/Public realm contribution

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

15) Disabled users' parking space along Hale Road

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

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

- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:
1. In the absence of a legal agreement securing 1) the provision of off-site affordable housing and 2) viability review mechanisms the proposals would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H6, Strategic Policy SP2, and DM DPD Policies DM11 and DM13, and Policy TH12.
 2. In the absence of a legal agreement securing financial contributions towards infrastructure provision (Public Realm, Disabled Space, & other Transport Contributions), the scheme would fail to make a proportionate contribution towards the costs of providing the infrastructure needed to support the comprehensive development of Site Allocation TH4. As such, the proposals are contrary to London Plan Policy S1, Strategic Policies SP16 and SP17, Tottenham Area Action Plan Policies AAP1, AAP11 and TH4 and DM DPD Policy DM48.
 3. In the absence of legal agreement securing 1) a student accommodation Travel Plan and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T5, T1, T2, T3, T4 and T6. Spatial Policy SP7, Tottenham Area Action Plan Policy TH4 and DM DPD Policy DM31.
 4. In the absence of an Employment and Skills Plan the proposals would fail to ensure that Haringey residents' benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.
 5. In the absence of a legal agreement securing the implementation of an energy strategy, including the prioritisation of a connection to a DEN or a fall-back alternative low-carbon heating solution, and carbon offset payments - the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy Sl 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.
 6. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

7. In the absence of a legal agreement securing the developer's agreement to using reasonable endeavours to secure a nominations agreement with a higher education institution for all or part of the proposed units of student accommodation, the proposals would fail to meet the requirements of London Plan Policy H15 and Policy DM15.

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

CONTENTS

- 3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS
- 4.0 CONSULTATION RESPONSE
- 5.0 LOCAL REPRESENTATIONS
- 6.0 MATERIAL PLANNING CONSIDERATIONS
- 7.0 COMMUNITY INFRASTRUCTURE LEVY
- 8.0 RECOMMENDATIONS

APPENDICES:

- Appendix 1: Planning Conditions & Informatives
- Appendix 2: Images of the site and the proposed scheme
- Appendix 3: Internal and External Consultee representations
- Appendix 4: Neighbour representations
- Appendix 5: Planning Sub-Committee Minutes 24 May 2021
- Appendix 6: Development Management Forum Notes 18 May 2021
- Appendix 7: Quality Review Panel Report 16 December 2020
- Appendix 8: Quality Review Panel Report 12 May 2021
- Appendix 9: Plans and Documents List
- Appendix 10: DPR Peer Review of Daylight & Sunlight

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

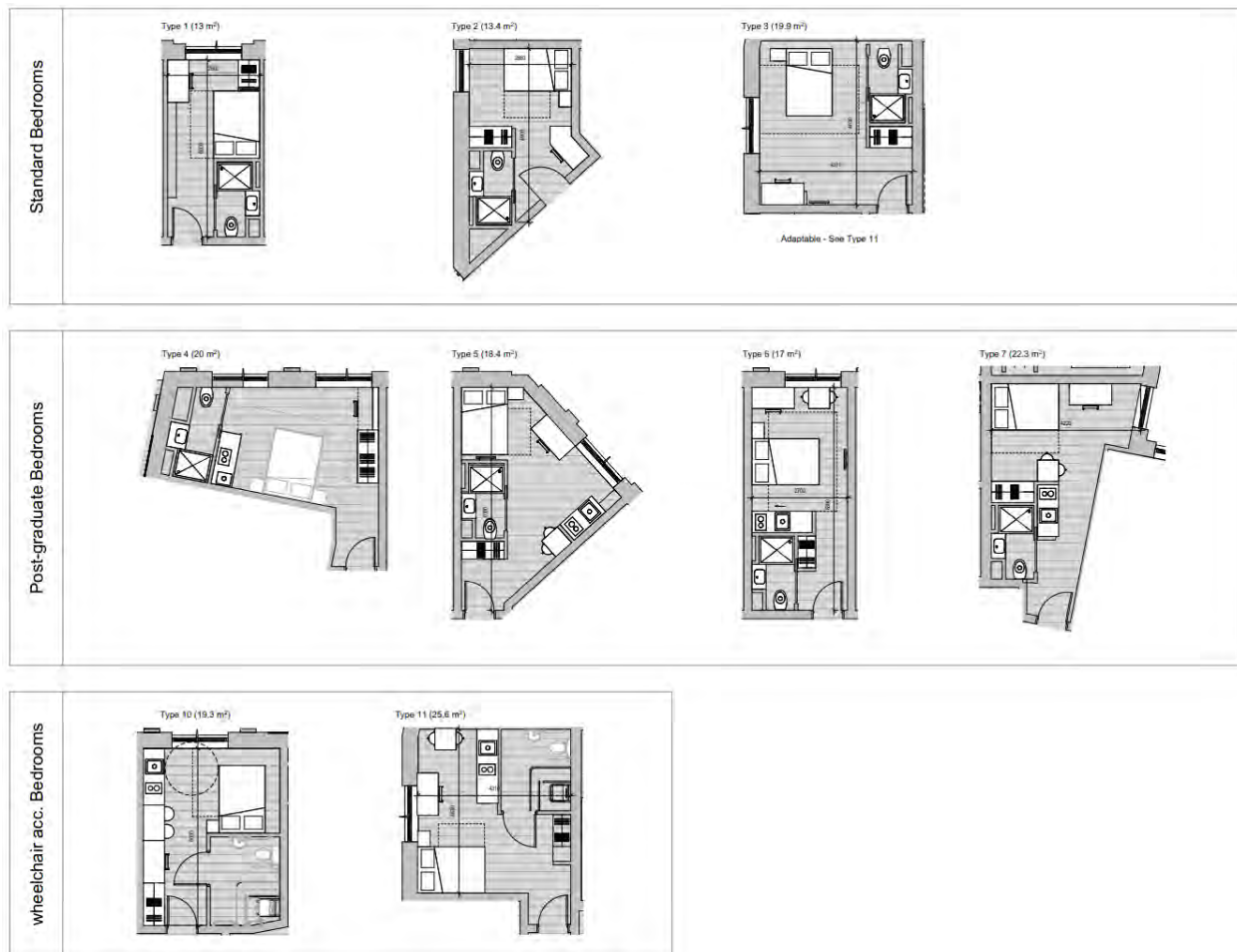
3.1. Proposed development

- 3.1.1. This is an application for the demolition of the existing buildings on the site and redevelopment to provide a part 7 and part 24 storey tower comprising purpose built student accommodation (PBSA) [Sui Generis Use Class] and associated facilities; and ground/first floor retail units [Use Class E(a)]. The scheme would incorporate landscaping and cycle parking and other associated works including wind mitigation measures.
- 3.1.2. The existing properties (Numbers 29, 31, and 33), the shed in the rear service yard and the stand-alone large advertising hoardings would be demolished as part of the proposed development.
- 3.1.3. The proposal would provide 451 rooms of student accommodation with associated amenity spaces such as kitchen and lounge areas, co-working space, gym, and roof terraces. The rooms would vary in size ranging from 13sqm – 25.6sqm (See Figure 2 for typical room sizes/layouts below).
- 3.1.4. Three commercial units would be provided. Unit 01 would front Hale Road at ground floor and would be 91.6sqm GIA (100 sqm GEA). Unit 02 would front The Hale at ground floor and extend to the first floor and would be 362sqm GIA (402sqm GEA). Unit 03 would front Hale Road and would be 90sqm, (100sqm GEA) and would be serviced by 21sqm of ancillary space. In total, 564sqm GIA of commercial space is proposed (See Figure 1 for the ground and first floor locations of the retail spaces).

Figure 1 – Ground/first floor retail locations in orange



Figure 2 – Typical room layouts/sizes



- 3.1.5. The building would incorporate a single basement level containing cycle parking, refuse storage and plant/attenuation.
- 3.1.6. The largest sections of intensive green roof would be located at first and second floors where the building steps inward, and a communal roof terrace would be located at the seventh floor at the top of the lower shoulder section of the building. At the top floor level (level 24) there would also be a further communal roof terrace & garden.

Amendments

- 3.1.7. During the course of the application the applicant submitted amendments to the form and design of the building in order to improve the relationship with the neighbouring building which is under construction. The changes consisted of the following:
- Increasing the setback by 3m on the south-eastern façade from floors 2 to 24, resulting in:

- a reduction of 816sqm gross internal area (GIA) and 870sqm gross external area (GEA);
- a reduction of 22 rooms of student accommodation from 473 units to 451 units;
- increased separation distance between the façade of Building 3 of the Argent masterplan and the upper levels of the proposed development from 10m to 13m;
- additional brick detailing has been introduced on the flank wall facing Building 3 to provide further articulation to this part of the brick façade;
- the retail provision on the first floor increasing by 5sqm as a result of the realignment of graduate rooms to allow for stacking services;
- a new green roof at second floor level, occupying roof space provided by the 3m inset. this has resulted in an increase to the urban greening factor from 0.36 to 0.37;
- an updated cycle store to provide an additional 14 long stay sheffield stands to allow for larger cycles; and
- a reduction of total external amenity space from 322sqm to 301sqm.

3.1.8. See Figure 3 for a comparison floorplan identifying the changes).

Figure 3 – Comparison between original and amended proposals



3.1.9. Intensive green roofs are proposed at first, second and eighth floor levels and an extensive green roof with PV panels is proposed at roof level. Landscaped communal garden spaces are proposed at the seventh and twenty-fourth floor level, including areas for seating and planting and climber plants. The Intensive

green areas at first, second and eight floor level are accessible only for maintenance.

- 3.1.10. At ground floor level, there is an area of land at the apex of the site that is outside of the site's boundary and outside of the Applicant's ownership. Indicative landscaping proposals are shown on the plans to demonstrate how this could be incorporated into a high-quality public realm through hard and soft landscaping.
- 3.1.11. It is proposed that loading bays on The Hale and Hale Road will be used for servicing the development. Deliveries for the retail units will be controlled with deliveries expected to be timed to take place outside of peak hours of use of the loading bay and to be co-ordinated to minimise the number of deliveries taking place at any time.
- 3.1.12. The proposed development is car-free and as such, no car parking spaces are to be provided on site. 341 secure long stay cycle racks will be provided within the basement area. 5% of the rooms would be wheelchair accessible & 5% would be wheelchair adaptable.

3.2. Site and Surroundings

- 3.2.1. The application site is located at the north-western part of an 'island' within The Hale, Hale Road, and Station Road, known as "Station Island" and sometimes referred to as "North Island." The three properties within the site total 745.6sqm GIA of floorspace as well as sheds to the rear providing 135.82sqm. The unused former shops at numbers 29 and 31 have residential flats above at first floor level of 45sqm GIA at number 29 and 49sqm at number 31.
- 3.2.2. The site is 0.098 hectares/980sqm and comprises of three properties. Numbers 29 and 31 The Hale are a pair of terraced two-storey buildings that contain unused former shops at ground level [Use Class E(a)] with 2 x 1-bed residential flats [Use Class C3] on the first-floor levels. Number 33 The Hale is a two-storey warehouse building with a modern façade which is used as a menswear shop named 'Morelli' [Use Class E(a)]. At the back of the properties is a service yard, a shed, a pigeon coop, and a number of large advertising hoardings fronting on to Hale Road.
- 3.2.3. Historically the surrounding land around the site was predominantly characterised by a mixture of low rise industrial uses and a car-centred retail park. The land was previously under-utilised. However, the immediate area has been redeveloped and the creation of a new district centre is well under way. As such, the application site is one of the last few sites near to the station and centre that remain as they were prior to the recent redevelopments.

- 3.2.4. The site has a PTAL value of 6A which is considered 'excellent' benefiting from excellent public transport links, including rail and underground services. Tottenham Hale bus station and London Underground/Rail station are located directly to the east of the North Island. The area has outstanding access to green spaces and nature, include the amenities of the Lea Valley that lie to the east and Down Lane Park.
- 3.2.5. Tottenham Hale is a Growth Area identified for significant redevelopment. Part of the site lies within a Crossrail 2 safeguarding area. The site is an Opportunity Area as designated by the London Plan. The site is subject to a site allocation TH4 (Station Square West) in the Tottenham Area Action Plan (AAP). Tottenham Hale is also a Housing Zone and identified as an area for accelerated housing delivery.
- 3.2.6. The southwestern corner of the site falls within the Tottenham Hale Saxon Settlement Archaeological Priority Area. The closest locally listed building is Berol House to the north on Ashley Road with the next closest statutory and locally listed buildings being those to the west within the conservation areas along the High Road.
- 3.2.7. Directly adjacent to the site (to the south) on the North Island was a car wash yard and former pub that is currently being redeveloped by Argent Related as an 18-storey building (known as 'Building 3/North Island') including 317sqm commercial floorspace at ground floor and 136 residential units above.
- 3.2.8. This is pursuant to permission HGY/2018/2223 for the Strategic Development Partnership (SDP) Sites which include: Welbourne, North Island, Ferry Island, Ashley Road East, and Ashley Road West. This has been known as the 'Argent Masterplan' and is now marketed as 'Heart of Hale'. Construction has started on these sites and completion is expected soon on Ashley Road East (To be called 1 Ashley Road) with the other sites well under way.
- 3.2.9. Permission for the 6 buildings across the 5 sites was granted on 23 March 2019 and allows for a redevelopment of the plots to deliver 1,036 homes, 15 new retail spaces, co-working and office space, a health centre and public open space. The Argent scheme constitutes a high-density redevelopment of the local area and would include several tall buildings, up to 37 storeys.
- 3.2.10. Directly to the northwest of the site, at the apex of the island and abutting the Hale Road/The Hale corner, is a small semi-circular area of grassland that is currently owned by the Council with Argent having an option to acquire the land which expires in 2025.
- 3.2.11. The remainder of Station Island contains a Premier Inn Hotel (in situ since 2016) and a plot of land comprising a 23-storey building providing 128 residential units over 434sqm of commercial uses at ground floor level (known

as ‘One Station Square/Millstream Tower’) (permission HGY/2016/3932) which was recently completed.

3.2.12. The wider surrounding area is also undergoing significant redevelopment and regeneration, with recent applications granted at:

- **Ashley Park**, on the land opposite the ‘island’ to the north-east of the site. Ref. HGY/2019/0108, allowed at appeal on 16th April 2020 for: *a part 6, part 8 storey building to provide 97 residential units & 170sqm of commercial floorspace.*
- **Anthology Hale Works**, part of the Hale Village redevelopment to the east of the site, at the River Lee. Ref: HGY/2017/2005, granted in May 2018 for: *Mixed use development ranging from 11 to 33 storeys comprising 1,588sqm commercial space & 279 residential units including affordable housing.* The building has now been constructed.
- Ashley Road South Masterplan (consisting of 3 sites) located to the north-east of the site along Ashley Road:
 - **Cannon Factory and Ashley House** (blocks B2 and B3), outline permission granted under HGY/2016/4165, RM under HGY/2018/2353 for: *demolition of the existing buildings at Ashley House and Cannon Factory and erection of three buildings to provide up to 3,600sqm of commercial floorspace and up to 265 residential units.* These buildings have not been constructed.
 - **Ashley Gardens** (blocks B1 and B1a [now Rosa Luxemburg Apartments) full permission granted under HGY/2017/2045 (massing amended under HGY/2019/2804) for: *demolition of the existing buildings and erection of two buildings to provide 1,211 sqm of commercial floorspace and 377 residential units.* Rosa Luxemburg has been completed and B1 is nearing completion.
 - **Berol Yard** (blocks B4 [now The Gessner], NCDS and Berol House) Hybrid permission granted under HGY/2017/2044 for: *demolition of the existing buildings within the Berol Yard site and retention of Berol House. Erection of two buildings between 8 and 14 storeys providing 166 residential units, 891sqm (GEA) of commercial floorspace, and 7,275sqm (GEA) of education floorspace.* The Gessner has been completed but the other buildings have not been constructed.

3.2.13. There is also a development site at Ashley Road Depot, further to the north at the top of Ashley Road, on the northern edge of Down Lane Park. This is within allocated site TH7 of the AAP and is expected to deliver 272 homes and 174sqm of commercial space. Planning Committee resolved to grant this application HGY/2022/0752 on 11 July 2022.

3.2.14. Other development plan designations include:

- Tottenham Hale Growth Area
- Tottenham Hale District Centre
- Tottenham Hale Tall Building Growth Area
- Tottenham Hale Saxon Settlement Archaeological Priority Area
- Flood Zone 2

3.3. Relevant Planning and Enforcement history

3.3.1. There is no recent or relevant planning application history for the application site.

3.3.2. Before the submission of this application, the applicant submitted an Environmental Impact Assessment (EIA) Screening Opinion request via application reference HGY/2020/3053 on 2 December 2020. The Council adopted its Screening Opinion on 1 February 2021 and confirmed:

“Officers consider there is sufficient information provided for the Local Planning Authority to adopt an opinion and a Screening Opinion in relation to the proposed development is attached below. Pursuant to Regulation 5(5) and having regard to the information submitted, the Local Planning Authority has adopted the screening opinion that the proposal is not EIA development as described in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.”

3.3.3. Following the above Screening Opinion, a second screening opinion was issued for purpose-built student accommodation (PBSA), noting the same conclusion on 1st June 2021 via application reference HGY/2021/1468.

4.0 CONSULTATION RESPONSE

4.1. Planning Committee Pre-Application Briefing

4.1.1. The proposal was presented to the Planning Committee at a Pre-Application Briefing on 24 May 2021. The relevant minutes of the meeting are described in Appendix 5: Planning Sub-Committee Minutes 24 May 2021.

4.2. Quality Review Panel

4.2.1. The scheme has been presented to Haringey’s Quality Review Panel on the 16 December 2020 and 12 May 2021. The written findings of the panel can be found in Appendix 7: Quality Review Panel Report 16 December 2020; and Appendix 8: Quality Review Panel Report 12 May 2021.

4.3. Development Management Forum

- 4.3.1. The proposal was presented to a Development Management Forum on 18 May 2021.
- 4.3.2. The notes from the Forum are set out in Appendix 6: Development Management Forum 18 May 2021.

4.4. Application Consultation

- 4.4.1. The following were consulted regarding the application:

Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation Officer
- LBH Design Officer
- LBH Local Lead Flood Authority/Drainage
- LBH Pollution
- LBH Transportation
- LBH Waste Management

External Consultees

- Environment Agency
- Greater London Authority
- Greater London Archaeology Advisory Service (GLAAS)
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Thames Water
- Transport for London
- London Underground/DLR Infrastructure Protection
- Health and Safety Executive (HSE)
- Natural England

The following responses were received:

Internal:

1) LBH Carbon Management

The application can be supported from a carbon reduction point of view subject to conditions and obligations.

2) LBH Conservation Officer

It is not considered that the proposed development would have any considerable further impact on the built historic environment. Therefore, the proposed development would not result in any further harm to the significance of the built heritage assets in the borough.

3) LBH Design Officer

These proposals are well designed and appropriate to the site. They are in accordance with the envisaged masterplan as it has continued to evolve to accommodate greater density expectations and the continued successful emergence of Tottenham Hale as a vibrant new town centre.

In particular the proposed tower will mark a major gateway to the new town centre and complete this part of the masterplan in accordance with the envisaged wave of heights descending from the tallest buildings immediately around the station.

The proposals support vibrant town centre activities, with retail and the communal facilities of the student housing on the ground and first floors creating lively active frontages to the streets around the site.

The proposed student housing will meet a known need in higher quality than normal, with student housing complementary to the high density, well connected, busy and vibrant town centre location. The proposals are well designed with elegant proportions both overall and in their fenestration and detailing, and will be formed in appropriate, durable and beautiful materials.

The Council's Quality Review Panel (QRP) agrees with officers that the proposals are "well considered and sophisticated", describing the profile and articulation of the tower as very successful, the layout and detail of the student accommodation and communal areas, the architectural expression and the proposals for amenity space and public realm are very well-considered. Minor concerns with the design of cycle storage have been addressed in full by the applicants in later amendments.

4) LBH Local Lead Flood Authority/Drainage

No objection, subject to maintenance of SuDS features.

5) Pollution (Carbon Management)

No objection to the proposed development in respect to air quality and land contamination subject to planning conditions.

6) Transportation

- Trip generation acceptable given the car free nature of the development.

- Some considerations as to arrangements for blue badge/mobility impaired drop off/pick up and parking
- The cycle parking proposed meets London Plan standards however cycle parking for all of the residential occupants is encouraged.
- Sight of the detailed arrangements for long stay and short stay cycle parking will need to be reviewed and this can be covered by a pre-commencement condition.
- Delivery and servicing arrangements should include consideration of how to manage issues/situations should they arise including any changes to physical provision and management arrangements.
- The development should make a financial contribution towards the public realm improvements associated with the regeneration of the Tottenham Hale sites at this location.

7) Waste and Street Cleansing

This is a detailed and well considered waste management plan. The waste generated from this development will be classed as commercial and will require a commercial waste management company to make collections.

The calculations and containment capacity are accurate. Separately collected food waste is positive. Sizing of the bin store is based on a twice weekly collection of waste and recycling from the outset. Many of the parameters set out in the plan align with the Council's guidance, for example drag distances of bins to the waiting lorries from the student accommodation.

External:

8) Environment Agency (EA)

This application has low environmental risk and therefore the EA have no comments. The site is located in Flood Zone 2 and therefore Flood Risk Standing Advice (FRSA) applies for this application. The site is also located in Source Protection Zone 2; however, the previous use of the site is of low polluting potential and therefore the EA have no comments with respect to contaminated land.

9) GLA - 27 September 2021 & 21 December 2021

27 September 2021: Strategic issues summary

Land use principles: The redevelopment and optimisation of the brownfield site and contribution towards the delivery of purpose-built student accommodation and contribution towards housing targets accords with the London Plan, subject to confirmation from the Council of the existing use of the site. The inclusion of retail uses within this town centre site is also accepted.

Affordable student accommodation: The scheme proposes 35% on-site affordable student accommodation, which is supported in accordance with Policy H15 of the London Plan. This must be secured through a S106 agreement, as should the rent levels and eligibility criteria. The obligation to enter into a nominations agreement must be secured.

Urban design and heritage: While the principle of the provision of tall building within the site could be accepted in strategic planning terms, the proposed 24-storey building results in an abrupt change in urban scale and does not respond appropriately to the existing low-rise context, nor the emerging master-planned context. A proposal that creates a better transition between the scale of the existing and emerging development context should be further considered. Further consideration should be given to the fire strategy. The scheme will result in less than substantial harm to the significance of designated heritage assets which could be outweighed by public benefits of the proposal, subject to securing on-site student accommodation and subject to securing a high quality materiality.

Transport: The active travel assessment requires further work, and in accordance with Healthy Streets and Vision Zero objectives, improvements and contributions should be secured. The proposed servicing arrangements and disabled parking should be reconsidered to ensure on street demand is met alongside meeting Vision Zero objectives. Active travel routes improvements should be identified and secured, and the quality of cycle parking should comply with LCDS guidance.

Other strategic planning issues on sustainable development and environmental issues also require resolution prior to the Mayor's decision-making stage.

Updated comments (summarised) following amendments to design and move to provide a payment in lieu of on-site affordable student accommodation (21 December 2021):

- GLA Officers understand that there is no policy within the Haringey local plan that seeks the provision of conventional affordable housing with student schemes, however this should be confirmed by Haringey Planning Officers. GLA Officers maintain that on-site affordable housing should be provided as required by Policy H15 of the London Plan, and that the student accommodation should be secured by a nominations agreement.
- If the scheme is unable to secure a nominations agreement with a Higher Education Institution, it would therefore comprise a direct-let scheme, and on this basis the proposal comprises "large-scale purpose-built shared living" (co-living) for the purposes of assessment

under the London Plan, and therefore requires assessment under Policy H16 of the London Plan. GLA Officers note that as per the London Plan Guidance Programme 2021, It is expected that the draft Large-scale Purpose-built Shared Living LPG will be out for consultation in the near future.

- The applicant must either:
 - a) demonstrate that the traffic data used in the air quality modelling is appropriate and not underestimated due to surveys carried out in 2020; or
 - b) provide an updated dispersion model using air quality monitoring and traffic flow data from 2019 (prior to impacts of the Covid-19 pandemic).

10) Greater London Archaeology Advisory Service (GLAAS)

The proposed tower at the site would include a full basement which would not allow for the preservation of important remains. Modern impacts at the site appear to be limited.

Given the potential for important remains and the desirability in local, national and London Plan policy of sympathetically managing such remains, a pre-determination archaeological evaluation is appropriate at the site, as per NPPF 194.

In the absence of this work and also without any geotechnical data to inform on the survival of key deposits, it is not possible to reliably advise on the policy compliant management of any important remains at the site.

11) London Fire Brigade (LFB)

The Commissioner is satisfied with the proposals for firefighting access as contained within the fire statement documents and if they provide them in accordance with what's highlighted within the fire service section it would provide satisfactory firefighting facilities. The Commissioner strongly recommends that sprinklers are considered for new developments.

12) Metropolitan Police - Designing Out Crime Officer

No objection subject to a secured by design condition.

13) Thames Water

No objection in terms of surface and foul water. Piling details condition(s) required due to proximity to a strategic sewer and water main. A further condition requesting details of foundations is required to ensure the foundation design poses no risk to groundwater resources.

14) Transport for London

- The proposed access provisions for active modes are considered acceptable.

- The proposed cycle parking is in line with the London Plan minimum quantitative standard.
- Further consideration is suggested in order to provide additional spaces for large bicycles as an alternative to mobility scooter parking.
- The applicant should identify how the basement, primarily served by a large lift can continue to be accessed by all users in the event of the lift breaking down.
- Active travel measures for future residents and particularly disabled people should be identified/provided within a local environment that meets their needs and those of people already in the area.
- If off-street provision of delivery and servicing is not possible, the applicant should demonstrate there is sufficient space within the bays to accommodate a 'worse case' scenario satisfactorily.
- The proposed development is car-free. There will be no dedicated disabled persons parking provision for Blue Badge holders.
- Whilst there are some concerns about methodology, a more robust analysis of trip generation is unlikely to show detrimental impacts on the strategic road or public transport network.
- The applicant has submitted an interim Travel Plan (TP) which is generally acceptable. The final TP and all agreed measures should be secured, enforced, monitored and reviewed through the section 106 agreement.
- The full Delivery and Servicing Management Plan (DSMP) and Construction Logistic Plan (CLP) should be produced in accordance with TfL's guidance and secured by condition.

15) London Underground/DLR Infrastructure Protection

No comment

16) Health and Safety Executive (HSE)

Some concern. Relating to the subdivision of the corridors, stay put evacuation approach, means of escape from roof terraces, water supply, deviations from standards that could impact on the design and require changes, and descriptions relating to whether the building is one block or two and the firefighting implications of this.

17) Natural England

No comment

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 489 Neighbouring properties
- Friends of Down Lane Park and Living Under One Sun (LUOS) were also consulted.

- 8 site notices were erected close to the site
- 5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:
- No of responses:
 - Objecting: 14
 - Supporting: 17
 - Comments: 6
- 5.3 The following made several objections:
- Argent Related (adjacent developer/landowner)
 - Sage Housing (Future occupants of Building 3 in Argent Masterplan)
- 5.4 The issues raised in representations that are material to the determination of the application are summarised as follows:
- Impact on neighbouring properties including:
 - Daylight and sunlight impacts
 - Undue sense of enclosure
 - Unacceptable impacts on outlook
 - Unacceptable townscape impacts
 - Concerns over height of building
 - Affordability of accommodation
 - Noise and Pollution
 - Increase in traffic
 - Cumulative impact of all developments
- 5.5 The following issues raised are not material planning considerations:
- Loss of a private view
 - Impact on property values

6.0 MATERIAL PLANNING CONSIDERATIONS

- 6.1 The main planning issues raised by the proposed development are:
1. Principle of the development
 2. Policy Assessment
 3. Compliance with DM15 and London Plan 2021 policy H15 (PBSA)
 4. Impact on the amenity of adjoining occupiers
 5. Design
 6. Impact on heritage assets including affected conservation areas
 7. Quality of Residential Accommodation
 8. Social and Community Infrastructure
 9. Transportation, parking, and highway safety
 10. Air Quality
 11. Energy, Climate Change and Sustainability
 12. Urban Greening and Ecology

- 13. Trees and Landscaping
- 14. Wind and Microclimate
- 15. Flood Risk and Drainage
- 16. Waste and Recycling
- 17. Land Contamination
- 18. Basement Development
- 19. Archaeology
- 20. Fire Safety and Security
- 21. Conclusion

6.2 Principle of the development

Policy Background

- 6.2.1 The current National Planning Policy Framework NPPF was updated in July 2021. The 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.
- 6.2.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (AAP) and the London Plan (2021).
- 6.2.3 A number of plans and strategies set the context for Tottenham’s regeneration. These documents should be read in conjunction with the AAP. The application site is located within a strategically allocated site - TH4 (Station Square West).
- 6.2.4 A key policy requirement of the site allocation is that proposed development within TH4 should contribute to the comprehensive redevelopment of the area and incorporate new District Centre uses at ground and first floor levels with residential and commercial above, and the creation of a high quality public realm.
- 6.2.5 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and 1 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open question about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications.
- 6.2.6 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.

- 6.2.7 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).

The London Plan

- 6.2.8 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance that provide further guidance.

Upper Lea Valley Opportunity Area Planning Framework

- 6.2.9 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. A Development Infrastructure Study (DIFS) in relation to the OAPF was also prepared in 2015. The OAPF sets out the overarching framework for the area, which includes the application site.
- 6.2.10 The OAPF notes that Tottenham Hale is expected to be subject to substantial change, including for it to be designated as a district centre. It notes that there is an opportunity to deliver new homes and jobs, a high class transport interchange with traffic calming; improved connections to the Lee Valley Regional Park and River Lee; and new retail and commercial spaces all set within a vastly improved public realm.

The Local Plan

- 6.2.11 The Strategic Policies DPD sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision. The Site Allocations development plan document (DPD) and Tottenham Area Action Plan (AAP) give effect to the spatial strategy by allocating sufficient sites to accommodate development needs.

Strategic Policies

- 6.2.12 The site is located within the Tottenham Hale Growth Area as per Haringey’s Spatial Strategy Policy SP1. The Spatial Strategy makes clear that in order to accommodate Haringey’s growing population, the Council needs to make the best use of the borough’s limited land and resources. The Council will promote the most efficient use of land in Haringey.
- 6.2.13 SP1 requires development in Growth Areas to maximise site opportunities, provide appropriate links to, and benefits for, surrounding areas and communities, and provide the necessary infrastructure whilst being in accordance with the full range of the Council’s planning policies and objectives.

Tottenham Area Action Plan

- 6.2.14 The Tottenham AAP sets out a strategy for how growth will be managed to ensure the best quality of life for existing and future Tottenham residents, workers, and visitors. The plan sets area wide, neighbourhood and site-specific allocations. The AAP indicates that development and regeneration within Tottenham will be targeted at four specific neighbourhood areas including Tottenham Hale.

TH4 Site: Station Square West

- 6.2.15 Site allocation TH4 calls for comprehensive redevelopment incorporating new District Centre uses at ground and first floor levels, with residential and commercial above.

TH4 Site Requirements

- 6.2.16 Site allocation TH4 calls for comprehensive redevelopment incorporating new District Centre uses at ground and first floor levels, with residential and commercial above.
- Development will be required to be accompanied by a District Centre-wide masterplan showing how it will complement:
 - Existing/retained parts of the site;
 - Existing extant permissions;
 - The requirements of this, and other District Centre policies; and
 - The recommendations of the District Centre Framework, or other adopted masterplans for the District Centre.
 - A new active use facing the bus station will be created.
 - A new, legible, north-south connection linking the Ashley Road area to the north, through the heart of the District Centre, and to the Tottenham Hale Retail Park site to the south will be created.
 - Developments must contribute to the creation of a new urban square serving as the key bus interchange with Tottenham Hale Station. This will incorporate active frontages facing into the new square.

- Tall buildings marking the key transport node at Tottenham Hale Station and the emerging District Centre may be acceptable on this site.
- Ground floor uses on this site must be town centre uses, with residential and office uses permissible above and must avoid presenting blank facades to the streets.

TH4 Development Guidelines

6.2.17 The relevant development guidelines are as follows:

- Development must result in comfortable, attractive, and safe/overlooked street environments.
- Station Road, and potentially the extended Ashley Road will provide service access for the buildings on this site.
- Care will be required on south facing frontages to limit heights to avoid overshadowing of block courtyards.
- This site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning permission.
- Each development will be expected to contribute to the aims of a comprehensive public realm strategy.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.

Tottenham Hale District Centre Framework (DCF) 2015

6.2.18 The DCF sets out how identified potential development sites can come together to realise the vision set out in the Tottenham Area Action Plan. The Tottenham Hale DCF was prepared specifically to provide clarity and guidance relating to relevant development guidance for these identified sites. The DCF helps shape development through form, massing, routes and movement, uses and design principles.

6.2.19 The DCF shows one way that the community's aspirations could be achieved and provides guidance on what the new centre might look like including what sort of buildings could be built e.g. low rise or high rise buildings and where they could be built.

6.2.20 The framework identifies the application site – i.e. on the western side of the northern parcel as being appropriate for taller buildings (Page 94). The aerial views of Station Square West massing (Pages 102 – 103) show a taller building on the application site compared to adjacent sites. And page 79 shows an image of building heights which shows the application site building to be over 60% taller than the adjacent building on the site where Building 3 is now being constructed.

6.3 Policy Assessment

Principle of Comprehensive Development

- 6.3.1 Policy AAP1 (Regeneration and Master Planning) makes clear that the Council expects all development proposals in the AAP area to come forward comprehensively to meet the wider objectives of the AAP. It goes on to state that to ensure comprehensive and coordinated development is achieved, masterplans will be required to accompany development proposals which form part of a Site Allocation included in the AAP and that applicants will be required to demonstrate how any proposal:
- a) Contributes to delivering the objectives of the Site, Neighbourhood Area, and wider AAP;
 - b) Will integrate and complement successfully with existing and proposed neighbouring developments; and
 - c) Optimises development outcomes on the site
- 6.3.2 The Policy DM55 states: “Where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, if appropriate, that demonstrates to the Council’s satisfaction, that the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought by the site allocation”.
- 6.3.3 Policy TH4 makes clear that ‘development will be required to be accompanied by a District Centre-wide masterplan’, which should show how it will complement existing/retained parts of the site; existing extant permissions; the requirements of TH4 and other District Centre policies; and the recommendations of the DCF or other adopted masterplans for the Centre.
- 6.3.4 Paragraph 4.6 of the AAP states that Haringey wants to ensure development proposals do not prejudice each other, or the wider development aspirations for the Tottenham AAP area whilst enabling the component parts of a site allocation to be developed out separately. Station Square West is expressly set out in Table 2 of Policy AAP1 as requiring a comprehensive redevelopment approach.

- 6.3.5 Paragraph 4.9 of the AAP states that a comprehensive approach to development will often be in the public interest within the Tottenham AAP area. It goes on to state that whilst incremental schemes might be more easily delivered, the constraints proposed by site boundaries, neighbouring development or uses and below-ground services all have potentially limiting consequences for scale, layout and viability.
- 6.3.6 The proposal is not required to provide a District Centre-wide masterplan, as the application site is the last parcel of land on the island north of Station Road to come forward for development. The adjacent One Station Square/Millstream Tower has been constructed and Building 3/North Island is under construction.
- 6.3.7 The remaining plots to the south of Station Road have been prepared for construction and Ashley Road East/1 Ashley Road and Ashley Road West/2 Ashley Road are completed/nearing completion.
- 6.3.8 The submission demonstrates compliance with the AAP by setting out in the planning statement how the development contributes towards delivering the objectives of the site and wider AAP in relation to housing delivery and the approach set out in the DCF, as well as optimising development outcomes and planning benefits on the site.
- 6.3.9 The Design and Access Statement and the technical documents that analyse the proposed development within the existing and cumulative emerging context (including the Townscape Visual Impact Assessment (TVIA), wind and daylight/sunlight assessments) set out how the proposed development would integrate successfully and complement existing and proposed/consented neighbouring development.
- 6.3.10 The only site in the immediate context which is yet to come forward with development proposals are the terraced houses at 1-21 Hale Road, immediately to the north of the site and within Site Allocation TH5. To ensure that the proposals do not prejudice future development of that remaining parcel of land in accordance with the requirements of Policy AAP1, a daylight and sunlight assessment has been carried out on indicative future massing for that site.
- 6.3.11 This has been carried out given that daylight and sunlight are likely to be one of the main considerations that could potentially prejudice the redevelopment of these properties. The Daylight and Sunlight Report Addendum 2 by Point 2, dated November 2021, and provided with the revised application submission, sets out modelling of an indicative massing which follows the principles of the adjacent development to the east, Ashley Road West, and assesses the daylight and sunlight impacts on the indicative windows.

- 6.3.12 Given that all other potential development sites within the immediate vicinity of the Application Site, in Site Allocations TH4 and TH5 either have extant planning permission, are built out or under construction, it is considered that the requirements of Policy AAP1 and the site allocation TH4 have been satisfied.

Principle of Student accommodation

- 6.3.13 The Mayor has carried out a London-wide Strategic Housing Market Assessment (SHMA). The SHMA has identified need for 66,000 additional homes per year. The SHMA covers overall housing need as well as exploring specific requirements for purpose-built student accommodation and specialist older persons' accommodation within the overall figure.
- 6.3.14 Higher education in London provides an unparalleled choice of undergraduate and postgraduate degrees, continuing professional development, advanced research, and infrastructure to support business growth, such as incubation space and business support services. It is also a significant employer and attracts major international companies able to benefit from universities' research reputations, such as in pharmaceuticals and life sciences.
- 6.3.15 Universities also play a vital part in ensuring Londoners have the higher order skills necessary to succeed in a changing economy, and for the capital to remain globally competitive. The Mayor has established a forum for higher education institutions and further education establishments to work with boroughs and other stakeholders to plan future developments, including student accommodation, in locations which are well-connected to public transport.
- 6.3.16 London's higher education providers make a significant contribution to its economy and labour market. It is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation.
- 6.3.17 The overall strategic requirement for Purpose-Built Student Accommodation (PBSA) in London has been established through the work of the Mayor's Academic Forum, and a requirement for 3,500 PBSA bed spaces to be provided annually over the Plan period has been identified. Meeting the requirement for PBSA should not undermine policy to secure mixed and inclusive neighbourhoods.
- 6.3.18 London Plan Policy H1 sets a 10-year target (2019/20-2028/29) for the provision of 522,870 new homes across London as a whole and 15,920 for Haringey.

- 6.3.19 Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.
- 6.3.20 Subject to compliance with the aims and objectives of DM DPD policy DM15: Specialist Housing and London Plan Policy H15, the development of the site for PBSA is supported in principle.
- 6.3.21 Paragraph 4.1.9 of the London Plan sets out that “net non-self-contained accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home”. The delivery of 451 student beds is therefore equivalent to 180 homes. This proposal would provide a substantial contribution to both PBSA bed space requirements and housing targets set out in the London Plan.

Loss of Existing Housing

- 6.3.22 London Plan Policy H8 makes clear that loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace.
- 6.3.23 The proposed scheme would deliver a net increase of residential floorspace and an equivalent uplift in 178 homes. As such, the loss of the existing 2 flatted homes at the first floors of 29 and 31 The Hale would be acceptable in principle.

Existing and Proposed Retail provision

- 6.3.24 The existing buildings include 859.3 square metres of existing gross internal floor area. However, a significant portion of this is ancillary storage to the principal retail functions and display areas.
- 6.3.25 The proposal includes 569sqm of new retail space that would be within a modern building and of a high standard. Although there is likely to be a loss of retail floorspace, this must be balanced against the improvements in usability and quality which would be of benefit.
- 6.3.26 Site Allocation TH4 establishes indicative development capacities for town centre uses of 5,200sqm. The proposed retail units along with others already approved would meet the site allocation requirement of delivering ground floor town centre uses, and along with the student accommodation entrance/reception on the ground floor would avoid presenting blank facades to the surrounding streets.
- 6.3.27 S106 planning obligations are also recommended to secure the implementation of an approved Employment and Skills Plan to maximise employment and

training opportunities for residents from the development (including during the construction phase).

6.4 Compliance with DM15 and London Plan Policy H15 (PBSA)

- 6.4.1 DM DPD policy DM15 supports proposals for PBSA in growth areas, within town centres and in an area of good public transport accessibility. The proposal meets these requirements, the application site is with its high PTAL and location in a Growth Area and District Centre.
- 6.4.2 Proposals also need to demonstrate that they would not result in a loss of housing. Again, when considered in the round the proposals would result in an increase of housing overall.
- 6.4.3 DM DPD policy DM15 also requires there to be no adverse impact on local amenity, that the accommodation is of a high quality design including consideration for unit size, daylight and sunlight, and provision is made for students with disabilities. These will be assessed in later sections of this report.
- 6.4.4 The final parts of DM15 part D requires student accommodation schemes to demonstrate the need for the additional bedspaces and ensure the accommodation can be secured by agreement for occupation by members of a specified educational institution(s), or, subject to viability, the proposal will provide an element of affordable student accommodation in accordance with Policy DM13. The referenced Policy DM13 (Affordable Housing) states that on-site provision of affordable housing will be required and only in the following exceptional circumstances may an off-site provision be acceptable – where a development can a) Secure a higher level of affordable housing on an alternative site, b) Secure a more inclusive and mixed community and c) Better address priority needs.
- 6.4.5 The applicant has agreed to the inclusion of a best endeavours clause to secure a nominations agreement but will also provide the maximum reasonable amount of affordable accommodation in the form of a payment in lieu of on-site affordable housing. The Council accepts that a payment in lieu of on-site affordable accommodation is in accordance with the above stated policy in this case because a higher level of more mixed affordable accommodation (than just student accommodation) which better addresses Haringey’s priority needs for low cost rent and family sized housing can be achieved here. This is also discussed under the following consideration of London Plan policy H15 below.
- 6.4.6 Compliance with London Plan policy H15 - Purpose-built student accommodation (PBSA) is assessed in the paragraphs below.
- 6.4.7 Part A of London Plan policy H15 requires boroughs to seek to ensure that local and strategic need for PBSA is addressed subject to 5 criteria which will

be outlined and assessed below. Part B encourages boroughs, student accommodation providers and higher education providers to develop student accommodation in locations well-connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.

1) *Mixed and inclusive neighbourhood*

- 6.4.8 London Plan policy H15 supports proposals for PBSA, provided that at the neighbourhood level, the development contributes to a mixed and inclusive neighbourhood. The application site lies within the Tottenham Hale Neighbourhood Area, as identified in the Tottenham AAP. Tottenham Hale is a District Centre, and the vision is for it to be revitalised with higher density development.
- 6.4.9 With regard to housing mix, the Tottenham AAP policy AAP3 Part D states that new homes in Tottenham should better address housing needs and secure a more inclusive and mixed, sustainable community. On a neighbourhood level for Tottenham Hale, the Tottenham AAP (paragraph 5.152) states that:
- “Tottenham Hale will provide a range of housing with a mix of affordable and private units, and a range of sizes of unit. The delivery of one and two bed units will be prioritised within close proximity to the Station, to support the developing District Centre. Higher levels of family housing will be concentrated on sites less proximate to the centre, in areas with good access to open space and social infrastructure provision.”*
- 6.4.10 The application site is within the District Centre of the Tottenham Hale Neighbourhood Area and close (approximately 300m) to the Station – where smaller units, are the most appropriate form of housing given family housing would not be suited to this area.
- 6.4.11 Furthermore, the site is relatively small (980sqm) and the constraints limit the potential to deliver a viable scheme that would provide high quality units that fulfil the parking, private amenity and children’s playspace requirements for larger residential units.
- 6.4.12 It is also recognised in the London Plan (paragraph 4.10.4) that the introduction of one-bed units reduces the pressure to convert and subdivide existing larger homes. Therefore the ability for the proposed development to meet the needs of those that want to live in a purpose-built student environment might reduce the pressure on existing family homes in the immediate Tottenham Hale area being converted into flat shares for students.
- 6.4.13 Indeed the Purpose-built Student Accommodation Market Demand Report estimates that up to 118 houses could be freed up as a result of the proposed

development which could aid the reinstatement of former family homes back to their original form.

- 6.4.14 It must be acknowledged that there are several sites in the vicinity of the application site that propose and are more suited to family housing, such as Ashley Road Depot.
- 6.4.15 Given this context it is considered that the proposal would contribute to a mixed and inclusive neighbourhood and would provide a form of accommodation that would optimise what is a constrained site.
- 2) *The use of the accommodation is secured for students*
- 6.4.16 The s106 agreement would secure the use of the accommodation only for students during the academic year. This would be sufficient to satisfy this policy requirement.
- 3) *The majority of the bedrooms in the development including all of the affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of one or more higher education provider*
- 6.4.17 The applicant has agreed to the inclusion of a best endeavours clause to secure a nominations agreement.
- 4) *The maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance:*
- a. *to follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable student accommodation or 50 per cent where the development is on public land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution*
- b. *where the requirements of 4a above are not met, applications must follow the Viability Tested Route set out in Policy H5 Threshold approach to applications, Part E*
- 6.4.18 For the reasons given above regarding the consideration of the Local Plan policies DM15 and DM13 the Council accepts that a payment in lieu of on-site affordable accommodation is in accordance with policy in this case because a higher level of more mixed affordable accommodation (than just student accommodation) which better addresses Haringey's priority needs for low cost rent and family sized housing can be achieved here. The payment in lieu could contribute to Haringey's Council House building programme and better meets the affordable housing need and priorities in Haringey.

- 6.4.19 Paragraph 4.4.9 of the London Plan states that affordable housing should only be accepted as an off-site contribution in exceptional circumstances where it can be robustly demonstrated that affordable housing cannot be delivered on-site or where an off-site contribution would better deliver mixed and inclusive communities than an on-site contribution.
- 6.4.20 Para. 4.4.10 goes on to say that cash/payment in lieu (PIL) contributions should be used in even more limited circumstances, and only where there is detailed evidence to demonstrate that on-site affordable housing delivery is not practical, off-site options have been explored but are not acceptable and that accepting a cash in lieu contribution will not be detrimental to the delivery of mixed and inclusive communities.
- 6.4.21 The proposals are considered to represent exceptional circumstances given Haringey's Local Plan policies DM15 and DM13 explored above which the proposal can achieve to meet better outcomes for Haringey.
- 6.4.22 Whilst affordable student accommodation is desirable, the opportunity to help address local housing need for low cost rented homes in Tottenham is considered to provide greater public benefit. A payment which would help to deliver affordable housing in the local area would be preferable and more beneficial for the borough.
- 6.4.23 The applicant's viability assessors (DS2) and the Council's independent viability assessor (BNP Paribas for this scheme) have provided evidence on financial viability of the proposal to inform the appropriate payment in lieu. Council officers have negotiated with the applicant to conclude an appropriate payment in lieu of £6,525,654. This has been negotiated up from previous estimates of £3,716,938 and £6,305,257 and is based on a combination of factors for this complex site and proposal including:
- Haringey's Policy SP2 Housing strategic target of 40% affordable
 - London Plan Policy H5 strategic target of 50% affordable including where existing land is of warehouse use, and the GLA's Affordable Housing and Viability SPG
 - GLA consideration of part of the site being in warehouse use (a conservative estimate being 25%) informing a blended affordable target of 38.75% (noting that at least some of the warehousing is ancillary to the retail uses elsewhere on the site)
 - Seeking the maximum reasonable amount of affordable based on the difference in revenue / Gross Development Value between the scheme with 100% market student housing and the scheme with 38.75% affordable student housing
 - Accepting that a late stage review (at an agreed point prior to sale) sought by the viability tested route is not appropriate in this specific case as such reviews are more applicable to conventional housing schemes which are

generally developed speculatively with units sold off on completion which makes review mechanisms linked to value at that time more appropriate

- Upgrading the 38.75% blended requirement up to a 40% equivalent requirement in the absence of a late stage review to better achieve policy objectives
- Bringing the payment in lieu up to a conclusion of £6,525,654

6.4.24 Officers consider this to result in the maximum public benefit.

6.4.25 In accordance with London Plan Policy H5, it is recommended that s106 planning obligations secure an Early-Stage Viability Review. It is also recommended that a Development Break Review is secured – requiring a review if permitted scheme were implemented, but then stalled for 24 months or more.

5) *The accommodation provides adequate functional living space and layout*

6.4.26 Nationally Described Space Standards on minimum room and flat sizes do not apply to student accommodation. However, the applicants have provided evidence that the bedroom sizes proposed are more generous than typical room sizes for recent student accommodation developments in London and are considered by educational institutions to meet or exceed their recommendations.

6.4.27 As is expected in student housing, the individual rooms / units do not have private external amenity space. However, the development includes generous external communal roof terraces; at the seventh floor and top (24th) floor, as well as generous internal shared amenities, including communal lounges at 7th and 24th floors, opening onto the roof terraces, communal laundry at 7th floor, gymnasium at 1st floor and smaller shared sitting-dining kitchens at each floor (on many floors with two per floor) related to smaller clusters of bedrooms.

6.4.28 Every room is provided with a toilet, shower, and basin; and the larger (post-grad) rooms have cooking facilities in the form of a hob and sink. There are generally two kitchens per floor, except for floors 1 and 7 which host other functions (such as the gym or lounge/laundry) and uses (such as the retail element at first floor).

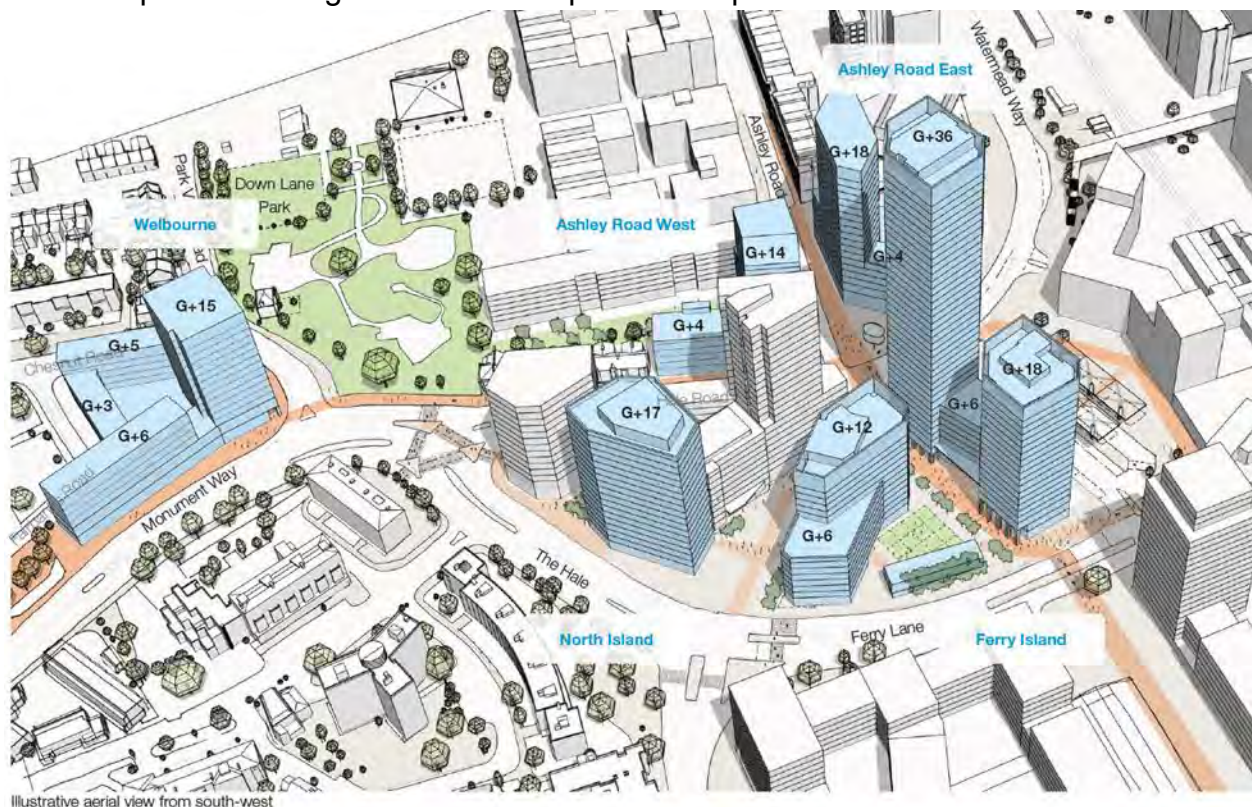
6.4.29 Almost all units are inevitably single aspect, with the exception of some corner units. As the layout currently follows the street pattern, some units will therefore be single aspect and north facing. Where rooms wrap around the corners of the proposal, they are generally communal living-dining-kitchens or specialist communal facilities. However overall, the quality of private and communal accommodation is high for student housing.

6.5 Impact on the amenity of adjoining occupiers

- 6.5.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.5.2 Policy DM1 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 material levels of overlooking and loss of privacy and detriment to amenity of neighbouring resident.
- 6.5.3 The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land to provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development.

Masterplanning for this site

- 6.5.4 The site forms part of the TH4 site allocation which has been partially developed as part of the Argent SDP masterplan development. In the assessment of the



adjacent development known as Building 3 (B3) it was noted that the applicant had demonstrated that this parcel is capable of being delivered separately in the future and noted that care would need to be taken to ensure that any future mixed-use proposals protect the amenity and privacy of current and future occupiers and achieve a suitable separation distance from Building 3 and future play spaces. The proposed building is set out in the images below and given this was accepted as part of the assessment of the quality of the neighbouring building it has been treated as a baseline for the assessment of the impact on amenity of this block.



- 6.5.5 Detailed objections have been received from Argent and Sage Housing (who have purchased 80 shared ownership units within Building 3 located on floors 1-10) in relation to the impact on the amenity of B3 and other surrounding buildings and have been responded to by the applicant in various submissions, the detail of which is discussed below. The applicant's daylight sunlight report has been independently reviewed by Delva Patman Redler Surveyors and their findings are also set out below.

Daylight and sunlight

- 6.5.6 London Plan Policy D6 notes that development proposals should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- 6.5.7 The Mayor's Housing SPG (2016) reinforces the need for privacy, but cautions against adhering rigidly to minimum distance requirements and also calls for the BRE guidance on daylighting and sunlighting to be applied flexibly and sensitively to proposed higher density development, especially in town centres – taking account of local circumstances, the need to optimise housing capacity and the scope for the character and form of an area to change over time.

Daylight/Sunlight, overshadowing and solar glare Assessment – Methodology and analysis

- 6.5.8 The impacts of daylight provision to adjoining properties arising from proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test. In conjunction with the VSC tests, the BRE guidelines and British Standards indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.
- 6.5.9 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.
- 6.5.10 The BRE Guidelines recommend that a room with 27% VSC will usually be adequately lit without any special measures, based on a low-density suburban model. This may not be appropriate for higher density, urban London locations. The NPPF advises that substantial weight should be given to the use of 'suitable brownfield land within settlements for homes...' and that LPAs should take 'a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site'.
- 6.5.11 Paragraph 2.3.47 of the Mayor's Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.
- 6.5.12 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the

acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.

6.5.13 The following definitions for the predicted impacts on receptors are used by a number of boroughs and officers consider these to be acceptable to apply in this instance:

- Major (high) – less than 0.60 times former value (greater than 40% loss);
- Moderate (Medium) – 0.60-0.69 times former value (31% to 40% loss);
- Minor (Low) – 0.70-0.79 times former value (21% to 30% loss); and
- Negligible – Typically greater than or equal to 0.80 times former value.

6.5.14 A Sun Hours on Ground (SHOG) assessment considers if existing amenity spaces will receive the levels of sunlight as recommended within the BRE guidelines – which recommend that at least half of a space should receive at least two hours of sunlight on 21 March (Spring Equinox), or that the area that receives two hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).

6.5.15 In terms of solar glare, separate BRE guidance sets out a method involving plotting the geometry of the proposed reflective facades relative to the receptor location onto a sunlight availability protractor and determining the times of day and year at which reflected sunlight could occur.

6.5.16 The existing site is low-rise and so the site-facing windows of the surrounding properties have higher VSCs than would normally be recorded in an urban environment. As a result, developments in this location would likely cause some noticeable light loss to the site-facing facades. The BRE Guidelines acknowledge that standards need to be applied particularly flexibly in such situations and that alternative baseline and/or standards may be appropriate.

6.5.17 The initial Daylight and Sunlight report assessed the impact of the proposals on 17 neighbouring properties (431 windows serving 230 site-facing habitable rooms) immediately to the north on Hale Road, to the east and south on North Island, and to the west along High Cross Road and Hale Gardens off of The Hale.

6.5.18 The initial report found that whilst there would be some proportional changes to the existing levels of daylight experienced by the surrounding properties, 188 windows would experience unnoticeable and fully compliant proportional reductions in VSC.

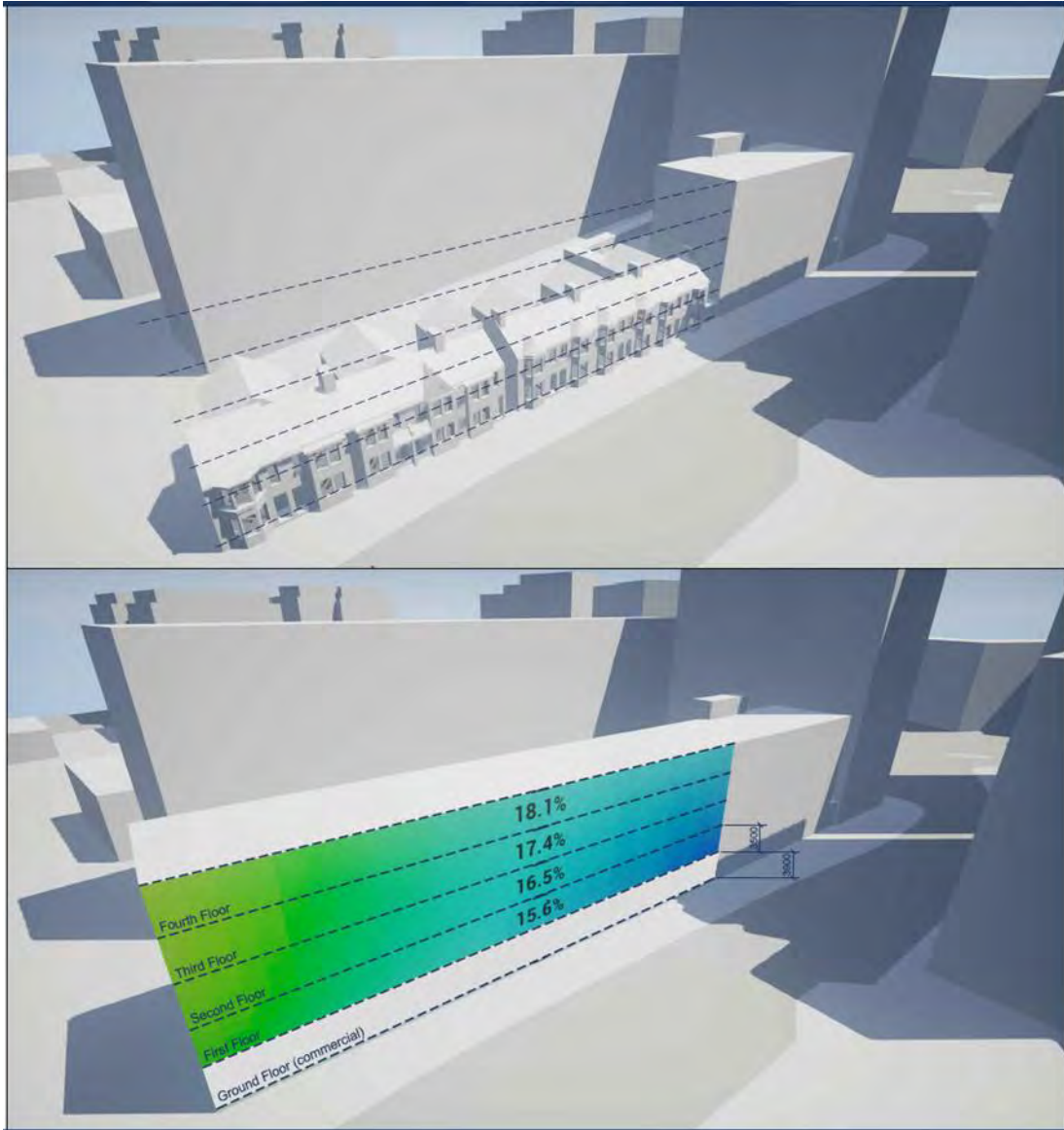
6.5.19 The report found that 1 to 21 Hale Road (odd numbers only), 32 to 86 Hale Gardens, 165 to 195 High Cross Road) would retain adequate levels of daylight to principal windows, with retained VSCs of at least 15%, with a smaller, isolated proportion in bands below 15%. The Average Daylight Factor (ADF) assessment indicated that most rooms within 1 to 21 Hale Road would achieve their BRE recommended ADF targets for their respective room use. ADF is not part of the

conventional BRE assessment methodology for neighbouring buildings, however it can be useful as a relevant supplementary assessment to assist with the understanding of impacts.

6.5.20 The applicant's assessment of overshadowing to Down Lane Park concluded that 96% of Down Lane Park would experience at least 2 hours of direct sunlight on 21st March.

6.5.21 The terraced houses at 1-21 Hale Road form part of the site allocation TH5 and are identified for future development so the applicant has provided an assessment of the impact of the proposal for future development on the site as shown in Figure 4 below the indicative future massing assumes ground floor commercial use, with residential use at first to fourth floor levels. The assessment found that a future development at 1-21 Hale Road would experience an acceptable level of daylight at 1st floor level and above where residential accommodation is likely to be with a VSC of at least 15% which is not unreasonable for a dense inner urban area with higher levels of obstruction.

Figure 4 – VSC Facade Study - Indicative future massing on the site of 1-21 Hale Road



6.5.22 In terms of Ashley Road West to the southeast of the site the applicant's studies found that Ashley Road West would have experienced significant 'reductions' in daylight and sunlight as a result of the re-development of One Station Square. There are several windows in recessed locations that disproportionately accentuate their VSC reductions, and a number of rooms fail to meet their respective BRE recommended ADF target in the existing situation, as they were designed.

6.5.23 In terms of the impact on One Station Square the modelling the applicant carried out demonstrated no material reduction in daylight to One Station Square. The study showed that all windows would retain acceptable VSCs and, in any case, the windows that face the application site that are eligible for assessment serve dual/triple aspect rooms.

6.5.24 An assessment of the overshadowing to the courtyard amenity space located to the north of Building 3, identified that without any development, the courtyard playspace is in permanent shadow on March 21st. It concludes that the proposal is fully BRE compliant in relation to overshadowing since none of this amenity area is sunlit in the baseline scenario.

Building 3

6.5.25 The report noted that the windows on the north-west façade of the proposed Building 3 development are very close to the common boundary (approximately 4.2 meters). It states that an assessment of a mirror massing in relation to Building 3 shows that the impact of the proposed scheme is similar, if not less than in some areas, to a mirror image of itself and therefore, the scheme is acceptable. Following the amendments to the proposal the applicant notes that increasing the distance to Building 3 by 3m from 10m to 13m improved daylight amenity and the mirror massing of Building 3 would introduce in some places, more adverse impacts than the proposal.

6.5.26 The applicant's studies found that the daylight impact of the Argent masterplan building on the application site facing windows and rooms within Building 3 would not be fully BRE compliant. The image below (Figure 5) shows the scale to which the site could be developed in compliance with all BRE guidelines.



Figure 5 showing fully BRE compliant development

6.5.27 The masterplan building would be smaller than the proposed building so the upper parts of Building 3 would remain BRE compliant. The applicant asserts that this justifies using a mirror-massing approach as a baseline. The applicant has

provided comparison studies for the impacts of the proposal vs the Argent masterplan building and a mirror image building. A visual representation of the different buildings is shown in Figure 6 below:

Figure 6 - Existing Buildings vs. Indicative 'Building4'; Indicative 'Building 4' vs. Proposal; and Building 3 Mirror Massing vs. Proposal.

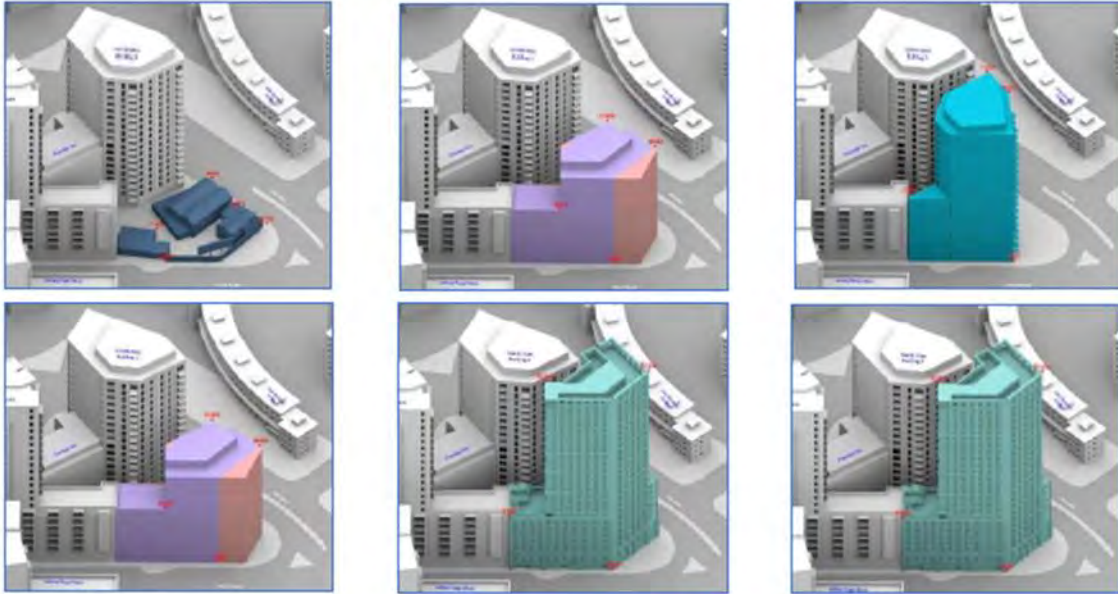
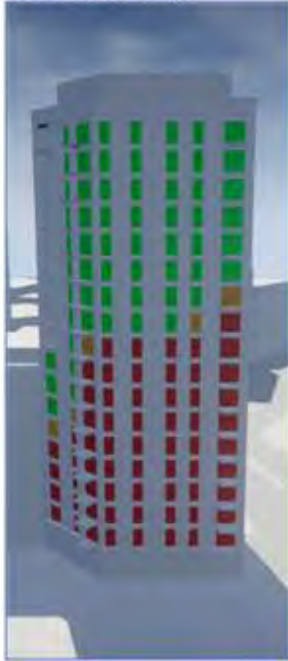


Figure 7 – Comparisons of VSC/NSL/ADF to Building 3 from existing buildings, Argent Masterplan building ('Building 4' and Proposed/Mirror Massing

Proportional VSC Changes to Building 3:

- RED** – Non BRE Compliant
- AMBER** – Borderline Reductions
- GREEN** – Fully BRE Compliant
- CYAN** – Gains

Existing Buildings vs. Indicative 'Building4'



Indicative 'Building 4' vs. Revised Development



Building 3 Mirror Massing vs. Revised Development



Proportional NSL Changes to Building 3:

RED – Non BRE Compliant
AMBER – Borderline Reductions
GREEN – Fully BRE Compliant
CYAN – Gains

Existing Buildings vs. Indicative 'Building4'



Indicative 'Building 4' vs. Revised Development



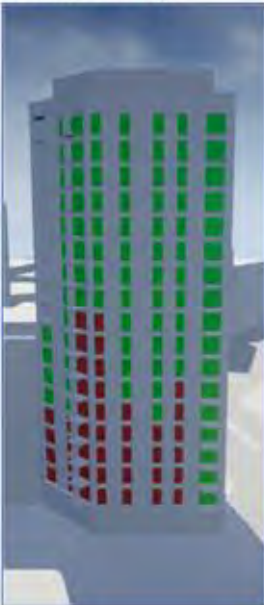
Building 3 Mirror Massing vs. Revised Development



Proportional ADF Changes to Building 3:

RED – Non BRE Compliant
GREEN – Fully BRE Compliant

Existing Buildings vs. Indicative 'Building4'



Indicative 'Building 4' vs. Revised Development



Building 3 Mirror Massing vs. Revised Development



6.5.28 The applicant's studies show that there would be non BRE-compliant losses from all of the examples. Due to the proposed building being taller it results in further non-compliance at higher levels of the building. However, the studies show that there would be a number of improvements over a mirror image building, albeit not at the highest floor levels as the proposed tower is taller than the adjacent building.

Independent Peer Review by DPR (Full report within Appendix 10)

6.5.29 The applicant's submissions were independently reviewed by chartered surveyors Delva Patman Redler. This peer review states that using a VSC target of 15%, rather than BRE default of 27%, as an acceptable retained level of daylight is valid, and that this can be mitigated further by using very large windows. Confirming that the use of the mid-teen VSC benchmark has been held to be appropriate in denser, more built-up areas.

6.5.30 It also refers to a planning appeal and quotes the Planning Inspector's report which states "It is accepted that light is only one factor in assessing overall levels of amenity, but I consider that the trade-off with other factors, such as access to public transport or green space, is likely to be of more relevance to an occupier of new development"

6.5.31 The report finds that the proposal would have a negligible impact on 1 to 40 Warren Court, High Cross Road and negligible to minor adverse daylight effects on 165 to 179 High Cross Road and 181 to 195 High Cross Road. Therefore the properties that the report identifies as being most greatly affected would be 1 to 21 (odds) Hale Road, Building 3, and 32 to 86 Hale Gardens.

6.5.32 The peer review identifies major adverse daylight impacts to numbers 9 to 21 Hale Road. However, the proposed retained VSC values for 1 to 9 Hale Road would generally be in the mid-teens or higher, which is not unreasonable for a dense urban area designated for taller development. The values for 11 to 21 would be lower than the mid-teens and therefore below target values. The first floors would exceed the minimum Average Daylight Factor (ADF) for bedrooms but the ground floor living rooms would fall below the minimums.

6.5.33 The changes made to the scheme which introduced the cut-back reduced the level of obstruction to 32 to 86 Hale Gardens. The peer review identifies that the amended scheme would cause less impact on this building than the original scheme, both in terms of magnitude of impact and number of windows and rooms adversely affected. The significance of effects would still range from negligible to moderate adverse, but fewer flats would experience significant effects.

6.5.34 The DPR review highlights how an additional daylight test, Average Daylight Factor (ADF), has been run for the adjacent North Island Building No. 3, which is

under construction. It states that whilst ADF is primarily intended for assessing daylight within new development, it can be used for assessing neighbouring consented buildings that are not yet built or are under construction. It can also be helpful as a supplementary test when considering whether acceptable living conditions would remain and whether any significant adverse effects to VSC and NSL are nonetheless acceptable.

- 6.5.35 The review states that the significance of daylight effects of the amended scheme to the site-facing apartments in Building 3 would be major adverse. The proposed development would result in very significant reductions in daylight to below ADF guideline levels for many of the site-facing habitable rooms and high-magnitude NSL impacts to 66 rooms.
- 6.5.36 The review notes that “a greater reduction in daylight and sunlight may be unavoidable if one site is not to be unfairly prejudiced by how another has been developed” and this is supported by the BRE guidance, appeal decisions and the AAP. In such a situation, the BRE Guide advises that “To ensure that new development matches the height and proportion of existing buildings, the VSC and APSH targets for these windows could be set to those for a ‘mirror-image’ building of the same height and size, an equal distance away on the other side of the boundary.”
- 6.5.37 On all but the lowest floor and top three floors, the VSC values are better, on average, with the proposed development than a mirror image building. The exception to that is at 15th to 17th floors, which, on average, will be worse off with the amended proposed development than a mirror-image building, because the proposed development is taller.
- 6.5.38 The results of the mirror-image assessment demonstrate that compared with the existing low-rise baseline, a mirror-image building on the Site, the amended scheme would largely have a similar effect. The report states that “on most floors the site-facing windows in Building 3 would experience, on average, either negligible difference or a small improvement in VSC compared with a mirror-image building” (though the results vary from window to window), except, as noted above, those impacted by the proposed height above a mirror image building.
- 6.5.39 The review notes that the cutback study shows that if the BRE standard numerical guidelines were strictly applied, development of the site would be unfairly prejudiced.
- 6.5.40 The review concludes ultimately that it is up to the Council’s whether, in the context of the application and the development of Building 3, the effects, in particular the major adverse daylight effects are acceptable. It notes appeals where an earlier building was found to unacceptably prejudice the delivery of a neighbouring site if compliance with BRE guidelines was required, but concludes

that ultimately this decision comes down to a matter of judgment and overall planning balance. An assessment of this balance is carried out below.

Objections

- 6.5.41 Argent Related who are delivering the SDP Sites initially objected stating that whilst they welcomed the principle of development on this site as part of their shared ambitions with the Council for the Tottenham Hale District Centre, the proposed development was in their view not appropriate in the context of the wider masterplan and would result in significant, detrimental impacts on the amenity and privacy of neighbouring residents in their North Island building. A similar objection was received from Sage Housing.
- 6.5.42 Following publication of the DPR peer review Argent submitted further objections accompanied by a review of the daylight/sunlight submissions by the BRE. The objection suggested the applicant's assessment was incomplete in relation to Ashely Road West and 1 Station Square which the applicant addressed in an addendum as noted above. The BRE report states that the loss of daylight on 1-21 Hale Road would be outside the BRE guidelines with the losses to numbers 9-21 resulting in a major adverse impact, given that this site is identified for development the applicant also modelled the impact on future development in response to this point.
- 6.5.43 The BRE report acknowledges that some losses of light within Building 3 are to be expected due to its tall height and closeness to the common boundary, it considers the losses to be substantial and would leave many rooms with insufficient light.
- 6.5.44 Their objection highlights the instances where the peer review report and the BRE report identify major adverse and high-magnitude impacts which result in a loss of amenity and insufficient light. Argent's objections question the applicability of a 15% target, stating that no evidence has been given to suggest that a 15% VSC is appropriate for the Tottenham area.
- 6.5.45 As noted above, the peer review states that using a VSC target of 15%, rather than BRE default of 27% as an acceptable retained level of daylight is valid, and that this can be mitigated further by using very large windows.
- 6.5.46 Argent refers to the committee report for the SDP sites and assert that sufficient distances to boundaries were provided at the grant of permission and this was acknowledged by officers. The peer reviewer had a different interpretation and stated that the building does not stand a reasonable distance from the boundary and takes more than its fair share of light, within the meaning of the BRE guide.
- 6.5.47 Argent assert that a mirror-image assessment should not be used as an alternative target. They believe that the indicative scheme for the application site constitutes a more appropriate alternative target which is echoed by further

objections by Sage Housing who note that the scale of development that was identified as appropriate in the previous masterplanning exercise was for a building consisting of 13 storeys in height. As noted above the proposed development largely provides improvements to the impact on the Sage Housing units compared to the indicative masterplan proposal.

Daylighting and Sunlight Assessment

- 6.5.48 There will be a mixture of minor, moderate, and major adverse impacts on daylight to 1 - 21 Hale Road as well as moderate adverse impacts on sunlight. The level of daylight retained in the proposed condition will be below guideline levels for the ground floor living rooms. However, if and when the properties are redeveloped, it should be possible to achieve acceptable internal daylight for future occupiers. The fact that these properties fall within an allocated site is relevant to this assessment.
- 6.5.49 Whilst the losses in terms of VSC, NSL, and APSH result in harm, these properties are already affected by the existing and future development that is being constructed. Importantly, the proposed building would not compromise a future development on this site to an unacceptable degree which means the proposal would not prevent the aspirations of the plan being delivered in future.
- 6.5.50 Whilst there would be VSC impacts on the Hale Gardens (32 – 86) and High Cross Road (165 – 195) properties, the NSL impacts on these properties would be within BRE guidance. For the High Cross Road properties (181 – 195) the eight windows that are outside the VSC guidelines have very low existing values of 1.5% to 5% VSC and, although the impacts are outside the guidelines, the losses are small in absolute terms.
- 6.5.51 For the Hale Gardens properties (32 – 86) the significance of effects would range from negligible to moderate adverse, however, the high-magnitude impacts on VSC to a number of windows are a result of where they sit beneath overhanging balconies and roof eaves, which amplify the relative light loss. The remainder are medium- and low-magnitude impacts or are negligible. The NSL impacts are all negligible, with the exception of three low-magnitude impacts.
- 6.5.52 These impacts are considered to be acceptable given the existing levels of daylight/sunlight and the desire to optimise the application site in order to deliver on the aspirations of the allocation and the plan. Such impacts would be difficult to avoid given the siting of these neighbouring properties in relation to the proposed development. Negligible to minor with some moderate adverse effects are considered to be acceptable in order to optimise housing delivery.
- 6.5.53 The most severe daylight effects would be caused to the site-facing flats (three per floor, 51 in total) in Building 3 of the North Island Site, which is under construction. The effects would be of major adverse significance and retained

ADF values will be below minimum recommended levels in 33 out of 51 LKDs/studios and in 56 out of 68 bedrooms.

- 6.5.54 The impacts on Building 3 are such because of the closeness of this building to the boundary. The applicant submissions show that the building Argent proposed in their masterplanning work for the site would also result in impacts outside of the BRE guidelines, albeit their masterplan building was at a height of 12 storeys which would have resulted in the upper floors of Building 3 retaining impacts within BRE guidelines.
- 6.5.55 The District Centre Framework and some of Argent's own masterplanning work proposed taller buildings than that shown for the Building 3 site and across the district centre the use of tall buildings to mark corner plots is commonplace. Essentially the likelihood of a taller building being proposed on the application site is something that had been envisaged in the District Centre Framework.
- 6.5.56 The use of mirror massing has been found to be a fair and proportional way of identifying what can be acceptably constructed on the application site which is the last remaining parcel of land to come forward for development on the Island. Studies compiled by the applicant show that if the BRE standard numerical guidelines were to be strictly applied, development on the application site would be unfairly compromised and prejudiced.
- 6.5.57 Across the District Centre and particularly in and around the North Island the BRE targets will not always be achieved given the dense urban form of development coming forward which seeks to optimise sites to make best use of the location near a major transport hub. Reduced levels of daylight would have always been envisaged as a likely outcome in order to deliver on the other aims and objectives of the plan.
- 6.5.58 As such, it is considered appropriate and acceptable to use a mirror image assessment as a baseline when assessing the impact of the proposed development on Building 3. The results of the mirror image assessment demonstrate that the proposed scheme would largely have a similar effect. The independent peer review report states that "on most floors the site-facing windows in Building 3 would experience, on average, either negligible difference or a small improvement in VSC compared with a mirror-image building", except at 15th to 17th floors, which, on average, would be worse off because the proposed development would be taller than a mirror-image building.
- 6.5.59 The proposal would result in more harm to the upper floors of Building 3 due to its taller height, however, this is balanced against the improvements elsewhere on the building (compared to a mirror of Building 3) as well as the consideration that a taller building on this site had been envisaged by the DCF and was explored by Argent in their masterplanning work.

6.5.60 So whilst it is acknowledged that the proposal would result in adverse impacts in terms of daylight and sunlight. It would be reasonable to use a mirror image assessment of Building 3 as a baseline and in order to judge whether such reductions/losses and impacts are acceptable. When a mirror assessment is used, the proposal is acceptable as it would have similar impacts and this has been endorsed by a third party review of this assessment.

6.5.61 New BRE guidance (Site Layout Planning for Daylight and Sunlight: a guide to good practice' (BRE209 2022)) has recently been published. There are no significant changes to the methodology or the target criteria for the assessment of the impact of a proposed scheme on neighbouring properties that affect this proposal, and therefore the conclusions reached above are still considered to be robust.

6.5.62 The principal change relates to the assessment of daylight within new schemes. In addition to internal daylight, the assessment methodology for testing sunlight levels within new development has also been revised with the test now requiring proposed buildings to receive a minimum of 1.5 hours of sunlight on March 21st. Whilst these changes are relevant, the criteria for assessing student accommodation is by its very nature different. Therefore, internal daylight levels are still considered to be acceptable given the proposed use of the building.

Impact on privacy

6.5.63 Following the amendments made in response to neighbouring objection, the upper floors of the proposal, as revised, would now be increased to 13m from Building 3 the nearest building to the south at the closest point.

Figure 8 – Building proximity between proposed building and Building 3 (Argent)



6.5.64 This proposed southern elevation at this closest point would have no openings serving rooms or amenity spaces except for a secondary window to an amenity space which would not directly face windows in Building 3. There would also be a window serving a corridor which would not have a significant impact on privacy within Building 3.

6.5.65 Beyond this closest point separation distances increase to, 14, 18 and 19m. The 14 metre separation would face onto an element of the building with no windows so would ensure good levels of privacy are maintained. Where windows are proposed facing B3 these are at the larger separation distances (18 and 19m) and at this distance it is difficult to discern faces and there would be no adverse impact on privacy. Many of the traditional residential streets in this area provide a separation distance of 16 metres by comparison. These distances would

ensure an acceptable level of privacy is maintained and have been accepted in other parts of Tottenham Hale.

Outlook and sense of enclosure

6.5.66 In terms of outlook, the masterplanning for this site has always expected the north elevations of B3 to face onto a courtyard with outlook onto the neighbouring building. The outlook diagram (Figure 9) below) and outlook images set out in Appendix 2 show that courtyard outlook is as envisaged in the Argent masterplanning work albeit a great number of the homes within this block would be provided with a courtyard outlook than their masterplanning anticipated due to the height of the proposed building. As shown in fig X below the homes facing the proposed building are largely dual aspect and/or have a sizable balcony. As such, impacts on the outlook from these affected units would be acceptable for homes facing onto a courtyard.

Figure 9 – Outlook diagram from Building 3



6.5.67 To the northeast the outlook improves moving up the building as this part of the proposal is 7 stories so a more open outlook will be provided for homes above this height.

Light spillage and noise

6.5.68 Given the district centre location, light spillage from the proposed development would not have a material impact on neighbouring buildings or the area in general in terms of adverse light pollution. Furthermore, Conditions 43 and 44 would address issues of vibration and noise so that it would have an acceptable impact on neighbours.

6.5.69 A condition would secure compliance with the submitted Estate Management Plan which sets out management measures including staffing provision, the approach to travel and deliveries including moving in and out, safety and security for students and day to day management. This will ensure the development is well managed and does not impact negatively on the surrounding area.

Amenity Conclusion

6.5.70 As noted by the independent daylight sunlight review the consideration of the impacts on neighbouring properties is a judgement of planning balance. Consideration of the impact of the proposals when compared with a mirror massing and the masterplan proposal show this proposal would largely provide better impacts to B3 on the whole than the mirror building and other than the upper floors the masterplan building. The scale of a fully BRE compliant building illustrates that any building that delivers the vision set out in the DCF, and site allocation will have significant impacts on B3, so lessening the impacts could effectively sterilise the site.

6.5.71 The proposal provides a significant quantum of student housing which contributes to housing provision in Haringey and a substantial contribution towards affordable housing in the form of a payment in lieu of on-site provision. It also provides significant contributions to local infrastructure through S106 contributions and CIL. Overall it is considered that on balance the benefits of the proposal outweigh the harm to the amenity of B3.

6.6 Design

6.6.1 The NPPF (July 2021) makes beauty and placemaking a strategic national policy, includes an expectation that new streets are tree-lined and places an emphasis on granting permission for well-designed development and for refusing it for poor quality schemes, especially where it fails to reflect local design policies and government guidance contained in the National Design Guide (January 2021) and, where relevant, National Model Design Code (July 2021).

6.6.2 London Plan Policy D4 encourages the use of masterplans and design codes and 3D virtual modelling and thorough scrutiny by officers and the design review process to help ensure high quality development (particularly, as in this case, the proposed development would include a tall building).

- 6.6.3 Local Plan Strategic Policy SP11, and Policies DM1 and DM6. Local Plan Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials and architectural detailing. Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.6.4 SP11 goes on to say applications for tall buildings will be assessed against the following criteria (summarised): adopted Area Action Plan (AAP) or masterplan framework, assessment supporting tall buildings in a Characterisation Study compliance with DM policies and all the relevant recommendations in the CABE / English Heritage "Guidance on Tall Buildings" 2007 (since superseded in 2015 and 2022).
- 6.6.5 DM6 part C sets out detailed policy requirements for tall buildings; being in an area identified as suitable, represent a landmark by which its distinctiveness acts as a wayfinder or marker, is elegant and well proportioned, visually interesting when viewed from any direction, positively engage with the street environment, consider impact on ecology and microclimate, going onto requiring where tall buildings are in close proximity to each other they avoid a canyon effect, consider their cumulative impact, avoid coalescence and collectively contribute to the vision and strategic objectives for their area.
- 6.6.6 London Plan Policy D9 requires that tall buildings are only developed in locations that are identified as suitable in Development Plans. It goes on to set out a number of visual, functional and environmental impacts of tall buildings that should be considered in planning decisions.
- 6.6.7 The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth centres. Strategic Policy SP11 requires all new development to 'enhance and enrich Haringey's built environment and create places and buildings of high quality'. Policy AAP6 states that, in line with DM6, Tottenham Hale and North Tottenham as growth areas have been identified as being potentially suitable for the delivery of tall buildings.

Quality Review Panel (QRP)

- 6.6.8 Haringey's Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage (on 16 December 2020 and prior to submission on 12 May 2021).
- 6.6.9 The full QRP Report of the latest review on 12 May 2021 is attached at Appendix 8. The Report's summary is as follows:

The Quality Review Panel welcomes the opportunity to review the proposals for 29-33 The Hale as they continue to evolve; it thinks that the scheme is well-considered and sophisticated. The design team has responded very well to feedback from the previous review; refinements to the profile and articulation of the tower have been very successful.

The panel supports the scale and massing of the scheme and the change of use from co-living to student accommodation. It considers that the layout and detail of the student accommodation and communal areas, the architectural expression and the proposals for amenity space and public realm are very well-considered.

It will be important to ensure that high quality materials and detailing carry through the detailed design and construction process. At a detailed level, scope remains for further refinements to the design and integration of the wind baffle, and the security and visibility of the cycle parking. The panel gives the proposals warm support, subject to these further refinements...

6.6.10 A summary of the most recent Chair's review (12 May 21) is below, in addition to any applicant's responses and officer comments.

Quality Review Panel Chair's Comment	Officer Response
Scale, massing and building use	
The panel supports the scale and massing of the proposals; the site is at an important junction of key routes through the area, and the scheme will successfully 'close the corner' of the North Island site.	Support noted.
It is an ideal location for student accommodation.	Support noted.
Scheme layout	
At a detailed level, the layout of the student accommodation, communal areas and circulation seems very well-considered. The amenity spaces and external terraces appear successful.	Support noted.
The panel would encourage further consideration of the arrangements for cycle parking to ensure that it is convenient, secure and well-surveilled. Achieving a visual link from the office into the cycle store would help to achieve this.	Additional folding cycle provision would be secured by the recommended conditions. Visual links are difficult to achieve and create issues relating to security.
Architectural expression	
The refinements to the architectural expression of the scheme since the	Support noted.

<p>previous review have been positive. The views on approach appear very successful, and the panel feels that it will be a distinguished building with a commanding scale and presence.</p>	
<p>Adjusting the building line to reduce the profile of the building has conferred a more elegant proportion to the proposals.</p>	<p>Support noted.</p>
<p>The panel considers that the reduction in height of the wind baffle to seven storeys is a good approach, which has also improved the building's profile and proportion. The wind baffle also works well to celebrate the entrance to the building. It would encourage some further consideration of the detailed design of the wind baffle, to ensure that it is well-integrated within the façade, avoiding a 'bolted on' appearance. Maintenance issues for the different elements of the baffle will also need to be addressed.</p>	<p>The final design avoids a bolted on appearance as it forms part of the architecture. It has been included in the architectural approach from the beginning as opposed to an afterthought and benefits by appearing as an intrinsic part of the design of the building. Recommended conditions would ensure it would be maintained effectively.</p>
<p>The improvements to the activation and articulation of the edges and corners of the building are also welcomed; these will have a very positive impact on views at close range and further afield. The panel notes that the view from Down Lane Park is particularly important.</p>	<p>Support noted.</p>
<p>The panel supports the inclusion of robust materials such as concrete bands and brickwork verticals within the elevational treatment as proposed; the quality of materials and construction will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.</p>	<p>Materials and details would be secured through recommended conditions.</p>
<p>Public realm and landscape design</p>	
<p>The panel welcomes the applicant's agreement to contribute towards the landscaping of the triangle of land at the northern apex of the Island, which will ensure continuity of paving materials. While it is unlikely that residents will sit in this area due to the major infrastructure immediately adjacent, it will significantly</p>	<p>Support noted. Landscaping funded by obligations relating to public realm improvements.</p>

enhance the frontage of the building, and give it a street presence.	
Sustainability and microclimate	
The panel supports the design team's strategic approach to environmental sustainability within the project.	Support noted.
It notes that microclimate and wind issues will be problematic in the Tottenham Hale area generally. It is impressed by the design team's approach to the mitigation of wind issues, and the evolution of the wind baffle that has been enabled through wind tunnel testing.	Support noted. Further reviews support the proposal and conditions would secure mitigation.

Building Scale, Form and Massing

- 6.6.11 London Plan Policy D9 (A) calls on development plans to define what is considered a tall building for specific localities, based on local context (although this should not be less than 6-storeys or 18 metres above ground to the floor level of the uppermost storey).
- 6.6.12 The Local Plan (Strategic Policies 2013-2026) included a borough-wide definition of 'tall building' as being those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10-storeys and over (or otherwise larger than the threshold sizes set for referral to the Mayor of London).
- 6.6.13 The strategic requirement of London Plan Policy D9 (Part B) is for a plan-led approach to be taken for the development of tall buildings by boroughs and makes clear that tall buildings should only be developed in locations that are identified in development plans. The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth centres.
- 6.6.14 London Plan Policy D9 (Part C) sets out a comprehensive set of criteria for assessing the impacts of proposed tall buildings and these are discussed in detail below. Part D calls for free publicly-accessible areas to be incorporated into tall buildings where appropriate, but officers do not consider it appropriate for residential towers.
- 6.6.15 Strategic Policy SP11 requires all new development to enhance and enrich Haringey's built environment and create places and buildings of high quality. It makes clear that applications for tall buildings will be assessed against a number of criteria, including the following: an adopted Area Action Plan or masterplan framework for a site (i.e. the Tottenham Area Action Plan and the District Centre Framework); assessment supporting tall buildings in a Characterisation Study;

compliance with the Development Management Policies; and compliance with all relevant recommendations as set out in the CABE/English Heritage “Guidance on Tall Buildings” (2007 since superseded in 2015 and 2022).

- 6.6.16 Policy DM6 provides further criteria for the design of tall buildings, including to conserve and enhance the significance of heritage assets, their setting and the wider historic environment that would be sensitive to taller buildings.
- 6.6.17 The policy also seeks to protect and preserve existing locally important and London-wide strategy views in accordance with Policy DM5 (with Figure 2.1 confirming that the site does not directly interact with any locally significant views and vistas). An urban design analysis is required to be submitted with applications for tall buildings assessing the proposal in relation to the surrounding context.
- 6.6.18 Policy AAP6 states that, in line with Policy DM6 (Figure 2.2), the Tottenham Hale Growth Area has been identified as being potentially suitable for the delivery of tall buildings.

Proposed Tall Building

- 6.6.19 Given that London Plan Policy D9 is the most up-to-date development plan policy on tall buildings and includes the most comprehensive set of impact criteria and covers nearly all the criteria covered in Haringey’s own tall buildings policies, this has been used as a basis of an assessment. It incorporates most of the relevant criteria set out in Local Plan Policy DM6, although specific criteria from this policy are also addressed below.
- 6.6.20 Location - As stated above, there is clear and specific policy support for the principle of tall buildings in the Tottenham Hale Growth Area and this site was identified as suitable for a tall building in the District Centre Framework evidence based for this Tottenham Area Action Plan.
- 6.6.21 Visual impacts – Part C (1) of London Plan Policy D9 sets out the following relevant criteria that are addressed in turn.

(a) (i) long-range views – the top of proposed tall buildings should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views.

(a) (ii) mid-range views - the form and proportions of tall buildings should make a positive contribution to the local townscape in terms of legibility, proportions and materiality.

Officers consider that the scheme would meet these criteria and these are assessed in detail below (under the heading of local and strategic views).

(a) (iii) immediate views from the surrounding streets – the base of tall buildings should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy.

The application scheme would relate well with the street and the lower buildings that it would spring from.

(b) whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding.

The crown of the building is formed by extending the vertical grid by two more floors than lower down, with the top floor being an open loggia to the roof terrace. This means the building would have a strong family resemblance to other tall buildings in the vicinity, including the neighbouring completed Millstream Tower and currently under construction Argent tall buildings, which employ similar gridded elevational composition topped by a crown.

This makes the proposed tall building appropriate in this location, legible as a landmark and as part of a wider composition and striking and distinctive in design, capable of being seen as beautiful. The urban design analysis and 3D model views of the proposal satisfactorily shows that the tower could be a successful and elegant landmark, contributing to the planned cluster of tall buildings.

(c) architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan.

The architectural expression is composed of a grid of vertical brick ribs at every window balanced against horizontal glass reinforced concrete (GRC) bands generally every three floors.

The ribs and consequent vertically proportioned fenestration give the elevations a slenderness, whilst the horizontal bands give a human scale and allow the tall elevations to be read as a distinct two storey base, middle sections of five repeated groups of three floors and crowning top of five floors, with larger windows between fewer, wider brick ribs at the base more characteristic of town centre buildings and the crown opening up at the very top.

Infill spandrel panels of green glazed brick between windows and on the more blank sections of the flank elevations add colour, vibrancy and changing reflected light effects. The shoulder element along Hale Road stretches the ribs over five

storeys of a single “middle” with a loggia top continued across the communal amenity rooms of the seventh floor, making the tower appear to float over the shoulder on this side.

The seven storey external frame on The Hale side, also in brick verticals and GRC horizontals matches this shoulder, as well as providing essential wind baffling to the side most exposed to prevailing wind and additional sun shading and create a canopy-portico to the main entrance.

Although precise materials and details will be secured by condition, those proposed in the application, especially the soft buff and green glazed bricks and stone-like GRC, will be beautiful, durable, and complementary to the existing and emerging context.

The overall architectural approach, especially the gridded facades and use of brick, will also match the other new high and lower rise buildings making up this vibrant new town centre at Tottenham Hale.

(d) proposals should take account of, and avoid harm to, the significance of London’s heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm.

The building should positively contribute to the character of the area. The potential impacts on above ground heritage assets is addressed under Impact on heritage assets including affected conservation areas below. In summary, officers consider that the proposed building, when visible from the built heritage assets in the vicinity of the application site and beyond, would be seen and experienced in the context of the wider regeneration of the area and the cluster of other tall buildings.

The proposal would not appear overly prominent and would be perceived as part of the existing and emerging cluster of tall buildings at The Hale. The proposed development would not have any further impact on the built historic environment. Therefore, the proposed development would not result in any further harm to the significance of the built heritage assets in the borough.

(g) buildings should not cause adverse reflected glare.

The building has been appropriately designed to respond to its use, the range of internal environments proposed and the surrounding context. The predominately masonry elevations comprise a material palette of brick, metal and reconstituted stone with punched windows. As a result of the prevailing materiality and massing of the proposal, there is unlikely to be no adverse reflected glare.

(h) buildings should be designed to minimise light pollution from internal and external lighting.

There are no proposals to externally illuminate the proposed tall buildings and officers do not consider that there would be any significant adverse effects from internal lighting for this site given the emerging form of development in the area.

6.6.22 Functional impacts – Part C (2) of London Plan Policy D9 sets out the following relevant criteria that are addressed in turn:

- *(a) the internal and external design, including construction detailing, the building's materials and its emergency exit routes must ensure the safety of all occupants.*

Fire safety is addressed below and is considered acceptable subject conditions.

- *(b) buildings should be serviced, maintained and managed in a manner that will preserve their safety and quality, and not cause disturbance or inconvenience to surrounding public realm. Servicing, maintenance and building management arrangements should be considered at the start of the design process.*

The London Plan (supporting text 3.4.9 for Policy D4) stresses the importance of these issues for higher density developments. Vehicular servicing is discussed under Transportation, parking, and highway safety below and is considered acceptable subject to a Delivery and Servicing Plan (which is recommended by planning condition).

Servicing, maintenance and building management has been considered since the start of the design process. The applicant's DAS summarises the proposed cleaning and maintenance strategy and this is considered acceptable. The applicant's DAS indicates how all residents would be given the right to access on-site amenities. The accommodation would be managed by an authorised provider of student accommodation.

- *(c) entrances, access routes, and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding or isolation in the surrounding areas.*

The proposed building would be accessed from a generously sized double height lobby area directly from The Hale, which is considered acceptable. The proposed entrance and lobby area is prominent and legible, which is welcomed.

- *(d) it must be demonstrated that the capacity of the area and its transport network is capable of accommodating the quantum of development in terms*

of access to facilities, services, walking and cycling networks, and public transport for people living or working in the building.

The capacity of the transport network is addressed under Transportation, parking, and highway safety below. In summary, this is considered to be acceptable.

- *(e) jobs, services, facilities and economic activity that will be provided by the development and the regeneration potential this might provide should inform the design so it maximises the benefits these could bring to the area, and maximises the role of the development as a catalyst for further change in the area.*

The proposed ground floor commercial units and associated economic activity/job opportunities would make a positive contribution towards the regeneration of the area, as would the occupants who would use local shops and services.

- *(f) buildings, including their construction, should not interfere with aviation, navigation or telecommunication, and should avoid a significant detrimental effect on solar energy generation on adjoining buildings.*

The site is not within an ‘aerodrome safeguarding’ zone and subject to the inclusion of aircraft warning lights (on construction cranes and completed buildings) required by regulations, the proposed tall buildings are considered acceptable.

It would be possible to use s106 planning obligations to ensure high-speed broadband connectivity is designed into the development, ensuring high-quality digital connectivity for new residents (without the need for external dishes/antenna).

Proposed roof-top PV arrays are addressed under Energy, Climate Change & Sustainability below and are considered acceptable (there are no existing PV arrays on buildings in the area that would be adversely affected).

6.6.23 Environmental impacts – Part C (3) of London Plan Policy D9 sets out the following relevant criteria that are addressed in turn:

- *(a) wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces around the building.*

In summary, subject to ensuring that all necessary wind mitigation measures are incorporated into the proposed scheme beyond those incorporated into the design itself; and that landscaping is managed and maintained, no likely

significant residual wind effects are predicted and the likely resultant wind environment for future residents is considered acceptable.

Wind is addressed in full under the Wind and Microclimate section below.

Daylight and sunlight impacts on neighbouring properties is assessed under the *impact on the amenity of adjoining occupiers* section; and temperature conditions are assessed under *Energy, Climate Change and Sustainability*.

- *(b) air movement affected by the building(s) should support the effective dispersion of pollutants, but not adversely affect street-level conditions.*

Potential air quality impacts are addressed under Air Quality below and are considered to be acceptable.

- *(c) noise created by air movements around the building(s), servicing machinery, or building uses, should not detract from the comfort and enjoyment of open spaces around the building.*

Potential noise and vibration impacts on future occupants are addressed under *Quality of Residential Accommodation* below, with the affect on neighbours assessed under *impact on the amenity of adjoining occupiers* above and are considered to be acceptable, subject to approval of glazing details (which is to be reserved by a recommended planning condition).

6.6.24 Cumulative impacts – Part C (4) of London Plan Policy D9 requires the cumulative visual, functional, and environmental impacts of proposed, consented and planned tall buildings in an area to be considered when assessing tall building proposals.

6.6.25 The Townscape and Visual Impact Assessment (TVIA) takes account of subsequent permissions and the application scheme. The study area for the assessment of townscape effects has been set at a 0.5 kilometre (km) radius from the application site.

6.6.26 The purpose of the assessment is to identify an area across which the proposed development would likely impact and effect the townscape and people's views. The proposed study area is considered to be proportionate to the proposed development and whilst it may be perceived beyond the study area, it is assessed that it would not result in townscape or visual effects, due to the combination of distance and intervening features.

6.6.27 As outlined above, London Plan Policy D9 identifies most of the relevant criteria in Local Plan Policy DM6. However, a number of specific Local Plan criteria are addressed below:

- *Policy DM6 requires proposals for tall buildings to have regard to the Council's Tall Buildings and Views SPD.*

The Council has not prepared such an SPD (the former Supplementary Planning Guidance 1c on Strategic Views was withdrawn in July 2014).

- *Policy DM6 (D) (a) requires tall buildings within close proximity to each other to avoid a canyon effect.*

The proposed building would leave a gap of 13m to the neighbouring building to the south (North Island/Building 3) at upper floor levels. This distance increases to 18 and 19m to the west beyond the eastern projection. Given this, officers do not consider that there would be a canyon-like arrangement as the gap would open up as you move south and/or west.

These distances are similar to the distances between other buildings on the island and also similar to distances between buildings in other high density locations across London.

The distances are also similar to those between Building 3 and the building masterplanned by Argent for the site. Although slightly further away, the masterplan building proposed a distance of 16m between buildings. The proposed building also forms one of a cluster of tall buildings in a district centre that are intended to be sited close to one another in order to optimise sites.

- *Policy DM6 (D) (c) requires tall buildings to avoid coalescence between individual buildings.*

The proposed building is one of a cluster of tall buildings that are meant to be seen together to indicate the location of Tottenham Hale District Centre. The variation in form, design, and materiality means that the different buildings can be distinguished. The gap to the south also ensures that there is relief between the nearest Argent building that gets larger to the west within the amenity space.

- *Policy DM6 (D) (d) requires applications for tall buildings to demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for the area.*

The submitted corrected TVIA, DAS and DAS Addendum do this and officers have taken account of this assessment when considering the proposals.

- *Policy DM6 (E) – requires the submission of a digital 3D model to assist assessment.*

This has been done and officers have used this to help them consider the proposals.

Townscape and Visual Effects

- 6.6.28 London Plan Policies D9 and HC4 make clear that development should not harm Strategic Views, with further detail provided in the Mayor's London View Management Framework (LVMF) SPG. At the local level, Policy DM5 designates local views and the criteria for development impacting local view corridors.
- 6.6.29 The Townscape and Visual Impact Assessment (TVIA) considers likely significant townscape and visual effects across the study area. This has also helped inform the assessment of likely significant effects on built heritage, which is addressed below under 'Impact on heritage assets including affected conservation areas'. As part of the TVIA, four verifiable views have been produced. The site does not fall within any Strategic Views identified in the Mayor's London View Management Framework (LVMF) or within any Locally Significant Views as identified in Policy DM5.
- 6.6.30 A view from the terrace at Alexandra Palace has been included in the TVIA which is Assessment Point 1A.2 ('London Panorama: Alexandra Palace') as set out in the LVMF SPG. While visible in the view, the proposal sits some distance east of the 'Landmark Viewing Corridor' and 'Wider Setting Consultation Area', well away from the Protected Vista of St. Paul's Cathedral.
- 6.6.31 The views are identified as follows in Figure 10 below:

Figure 10 – Cut out of Viewpoints included in the TVIA



6.6.32 In terms of visual impacts, the TVIA finds the proposed building would have the following visual impact as shown in Figure 11 below:

Figure 11 –TVIA Summary of Visual Effects

Visual Receptor	Impact	Effect
Viewpoint 1 – recreational users from Tottenham Hale Marshes.	Low	Minor Beneficial
Viewpoint 2 – pedestrians, motorists and visitors on Watermead Way	Medium	Moderate Beneficial
Viewpoint 3 – residents from Jarrow Road	Low	Minor Beneficial
Viewpoint 4 – motorists and pedestrians alongside the A503	Very Low	Negligible Beneficial
Viewpoint 5 – residents and motorists from Coppermill Lane	Very Low	Negligible Beneficial
Viewpoint 6 – recreational users from Walthamstow Marshes	Very Low	Negligible Beneficial
Viewpoint 7 – residents of Dowsett Road and Park View Road	Low	Minor Beneficial
Viewpoint 8 – recreational users of Downs Lane Park	Low	Minor Beneficial
Viewpoint 9 – residents, pedestrians and motorists from junction of Chestnut Road and Park View Road.	Medium	Moderate Beneficial
Viewpoint 10 – motorists and pedestrians from junction of Monument Way and High Road	Low	Minor Beneficial
Viewpoint 11 – pedestrians and motorists from The Hale	Medium	Minor Beneficial
Viewpoint 12 – pedestrians, motorists from Broad Lane	Low	Negligible Beneficial
Viewpoint 13 – recreational users from Marketfield Recreation Ground	Low	Minor Beneficial
Viewpoint 14 – recreational Users from the South Terrace at Alexandra Palace	Very Low	Negligible Beneficial
Viewpoint 15 – residents, pedestrians and motorists from Bruce Grove North	Low	Minor Beneficial
Viewpoint 16 – residents, pedestrians and motorists from the junction of Bruce Grove and Elmhurst Road	Low	Minor Beneficial
Viewpoint 17 – motorists from Monument Way Junction	Low	Minor Beneficial
Viewpoint 18 – motorists from Monument Way	Low	Negligible Beneficial

6.6.33 As can be seen from the table above the effects are found to range from negligible to minor with two of the views found to have moderately beneficial effects. Officers agree with this assessment and consider the proposal to have an overall beneficial effect, completing the redevelopment of the island in a sympathetic way that aligns with the objectives of the DCF and AAP.

6.6.34 The proposals will form part of the emerging cluster of tall buildings at Tottenham Hale, and the impact would be negligible, with no harm to the setting of St. Paul's Cathedral. A total of 18 representative viewpoints were identified and tested,

which represented a range of people's views from different locations, elevations, distances, and user groups, e.g. residents or recreational users.

- 6.6.35 With the implementation of the Argent Masterplan (HGY/2018/2223); 1 Station Square (HGY/2016/3932); Berol Yard (HGY/2017/2044); and Ashley Gardens (HGY/2017/2045), the townscape context to the application site will be one of taller buildings, with a higher architectural quality and detailing, resulting in an improved townscape structure. The visibility of the site will also reduce in longer distance views, due to the screening by these intervening buildings.
- 6.6.36 The TVIA identifies a number of aspects that the proposal should deliver on. Officers are of the view that the proposal reinforces the vision for the Tottenham Hale Neighbourhood Area (as part of the Tottenham AAP) and strengthens the key transport node at Tottenham Hale Station. It reflects the massing of emerging nearby development of around 20-25 storeys and would be a landmark and focal point that distinguishes this location of civic importance, also contributing to a sense of place.
- 6.6.37 The building would be elegant and well proportioned, and visually interesting when viewed from any distance or direction and include a varied and articulated façade so as to reduce the perceived mass of the building in local views and positively engage with the street environment. The height would also be perceived as stepping down in scale from taller buildings more centrally within the district centre.
- 6.6.38 The articulation, materials and rendering to the façade of the proposal would be well proportioned between the lower, middle, and upper parts of the building, with the proportions reinforced by the string course. The façade articulation would be visually interesting with divisions across the façade, variation between the lower, middle, and upper parts of the building and windows that would reduce the perceived mass of the taller parts of the building as well as enhance the local townscape structure.
- 6.6.39 The horizontal form of the upper part of the proposed development would also reflect the horizontal forms of other buildings within the immediate context, with the height of the proposal forming a landmark by being seen as stepping up in height to be one of the taller buildings in the townscape.
- 6.6.40 In longer distance views, the proposal would remain a small part of the wider view. However, its height would aid in enhancing the townscape structure and further demarcating Tottenham Hale. Similarly, in mid-range views, the upper parts of the proposal would be seen in the context of existing tall buildings, reflecting the townscape structure.
- 6.6.41 The TVIA notes how the magnitude of impact (change) at the application site would be high due to the substantial addition of the new building, which is

considerably taller than the existing buildings. However, the proposal would be one of a cluster of tall buildings and the architectural detailing and design is assessed as a beneficial change, which would improve the character of the site and enhance its position within the townscape at a key node.

- 6.6.42 The TVIA indicates that there would be improvements to the Local Townscape Character Areas (LTCA) due to the higher architectural detailing and visual interest of the proposed building. It notes how it would establish a more coherent relationship with the surrounding road networks, through its height forming a focal point at a key node whilst providing visual interest to the skyline.
- 6.6.43 The TVIA states that the building would improve the legibility and the sense of an 'arrival and the gateway' into this part of Tottenham Hale. Its massing and horizontal roof profile reflects surrounding buildings. It concludes that this would lead to minor beneficial effects with neutral impacts to the wider local character areas.
- 6.6.44 The building would be visible in close, mid, and long range views to varying degrees, with the increased distance from the application site reducing the extent of visibility to the upper parts of the building. In close range views, including from Chestnut Road and Park View Road, the proposal would form a noticeable new feature to the composition of the view.
- 6.6.45 It would introduce high quality articulation via its materials and achieve a coherent interface with the streetscape with a well-defined lower ground floor that reflects and responds to other built elements on the island approach to the Tottenham Hale District Centre.
- 6.6.46 In mid-range views, including Downs Lane Park and Tottenham Hale Marshes, the TVIA acknowledges that the upper parts of the 24 storey building would be visible, with screening to the lower parts of the proposal from intervening vegetation. The proposal would form part of a cluster of tall buildings on the skyline and provide additional visual interest to that formation of buildings, completing the island.
- 6.6.47 As noted above, in longer range views from Alexandra Palace, the proposal would be visible, seen above the intervening vegetation and buildings, in the background of the view and part of a consolidated cluster of tall buildings, complementing the massing of buildings in the Tottenham Hale District Centre. All in all the visual effects are predicted to range between negligible beneficial and moderate beneficial.
- 6.6.48 A correction to the TVIA dated 25 February 2022. The corrections related to the cumulative massing shown in the visualisations. The visualisations have now been updated with corrected cumulative schemes and are now considered to represent a complete and accurate view.

The corrections show this cumulative massing differently but still shows a building that sits comfortably in its context.

6.6.49 Moreover, the TVIA assessment is one of several tools that have been used to assess the townscape and visual impact of the scheme, such as site visits and 3D modelling. The corrected images fairly reflect the cumulative massing and further support the decision making process. The proposal is more obvious in the corrected images but still forms part of a tall building cluster in a District Centre that is being regenerated, developed, and optimised.

6.6.50 Therefore, it is possible to make an assessment of the impact of the scheme against the masterplan and respond to comments around coalescence. As such, Officers agree with the conclusions of the TVIA which indicates that the proposal would raise the standard of design in the area and would integrate with the overall form and layout of other tall buildings, resulting in beneficial townscape and visual effects in accordance with the development plan.

6.6.51 The proposal would respect the local context and character in townscape and visual terms, whilst the height and materials of the proposed building would enhance the District Centre, successfully integrating within the townscape and visual context.

6.6.52 The GLA Stage 1 response raises concerns about the height of the proposal. It states in paragraph 46 of the report that 'any proposed tall building on the application site will be viewed as part of this master planned cluster and should accordingly respond to its context'.

6.6.53 Paragraph 48 then goes on to say that the height of the building represents an abrupt change in urban scale towards the predominantly 3-4 storey existing context. This is the same for every tall building in the cluster and in previous paragraphs their own assessment has stated that the building should be assessed against the tall building cluster that it forms a part of.

6.6.54 Paragraph 48 then goes on to say that the rationale for creating a marker at this location is unconvincing as the presence of a tall building cluster and the consented 39-storey building located next to the train station is considered sufficient as a marker for the area and to aid legibility.

6.6.55 These comments do not take account of the District Centre Framework which identified the site as being a location appropriate for a taller building and indicated a building 60% taller than buildings to the south. This is shown in Figure 12 below. They also do not consider the massing wave in the DCF and the emerging massing wave which identifies a taller building then a lull and then an increase at the station again.

Figure 12 – DCF page 156 – Image showing Aerial view of Monument Way and Welbourne Centre massing looking east; and Massing waves – showing the DCF wave, the emerging wave, and the emerging wave with the proposal within it.



Aerial view of Monument Way and Welbourne Centre massing looking east

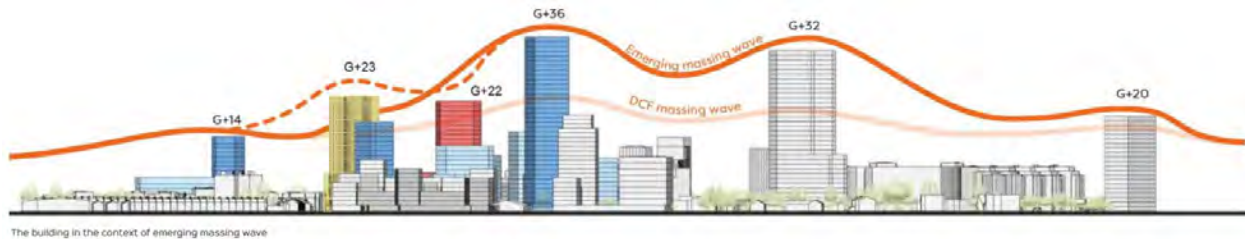
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Figure 5.86: Section showing the emerging heights and DCF



Figure 5.87: Plan showing the emerging heights and DCF



6.6.56 Assertions are also made about the height maybe resulting in reduced western sunlight penetration into the cluster of tall buildings – however, this is not supported by any evidence or data. The impacts of daylight/sunlight have been assessed above and are considered to be acceptable.

6.6.57 The level of contribution to the public realm is also questioned the proposal is the last building/parcel of land to be developed on the island. As such, much of the public realm has or is being delivered. In any event, the scheme would contribute £188,769.00 to be paid to the Council for resurfacing, street furniture, and landscaping works immediately adjacent to the site and associated project management fees. This is considered to be proportionate given the circumstances.

6.6.58 The GLA comments are noted, and although the transition between the scale of the existing and emerging development context is abrupt. the DCF always envisioned a taller building at the apex where the site is and, therefore, the height is considered to be acceptable.

6.6.59 The findings of the TVIA are considered to be sound and Officers agree that the proposal would respect the local context and character in townscape and visual terms, whilst the height and materials of the proposed building would enhance the District Centre, successfully integrating within the townscape and visual context and having an acceptable impact on strategic and local views.

Inclusive Design

6.6.60 London Plan Policies GG1, D5 and D8 call for the highest standards of accessible and inclusive design, people focused spaces, barrier-free environment without undue effort, separation, or special treatment.

6.6.61 The applicant's DAS explains how the proposed scheme has been designed to meet inclusive design principles and good practice. All external routes, footway widths, gradients and surfacing would respect the access needs of different people. The proposed amenity spaces are designed to be safe at different times of the year.

6.6.62 Building access, internal corridors and vertical access are capable of meeting Building Regulations. As discussed under Transportation and Parking below, a contribution to cover the feasibility, design, and implementation of a disabled

users' parking space along Hale Road is recommended and proposed cycle parking includes spaces for 'adaptive' and large bikes/mobility scooters.

- 6.6.63 Overall, officers are satisfied that the proposed scheme would be accessible and inclusive. The particular requirements in relation to wheelchair accessible accommodation is discussed under Quality of Residential Accommodation below.

Secured by Design

- 6.6.64 London Plan Policies D1-D3 and D8 stress the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages and minimising inactive frontages.
- 6.6.65 The proposed layout incorporates a good front to back relationship and includes active ground floor frontages in the form of commercial units, concierge/reception with front doors on the streets. This should all help ensure a safe and secure development and an active public realm.
- 6.6.66 The detailed design of the public realm, including proposed landscaping and lighting, are also considered acceptable. The proposed roof top private communal amenity spaces have been suitably designed to safeguard safety and security.
- 6.6.67 The applicant's DAS and DAS addendum sets out a number of detailed access features that are intended to be incorporated into the scheme. The Metropolitan Police's Designing Out Crime Officer (DOCO) raises no objection in principle, subject to a condition. If planning permission were to be granted, it would be possible to use a planning condition to require Secured by Design accreditation and ensure the DOCO's continued involvement in detailed design issues.

Development Design – Summary

- 6.6.68 The recently published NPPF (July 2021) makes beauty and placemaking a strategic policy and places an emphasis on granting permission for well-designed development and for refusing it for poor quality schemes, especially where it fails to reflect local design policies and government guidance contained in, amongst other things, the National Design Guide (January 2021). London Plan and Local Plan policies require high-quality design and the HRWMF provides local guidance on place-making and design for Site Allocation NT5.
- 6.6.69 Officers consider that the proposed scheme is a well thought through and elegantly designed response to the site. The proposal would complete the masterplan being delivered on the island and would realise the aims and objectives of the DCF for the site in a way that optimises a constrained parcel of land.

6.6.70 A detailed assessment of the proposed tall building against London Plan Policy D9, Local Plan Policies SP11, AAP6 and DM6 finds that, overall, the height is successfully justified in accordance with this policy and guidance. In particular, whilst it is taller than neighbouring structures, a taller building was always envisioned in the DCF and the detailed design is sculpturally interesting in longer views, connects well to the ground with entrances whilst having a clear separate base, middle and top.

6.6.71 Views of the development show it would complement a cluster of tall buildings, and by completing the cluster, would be in accordance with the previously approved masterplan for the island. The QRP supported the scale and massing of the scheme and gave the proposals warm support. The proposed layout, distribution of uses and design would provide an accessible, safe, and secure environment for future residents and the general public.

6.7 Impact on heritage assets including affected conservation areas

6.7.1 Paragraph 196 of the revised NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

6.7.2 Policy SP12 of the Local Plan seeks to maintain the status and character of the borough's conservation areas. Policy DM6 continues this approach and requires proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest.

6.7.3 Policy AAP5 speaks to an approach to Heritage Conservation that delivers “well managed change”, balancing continuity and the preservation of local distinctiveness and character, with the need for historic environments to be active living spaces, which can respond to the needs of local communities.

6.7.4 Policy HC1 of the London Plan states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

6.7.5 The policy further states that development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions.

6.7.6 In relation to listed buildings, all planning decisions should “have special regard to the desirability of preserving the building or its setting or any features of

special architectural or historic interest which it possesses” and in relation to conservation areas, “special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area”.

- 6.7.7 The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.
- 6.7.8 This application follows previous permissions for tall buildings in the wider area of the application site, including buildings within the Argent Masterplan Area, adjacent to the site. The impact of these buildings on the built historic environment has been assessed as part of the relevant applications.
- 6.7.9 There are several designated and non-designated heritage assets in the vicinity of the application site. These include the locally listed Berol House 25 Ashley Road; the Grade II listed late 18th century house on no. 62 High Cross Road; and a number of conservation areas, mainly located along the Tottenham High Road Historic Corridor, including the Tottenham Green and the Bruce Grove Conservation Areas. The Tottenham Green Conservation Area is located approximately 500 metres to the west of the site.
- 6.7.10 A heritage assessment has been submitted in support of this application which includes a number of verified views showing the proposed development from previously agreed points from the Tottenham Green and Bruce Grove Conservation Areas.
- 6.7.11 The District Centre has and is experiencing extensive redevelopment, including the construction of new tall buildings, some of which have already been constructed or are in the process of construction.
- 6.7.12 The proposed building, when visible from the built heritage assets in the vicinity of the application site and beyond, would be seen and experienced in the context of the wider regeneration of the area and the cluster of other tall buildings, some of which are taller than the proposed development.
- 6.7.13 The application site is located approximately 300 metres east from a Grade II listed building at number 62 High Cross Road. The Heritage Statement sets out that the proposal would be visible from within the asset’s setting including locations on Monument Way and on Stainby Road to the south, and that from these locations the proposal would be viewed in the context of the existing tall buildings in the vicinity of the site.
- 6.7.14 The heritage statement sets out that the presence of the proposal in the streetscape would not affect the significance of the listed building which is

manifested in its historic and architectural interest and that “the asset will continue to be readable as a remnant of 18th century Tottenham and will not be subject to harm”.

6.7.15 GLA Officers conclude that there is an element of harm to significance of the building through visual impact on the setting and consider the level of this harm to be less than substantial harm.

6.7.16 Tottenham High Cross, a Grade II listed building, is located approximately 500 metres west of the proposal at the junction of High Road and Monument Way. The Heritage Statement sets out that the proposal would be visible in views along Monument Way from the junction including from a point immediately to the west of the asset on the east side of High Road, and that in these views the proposal would appear as a distant tall building in the context of existing tall buildings immediately to the east of the site and to the north of Ferry Lane east of the railway line.

6.7.17 GLA Officers consider that that there is an element of harm to significance of the building through visual impact of the proposal on the setting of the listed building and consider the level of this harm to be less than substantial harm.

6.7.18 Officers consider that when the proposed development is seen from the Tottenham Green and Bruce Grove Conservation Areas and associated statutory and locally listed buildings, the proposed development would not appear overly prominent, but rather in the background and would be perceived as part of the existing and emerging cluster of tall buildings in Tottenham Hale.

6.7.19 GLA Officers consider that that there is an element of harm to significance through the visual impact of the proposal on the setting of the Tottenham Green Conservation Area and consider the level of this harm to be less than substantial harm. This is due to the presence of the proposal in views from the north side of Tottenham Green along Colsterworth Road, and its visibility from locations within the setting of the Conservation Area on Chestnut Road and Park View Road.

6.7.20 The appearance of the proposal in these views would be as a distant part of the streetscape which would not affect the integrity or significance of the Conservation Area. Officers agree with the findings in the Heritage Assessment submitted in support of the application which states that building would not detract from the nature of the Conservation Area or interfere with the relationships of the buildings within it.

6.7.21 The Legal Position on the impact of 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”.

- 6.7.22 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.”
- 6.7.23 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that “Parliament in enacting section 66(1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given “considerable importance and weight” when the decision-maker carries out the balancing exercise.”
- 6.7.24 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.
- 6.7.25 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.
- 6.7.26 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.
- 6.7.27 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.

- 6.7.28 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.
- 6.7.29 GLA Officers have assessed the proposal and consider it to cause less than substantial harm to the setting of listed buildings number 62 High Cross Road, & Tottenham High Cross, as well as to the Tottenham Green Conservation Area. The Stage 1 report does not identify the level of less than substantial harm that they believe results from the proposal.
- 6.7.30 Whilst Officers do not agree with this assessment, it is acknowledged that it is a finely balanced and subjective assessment. As such, officers believe it to be appropriate to consider not only the level of harm but also whether this would be outweighed by sufficient public benefits to warrant acceptance.
- 6.7.31 GLA officers identify an element of harm to the Conservation Area due to the visibility of the proposal from within it. Similarly the proposal would be visible in the setting of number 62 High Cross Road and Tottenham High Cross in views looking eastwards. The proposal would be visible in these views but would be a distant feature that would be viewed in the context of the existing tall buildings immediately to the east of the site and to the north of Ferry Lane east of the railway line.
- 6.7.32 Given the above, the impact of the proposal on the setting of these heritage assets over and above the existing situation would be modest to negligible. Whilst Officers and the applicant have found this to result in no harm, if harm was to be found then this would be at the lower level of less than substantial harm.
- 6.7.33 The proposal would deliver an equivalent figure of 180 homes (451 rooms of student accommodation), a significant contribution towards the adjacent public realm, and local infrastructure through CIL (See Social and Community Infrastructure section below), and a significant contribution towards affordable housing in the locality. The proposal is also considered to deliver townscape benefits in terms of the completion of the island with a marker building that realises the aims and objectives of the DCF.
- 6.7.34 Having carefully considered the issues, officers consider that the public benefits of the proposal, as summarised above, would outweigh the low level of less than substantial harm that could be seen to be caused to the setting of number 62 High Cross Road, Tottenham High Cross, and Tottenham Green Conservation Area.

6.7.35 For the reasons above, it is considered that the proposed development would not have any further impact on the built historic environment given the context within which it would be located. Therefore, the proposed development would not result in any further harm to the significance of the built heritage assets in the borough.

6.8 Quality of Residential Accommodation

6.8.1 As noted in the '*Compliance with DM15 and London Plan 2021 policy H15 (PBSA)*' section above, the London Plan requires student accommodation to provide adequate functional living space and layout. These factors have been assessed under that section and found to be acceptable.

6.8.2 DM DPD policy DM15 also requires that the accommodation is of a high quality, and provision is made for disabled students. The functional living space and layout section addresses quality and finds it to be high and acceptable. London Plan policies The London Plan does not specify a percentage of rooms that must be accessible and/or wheelchair adaptable, however, DPD policy DM15 requires provision to be made for units that meet the needs of students with disabilities.

6.8.3 Building Regulations require 5% of the total rooms to be wheelchair accessible (M4(3)b) (22.5 in total) which the application would exceed by providing 24. A further 24 rooms would be adaptable (M4(2)) with one of these rooms located on each floor. So in total 48 rooms (10%) could provide accommodation for students that use a wheelchair. Condition 4 is recommended which would ensure that the proposal delivers on this and caters for all.

6.8.4 Furthermore, level access would be provided from the street into the main reception area, the bike store and all the retail units. There would be a dedicated automatic outward opening door adjacent to the main entrance revolving door with appropriately located accessible facilities and required room, hallway, and door widths.

6.8.5 A large amount of both external and internal shared amenity space is proposed for the student use within the building. Each cluster would have its own amenity space consisting of a kitchen and lounge area totalling 1,098sqm across the development which on average, provides 4.0sqm of cluster amenity space per room of accommodation.

6.8.6 In addition to amenity space specific to each cluster, the development also proposes communal amenity space, which would be open to all residents, totalling 523sqm of internal communal amenity space.

6.8.7 There would be 301sqm of external amenity space which would provide 0.7sqm per student. In summary, the proposals are considered to provide a high standard of student accommodation and amenity for occupants.

- 6.8.8 Condition 8 is recommended which would ensure that there would be a satisfactory internal noise environment for occupiers of the rooms of accommodation by ensuring that the glazing specification and mechanical ventilation would be assessed by the LPA and required to meet British Standards relating to sound insulation and noise reduction. Condition 7 would also ensure appropriate noise insulation is provided between the accommodation and commercial uses at the lower floor levels.
- 6.8.9 A condition is also recommended which would ensure the development is implemented and operated in accordance with the submitted Estate Management Plan which identifies how the building would be managed and maintained.
- 6.8.10 Overall the quality of accommodation would be high for the intended use and the recommended conditions would ensure that this high standard is secured in perpetuity.

6.9 Social and Community Infrastructure

- 6.9.1 The NPPF (Para. 57) makes clear that planning obligations must only be sought where they meet the tests of necessity, direct relatability and are fairly and reasonably related in scale and kind to the development. This is reflected in Community Infrastructure Levy (CIL) Regulation 122.
- 6.9.2 London Plan Policy S1 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related-policies concerning health, education, and open space. London Plan Policy DF1 sets out an overview of delivering the Plan and the use of planning obligations.
- 6.9.3 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Strategic Policy SP17 is clear that the infrastructure needed to make development work and support local communities is vital, particularly in the parts of the borough that will experience the most growth. This approach is reflected in the Tottenham Area Action Plan in Policies AAP1 and AAP11. DPD Policy DM48 notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The Planning Obligations SPD provides further detail on the local approach to obligations and their relationship to CIL.
- 6.9.4 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through CIL and use of planning obligations addressing relevant adverse impacts. The Council's Annual Infrastructure Funding Statement (December 2021) sets out what Strategic CIL can be used for (infrastructure list) and how it will be allocated (spending criteria).

Proposed Contribution

- 6.9.5 The south-western end of Down Lane Park is located close to the northern edge of the site, only Hale Road separates the two. The close proximity of the proposed building to the park and the number of rooms of student accommodation (451), would result in some additional pressure on the park in terms of use by residents and the subsequent investment, management and maintenance costs this additional usage would demand.
- 6.9.6 All other developments approved in this area have made contributions to local infrastructure such as Down Lane Park and public realm in the area and Officers initially negotiated a contribution of £660,715.00 to be paid to the Council for improvement and/or maintenance works to Down Lane Park. This figure would have equated to £3,670.63 for the equivalent number of housing numbers (180) or £1,465.00 per unit (451). This figure was equivalent to payments paid by recent developments in the area.
- 6.9.7 This figure is no longer chargeable as the scheme would now be liable to pay an the newly introduced (September 2022) Borough CIL levy. Prior to September the base rate was £15 per square metre (indexed). However, the CIL liability has increased to £85 per sqm for student accommodation. This would significantly increase the CIL charge.
- 6.9.8 The new CIL charge would be approximately £1,131,973.05 subject to indexation and the serving of the relevant forms and would be far greater than the previously agreed contribution. Monies from the CIL charge could still be allocated to the park and along with the highway/public realm works (see Transportation, parking, and highway safety section below) the contributions would adequately mitigate against the impacts of the scheme.

6.10 Transportation, parking, and highway safety

- 6.10.1 The NPPF (Para. 110) makes clear that in assessing applications, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up and that the design of streets and other transport elements reflect national guidance (including the National Design Guide).
- 6.10.2 London Plan Policy T1 sets a strategic target of 80% of all trips in London to be by foot, cycle, or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 set out car parking standards.

- 6.10.3 Other key relevant London Plan policies include Policy T2 – which sets out a ‘healthy streets’ approach to new development and requires proposals to demonstrate how it will deliver improvements that support the 10 Healthy Street Indicators and Policy T7 – which makes clear that development should facilitate safe, clean and efficient deliveries and servicing and requires Construction Logistics Plans and Delivery and servicing Plans.
- 6.10.4 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 and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.
- 6.10.5 DM Policy (2017) DM32 states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people, and parking is designated for occupiers of developments specified as car capped.

Transport Assessment

- 6.10.6 The Hale is part of Transport for London’s Road Network (TLRN) and as such TfL are the highway authority, whereas Hale Road and Station Road are both Haringey roads.
- 6.10.7 The site has a PTAL value of 6a which is considered ‘excellent’ access to public transport services. Multiple frequent bus services are available within 2 to 7 minutes’ walk of the site, as well as Tottenham Hale station with national rail and Underground services. The site is within the Seven Sisters CPZ, which has operating hours of 0800 – 1830 Monday to Saturday.

Site Access

- 6.10.8 The entrance to the development for pedestrians would be to the western flank at the northern end of the building, which would be accessible from the footways serving the site. There are continuous footways on The Hale and Hale Road and footway widths adjacent to the site range from approximately 2.5m to 3.7m on The Hale, and 2.4m to 1.7m on Hale Road. The applicant details the entrance would be set back.
- 6.10.9 Access to cycle parking facilities would be from ground level to some external short stay cycle parking to the front of the entrance and some for larger bikes and mobility scooters just inside the building. The bulk of the cycle parking would be within the basement, accessible via a lift.

Active Travel Zone/Healthy Streets Assessment

- 6.10.10 The Transport Assessment (TA) includes a virtual assessment of 7 different routes to public transport and other local facilities to accord with the Active Travel Zone/Healthy Streets Assessment approach. These route assessments did not highlight any particular issues as such but made references to how the eventual public realm arrangements need to contribute towards advancing the mayor's agenda towards a safer highway environment and increasing the use of active travel modes.
- 6.10.11 The assessments also include reference to the development making a contribution towards the area wide public realm improvements advancing with the redevelopment and regeneration taking place. It is appropriate for this development to make a financial contribution towards improving the public realm in the locality of the site and along the routes that users and residents would use to access local public transport and other facilities.
- 6.10.12 A proportionate contribution taking into account other development sites in the locality would be £188,769.

Trip generation

- 6.10.13 The TA predicts the numbers of new trips from both components of the development, and these are expected to be acceptable with respect to movements on the public highway or public transport services. The majority of trips would connect to the east towards the public transport services at Tottenham Hale bus and rail stations and the wider walking and cycling routes in the locality of the site.

Blue badge/disabled/mobility impaired parking, drop off and pick up

- 6.10.14 There are no blue badge/disabled parking spaces included in the proposal. This falls short of the requirements of the London Plan. There are physical restrictions due to the footprint and location of the site making on site provision very difficult without considerable costs.
- 6.10.15 The TA indicates that there are two blue badge bays on Station Road, 100m walk from the entrance to this development. This does exceed the suggested maximum walk distance of 50m as included within mobility access guidance, however, it is acknowledged that other recently permitted developments in the locality do not include blue badge parking within their curtilage and Tottenham Hale Underground Station is fully accessible with step free access from street to train.
- 6.10.16 The applicant's proposals are for any mobility impaired persons to be dropped off and picked up from the available loading bays on Hale Road and The

Hale, and there is a proposal to extend the loading bay on The Hale to facilitate provision of a facility for blue badge parking and drop off/pick up. This proposed arrangement would compromise the footway widths, however, this would be acceptable as the pedestrian flows at this particular location would be relatively low.

6.10.17 The applicant had proposed a monitoring regime to assess demands for blue badge drop off and parking with respect to the potential provision of the blue badge parking facility on Hale Road. However, officers consider this provision to be required upfront to enable such persons to use the building from first occupation.

6.10.18 After further investigation it was concluded that there would not be sufficient capacity on The Hale to extend the loading bay. However, there may be some capacity on Hale Road where a disabled bay could potentially be added to the end of the loading bay.

6.10.19 As the feasibility of this work needs to be interrogated, officers consider it reasonable to secure a contribution to cover the feasibility, design, and implementation (if viable) of a disabled users' parking space along Hale Road – potential total cost of £77,000.00 (of which £25,000.00 is required for the feasibility study and design, project management, Traffic Management Order and Road Safety Audit). The space would then be delivered at the earliest opportunity by the Council should it be viable, if it is found to be unviable the £52,000.00 for construction works and delivery would be refunded in the unexpected event that the works were found to be unfeasible.

6.10.20 There are proposals for the provision of three spaces for mobility scooter parking and charging at ground floor level. A condition is recommended which would ensure that details including the charging point specifications of these spaces are provided and delivered as approved. It is recommended that the use of the charging points be monitored and reviewed via the Travel Plan at regular times after first occupation and, if the need for them is not identified, these spaces converted for larger cycle parking. This will be enabled via the same mechanism in the legal agreement.

Cycle Parking

6.10.21 The proposed cycle parking would meet London Plan numerical requirements for both student accommodation and for retail/commercial floor space. Cycle parking for the accommodation is accessed from a door directly off The Hale, with 5 non-standard spaces available at ground floor level, along with 3 spaces for mobility scooters (including a charging facility). The 3 spaces could be used for larger cycles should monitoring show they are underused. This would be secured as part of the travel plan obligations.

- 6.10.22 12 short-stay cycle parking spaces would be provided in the form of sheffield stands within the site boundary but external to the building on The Hale. With the main bulk of the cycle parking located in the basement with space for a further 9 non-standard cycles, as well as space for 327 standard cycles provided on two-tier racks (310) and sheffield stands (14). Access would be from a larger than standard lift and a wheel rail would be provided on the stairs to access the basement.
- 6.10.23 The 14-17 non-standard cycles provision is slightly below the 5% requirement of 22 but this is considered acceptable given the demand for oversized cycles with trailers or tandem cycles is likely to be low as no families would be occupying the development.
- 6.10.24 A condition is recommended which would secure full details of the proposed arrangements for all long stay and short stay cycle parking, including fully dimensioned drawings showing spacing, centres and offsets/manoeuvring space, to ensure the acceptability of the proposed arrangements and that they adhere to the requirements of the London Cycling Design Standards (LCDS) as produced by TfL.
- 6.10.25 Whilst the London Plan does require 75% cycle parking provision. Transport officers have highlighted that given the occupants are likely to be of a young demographic, the car free nature of the development, the good access to walking and cycling routes along the Lea Valley and the cycle superhighway, including to and from Waltham Forest and in other routes radiating from the Tottenham Hale area, it would be desirable to attempt to provide cycle parking for every unit of accommodation within the development.
- 6.10.26 The applicant has considered this but has highlighted the difficulties with providing cycle parking anywhere other than the basement because of the shape of the site and the knock on effect this has on the floorplans. As a compromise the applicant has suggested that storage spaces within the accommodation for foldable bikes could be provided within the bedroom storage spaces if required.

Delivery and servicing arrangements

- 6.10.27 The TA includes a derivation of the number of predicted delivery and servicing trips to and from the development. This predicts that there will be 19 trips associated with the student accommodation, and two trips per day to each of the 3 retail units.
- 6.10.28 The derivation of 19 trips is based on comparisons of servicing trip data for similar types of development in London and the methodology for arriving at this number of trips is sound. Whilst this is a relatively low number given the type of development, given the likely number of delivery and courier companies that would

make compound visits with deliveries for multiple addresses/occupiers it is considered satisfactory.

6.10.29 The TA proposes that the loading demands would be able to be catered for in conjunction with those from neighbouring developments from the three loading bays that would be available on Station Road, Hale Road, and The Hale. The TA includes an assessment of likely servicing trips, durations and available loading bay capacity and concludes that the three bays would collectively be able to accommodate the predicted demands they need to accommodate from the sites they service.

6.10.30 A condition is recommended which would secure a Delivery and Servicing Plan. This condition would provide clarity regarding any unforeseen circumstances such as a greater degree of non-service vehicle use of bays by blue badge holders or other private vehicles. It would also include considerations for different profiles and levels of delivery and servicing activity and what changes to management and/or provision may address any potential issues without compromising the free flow of the Highway and pedestrian facility around the site.

Construction Phase

6.10.31 A detailed commentary on proposed and potential arrangements and considerations for the construction phase has been included. A condition is recommended which would ensure the applicant provides a detailed Construction Logistics Plan for the build out, which takes the points already considered prior to commencement.

6.10.32 The condition submission would require the applicant to work through their proposals and discuss/agree arrangements with the Borough's/TfL's Network Managers, to ensure construction activities are serviced in the appropriate manner given the site's location on the network and the adjacent and close by developments being constructed.

6.10.33 Furthermore a CLP Monitoring fee shall be secured to cover officer time and resource required to actively manage the site construction from the Highways and Network Management perspective. The appropriate amount for has been determined taking into account arrangements for other large sites in the locality and wider Borough and £20,000.00 would be sought.

6.11 Air Quality

6.11.1 London Plan Policy SI 1 requires development proposals to not worsen air quality and be at least Air Quality Neutral and calls for large-scale EIA development to consider how local air quality could be improved. The London Plan is supported by the Control of Dust and Emissions during Construction and Demolition SPG.

- 6.11.2 Policies DM4 and DM23 require development proposals to consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development. Air Quality Assessments will be required for all major developments where appropriate. Where adequate mitigation is not provided planning permission will be refused. Haringey is an Air Quality Management Area (AQMA).
- 6.11.3 The application is supported by an Air Quality Assessment, which includes an Air Quality Neutral Assessment and an assessment of the Construction Phase which sets out minimum standards and procedures for managing and minimising dust and air quality impacts.
- 6.11.4 The applicant's Assessment states that provided that all of the mitigation measures detailed in the report are effectively implemented, harmful impacts on air quality resulting from the demolition and construction phase are likely to be reduced to negligible levels.
- 6.11.5 The Site would be air quality neutral due to the energy strategy and low trip generation. It is recommended that conditions manage and minimise impacts during demolition and construction, in line with the applicant's Air Quality Assessment and the measures highlighted by LBH Pollution.
- 6.11.6 The comments within the GLA Stage 1 response on air quality are noted, however, given the minimal change in traffic generated by the scheme the air quality assessment is considered to be appropriate regardless of data being used from 2020. The request for a reassessment of the exposure at the site would be unreasonable given worst cases have been considered and assessed.
- 6.11.7 The risk of dust impacts has been determined as high and therefore the highest level of mitigation is proposed and shall be secured by way of condition. Therefore there is no need to reassess the risk of impacts as the highest level of protection is already being applied at the site and will be secured.

6.12 Energy, Climate Change and Sustainability

- 6.12.1 London Plan Policy SI2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); Use Renewable Energy (Be Green) and (Be Seen).
- 6.12.2 It also sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon).

- 6.12.3 London Plan Policy SI2 requires developments referable to the Mayor of London to demonstrate actions undertaken to reduce life-cycle emissions.
- 6.12.4 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).
- 6.12.5 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce the risk of overheating and need for active cooling in line with the Cooling Hierarchy.
- 6.12.6 London Plan Policy SI5 calls for the use of planning conditions to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).
- 6.12.7 London Plan Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste.
- 6.12.8 Local Plan Strategic Policy SP4 requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L of the 2013 Building Regulations) and a minimum reduction of 20% from on-site renewable energy generation. It also requires all non-residential developments to achieve a BREEAM rating 'Very good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.
- 6.12.9 Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.
- 6.12.10 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 overall sustainability of the wider scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.

Energy

- 6.12.11 The principal target is to achieve a reduction in regulated CO2 emissions over Part L 2013 Building Regulations. The London Plan requires the 'lean', 'clean', 'green' and 'seen' stages of the Mayor of London's Energy Hierarchy to

be followed to achieve a 'Zero Carbon' Standard (100% reduction over Building Regulations Part L), targeting a minimum onsite reduction of 35%, with 10% domestic and 15% non-domestic carbon reductions to be met by energy efficiency. All surplus regulated CO2 emissions must be offset at a rate of £95 for every ton of CO2 emitted per year over a minimum period of 30 years.

- 6.12.12 'Be Lean.' The proposed scheme adopts a 'fabric first' approach, including efficient building fabric with U-values optimised to reduce heating and cooling loads, solar control glazing to optimise daylighting and thermal gains whilst minimising cooling demand, service route distances minimised to reduce heat loss and solid panels and shading included in the building façade to manage solar gains. These proposed measures are expected to increase 78 tonnes of carbon dioxide per year, which results in an 18% increase in emissions above the Building Regulations 2013 notional building (based on SAP10 carbon factors).
- 6.12.13 'Be Clean.' The applicant is intending to connect to the Tottenham Hale District Energy Network, which will eventually use heat generated at an Energy Centre located to the northeast of the site on the Edmonton Eco-Park close the North London Waste Authority Energy Recovery Facility (ERF). The ERF is currently under construction and will provide low carbon heat when it comes on stream in 2025/26.
- 6.12.14 This development is likely to come forward in advance of the DEN being ready, so initially heat would be supplied by interim communal gas boilers (if at that time it appears possible to connect to the DEN by December 2027). If the DEN is not available for connection by that date, the applicant is proposing an alternative low-carbon heating solution through centralised air source heat pumps. Therefore, the applicant has provided two carbon reduction scenarios for the two heating solutions.
- 6.12.15 Connection to the proposed DEN is expected to save 348.4 tonnes of carbon dioxide per year under Be Clean (an 80% saving above the Building Regulations 2013) (based on SAP10 carbon factors). The alternative communal ASHP heating solution has been included under Be Green as a renewable energy technology, with a projected saving of approximately 69% above the Building Regulations 2013.
- 6.12.16 'Be Green.' Photovoltaic (PV) arrays are proposed, covering approx. 242sqm of roof space. The proposed PV panels are anticipated to save 4.5 tonnes of carbon dioxide per year (a 1% saving above the Building Regulations 2013) (based on SAP10 carbon factors).
- 6.12.17 Overall – 'Lean', 'Clean' and 'Green'. Table 01 below set out the overall carbon emission savings.

Table 01: Regulated carbon dioxide emissions savings (SAP10 carbon factors)

	Connection to DEN scenario		ASHP backup scenario	
	tCO ₂	%	tCO ₂	%
<i>(SAP10 emission factors)</i>				
Baseline emissions	434.2		434.2	
Be Lean savings	-77.8	-18%	-77.8	-18%
Be Clean savings	348.4	80%	0	0%
Be Green savings	4.5	1%	304.1	70%
Cumulative savings	275.1	63%	226.3	52%
Carbon shortfall to offset (tCO₂)	159.1		207.9	
Carbon offset contribution +10% management fee	£453,435 (to be recalculated)		£592,515 (to be recalculated)	
Initial carbon offset payment	Figure calculated under the Connection to DEN scenario			
Deferred carbon offset payment	Figure calculated as: ASHP back up carbon offset contribution minus the initial carbon offset contribution (DEN connection)			

6.12.18 'Be Seen.' An energy monitoring system is proposed for the energy use and generation, and sub-metering/energy display devices in each apartment would allow residents to monitor and reduce their energy use. It is recommended that a planning condition requires the development owner to submit monitoring results to the GLA for at least 5 years post-occupation (in accordance with the Mayor of London's Be Seen Energy Monitoring guidance).

6.12.19 Carbon Offsetting. Despite the adoption of the 'Lean', 'Clean' and 'Green' measures outlined above, the expected carbon dioxide savings fall short of the zero-carbon policy target for proposed domestic and non-domestic uses. Overall, the indicative amount of carbon to be offset (once connected to the proposed DEN) would be 159.1tonnes per year (based on SAP10 carbon factors).

6.12.20 Based on 30-years of annual carbon dioxide emissions costed at £95 per tonne, this amounts to £453,435 including a 10% management fee). It is recommended that s106 planning obligations secure this indicative sum or any different agreed sum that may be appropriate in the light of additional carbon savings that arise from more detailed design. If the development does not connect to the DEN then a Deferred carbon offset payment would be required of £139,080 further to the offset figure set out above.

6.12.21 Energy conclusion. The overall anticipated on-site carbon emission reductions over Building Regulations (2013) (SAP2012 carbon factors) of 63% and associated offsetting payments would meet London Plan Policy SI2. The proposed connection to an off-site DEN would also meet London Plan Policy SI4.

6.12.22 The proposed 'Lean' 18% increase in emissions is below London Plan Policy SI2 requirements for at least 15% reduction in emissions for non-domestic developments. The applicant justifies this by stating that student accommodation is not assessed as a residential use under the Standard Assessment Procedure but as a non-residential use under the Simplified Building Energy Model. This methodology penalises the relatively high amount of hot water required for student accommodation, compared to other non-residential uses.

6.12.23 It is considered that the proposed fabric efficiencies are in line with residential developments and a planning condition has been recommended to ensure that further fabric efficiency savings are made at the detailed design stage, such as reducing thermal bridging. On balance, given that the proposed overall carbon savings are acceptable, officers consider this approach to building fabric to be acceptable.

6.12.24 The proposed '1% 'Green' savings would be below the 20% called for by Local Plan Strategic Policy SP4. However, officers are satisfied that the amount of proposed roof top PV arrays have been optimised, given other demands for roof-top space. Other renewable energy technologies would not be suitable for this site if the development is connecting to the DEN. If the site does not connect to the DEN, the alternative ASHP scenario would result in 'Be Green' savings that go beyond the 20% target.

Overheating

6.12.25 The applicant's Sustainability and Energy Statement includes overheating and cooling analysis. The proposed scheme mitigates against the risk of overheating through the passive design measures set out below and active cooling measures are only proposed for the proposed student accommodation units:

- Solar gain control (external façade shading elements; rationalised glazing ratios and low solar transmittance glazing; internal blinds);
- Natural ventilation (openable windows with 100mm restrictors in bedrooms and fall protection for communal areas);
- Additional mechanical ventilation (mechanical ventilation systems with heat recovery and summer bypass); and
- Active cooling in the amenity areas of levels 7 and 24.

6.12.26 The applicant's assessment show full compliance with the relevant CIBSE TM59 overheating risk criteria. However, officers are not convinced that noise levels and air pollution have been adequately mitigated, or that the active cooling has been sufficiently justified or reduced, so it is recommended that a revised overheating strategy is submitted to demonstrate this.

6.12.27 The application generally meets London Plan Policy SI4 in terms of current weather files, although it does not demonstrate best practice in terms of retrofit measures for future likely weather conditions.

6.12.28 It is recommended that a planning condition is secured to require the submission of an overheating strategy for the commercial areas prior to occupation when the occupancy requirements of the tenant are known.

Environmental sustainability

6.12.29 Construction waste. The applicant's Site Construction Management Plan states that a Site Waste Management Plan (SWMP) is developed to reduce and manage/re-use waste during demolition and construction. It is recommended that it is secured by a planning condition.

6.12.30 Water consumption. The proposal includes low water use fittings, water meters, leak detection and flow control devices to minimise water usage is proposed. The design of the Proposed Development will aim to minimise internal potable water consumption within the building by 40% over the baseline building water consumption (as calculated by BRE's water calculator tool).

6.12.31 In order to ensure compliance with London Plan Policy SI5, it is recommended to use a planning condition to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) to achieve mains water consumption of 105 litres or less per head per day and achieve BREEAM 'Very Good' standard for 'Wat 01' water category or equivalent (commercial development).

6.12.32 Building Performance. The applicant's Sustainability Statement includes a BREEAM pre-planning assessment (for both the student accommodation and retail areas) which demonstrates that the proposed new commercial units could achieve an 'Very Good' rating, meeting the minimum requirement of Local Plan Policy SP4. It is recommended that this is secured by use of a planning condition.

6.12.33 Considerate Constructors Scheme. The applicant's Site Construction Management Plan states that the principal contractor would be required to manage sites and achieve formal certification under the Considerate Constructors Scheme. If planning permission were granted, this could be secured by a s106 planning obligation.

6.12.34 Other environmental sustainability issues. Movement and transport, Landscape and ecology, air quality, noise, daylight and sunlight, flood risk and drainage are addressed in detail in other sections of this report.

Whole Life Carbon

6.12.35 Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions. The total calculated emissions based on the GIA is estimated in Table 02 below:

Table 02: Whole Life Carbon Assessment

	Estimated whole-life carbon emissions	Meets GLA benchmark?
Product A1-A3	634 kgCO ₂ e/m ²	Yes – 832 kgCO ₂ e/m ² within the 750-850 kgCO ₂ e/m ² benchmark
Transport to Site A4	116 kgCO ₂ e/m ²	
Construction A5	82 kgCO ₂ e/m ²	
In Use B1-B5	298 kgCO ₂ e/m ²	No – excluding B6, 406 kgCO ₂ e/m ² is above benchmark of 300-400 kgCO ₂ e/m ²
Operational B6	305 kgCO ₂ e/m ² (excl. decarbonisation)	
End of Life C1-C4	108 kgCO ₂ e/m ² (excl. decarbonisation)	

6.12.36 The highest embodied carbon in Modules A1-A5 in the table above are attributed to the concrete substructure, structural frame/upper floor slab, and external wall facades and finishes.

6.12.37 A number of areas have been identified to be calculated more accurately which could reduce the embodied carbon of the buildings, including: low-carbon reinforcement steel and cement replacements for concrete structures. Cement replacement could save 20 kgCO₂e/m² GIA. Different superstructure options and hard landscaping options were modelled for BREEAM Mat01 and these can be explored by the developer during the next stage of design ahead of construction.

Sustainability - Non-Domestic BREEAM Requirement

6.12.38 Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.

6.12.39 The applicant has also prepared a BREEAM Pre-Assessment Report for the multi-residential (fully fitted) and retail (shell only) uses. Based on this report, a score of 74.2% is expected to be achieved, equivalent to 'Excellent' rating for the multi-residential element. A score of 60% ('Very Good' rating) could be achieved for the retail units.

Circular Economy

6.12.40 Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling

rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.

- 6.12.41 The principles used for this development are:
- Strategy to deconstruct and reuse materials from existing buildings on site
 - Designing longevity for substructure and superstructure (>25 years) and adaptability of internal layout (5-25 years) and disassembly at end of life
 - Designing for adaptability of retail spaces
 - Lean design and sustainable specification for superstructure
 - Use of pre-fabrication methods for building skin
 - Minimise operational waste and provide adequate space for recycling
- 6.12.42 An audit has taken place to identify the value of existing materials on site. Opportunities for reuse include bricks, suspended grid mineral ceiling tiles, iron and steel, untreated wood.
- 6.12.43 The report sets out the Key Commitments and the applicant expects this to become more detailed as the detailed design progresses following permission. This will be detailed in the submissions the developer would be required to make under the recommended circular economy statement condition.

6.13 Urban Greening and Ecology

Urban Greening

- 6.13.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.40 for proposed development that is predominantly residential.
- 6.13.2 All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5. The development is proposing extensive living roofs on levels 1, 2 and 8 and on the roof above the plant room and lounge. External gardens are proposed at levels 7 and 24.
- 6.13.3 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.
- 6.13.4 The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of

drought. Living roofs are supported in principle, subject to detailed design. Details for living roofs would need to be submitted as part of a planning condition.

- 6.13.5 The development achieves an Urban Greening Factor of 0.36, which complies with the interim minimum target of 0.30 for non-residential developments (which includes student housing) in London Plan Policy G5. The applicant is encouraged to achieve a higher UGF of 0.4 for predominantly residential developments.

Ecology

- 6.13.6 London Plan Policy G6 calls for development proposals to manage impacts on biodiversity and to aim to secure net biodiversity gain.
- 6.13.7 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. In addition, Policy DM19 makes clear that development on sites adjacent to internationally designated sites should protect and enhance their ecological value and Policy DM20 supports the implementation of the All London Green Grid.
- 6.13.8 The applicant's Biodiversity Net Gain Assessment and Bat Activity Survey Report conclude that the site is dominated by hardstanding and buildings, offering limited ecological value. No bats or evidence of bats was identified during the ground level assessment of the site and building, and emergence surveys found no evidence of roosting bats within the buildings and no incidental bat activity on the site.
- 6.13.9 The Report recommends the integration of bird and bat nest boxes into buildings and within proposed trees in communal amenity spaces and concludes that these, together with the proposed tree/shrub/hedgerow planting and green roofs/walls, the scheme would have a beneficial effect on local biodiversity (and result in a Biodiversity Net Gain). It is recommended that planning conditions require provision of bird and bat boxes in trees and buildings to encourage biodiversity.
- 6.13.10 The Biodiversity Net Gain Assessment confirms that a net positive impact would be achieved for the site's biodiversity through ecological enhancements.

Habitats Regulation

- 6.13.11 Given the proximity of the application site to two designated European sites of nature conservation, it is necessary for Haringey as the competent authority to consider whether there are any likely significant effects on relevant sites pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 ("the Habitats Regulations").
- 6.13.12 The application site is approx. 0.66km west of the Lea Valley Special Protection Area (SPA) at its closest point. The Lea Valley area qualifies as a SPA under Article 4.1 of the Birds Directive on account of supporting nationally

important numbers of species. This area is also a Ramsar site. The Lee Valley SPA/Ramsar comprises four underpinning Sites of Special Scientific Interest (SSSIs).

6.13.13 The application site lies approx. 4.6 km west of the Epping Forrest Special Area of Conservation (SAC) at its closest point. However, it is within the Zone of Influence (ZOI) of 6.2km as defined by Natural England in their Interim Guidance. The Epping Forest SAC is one of only a few remaining large-scale examples of ancient wood-pasture in lowland Britain and has retained habitats of high nature conservation value. Epping Forest SAC is also underpinned by a SSSI designation.

6.13.14 Natural England has reviewed the application and has raised no comment. Given the applicant's assessment and Natural England's response, officers consider the development would not give rise to likely significant effects on European designated sites (Lee Valley SPA and Epping Forest SAC) pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 ("the Habitats Regulations"). An integrity test is therefore not required, and the proposal is in accordance with Policies SP13 and DM19. The site is greater than 500m from the Lee Valley SPA, so Policy AAP6 does not apply.

6.13.15 The Lea Valley SPA site is carefully managed to avoid impacts, with only limited access allowed to the wetland itself, with access closed seasonally to avoid impacts to wintering bird populations. As such, adverse effects as a result of increased recreational pressure are not considered likely. Likewise, the proposed scheme, which is completely car free is not expected to result in an adverse air quality effect.

6.13.16 The Habitat Regulations Assessments (HRA) for alterations to the Strategic Polices and The Tottenham Area Action Plan both conclude that there will be no likely significant effect on Epping Forest SAC through increased recreational pressure as nowhere within the Borough lies within the core recreational catchment for the site.

6.13.17 The potential risks to the SAC are further reduced by the attractiveness of greenspace near the proposed scheme, providing a link between residents and nature and that no direct or indirect significant adverse effects on Epping Forest SAC are expected as a result of the proposed scheme.

6.14 Trees and landscaping

6.14.1 The NPPF (Para. 131) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

6.14.2 One individual tree (T1) classified as low quality (Category C) is to be removed to facilitate the proposal. The removal of this low quality elder tree which sits on Council land is required to facilitate a new landscaping scheme to be delivered by the Council but is also required to facilitate the proposal. The tree removal would be mitigated with a scheme of new tree planting and landscaping which represents an opportunity to enhance the quality, benefits and resilience of trees on and near the site.

6.14.3 A condition is recommended which would secure full details of the proposed landscaping details of amenity areas including details of planting plans, written specifications and implementation programmes, as well as details of all hard surfacing materials and any relevant SUDS features (including management and maintenance proposals), details of all furniture and storage units, and details of all functional services. This would ensure a satisfactory level of amenity, biodiversity enhancement, and boundary treatments are delivered.

6.15 Wind and Microclimate

6.15.1 London Plan Policy D8 seeks to ensure that public realm areas are well-designed, including, ensuring that microclimate considerations such as wind is taken into account to encourage people to spend time in a place. London Plan Policy D9 calls for proposed tall buildings to carefully consider wind and other microclimate issues. Policy DM6 states that proposals for tall buildings should consider the impact on microclimate and Policy AAP6 requires a high-quality public realm for developments in Tottenham.

6.15.2 Wind mitigation was considered at the design stage and measures were built into the design and architecture. This is most notable in the baffled panels to the western elevation adjoining The Hale.

6.15.3 The applicant has submitted three reports which give an assessment of the likely significant effects of wind on the proposals. Wind tunnel testing was used for the originally submitted scheme and first report. For the amended scheme, which introduced the cutback, an addendum was submitted with results based on Computer Fluid Dynamic (CFD) modelling. A final report has been submitted to supplement the CFD analysis with wind tunnel testing.

6.15.4 The first and final wind microclimate assessment uses wind tunnel testing in order to conduct a detailed quantitative assessment of the expected suitability of wind conditions. The addendum assessment employed a CFD study. Wind tunnel testing represents the most robust approach to these assessments, but the CFD methodology employed is considered plausible for the addendum study.

6.15.5 The wind speed measurements are compared with criteria for year-round safety and seasonal comfort. The expected suitability of wind conditions is based on the industry standard Lawson criteria for pedestrian comfort and safety. The Lawson

Comfort Criteria include 'sitting', 'standing', 'strolling', 'walking' and 'uncomfortable' as well as 'safety' – i.e. safe and unsafe.

- 6.15.6 For the wind tunnel testing the existing site condition (baseline) was tested, then the proposed with the existing surrounding buildings, and finally the proposed with the future surroundings including the Argent Masterplan, One Station Square, Anthology Hale Works, Ashley Road South (Blocks B2 & 3), Ashley Gardens (Blocks B1, B1a), Berol Yard (Blocks B4, NCDS and Berol House), and Tottenham Hale Retail Park - (proposed in line with the District Centre Framework).
- 6.15.7 The current scheme and associated addendum was subject to an independent peer review.
- 6.15.8 The amended scheme and associated addendum was similarly reviewed, and the assessment was also considered to be a plausible appraisal. The report recommended that additional final wind tunnel testing should be conducted to validate the results. The peer review agreed that this would be wise and recommended that this final wind tunnel study be undertaken. A number of queries/requests for clarification were raised and satisfactory clarification and further details were provided and so the findings can be considered to be robust.
- 6.15.9 As recommended in the peer review a final wind tunnel test was carried out by the applicant's wind consultants to confirm the CFD testing. The report identifies that with the inclusion of the treatments described within the report to the final design, it is expected that wind conditions for all outdoor trafficable areas within and around the development would be suitable for their intended uses throughout the year. The report also concluded that the results of the wind tunnel testing showed improvement in most areas from that which was shown in the previous CFD testing in both wind comfort and safety. Figure 13 below:

Figure 13 - Pedestrian Wind Environment Study - Windtech Consultants (for the applicant) - Page 25 - Wind Tunnel Results – Proposed with Future Surrounds: Ground Level Plan, assessed against the safety criterion.



Figure 6c: Wind Tunnel Results – Proposed with Future Surrounds: Ground Level Plan, assessed against the safety criterion, (results shown with proposed vegetation)

6.15.10 The report identifies that high densely foliating evergreen shrubs or hedge planting should be located to the rear of the proposed building in the courtyard between Argent’s North Island/Building 3, Millstream Tower, and the application

site. This area falls outside of the application site but in Argent's permission it indicates that a fern mix, and a courtyard tree would be placed in this location. As such, the proposed landscaping in this area being delivered by Argent should allow standing in the worst season.

- 6.15.11 Wind microclimate conditions at the terraces on the proposed building exceed the comfort criterion for sitting during the summer season. Mitigation measures are therefore recommended to provide additional shelter. A condition is recommended which would secure full details of the proposed wind mitigation measures to the terrace which should include up to 30% porous 1.5m vertical screening.
- 6.15.12 Overall it is considered that the proposal would provide high quality public realm and outdoor spaces in line with the above policies.

6.16 Flood Risk and Drainage

- 6.16.1 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. London Plan Policy SI12 requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed.
- 6.16.2 London Plan Policy SI13 and Local Policy SP5 expect development to utilise Sustainable Urban Drainage Systems (SUDS).
- 6.16.3 Policies DM24, 25, and 29 continue the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. DM27 seeks to protect and improve the quality of groundwater.
- 6.16.4 London Plan Policy SI5 requires proposals to ensure adequate wastewater infrastructure capacity is available.

Flood Risk

- 6.16.5 The site is entirely in Flood Zone 2 and has a medium probability of flooding from tidal and fluvial sources. The nearest watercourses are the River Lee Navigation (approximately 584m to the east), Pymmes Brook (approx. 457m to the east) and River Lee (approx. 655m to the east). These discharge into the River Lee directly east of the application site.
- 6.16.6 The submitted Flood Risk Assessment (FRA) considers flooding from rivers, pluvial, groundwater and from sewer sources. It considers the risk of fluvial flooding from the River Lee to be low and residual only, i.e. would only occur due to structure failure or overtopping of the defences in extreme events. The defences are currently assessed to be in fair to good conditions.

6.16.7 The pluvial flood risk is perceived low and there is a perceived low risk of groundwater flooding based on the depth to groundwater and no historical records of such flooding on or near the application site. The risk of sewer flooding is also perceived to be low given the presences of a combined sewer that runs directly under the southwest boundary of the site and a surface water sewer that runs from west to east under the southern boundary.

Drainage

6.16.8 As the building footprint of the proposal follows the boundary of the application site, Sustainable Urban Drainage Systems (SUDS) cannot be utilised outside of the building and therefore must be incorporated within the building footprint. This means that infiltration techniques are unable to be utilised. On the roof of the tower a planting area (70m²) is proposed as well as a number of tree planters.

6.16.9 Details of the SUDS techniques are sought through a condition. Whilst the use of planters within the roof may lead to a reduction in the volume of water required to be attenuated, attenuating rainwater within the basement of the building is considered by the applicant to be the most suitable SUDS technique at this stage.

6.16.10 A storage volume of 63.3 m³ is required to ensure that rainwater is discharged from the development at a rate as close to greenfield runoff as feasible (1 l/s). This volume is proposed to be contained in a 42 m² waterproof concrete tank located in the western half of the building's basement and with a depth of 1.5m. Details of this are required through a condition.

6.16.11 Thames Water has raised no objection to the proposed scheme, subject to requested conditions and informatives. The Lead Local Flood Authority (LLFA) likewise has not objected, subject to maintenance of SuDS features. It is recommended that a SuDS management and maintenance plan be secured by a condition.

6.17 Waste and Recycling

6.17.1 London Plan Policy SI7 calls for development to have adequate, flexible, and easily accessible storage space and collection systems that support the separate collection of dry recyclables and food. Local Plan Policy SP6 and Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.

6.17.2 The applicant's Sustainable Waste Management Plan (WMP) is detailed and well considered. The waste generated from this development, both the student accommodation and the retail units occupying the ground/first floor, would be classed as commercial and as such would not be collected by LBH or its contractors as part of their statutory collection duties. This is acknowledged within

the WMP with reference to commercial waste management companies collecting waste from the development in operation.

- 6.17.3 The calculations used to estimate the waste arising from the proposed development and the corresponding containment capacity needed are accurate. Inclusion of provision for the management of separately collected food waste is welcomed.
- 6.17.4 Sizing of the bin store appear to have been based on a twice weekly collection of waste and recycling from the outset. It is acknowledged that commercial waste collection companies can provide collections to suit the client, up to twice daily collections 7 days per week, as such the sizing of the bin store would be acceptable.
- 6.17.5 While commercial operators assess individual locations prior to agreeing or beginning collection contracts and are often willing to carry these out outside the parameters of what the council would accept for its own domestic waste collections, many of the parameters set out in section 6 in the WMP align with the Council's guidance, for example drag distances of bins to the waiting Recycling Collection Vehicle (RCV) from the student accommodation.

6.18 Land Contamination

- 6.18.1 Policy DM32 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.
- 6.18.2 The applicant's Land Contamination Assessment (Phase 1) reports on an initial Preliminary Risk Assessment – taking account of ground conditions and the current and previous uses of the site. It concludes that provided mitigation measures are adequately managed to protect site neighbours during construction phases, contamination risks are considered to be moderate/low with respect to future site users of the completed proposal, assuming a mix-residential land-use scenario; and a moderate/low risk with respect to controlled water receptors.
- 6.18.3 LBH Pollution officers raise no objection, subject to standard conditions on Land Contamination and Unexpected Contamination which are recommended.

6.19 Basement Development

- 6.19.1 Policy DM18 relates to new Basement development and sets out criteria for where basements can be permitted. Basement development must be addressed through a Basement Impact Assessment (BIA).

- 6.19.2 The proposed scheme includes a single-level basement cycle parking, storage, and plant area under the entire site (albeit slightly set in from the flank abutting The Hale) to a maximum proposed depth of approx. 4.6m.
- 6.19.3 The submitted BIA notes that the proposed basement would be close to existing buildings, including the One Station Square building immediately at the south-eastern site boundary, the North Island Building 3 to the south of the site and the Premier Inn hotel to the south-east of the site. Given this, the assessment recommends a relatively 'stiff' system of excavation support (e.g. use of temporary propping, condition surveys and monitoring).
- 6.19.4 The analysis in the assessment indicates that the damage category would be within the 'visual appearance or aesthetic' range of building strains for the Premier Inn hotel (Damage Category 0) and North Island Building 3 (Damage Category 2). Based on these preliminary results, the southern wall of One Station Square would fall into Damage Category 3 (i.e. moderate damage) with all other walls into Damage Category 2.
- 6.19.5 It is recommended that a detailed survey is undertaken by a specialist structural engineer in order to determine the structural nature and condition of the surrounding buildings and infrastructure which have the potential of being impacted by the proposed basement and secured by condition. Following this and upon carrying out a desk study and receiving project-specific ground investigation data, a review of the information in the existing report should be undertaken and the damage classification revised.
- 6.19.6 It should be noted that the present analysis is considered conservative as it ignores the stiffness of the structures and the soil structure interaction and the fact that all adjacent buildings are likely to be founded on piles. As such damage category 3 (moderate) is unlikely to be an outcome of the works. However, only category 2 (slight) is considered to be acceptable and so a revised method statement is required by condition to ensure that the basement is delivered whilst safeguarding the structural integrity of neighbouring structures.
- 6.19.7 A condition shall also require the contractor to monitor the neighbouring buildings before and during construction to confirm the validity of the design assumptions and the anticipated surface ground movements and revise the damage classification presented. A monitoring specification shall be prepared where trigger levels for each asset are set up and an action plan is put in place to ensure these are not breached. Subject to condition the proposed basement can be delivered whilst ensuring acceptable impacts on neighbouring structures.

6.20 Archaeology

- 6.20.1 The NPPF (para. 194) states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the

significance of heritage assets and how they would be affected by the proposed development.

- 6.20.2 London Plan Policy HC1 states that applications should identify assets of archaeological significance and avoid harm or minimise it through design and appropriate mitigation. This approach is reflected at the local level in Policies AAP5 and DM9.
- 6.20.3 The western boundary of the Site falls within Haringey Council's Archaeological Priority Area 18 Tottenham Hale Saxon Settlement. The site lies close to the 2020 discovery of a Mesolithic "home base" site at the former Welbourne Centre. Well-preserved early prehistoric sites are of high heritage significance. The extent and detailed significance of the Mesolithic site is not known, but it was deemed to be of regional importance based on the initial assessment during the fieldwork that took place.
- 6.20.4 The application site lies on the same stream that fronted the Welbourne site and also lies closer to the early centre of The Hale, an early mediaeval settlement. Archaeological remains of the early mediaeval, mediaeval and post-mediaeval development of The Hale were recently found at the nearby Ferry Island and Ferry Island North sites to the immediate south of the application site.
- 6.20.5 The applicant's heritage statement states that despite extensive 19th and 20th century developments, the application site retains the potential for surviving Mesolithic, early medieval, and post-medieval remains of, at most, regional archaeological and historical interest. The assessment concludes that the proposal would impact on these remains through their truncation or removal due to the works that would include a proposed basement excavation.
- 6.20.6 As such, and in line with the NPPF and policies AAP5 and DM9, a phased programme of archaeological evaluation ahead of construction and secured by a condition is recommended. Officers are satisfied with this approach as it would require investigations to be carried out prior to commencement and if any archaeological assets are found a methodology of site investigation and recording and a programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition would be required.
- 6.20.7 The Heritage Statement states that the evaluation should, in the first instance, be focused on identifying the presence or absence of Enfield Silt deposits which may hold Mesolithic remains similar to those recorded within the Welbourne site 70m north of the proposal. This can be undertaken as part of a programme of geotechnical or geoarchaeological investigations. Further archaeological works may be required ahead of construction to record significant remains identified by the evaluation in order to mitigate impacts to the archaeological resource.

6.20.8 The Greater London Archaeological Advisory Service (GLAAS) has assessed the proposal and called for a pre-determination archaeological evaluation. They are concerned that the proposal would include a full basement which would not allow for the preservation of important remains. GLAAS have said that it is not possible to reliably advise on the policy compliant management of any important remains at the site in the absence of this work and also without any geotechnical data to inform on the survival of key deposits.

6.20.9 Whilst drilling and analysis would be preferable, the applicant does not own the application site at this stage and given that it is a functioning commercial site it would be unfeasible to carry this work out prior to determination. The applicant has supplied a level of detail proportionate to the assets' importance and identified the potential impact of the proposal on significance.

6.20.10 Whilst the site has the potential to include heritage assets with archaeological interest, the findings are likely to be of regional interest and thus should not prohibit development. Officers consider it to be proportionate for suitably worded condition(s) to be secured as part of any planning permission for evaluation works to be undertaken post-grant of planning permission. This would reflect the constraints applied to neighbouring sites.

6.20.11 The intrusive activities of the proposal would include the excavation of a basement extending 4.65m below ground level as well as piled foundations and this work would likely truncate or remove surviving archaeological remains. However, a condition would require investigations to be carried out prior to commencement and if any archaeological assets are found a methodology of site investigation and recording and a programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition would be required.

6.20.12 This requirement would mean that a clear plan for any heritage assets found would be in place prior to any work below ground level taking place. This work would sufficiently document any heritage assets and allow for sufficient analysis to gain potential insight into the nature and extent of settlement in the hinterland of Londinium, insight into prehistoric land usage within the area, and insight into the origins and development of the Tottenham Hale settlement which could provide evidence regarding the medieval and post-medieval periods.

6.20.13 A condition would allow for this work to be carried out and is therefore appropriate and proportionate to the development and the proposal is considered to avoid harm to the archaeological significance of the area.

6.21 Fire Safety and Security

6.21.1 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be

supported by a Fire Statement. The Mayor of London has published draft guidance of Fire Safety (Policy D12(A), Evacuation lifts (Policy D5(B5) and Fire Statements (Policy D12(B)).

- 6.21.2 The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of the work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirements of the Building Regulations.
- 6.21.3 The application is supported by a Fire Statement that, following revisions, meets the requirements of a Fire Statement required by London Plan Policy D12 (A). While GLA Officers recognise that all the headline requirements of part B of policy D12 Fire Safety have been included at a high level under appropriate headings within the statement, they note that there is limited detail provided in respect of several requirements in order to satisfactorily detail how the development proposal will function, and the fire statement does not include a statement of compliance.
- 6.21.4 As such, notwithstanding the submitted statement, the GLA have recommended that the Council secure compliance with Policy D12 via condition as the submitted statement does not confirm that the author is suitably qualified. The applicant has since supplied details of the author to confirm that they do have sufficient qualifications in fire engineering.
- 6.21.5 As such, a compliance condition which requires the development to be implemented in accordance with the submitted fire statements is considered to satisfactorily address the concerns raised by the GLA and would ensure that the development incorporates the necessary fire safety measures in accordance with the London Plan Policy D12 and D5.
- 6.21.6 An informative is also recommended which advises the applicant that if there are any changes to the scheme which require subsequent applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.
- 6.21.7 The HSE commented advising it had “Some concern” relating to the subdivision of the corridors, stay put evacuation approach, means of escape from roof terraces, water supply, deviations from standards that could impact on the design and require changes, and descriptions relating to whether the building is one block or two and the firefighting implications of this.
- 6.21.8 The Applicant’s fire consultant provided further information, which was supported by confirmation from the London Fire Brigade (LFB) that the proposed

development would provide satisfactory firefighting facilities as long as the primary fire safety features for the building identified within the fire statements are delivered. A condition would ensure the above. A further recommended condition would resolve the water supply concern.

6.21.9 The applicant has advised that within the next stages of design development beyond planning they would conduct appropriate studies in line with the advice from Building Regulation Advisory Committee (BRAC). The applicant's engineering consultants have undertaken a review of the building, highlighted the associated risks with the design, and produced a London Plan fire statement and HSE fire statement which have been positively commented on by the London Fire Brigade.

6.21.10 In respect of the building specification, the façade would be constructed in unitised panels which are brick faced with a concrete backing, spaces on all floors would be fully sprinklered and linked to an intelligent fire and smoke detection system which would be monitored 24/7 by the on-site management team. Also cooking within the building undertaken by the students would be restricted to the shared kitchen lounge on the seventh floor and within the kitchen/lounges within the clusters which are positioned at the 'far end' of each cluster to maintain safe egress in the event of a fire.

6.21.11 With regards to the advice from BRAC in the circular letter issued on 22/08/2022, this building would fall under the definition of an uncommon building, due to its height exceeding 50m and having a single stair serving a portion of the building. As such, relying solely on design guidance such as Approved Document B or BS 9991 and BS9999 would not be considered suitable.

6.21.12 The applicant team have recognised this and had previously stated in the HSE fire statement that a qualitative design review in accordance with BS 7974 would be carried out at RIBA stage 3 to consider if the recommendations of BS 9991 and BS 9999 are appropriate or if a fire engineered solution with a potentially higher standard of means of escape provisions, construction, fire safety systems and firefighting access is needed.

6.21.13 The applicant's fire engineering team is made up of chartered fire engineers and would be considered specialist professionals capable of carrying out this assessment. They would be able to comment on the suitability of solely applying the guidance or applying a more robust, evidence based design.

6.22 Conclusion

6.22.1 The proposal is a well-designed mixed-use scheme which would primarily provide purpose-built student accommodation (PBSA) alongside 564sqm (GIA) of commercial retail space (Use Class E(a)) in an appropriate location near to Tottenham Hale train station and the District Centre. It would provide housing

provision equivalent to 180 homes as well as 3 retail units on the last remaining undeveloped parcel of land on North Island.

6.22.2 Tottenham Area Action Plan (AAP) Policy TH4: Station Square West supports town centre ground floor uses, with residential above; and identifies that tall buildings may be acceptable within the site allocation. The proposal would make a significant contribution towards affordable housing via a payment in lieu totalling £6,525,654.00 and would also make contributions to public realm improvements and to infrastructure through the community infrastructure levy.

6.22.3 The proposal provides a high quality of student accommodation. It would be a car free development and the impact on the transport network would be acceptable. The proposal would provide a sustainable design with provision to connect to a future district energy network. It would also provide landscaping that would enhance tree provision and greenery.

6.22.4 On balance the impact on neighbouring amenity is considered to be in line with BRE guidance and acceptable. The proposal provides a high quality tall building and design that is supported by the QRP. The proposed development would not have any further impact on the built historic environment given the context within which it would be located.

6.22.5 Therefore the proposal is considered to be acceptable, and it is recommended that permission for it is granted subject to conditions.

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

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be approximately £835,159.80 (13,919.33sqm x £60) and the Haringey CIL charge will be £1,131,973.05 (13,317.33sqm x £85). This will be collected by Haringey should the scheme 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 in Appendix 1 and subject to section 106 legal agreement.

Appendix 01 – Planning Conditions & Informatives

1. Time Limit

(a) The development shall be begun within **three** years of the date of the permission.

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

2. Approved Plans and Documents

(a) The Development hereby approved shall be carried out in accordance with the following approved plans and documents 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:

- SEE APPENDIX 09.

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

3. Basement impact mitigation measures (PRE-COMMENCEMENT in part)

(a) Notwithstanding the information submitted with the application no development shall take place until a final Method Statement for the construction of the basement has been submitted to and approved in writing by the local planning authority. The Method Statement should demonstrate that the proposed construction methodology aims to limit damage to the neighbouring buildings/structures within the zone of influence to Burland Scale Category 1 and where this is not possible it should never be more than Category 2. The Method Statement shall include pre-commencement condition surveys of nearby buildings (being any buildings within the zone that may be impacted by construction works) and the proposed systems of excavation support including any underpinning. The development thereafter shall be carried out in accordance with this approved methodology and detail.

(b) The condition of nearby buildings shall be monitored throughout the construction process and works shall cease immediately if damage in excess of the predicted impact as noted above is recorded. A post-completion condition survey of nearby buildings shall be submitted to and approved in writing by the local planning authority within 6 months of completion.

The method statement shall be carried out by a suitably qualified structural engineer.

Reason: To ensure that the proposed development would have no undue impact on the structural integrity of adjoining and neighbouring buildings, in accordance with Policy DM18 of the Haringey Development Management DPD 2017

4. Accessible Accommodation

(a) The building hereby approved shall provide level access to all areas of the building and shall meet the required standard of the Approved Document M of the Building Regulations (2015) unless otherwise agreed in writing with the Local Planning Authority.

(b) 5% of the total number of rooms of student accommodation shall be accessible (M4(3)b) and a further 5% of the total number of rooms shall be adaptable bedrooms (M4(2)).

(c) Wheelchair accessible M4(3) and adaptable M4(2) rooms shall be located on every floor near to the main core.

REASON: In order to ensure an adequate supply of accessible student accommodation in the Borough and to ensure an inclusive development.

5. Commercial Units - Retail Opening Hours

(a) The retail uses (Use Class E(a)) shall only be open to the public between the hours of 08.00 to 20.00 (Monday to Saturday) and 08.00 to 18.00 (Sundays and Public Holidays).

REASON: To safeguard residential amenity.

6. BREEAM (PRE-COMMENCEMENT)

(a) Prior to commencement, a BREEAM tracker shall be provided to the Local Planning Authority confirming the BREEAM status and progress towards the target rating(s) of a BREEAM "Very Good" outcome (or equivalent) for the retail use and "Excellent" for the student accommodation.

The Building shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating.

(b) A post construction BREEAM assessment for the retail use and separately the student accommodation shall be submitted within 6 months of occupation and shall demonstrate that a target rating of 'Very Good' has been achieved for the retail use and "Excellent" for the student accommodation, unless otherwise agreed in writing with the local planning authority. Evidence shall be submitted demonstrating that the Certification has been applied for with the BRE and that this part of the condition shall be approved once the certificate has been provided.

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 the Local Planning Authority's written approval within 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.

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

7. Commercial Units – Noise Attenuation

(a) No occupation of the commercial units shall commence until such times as full details of the floor slab and any other noise attenuation measures between the ground/first floor or commercial unit and student accommodation on adjacent floors has been submitted to and approved in writing by the Local Planning Authority.

(b) The details shall be designed to ensure that at any junction between the accommodation and the commercial units shall achieve a noise insulation level for of no less than 55 dB DnT,w + Ctr.

(c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of the commercial units and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation.

8. Noise Attenuation – Student Accommodation

(a) The student accommodation hereby approved shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the accommodation to which they relate have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 ‘Guidance on sound insulation and noise reduction for buildings’ and meet the following noise levels;

Time	Area	Average Noise level
Daytime Noise 7am – 11pm	Rooms of accommodation	35dB(A) (L _{Aeq,16hour})
	Communal areas	40dB(A) (L _{Aeq,16hour})
Night Time Noise 11pm -7am	Rooms of accommodation	30dB(A) (L _{Aeq,8hour})

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in all facades of the accommodation shall be installed and made operational prior to the occupation of any of the accommodation to which they relate in the building as specified in part (a) of this condition and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

9. Fire Statement

The development must be implemented and maintained in accordance with the provisions of the Fire Safety Statement prepared by Aecom dated 25th June 2021 and the Gateway 1 London Plan Fire Statement prepared by Aecom dated 10th August 2021, or any variation as may be approved in writing by the Council in consultation with the GLA and or HSE.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12 and London Plan Policy D5.

10. Landscape Details

(a) The following external landscaping details of amenity areas shall be submitted to and approved by the Local Planning Authority before first occupation of the development:

- i) Hard surfacing materials;
- ii) Any relevant SUDS features (as identified in the Flood Risk Assessment and Drainage Strategy by Aecom (60644390, Revision 04), dated July 2021) including the internal drainage system and attenuation tank details which shall include details of the controlled release system.
- iii) A SUDS management and maintenance plan for the proposed SUDS features, detailing future management and maintenance responsibilities for the lifetime of the development
- iv) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);
- v) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- vi) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
- vii) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and
- viii) Implementation programme.

(b) The landscaping and SUDS features shall be carried out in accordance with the approved details, management and maintenance plan and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

(c) Any trees or shrubs which die, are removed or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory level of amenity, biodiversity enhancement and boundary treatments.

11. Biodiversity

(a) Prior to occupation of the development, details of ecological enhancement 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 (which could include, for example, bat boxes, bird boxes and bee bricks), 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) Within 3 months of the occupation of the development, photographic evidence and a post-development ecological field survey and 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.

(c) 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 Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

12. External Materials and Details

(a) No development of the building shall commence above ground floor slab level until all proposed external materials and elevational details for the building have been submitted to and approved by the Local Planning Authority. These external materials and details shall include:

- i). External facing materials and glazing, including sample boards of all cladding materials and finishes;
- ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
- iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
- iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;

(b) Thereafter the development shall be carried out in accordance with the approved details and materials.

REASON: To ensure that the development hereby approved is satisfactory.

13. Living roofs

(a) Prior to the first occupation of the building, details of the living roofs (including the planting proposed for the roof terrace) shall be submitted to and approved in writing by the Local Planning Authority. Living roofs shall be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants shall be grown and sourced from the UK and all soils and compost used must be peat-free. The submission shall include the following unless otherwise agreed in writing:

- i. A roof plan identifying where the living roofs will be located;
- ii. Relevant floor plans identifying where the living walls will be rooted in the ground, if any;
- iii. Sections demonstrating installed and expected settled substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;

- iv. Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v. Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with roof ball of plugs 25m³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi. Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii. Management and maintenance plan, including frequency of watering arrangements.

(b) Within a month of the first occupation of the student accommodation in the building, evidence must be submitted to and approved by the Local Planning Authority that the living roof(s) has been delivered in line with the details set out in point (a) unless otherwise agreed in writing. This evidence shall include photographs demonstrating the measured depth of soil/substrate planting and biodiversity measures. If the Local Planning Authority finds that the living roof(s) has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) 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, reduces the impact on climate change and supports the water retention on site during rainfall. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

14. Energy Strategy

(a) Prior to the commencement of the development's superstructure, a revised Energy Statement shall be submitted and approved by the Local Planning Authority. This shall be based on the submitted Energy Statement v2, including the Appendices (dated December 2021), prepared by Aecom, delivering a minimum site-wide carbon emission reduction of 63% using SAP 10.0 carbon factors by connecting to the Decentralised Energy Network (DEN) in the future or 52% using SAP 10.0 carbon factors if the air source heat pump back up solution is implemented, in line with Building Regulations Part L 2013. The revised strategy shall include the following unless otherwise agreed with the local authority:

1. Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
2. A minimum 14.3 kWp solar photovoltaic array;

3. A strategy to seek to improve and respond to the Be Lean requirement to improve the fabric efficiencies towards a 15% reduction with SAP 10.0 carbon factors, including calculations showing how thermal bridging will be reduced;
4. Confirmation of the specification, efficiency, layout of the interim heating solution before connecting to the DEN if required;
5. Details of the estimated comparative running costs for the heating solutions.
6. A metering strategy.

(b) Within six months of the occupation of the development, evidence that the ASHPs (if installed) and solar PV panels have been correctly installed shall be submitted to and approved in writing by the Local Planning Authority, including photographs, and a six-month energy generation statement.

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

Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of £2,850 per tonne of carbon plus a 10% management fee. Should an increased level of CO2 reduction be achieved, any carbon offset payment would be reduced by £2,850 per tonne.

The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved, unless otherwise agreed in writing with the local authority, 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 London Plan (2021) Policy SI2, SI3, and Local Plan Policy SP4 and DM22.

15. Overheating (Student Accommodation)

Prior to above ground works, a revised Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk with windows closed and for future weather files and propose a retrofit plan where necessary. This assessment shall be based on the Overheating Report by Aecom (dated 17 December 2021).

The report shall include:

1. Annotated plans showing which habitable rooms will be affected by noise constraints;
2. Modelling of DSY1 2020s weather file demonstrating where the rooms that are constrained by noise will overheat when the windows are closed, and details of the appropriate overheating and/or noise mitigation measures in line with the Cooling Hierarchy and the Acoustics Ventilation and Overheating Residential Design Guide.

3. Justification why active cooling is proposed for the communal areas on levels 7 and 24 with modelling results and that the need for cooling has been reduced, and details of the cooling method and load;
4. Further modelling of the habitable rooms based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the 2050s and 2080s periods, high emissions, 50% percentile;
5. Technical details of mitigation measures, including the fixing mechanism, specification, and shading coefficient of any internal and external shading features, and the energy demand of the active cooling for communal areas;
6. Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
7. Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

The development must be built in accordance with the overheating measures as approved, unless otherwise agreed in writing with the local authority, and retained thereafter for the lifetime of the development.

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

16. Overheating (Commercial Areas)

Prior to occupation of each non-residential area, an Overheating Report must be submitted to and approved by the Local Planning Authority if that space is to be occupied for an extended period of time or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.

The report shall be based on the current and future weather files for 2020s, 2050s and 2080s for the CIBSE TM49 central London dataset. It shall set out:

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

The mitigation measures hereby approved shall be implemented prior to occupation of the commercial units to which they relate and retained thereafter for the lifetime of the development, unless otherwise agreed in writing with the Local Authority.

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 Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

17. Energy Monitoring

Upon final completion, suitable devices for the monitoring of the energy use and renewable/low-carbon energy generation (by accommodation unit) shall have been installed in line with CIBSE TM39.

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

18. Circular Economy

Within 3 months post first occupation the development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, within 3 months post first occupation.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

19. Whole Life Carbon

Within 3 months post first occupation of the development, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, within 3 months post first occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

20. Low-carbon heating solution details

Prior to the above ground commencement of construction work, details relating to the future connection to the DEN, or a fall-back alternative low-carbon heating solution must be submitted to and approved in writing by the local planning authority. This shall include for a DEN solution:

- i. Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by

- CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
- ii. Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
 - iii. Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;
 - iv. A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;
 - v. Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
 - vi. Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
 - vii. Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
 - viii. Details of a future pipework route from the temporary boiler location to the plant room.

And shall include the following for a ASHP solution:

- i. the Seasonal Coefficient of Performance (SCOP) based on a dynamic calculation of the system boundaries over the course of a year
- ii. how the heat pump will operate alongside any other heating/cooling technologies being specified for the development including thermal stores
- iii. whether any additional technology is required for top up, for instance during peak loads.
- iv. the approach to generating domestic hot water
- v. the heating and/or cooling energy the heat pump would provide to the development and the electricity the heat pump would require for this purpose.
- vi. the CO2 savings that are expected to be realised through the use of this technology
- vii. the expected heating costs to occupants, demonstrating that the costs have been minimised
- viii. a diagram of the proposed location of the heat pumps and the associated condenser units

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

21. PV Arrays

The installed PV Arrays shall be maintained in good working order in accordance with the manufacturer's instructions and cleaned at least annually unless self cleaning panels are installed.

REASON: To ensure that the installed PV arrays generate renewable energy at their full potential.

22. Secured by Design

(a) Prior to the first occupation of the building, or within an alternative timescale as may be agreed in writing with the LPA, a 'Secured by Design' accreditation shall be obtained and thereafter all security features included in the accreditation are to be permanently retained.

(b) Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of the development.

REASON: To ensure safe and secure development and reduce crime.

23. Stage I Written Scheme of Investigation of Archaeology (PRE-COMMENCEMENT)

(a) No development, other than demolition, shall commence until a Stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing for the building. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

REASON: to protect the historic environment

24. Stage II Written Scheme of Investigation of Archaeology

(a) If heritage assets of archaeological interest are identified by a Stage 1 Written Scheme of Investigation (WSI) of Archaeology, then for those parts of the site which have archaeological interest, a Stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the Stage 2 WSI, no development other than demolition shall take place other than in accordance with the agreed stage 2 WSI which shall include:

i) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

ii) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: to protect the historic environment

25. Foundation Design – Archaeology (PRE-COMMENCEMENT)

(a) In the event that the Stage I and/or Stage II Written Scheme of Investigation of Archaeology identifies any archaeological remains that require protection, no development, other than demolition, shall take place until details of the foundation design and construction method to protect any archaeological remains in that phase have been submitted and approved in writing by the Local Planning Authority.

(b) The development shall be carried out in accordance with the approved details.

REASON: The planning authority wishes to secure physical preservation of the site's archaeological interest in accordance with the NPPF.

26. Land Contamination – Part 1 (PRE-COMMENCEMENT)

(a) No development other than demolition shall commence other than investigative work until:

i) Taking account of information in the in the Phase1 Land Contamination Report with reference 60644390 prepared by AECOM Ltd dated June 2021, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The 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.

ii) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority prior to that remediation being carried out on site.

iii) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

27. Land Contamination – Part 2

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

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

28. Unexpected Contamination

(a) 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.

(b) The remediation strategy shall be implemented as approved.

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

29. Cycle & Mobility Scooter Parking Details (PRE-COMMENCEMENT in part)

(a) No development of the shall commence until details of cycle and scooter parking (341 long-stay residential including 3 mobility scooter spaces, 3 commercial, 20 visitor spaces, unless otherwise agreed in writing) and charging points for mobility scooters in the building have been submitted to and approved in writing by the Local Planning Authority.

(b) prior to the occupation of the commercial units, provision for changing/locker space and facilities for the commercial units shall be submitted to and approved in writing by the Local Planning Authority

(c) The cycle parking details shall demonstrate compliance with the relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards.

(d) The cycle parking provision and facilities shall be implemented in accordance with the approved details and retained thereafter for this use only unless otherwise agreed in writing.

REASON: To promote travel by sustainable modes of transport and to comply with Policy T5 of the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

30. Delivery and Servicing Plan

(a) No element of the development (student accommodation or commercial units) shall be occupied until a Delivery and Servicing plan (DSP) for that element, other than details of the location and dimensions of all proposed loading bays, has been submitted to and approved in writing by the Local Planning Authority. The DSP shall be in broad conformity with the Draft Delivery and Servicing Plan (within the Transport Assessment prepared by AECOM, dated July 2021) and Transport for London's Delivery and Servicing Plan Guidance (2020).

(b) The DSP, approved under (a) above shall be implemented and updated following the results of the first delivery and servicing survey to be undertaken within 12 months of first occupation of the proposed development.

(c) the DSP shall provide clarity regarding any unforeseen circumstances such as a greater degree of non-service vehicle use of bays by blue badge holders or other private vehicles. And shall include considerations for different profiles and levels of delivery and servicing activity and what changes to management and/or provision may address any potential issues without comprising the free flow of the Highway and pedestrian facility around the site.

(d) Further surveys and updates of the full DSP shall be approved in writing by the Local Planning Authority.

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

31. Student Accommodation Waste Management Plan

(a) None of the units of student accommodation in the building shall be first occupied until a Waste Management Plan for the building has been submitted to and approved in writing by the Local Planning Authority.

(b) The Waste Management Plan shall set out details of:

- (i) the private waste contractor contracted to collect waste; and
- (ii) The timing of such movements and how it will be carried out, ensuring that bins are not stored on the footway and cleansing arrangements.

(c) The approved Waste Management Plan shall be implemented upon first occupation of any of the units of student accommodation and the development shall be operated in accordance with the approved Plan thereafter, unless a review of arrangements and a revised Plan is requested in writing by the Local Planning Authority, in which case the development shall be operated in accordance with any revised Plan that is approved in writing by the Local Planning Authority.

REASON: To ensure satisfactory waste and recycling collection for the accommodation.

32. Detailed Construction Logistics Plan (PRE-COMMENCEMENT)

(a) No development shall commence until a Detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority.

(b) The Detailed CLP shall conform with Transport for London's Construction Logistics Planning Guidance (2021) and shall include the following details:

- i) Site access and car parking arrangements;
- ii) Delivery booking systems;
- iii) Construction phasing and agreed routes to/from the development

- iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible);
- v) Travel plans for staff / personnel involved in construction.
- vi) Crane Lifting Management Plan (CLMP)
- vii) Crane Erection and Dismantling

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

33. Public Highway Condition (PRE-COMMENCEMENT)

- (a) No development shall commence until an existing condition survey of the carriageway and footway (surrounding the site on The Hale and Hale Road) has been undertaken in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.
- (b) Within one month of the completion of all development works, including any highway works, a final condition survey shall be undertaken of the highway areas identified in (a) in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.
- (c) The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of the public highway is reinstated to the satisfaction of the Council's Highways Maintenance team in accordance with an associated Highway Agreement.

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

34. Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)

- (a) No development shall commence until a Demolition Environmental Management Plan (DEMP) for the building has been submitted to and approved in writing by the Local Planning Authority.
- (b) No development shall commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.
- (c) The DEMP and CEMP shall provide details of how demolition and construction works respectively are to be undertaken 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;
- 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;
- x. Details of any other standard environmental management and control measures to be implemented.

(d) the CEMP shall also include consideration as to whether any ecological protection measures are required, to include an assessment of vegetation for removal, including mature trees, for the presence of nesting birds. Mitigation measures including the use of sensitive timings of works, avoiding the breeding bird season (March-August, inclusive) and, where not possible, pre-works checks by a suitably experienced ecologist will be provided in detail.

(e) Demolition and construction works shall only be carried out in a particular Phase in accordance with an approved DEMP and CEMP for that Phase.

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

35. Management and Control of Dust (PRE-COMMENCEMENT)

(a) No development shall commence, save for investigative work, until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted to and approved in writing by the Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i) Monitoring locations
- ii) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- iii) Details confirming the Plot has been registered at <http://nrmm.london>;
- iv) Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- v) 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);
- vi) a Dust Risk Assessment;
- vii) Lorry Parking, in joint arrangement where appropriate.

(b) Demolition and construction works shall only be carried out in a particular Phase in accordance with an approved AQDMP for that Phase.

REASON: To safeguard residential amenity, protect air quality and the amenity of the locality.

36. Impact Piling Method Statement (PRE-COMMENCEMENT)

(a) 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 and water infrastructure, and the programme for the works) for the building has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

(b) Any piling must be undertaken in accordance with the terms of the approved piling method statement for the building.

REASON: The proposed works will be in close proximity to underground sewerage and water main utility infrastructure. Piling has the potential to impact on local underground sewerage and water main utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement.

37. Business and Community Liaison Construction Group (PRE-COMMENCEMENT)

(a) For the duration of the demolition and construction works the developer and its contractors shall establish and maintain a Liaison Group having the purpose of:

- i. informing local residents and businesses of the design and development proposals;
- ii. informing local residents and businesses of progress of preconstruction and construction activities;
- iii. considering methods of working such as hours and site traffic;
- iv. providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- v. providing advanced notice of exceptional works or deliveries; and
- vi. providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group, including frequency of meetings, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. For the avoidance of doubt, this could comprise the Applicant's existing 'Business and Community Liaison Group' (BCLG) or an alternative agreed with the Council.

REASON: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

38. Telecommunications

(a) The placement of any telecommunications apparatus, satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal satellite dish or television antenna for the units of accommodation, 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 Policy DM1 of the Development Management Development Plan Document 2017.

39. Wind Mitigation

(a) The student accommodation shall not be occupied until details for the wind mitigation measures that are designed meet those described in the Pedestrian Wind Environment Study WF961-06F02(REV0)- WE REPORT dated January 10, 2022, have been submitted to and approved in writing by the Local Planning Authority (These shall include measures to the terraces which should comprise up to 30% porous 1.5m vertical screening; and a maintenance schedule for all mitigation).

(b) The approved wind mitigation measures shall be implemented prior to the first occupation of the student accommodation and shall be maintained and functional and permanently retained thereafter for the lifetime of the building.

REASON: In order to prevent adverse impact on wind microclimate, in accordance with Policy D9 of the London Plan (2021) and Local Plan Policy DM6.

40. Foundation Design (PRE- COMMENCEMENT)

Details demonstrating that the following on foundation design shall be submitted to the Local Planning Authority (LPA) for its written approval prior to commencement of the development (excluding demolition) hereby approved.

- a. the methods to be used;
- b. the depths of the various structures involved;
- c. the density of piling if used; and
- d. details of materials to be removed or imported to site.

The approved foundation details shall be implemented as approved.

Reason: To ensure that construction of the foundations would not detrimentally affect the groundwater resource.

41. Noise from building services plant and vents

Noise emitted by plant equipment hereby permitted shall at all times remain 5dB(A) below background levels when measured at any nearby residential window or other noise sensitive receptor.

The plant shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained. If at any time the plant is unable to comply with this Condition, they shall be switched off and not used again until it is able to comply.

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

42. Anti-vibration mounts for building services plant / extraction equipment

All plant and equipment installed shall be supported on adequate proprietary anti-vibration mounts as necessary to prevent the structural transmission of vibration and regenerated noise within adjacent or adjoining premises, and these shall be so maintained thereafter. If at any time the plant is unable to comply with this Condition, it shall be switched off and not used again until it is able to comply.

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

43. Evidence of operational public hydrants/suitable alternatives

Details demonstrating that the public hydrants proposed to service the development are operational and sufficient shall be submitted to the Local Planning Authority (LPA) for its written approval prior to occupation of the development hereby approved. If it cannot be demonstrated that the public hydrants are fit for purpose, then satisfactory alternative solutions must be proposed and approved in writing by the LPA before occupation. The approved provision shall be retained thereafter and kept functional for the lifetime of the development.

REASON: To ensure that the development incorporates the necessary fire safety measures and in order to accord with the Mayor's London Plan Policy D12.

44. Estate Management Plan

The development must be implemented and maintained in accordance with the provisions of the Estate Management Plan prepared by CRM Students, or any variation as may be approved in writing by the Council.

Reason: To ensure that the development is managed appropriately in accordance with London Plan Policy H15 and in the interests of amenity.

INFORMATIVES

1. Working with the applicant. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Community Infrastructure Levy. The applicant is advised that based on the information given on the plans, the Mayoral CIL charge will be approximately £835,159.80 (13,919.33sqm x £60) and the Haringey CIL charge will be £1,131,973.05 (13,317.33sqm x £85). This will be collected by Haringey should the scheme 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.
3. 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.
4. 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.
5. Numbering New Development. 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 address.
6. Asbestos Survey prior to demolition. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
7. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that; the effects of the construction work upon air quality is minimised.
8. Written Scheme of Investigation – Suitably Qualified Person. Written schemes of investigation will need to be prepared and implemented by a suitably

qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

9. Deemed Approval Precluded. The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed approval under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
10. Composition of Written Scheme of Investigation. Historic England GLAAS envisages that archaeological fieldwork would comprise the following:
11. Geoarchaeological Assessment and Coring. Geoarchaeology is the application of earth science principles and techniques to the understanding of the archaeological record. Coring involves boreholes drilled into the buried deposits to record (and sample) their characteristics, extent and depth. It can assist in identifying buried landforms and deposits of archaeological interest, usually by using the results in deposit models. Coring is often undertaken when the deposits of interest are too deep for conventional digging, or when large areas need to be mapped. It is only rarely used in isolation usually forming part of either an archaeological evaluation to inform a planning decision or the excavation of a threatened heritage asset.
12. Evaluation. An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The scope of the archaeological mitigation will depend on the results of the above phases of work. You can find more information on archaeology and planning in Greater London on our website This response only relates to archaeology. You should also consult Historic England's Development Management on statutory matters.

13. Disposal of Commercial Waste. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under Section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.
14. Piling Method Statement Contact Details. Contact Thames Water
<https://developers.thameswater.co.uk/Developing-a-largesite/>
Email: developer.services@thameswater.co.uk

15. Minimum 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.
16. Paid Garden Waste Collection Services. Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website:
www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection
17. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers and can reduce the risk to life.
18. Designing out Crime Officer Services. 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.
19. 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.
20. Site Preparation Works. These comprise site preparation and temporary works including but not limited to the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.
21. s106 Agreement and s278 Agreement. This planning permission must be read in conjunction with the associated s106 Agreement and any associated s278 Highway Act Agreement(s).
22. Revised Fire Statement required with any revised submission. The applicant is advised that if there are any changes to the scheme which require subsequent Section 96a or Section 73 applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.

23. Building Control - All building work carried out should meet current building codes and regulation requirements. The Council's Building Control Service ensures that buildings are designed and constructed in accordance with the Building Regulations and associated legislation. Please Note: It is the responsibility of those carrying out the work to ensure that the provisions of the regulations are fully met. The role of Building Control is only to check that they do so.

24. Building Regulations – Soundproofing. The implementation of a suitable soundproofing scheme is now required as part of the Building Regulations 1991 - Part E. The applicant is now therefore required to formally consult the Councils Building Control Department, River Park House, 225 High Road, N22 8HQ (Tel. 020 8489 5504).

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Appendix 2: Images of the site and the proposed scheme

Site Location



Location Plan

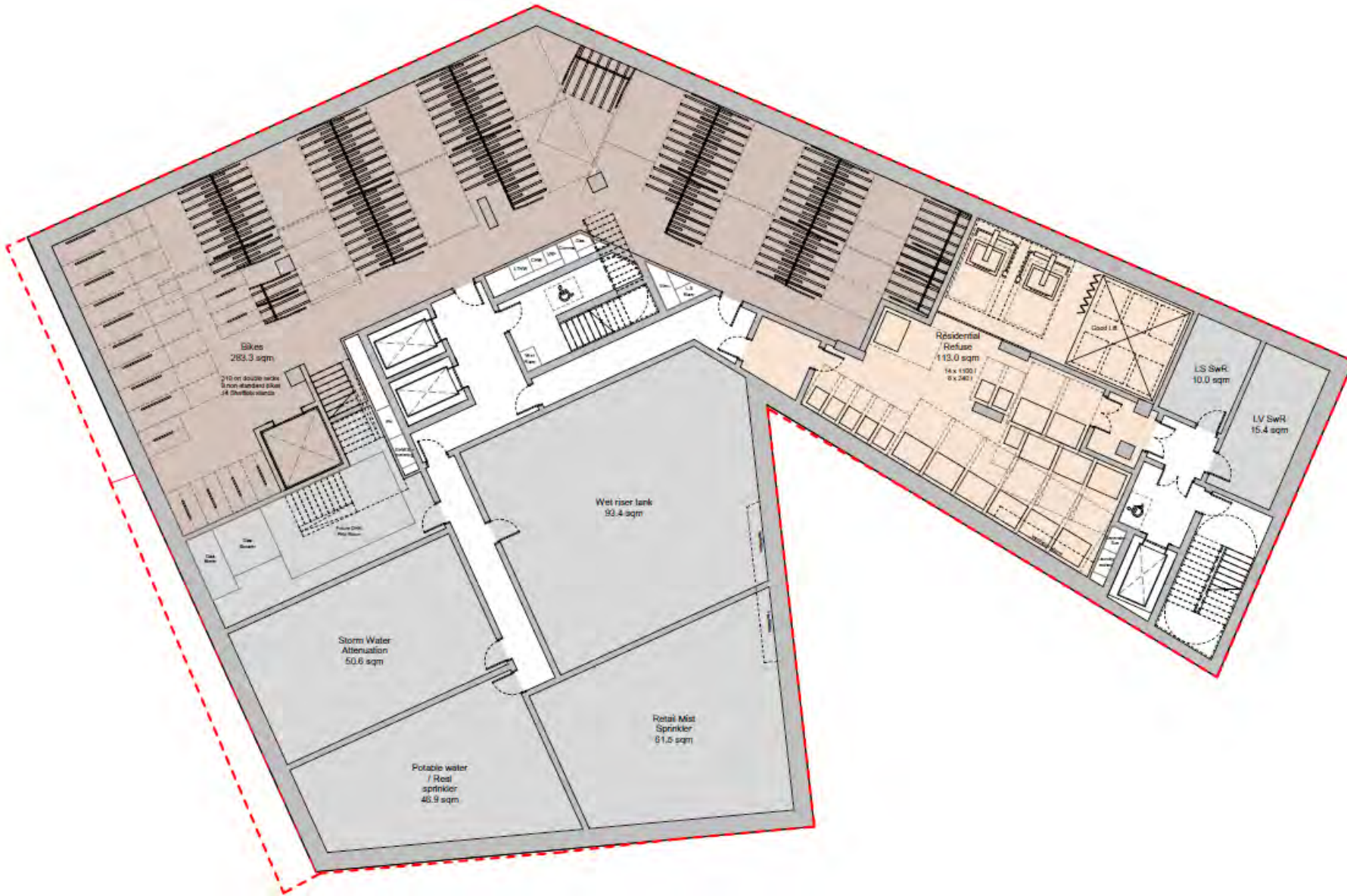
— Site Boundary



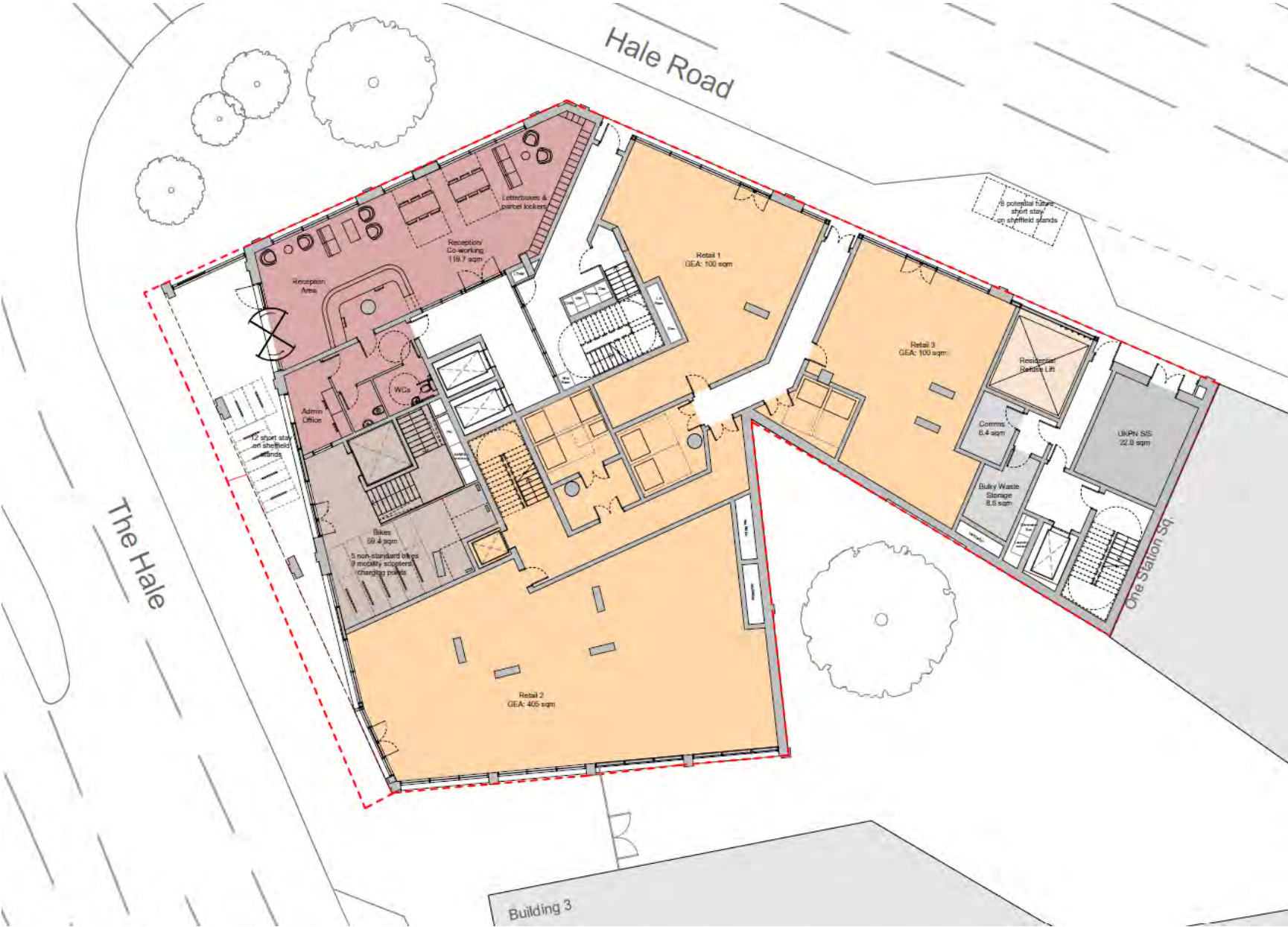
Illustrative view of built out Argent masterplan in the context of other permitted schemes in Tottenham Hale



Basement floorplan



Ground floor plan



First Floor Plan



2nd to 6th floor plan



7th floor plan

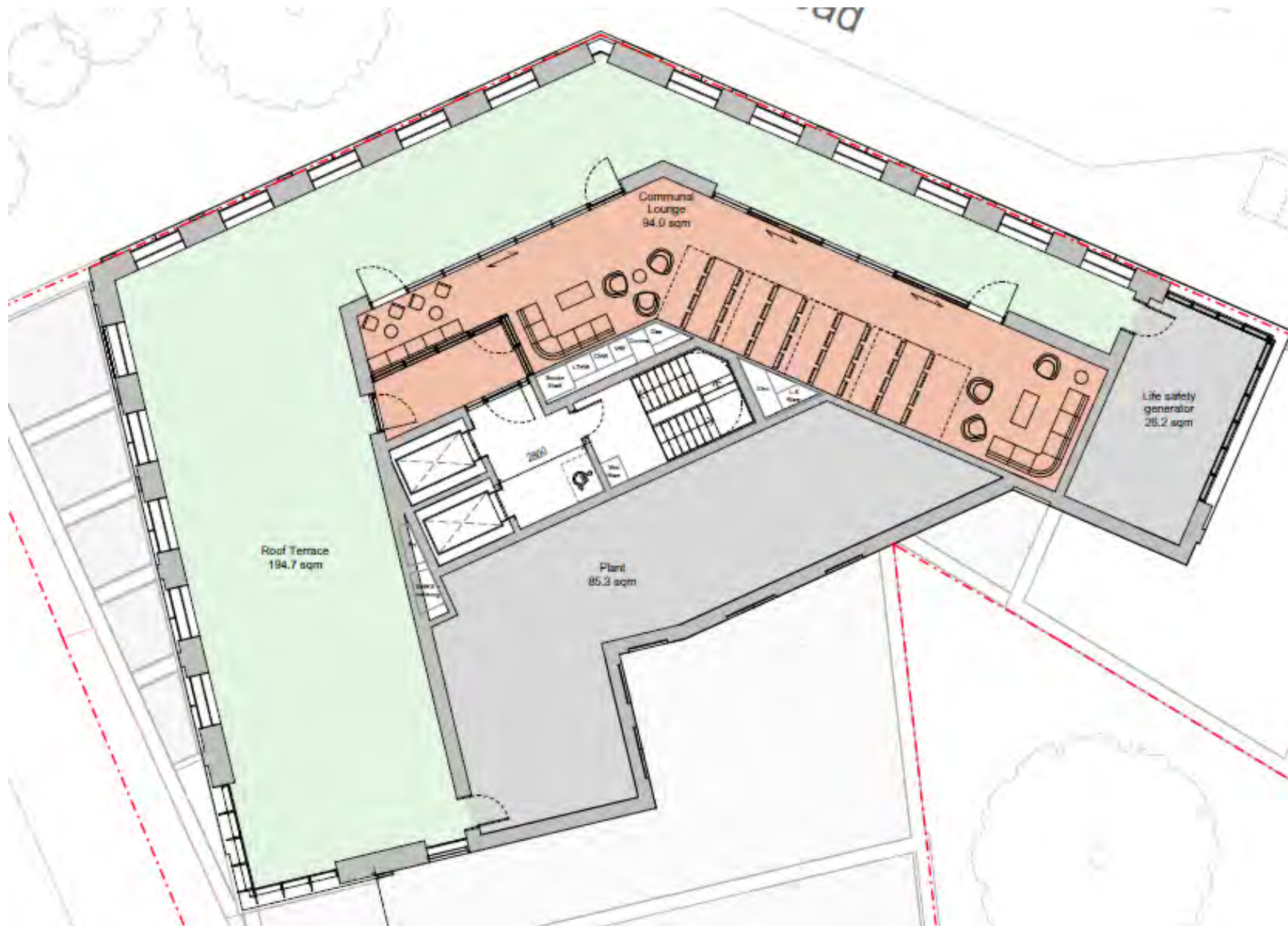


8th to 23rd floor plan

Hale Road



24th floor plan



Room layouts

Standard Bedrooms	<p>Type 1 (13 m²)</p>	<p>Type 2 (13.4 m²)</p>	<p>Type 3 (19.9 m²)</p> <p>Adaptable - See Type 11</p>
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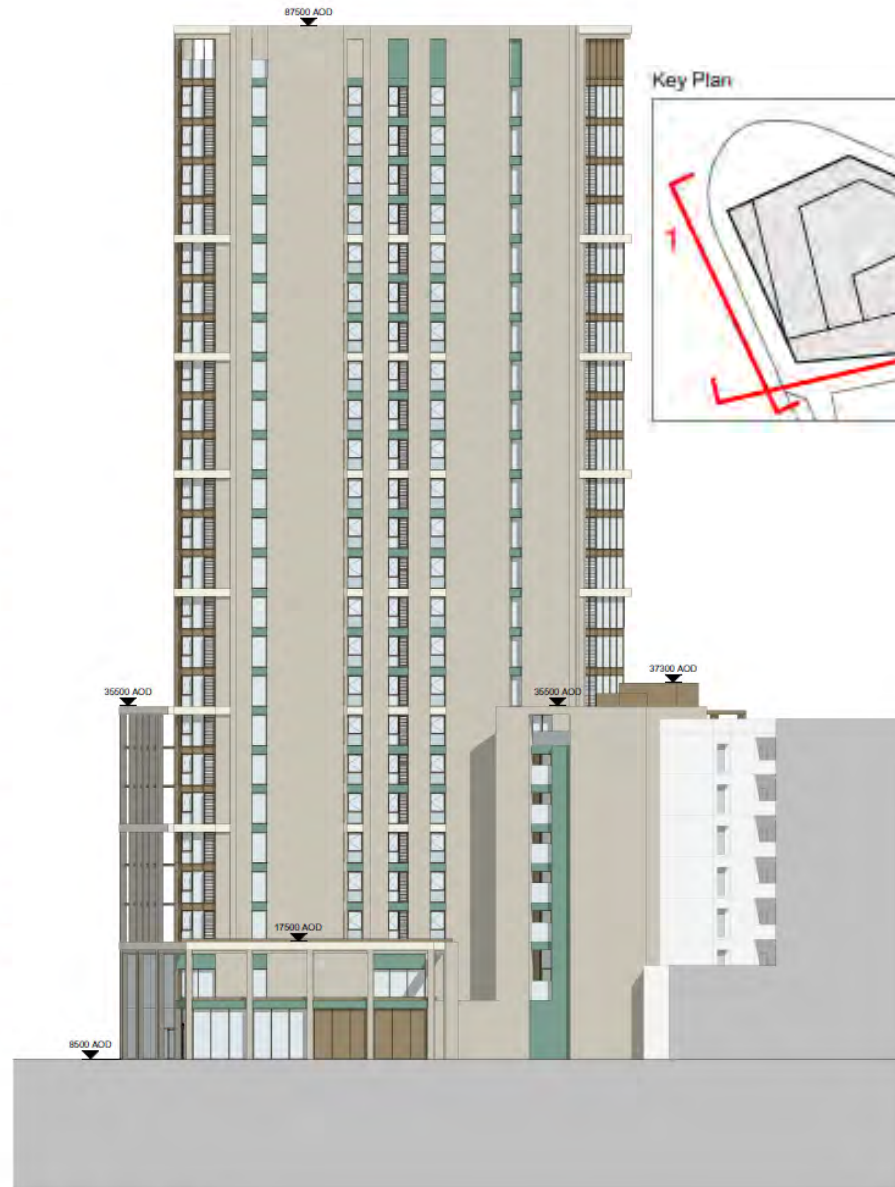
Post-graduate Bedrooms	<p>Type 4 (20 m²)</p>	<p>Type 5 (18.4 m²)</p>	<p>Type 6 (17 m²)</p>	<p>Type 7 (22.3 m²)</p>
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wheelchair acc. Bedrooms	<p>Type 10 (19.3 m²)</p>	<p>Type 11 (25.6 m²)</p>
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Southwest & southeast elevations



① South-West Elevation
1 : 200



③ South-East Elevation
1 : 200



CGI Image looking southeast from corner of Park View Road and Hale Road / The Hale



CGI of the building looking approximately southeast from a raised height on Park View Road



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Appendix 4: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
LBH Carbon Management	<p>Carbon Management Response 17/06/2022</p> <p>Summary Further to the Carbon Management response issued on 17th January 2022, and verbal discussions with the applicant in the meantime, this response seeks to clarify this response in relation to the carbon emission factors used. Revised planning conditions have been recommended in relation to the Energy Strategy.</p> <p>Energy – Update Discussions with the GLA confirmed that the draft Energy Assessments Guidance (2020) is due to be updated imminently following the Department for Levelling Up, Housing and Communities’ publication of the revised Building Regulations (BR) Part L in December 2021, which has taken effect from 15th June 2022.</p> <p>The GLA’s guidance currently states that BR Part L 2013 should be used with SAP2012 carbon factors for development proposals in a Heat Network Priority Area and where there is the potential to connect to a new network using low-emission CHP (i.e. the energy from waste plant in Edmonton).</p> <p>With the impending update to the GLA guidance to reflect BR Part L 2021¹, the GLA has advised that applications submitted before this update that are using BR Part L 2013 should use SAP10 carbon factors as this is more appropriate for developments connecting to a DEN in the interim. This response has therefore been updated to reflect the reporting under BR Part L 2013 with SAP10 carbon factors.</p> <p>Energy – Summary</p>	<p>Recommended conditions and s106 heads of terms included. The proposal would therefore be acceptable.</p>

¹ The GLA Guidance 2022 will only take effect once the Part L 2021 methodology software have been published.

The tables below have been prepared on the basis of Energy Statement v2, prepared by Aecom (dated December 2021).

	Connection to DEN scenario		ASHP backup scenario	
	tCO ₂	%	tCO ₂	%
<i>(SAP10 emission factors)</i>				
Baseline emissions	434.2		434.2	
Be Lean savings	-77.8	-18%	-77.8	-18%
Be Clean savings	348.4	80%	0	0%
Be Green savings	4.5	1%	304.1	70%
Cumulative savings	275.1	63%	226.3	52%
Carbon shortfall to offset (tCO₂)	159.1		207.9	
Carbon offset contribution +10% management fee	£453,435 (to be recalculated)		£592,515 (to be recalculated)	
Initial carbon offset payment	Figure calculated under the Connection to DEN scenario			
Deferred carbon offset payment	Figure calculated as: ASHP back up carbon offset contribution minus the initial carbon offset contribution (DEN connection)			

These carbon offset figures are based on the Energy Statement v2 prepared by Aecom in accordance with advice from the Energy infrastructure Manager on the carbon performance of the DEN. The Council has since become aware of a BRE Technical note on heat from Energy From Waste systems² which requires they be treated differently and so these figures will need to be updated.

Energy – Carbon Offset Contribution

² https://files.bregroup.com/SAP/BRE_Technical_Note-Energy_from_Waste_Facilities_%28ERF%29_1.0.pdf?

The initial carbon offset contribution amount is expected to decrease, and the deferred carbon offset would therefore increase. The revised figures will be established through the Energy Plan process in the s106 which includes an updated carbon offset calculation prior to commencement.

The Section 106 agreement will set out within what timeframe the Deferred Carbon Offset payment would be payable, based on the ultimate date by which the development should confirm whether they connect to the DEN.

Connection charge

In the event that the scheme connects to the DEN, a connection charge should be payable. In order that this is reasonable, the charge will be capped as follows.

Maximum connection charge = deferred carbon offset contribution + any avoided costs of implementing the ASHP backup solution (depending on phasing, the ASHP solution may have been implemented in which case the avoided costs are zero).

This is payable when they are connecting to the DEN.

Energy – Be Clean

The applicant will need to demonstrate that they will provide the following details prior to the commencement of construction:

- a) A detailed design and route showing how the pipe line and communications ducts into the development (to our specification) will be routed from the GF plant room to a manhole at the boundary of their site. The route should also demonstrate there are no obstructions in the highway adjacent to connection point;
- b) A good quality network within the building – this should be to the Council’s standard specification, with minor amendments to suit the site to be agreed between the Council and the developer, which should be secured through the S106;

- c) A clear plan for QA of the network post-design approval through construction and commissioning to operation, this plan should demonstrate how the system can be expected to perform as designed and should be based on the processes set out in CP1. The Council will in turn be seeking updates on the implementation of the scheme in line with the agreed specification at key stages through the build;
- d) A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set.

Planning Obligations

Regarding the planning obligations, the following is recommended:

- Connect to the DEN with an interim heating solution if phasing allows, this should be a communal gas boiler (Building Regulations Part L 2021 (para 2.7) allows dwellings to be completed on gas boilers as long as a low carbon alternative, in this case either the ASHP or DEN, is in course of being implemented by December 2027). If phasing does not allow, the development would need to be completed with a permanent solution (the DEN if connection has been resolved in time or the ASHP)
- Submit justification and details of the backup ASHP heating solution if not connecting to the DEN
- Re-calculation of the carbon offset contributions prior to commencement (which is one of the requirements of the Energy Plan)
- A covenant to comply with the Council's standard DEN specification for the building DEN and for any components of the area wide DEN installed on site
- Connection charge to be capped at the deferred offset contribution + the avoided costs of delivering an ASHP system, details of the avoided ASHP system costs should be agreed at an earlier stage
- Energy Plan
- Sustainability Review

Revised Planning Conditions (Energy and Overheating only) + Additional DEN Connection Condition

Energy Strategy Condition

(a) Prior to the commencement of development, a revised Energy Statement shall be submitted and approved by the Local Planning Authority. This shall be based on the submitted Energy Statement v2, including the Appendices (dated December 2021), prepared by Aecom, delivering a minimum site-wide carbon emission reduction of 63% (SAP10 emission factors) from a Building Regulations 2013 Part L compliant development that will connect to the Decentralised Energy Network (DEN) in the future with an air source heat pump backup solution. The revised strategy shall include the following:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*
 - A minimum 14.3 kWp solar photovoltaic array;*
 - A strategy to improve seek to meet the Be Lean requirement to improve the fabric efficiencies to a 15% reduction with SAP 2012 carbon factors, including calculations showing how thermal bridging will be reduced;*
 - Confirmation of the specification, efficiency, layout of the interim heating solution before connecting to the DEN;*
- A metering strategy.*

(b) Prior to the occupation of development, evidence that the ASHPs (if installed) and solar PV panels comply with other relevant issues as outlined in the Microgeneration Certification Scheme or Heat Pump Product Certification Requirements shall be submitted to and approved by the Local Planning Authority.

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

Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at the cost of

£2,850 per tonne of carbon plus a 10% management fee. Should an increased level of CO₂ reduction be achieved, any carbon offset payment would be reduced by £2,850 per tonne.

The final agreed energy strategy shall be installed and in operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved energy strategy 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 London Plan (2021) Policies SI2 and SI3, and Local Plan (2017) Policy SP4.

This additional planning condition will ensure the detail of a DEN connection is submitted.

DEN connection

Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority.

This shall include:

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

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

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

Amendments to the overheating condition are also highlighted in tracked changes below.

Overheating (Student Accommodation) condition

Prior to above ground works, a revised Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk with windows closed and for future weather files, and propose a retrofit plan. This

assessment shall be based on the Overheating Report by Aecom (dated 17 December 2021).

This report shall include:

- *Annotated plans showing which habitable rooms will be affected by noise constraints;*
- *Modelling of DSY1 2020s weather file demonstrating how the rooms that are constrained by noise will not overheat when the windows are closed, with appropriate overheating mitigation measures in line with the Cooling Hierarchy and the Acoustics Ventilation and Overheating Residential Design Guide.*
- *Further modelling of the habitable rooms based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the 2050s and 2080s periods, high emissions, 50% percentile;*
- *Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;*
- *Technical details of mitigation measures, including the fixing mechanism, specification, and shading coefficient of any internal and external shading features, and the energy demand of the active cooling for communal areas;*
- *Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;*
- *Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.*

Prior to occupation, the development must be built in accordance with the overheating measures as approved and retained thereafter for the lifetime of the development.

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.

LBH Conservation Officer	<p>The proposed development is for a partly seven, partly 24 storeys building within the Upper Lee Valley Opportunity Area and Site Allocation TH4: Station Square West of the Tottenham Hale Site Allocations. This application follows previous consents for tall buildings in the wider area of the application site, including buildings within the Argent Masterplan Area, adjacent to the site. The impact of these buildings on the built historic environment has been assessed as part of the relevant applications.</p> <p>There are a number of designated and non-designated heritage assets in the vicinity of the application site. These include the locally listed Berol House, 25 Ashley Road; the Grade II listed late 18th century house on no. 62 High Cross Road; and a number of conservation areas, mainly located along the Tottenham High Road Historic Corridor, including the Tottenham Green and the Bruce Grove Conservation Areas.</p> <p>A heritage assessment has been submitted in support of this application which includes a number of verified views showing the proposed development from previously agreed points from the Tottenham Green and Bruce Grove Conservation Areas. These points were agreed as part of pre-application discussions with the applicants, taking into consideration the location of the proposed development, its height and scale, the distance from built heritage assets, intervening topography and townscape, along with the heritage significance of the assets, including any contribution made by their setting. VU.CITY was also used to understand how the proposed development might affect the built historic environment in the borough.</p> <p>The area around the site has changed dramatically in the recent years, following extensive redevelopment, including the construction of new tall buildings, some of which have already been constructed or are in the process of construction. The proposed building, when visible from the built heritage assets in the vicinity of the application site and beyond, it would be seen and experienced in the context of the wider regeneration of the area and the cluster of other tall buildings, some of which are taller than the proposed development. This would also be the case when the proposed development is seen from the Tottenham Green and Bruce Grove Conservation Areas and associated statutory and locally listed buildings. As seen in the submitted views, the proposed development would not appear overly prominent,</p>	Conclusions on harm are noted.
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	<p>but rather in the background and would be perceived as part of the existing and emerging cluster of tall buildings at The Hale.</p> <p>For the reasons above, it is not considered that the proposed development would have any considerable further impact on the built historic environment. Therefore, the proposed development would not result in any further harm to the significance of the built heritage assets in the borough.</p>	
<p>LBH Design Officer</p>	<p><u>Principal of Development, Masterplanning and Street Layout</u></p> <ol style="list-style-type: none"> 1. This proposal represents one of the last developments envisaged in the Tottenham Hale District Centre Framework (DCF; adopted by the Council, November 2015, further adopted as planning policy in the Tottenham Area Action Plan DPD, July 2017), that envisaged the transformation of the heart of Tottenham Hale into a high-rise, high-density new district centre clustered tightly around the transport interchange. Specifically the two city blocks that formerly formed a traffic island in the former Tottenham Gyratory, of which this site forms the north-western corner. This site is also the very last site within this “former traffic island” to start redevelopment, never mind apply for planning permission. 2. Therefore the principle of development and form of the overall masterplan is established by the District Centre Framework and AAP, with high-rise point blocks sitting at the corners of medium rise perimeter blocks. The removal of the gyratory means these two blocks are directly connected to Tottenham Hale Station and its improved bus station, giving it excellent public transport connectivity, and town centre uses on the lower floors will provide town centre standards of amenities on the doorstep. The first part of the island to be redeveloped was the Premier Inn on the south-east side of this block (nine storeys), followed by Millstream Tower (part 7, part 9, & part 21 storeys) which forms the eastern point of this block, and joins this application site’s Hale Road (northern) frontage; both of these buildings are complete. The whole of the rest of the island site is currently under construction, as part of a large development by Argent Related that also includes plots to the north of Hale Road, both east and west of this application site. Argent are building the south-eastern half of the 	<p>Support noted.</p>

island, including the southern corner of the triangular urban block of which *this* application site completes the north-western corner.

3. The masterplanning principle established in the DCF is of urban blocks, lining public streets with almost continuous building form, but with occasional gaps opening into more private central courts, becoming more open and public immediately around the station square. As sites have come forward this has been implemented, with the Welbourne site to the north-west, by Argent, developed with a central private communal podium court over parking, similar to Argent's Ashley Road East block, whilst their Ashley Road West, forming the south-eastern quarter of the block, an L-shaped building with the courtyard to be completed by future developments on the rest of the block. On this application site's block, Premier Inn simply lines the street, with a small service yard behind; Millstream Tower has a small podium garden in the crook of its building form on the north side and north-eastern end of the block; and Argent's building currently under construction will front the street at the block's southern corner, with its private courtyard to its north poking into the plan of this application site. These proposals wrap around that garden and complete the internal block's private courtyard.
4. The DCF proposed the built form on this block would form a continuous built form to the south-eastern and south-western edges, with the courtyard open to the north, on the principle that although the internal courts to city blocks form private space, in service of their buildings for either functional or amenity purposes (or both) they benefit from some opening to the public realm to aid light and ventilation. But it was quickly realised, in conversations between officers and applicants on earlier schemes, that a building wall to the north side would be more advantageous, to hide the more "functional" internal block elevations from visibility, allow the gap to permit sunlight into the courtyard and form a more continuous building form to better define streets and public space from private courtyard. This proposal therefore completes the building wall started by Millstream along the north side of the block and matches the narrow gap started by Argent in the south-western side of the block.
5. The DCF also considered the third dimension, height, with an idea of a "wave", where height would gradually build up to maxima around the station square, dropping to a nevertheless taller central urban height, rising again to secondary tall buildings before dropping away gradually but fairly quickly to the surrounding existing

context. Suggested heights were also included, but as time has passed, housing demand, development expectations and infrastructure capacity have increased to permit all the actually built developments to raise their heights over DCF expectations, whilst retaining the “wave” form. This proposal maintains the massing strategy, including the wave form, with

Tall Buildings, especially Height, Form and Composition

6. The proposal, at 24 storeys, definitively represents a tall building, as defined in the local plan and in normal understanding. Nevertheless, the site is within an area defined as suitable for tall buildings and part of an adopted masterplan for a range of tall buildings, with which, as noted above, it is in accordance.
7. Considering each criterion from Haringey’s tall building policy is set in SP11 of our Strategic Polices DPD (adopted 2013 (with alterations 2017) and DM6 of our Development Management DPD (adopted 2017), skipping the 3rd & 4th bullets from the Strategic Policies, that reference the other document and the document used in preparing DM6:
 - The site is within the areas of both the adopted Tottenham AAP and the adopted District Centre Framework. Both support the principle of tall buildings in this location. The latter established in 2015 a principle that it would be acceptable to have a tall building at the north-west point of this block, precisely where this application proposes a tall building;
 - The council prepared a borough-wide Urban Characterisation Study in 2016, which supported tall buildings in this location, as part of a cluster marking the centre of Tottenham Hale;
 - High quality design especially of public realm is considered above in paras. 14-16, the protection of views below in paras. 11-13. Heritage assets and their settings are covered by the Conservation Officer’s comments;
 - The proposal will be capable of being considered a “Landmark” by being a wayfinder and a marker within the masterplan, marking the key junction of Monument Way, Hale Road and The Hale, and forming a gateway to the heart of Tottenham Hale;

- It will also be capable of being considered a “Landmark” by being elegant, well proportioned and visually interesting when viewed from any direction as discussed below;
 - Consideration of impact on ecology and microclimate encompasses daylight, sunlight and wind, examined in detail from para. 20 onwards, which explain the impact is not significant. Impact on ecology could also include impact on the flight of birds and other flying creatures, but this is only likely to be relevant adjacent to open countryside, a large open space or open waterway, which this is not;
 - The proposed tall buildings will be in proximity to a number of other tall and less tall buildings, but impact on them and of them on this proposal is considered in detail in the relevant sections below;
 - And the urban design analysis and 3d model views of their proposal satisfactorily shows that the tower could be a successful and elegant landmark, contributing to the planned cluster of tall buildings.
8. The detailed design of the tower has undergone extensive revision and refinement, in conjunction with numerous workshops with Officers, during the course of this application, particularly in making the tower more slender and elegant. The principal concept for the composition of the proposed tower is of a slender grid, growing out of the shoulders forming the north wing along Hale Road and frame on the south west side, which relate more to the street scale.
9. For the design to be successfully “read” in more distant views, there has to be a significant contrast between the base, middle and top, with a particularly distinctive to acting as a crown. In this the crown is formed by extending the vertical grid by two more floors than lower down, with the top floor being an open loggia to the roof terrace. In this it will have a strong family resemblance to other tall buildings in the vicinity, including neighbouring completed Millstream and currently under construction Argent tall buildings, which employ similar gridded elevational composition topped by a “crown”.
10. Therefore, the proposed tall building is considered appropriate in this location, legible as a landmark and as part of a wider composition, striking and distinctive in design, in

support of meaningful aspects of the design and of high quality architectural design capable of being seen as beautiful.

Local, Wider & Strategic Views

11. The development forms part of an emerging cluster of tall buildings, including taller buildings than this proposal already permitted, under construction and already completed, around Tottenham Hale. London and Borough Strategic View Corridors all happen to be distant from this development, and therefore are not considered to be affected by this development.
12. Given the number of other tall buildings already approved (including some now built) in the cluster immediately around this site, there would probably be no locations where this proposal would be visible but there are currently or approved no other tall buildings visible. Nevertheless, following consultation between the applicants and officers, a number of close and distant views of the proposals have been produced, in each case including a version at the time of assessment and with the “cumulative impact” from other approved but unbuilt or unfinished buildings collaged in. Furthermore, discussions between officers and the applicants have resulted in a number of improvements and corrections to those views, so that officers can now confidently confirm that they accurately show the townscape and visual impact of this proposal.
13. The applicants most recent and accurate views demonstrate that this proposal will sit within the cluster of built, under construction and planned all buildings marking the centre of Tottenham Hale. It will not stand out, but will sit assertively as one of the less tall buildings around the highest towers around the station square, as part of the wave of second ring taller buildings marking the edge of the new Tottenham Hale Centre, and in this particular case confidently marking its significant apex point on the major junction of Monument Way, The Hale and Hale Road, also marking the southern end of Down Lane Park. As such it will contribute appropriately to the legibility and distinctiveness of this important emerging centre and help make the cluster attractive and appealing in longer, medium and local views.

Architectural Expression, Fenestration & Materiality

14. The elevations are composed of a grid of vertical brick ribs at every window balanced against horizontal glass reinforced concrete (GRC) bands generally every three floors. The ribs and consequent vertically proportioned fenestration give the elevations a slenderness, whilst the horizontal bands give a human scale and allow the tall elevations to be read as a distinct two storey base, middle sections of five repeated groups of three floors and crowning top of five floors, with larger windows between fewer, wider brick ribs at the base more characteristic of town centre buildings and the crown opening up at the very top.
15. Infill spandrel panels of green glazed brick between windows and on the more blank sections of the flank elevations will add colour, vibrancy and changing reflected light effects. The shoulder element along Hale Road stretches the ribs over five storeys of a single “middle” with a loggia top continued across the communal amenity rooms of the seventh floor, making the tower appear to float over the shoulder on this side. The seven storey external frame on The Hale side, also in brick verticals and GRC horizontals matches this shoulder, as well as providing essential wind baffling to the side most exposed to prevailing wind and additional sun shading and create a canopy-portico to the main entrance.
16. Although precise materials and details will be secured by condition, those proposed in the application, especially the soft buff and green glazed bricks and stone-like GRC, will be beautiful, durable and complimentary to the existing and emerging context. The overall architectural approach, especially the gridded facades and use of brick, will also match the other new high and lower rise buildings making up this vibrant new town centre at Tottenham Hale.

Residential Quality (flat, room & private amenity space shape, size, quality and aspect)

17. The proposals are for Student Housing, to which the Nationally Described Space Standards on minimum room and flat sizes do not apply. However the applicants have

provided evidence that the bedroom sizes proposed are more generous than average for student housing currently being built, which itself would be considerably better than that historically provided, and is considered by educational institutions to meet or exceed their recommendations.

18. As is expected in student housing, individual rooms / units do not have private external amenity space. However, the development includes generous external communal roof terraces; at the seventh floor and top (24th) floor, as well as generous internal shared amenities, including communal lounges at 7th and 24th floors, opening onto the roof terraces, communal laundry at 7th floor, gymnasium at 1st floor and smaller shared sitting-dining kitchens at each floor (on many floors with two per floor) related to smaller clusters of bedrooms.

19. Almost all units are inevitably single aspect, with the exception of some wheelchair adapted corner units. As the layout currently follows the street pattern, some units will therefore be single aspect north facing. Where rooms wrap around the corners of the proposal, they are generally communal living-dining-kitchens or specialist communal facilities. Overall, the quality of private and communal accommodation is exemplary for student housing.

Daylight, Sunlight and Wind Microclimate

20. The applicants provided Daylight and Sunlight Reports on levels within their development and the effect of their proposals on relevant neighbouring buildings, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide".

21. These include amended reports following design amendments, particularly the 3m increased offset of the proposal from their south-eastern boundary, making the distance of their proposals from the neighbouring Argent block approximately

13m. There has been detailed discussion between officers, these applicants and representatives of Argent regarding the impact of this proposal on their approved Building 3 immediately neighbouring development, currently under construction. Officers consider that on balance the impact is reasonable, given both sites are part of the same adopted site allocation and masterplanned high density development. In particular, the proposals on the two sites must be considered in context of the original masterplan, how they have interpreted and developed that masterplan in accommodation of rising density expectation, how each site performs against a mirror of their own development.

22. The original Tottenham Hale District Centre Framework always envisaged the second tallest building on this block, after the eastern end of the block (i.e. Millstream) would be this site, at the north-western corner of the block, not Argent's site on its south-western corner. Albeit that the heights as developed have increased considerably since this, the principle of relative relationships remains the same and the most logical. Admittedly a number of changes have been made as well as heights in what has been is now being built or planned, compared to the DCF. These have generally improved development, including a more coherently enclosed form of development of the whole of this city block, with continuous wall of shoulder height development along the north-eastern and south-eastern side of this triangular block, with what will be only a narrower opening into the private middle of the block on its western side, between this site and the Argent site. In a location like this, essentially at "central" levels of business, intensity and density, intended to become a town centre and a major intermodal public transport hub, places where people live should be outward facing and more reliant on the public realm, public squares and parks, rather than private or private-communal gardens, for their open space, and it is appropriate for the middles of these city blocks to be little more than lightwells, with minimal of any landscaping, and with a variety of different public spaces nearby, catching the sun at different times of the day, the expectation for daylight and sunlight to dwellings to be much less than in dwellings in suburban locations.

23. Therefore officers have always considered the most fair way to consider whether the effect of this Jigsaw development on day and sunlight to Argent's development is to compare it to a mirror of the Argent development. This is supported in the BRE Guide and is what this applicant's day and sunlight consultants have done, successfully demonstrating that their proposals are not significantly worse than the mirror development. They have also compared their proposals to
24. The applicants day and sunlight consultants have also assessed the effect of their development on other neighbours, including the 19th century terrace of two storey houses on the north side of Hale Road and the mid 20th century housing estate west of The Hale. It should be noted that the former are part of another site allocation for comprehensive higher density town centre development, that is also part of the adopted masterplan, envisaging that they will be redeveloped; the assessment finds some of the existing houses would lose noticeable amounts of day and sunlight, but the envisaged redevelopment, with non residential uses on the ground and possibly 1st floor, should be able to achieve good levels. The applicants' assessment finds some windows in the nearest blocks of the estate to the west would lose some daylight, but not sunlight, mostly those that are below access balconies. It should be noted that the assessment was carried out before the tower was made narrower, which should reduce the impact on these homes. They all, like the houses to the north, benefit from dual aspect with their other aspect unaffected by this proposal.
25. In the case of higher density developments, it should be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. In particular, the 27% VSC recommended guideline is based on a low density suburban housing model and in an urban environment it is recognised that VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens are deemed acceptable. Paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected.

26. There is no assessment on the student accommodation in this application, as there is no accepted standard for daylight, as it is not considered the students permanent homes, and it is frequently observed that students don't spend much of their daylight hours in their rooms. However it is notable that the window sizes in the proposals are generous, and generally onto unobstructed surroundings, so it is likely they will benefit from good levels of daylight. The roof terraces should also benefit from good levels of sunlight.

27. To assess the impact of the proposals on wind microclimate, the applicants carried out wind tunnel testing of a physical model and measured the findings against long term wind statistics applicable to the site, in accordance with the industry standard "Lawson" criteria. Their assessment finds that the proposed tower would cause significant downdrafts and tunnelling of wind at the north-western corner of the site, without significant mitigation, due to the flank of this proposal and the neighbouring Argent block being exposed to prevailing westerly winds, but that the external frame proposed for this site will completely break up this wind effect, making the ground levels comfortable for walking and occasional sitting.

Summary

These proposals are well designed and appropriate to the site. They are in accordance with the envisaged masterplan as it has continued to evolve to accommodate greater density expectations and the continued successful emergence of Tottenham Hale as a vibrant new town centre. In particular the proposed tower will mark a major gateway to the new town centre and complete this part of the masterplan in accordance with the envisaged wave of heights descending from the tallest buildings immediately around the station. The proposals support vibrant town centre activities, with retail and the communal facilities of the student housing on the ground and first floors creating lively active frontage to the streets around the site. The proposed student housing will meet a known need in higher quality than normal, with student housing complimentary to the high density, well connected, busy and vibrant town centre location. The proposals are well designed with elegant proportions

	<p>both overall and in their fenestration and detailing, and will be in appropriate, durable and beautiful materials.</p> <p>The Council's Quality Review Panel (QRP) agrees with officers that the proposals are "well considered and sophisticated", describing the profile and articulation of the tower as very successful, the layout and detail of the student accommodation and communal areas, the architectural expression and the proposals for amenity space and public realm re very well-considered. Minor concerns with the design of cycle storage have been addressed in full by the applicants in later amendments.</p>	
LBH Local Lead Flood Authority/Drainage	<p>Having reviewed the applicant's submitted Flood Risk Assessment and Drainage Strategy Report, document reference number 60644390 dated July2021, we would like to raise following concerns:</p> <ul style="list-style-type: none"> • A management maintenance schedule will need to be in place for the lifetime of the development and details provided of who will be responsible for the SuDS. The pro-forma, that was submitted is out of date, we have attached an updated version that will need to be completed and returned to the LLFA, for review. • As this site has a medium risk of surface water flooding we would like to see a plan showing the overland flow path route. <p>We may have further comments to make on receipt of this resubmission.</p> <p>This was subsequently submitted and the LLFA then had the following comments:</p> <ul style="list-style-type: none"> • This is fine and acceptable. 	Noted the applicant has followed the London Plan hierarchy and the proposed SuDS features are acceptable subject to FRA recommendations being secured by condition.
LBH Pollution	<p>Having considered all the relevant supportive information especially the Air Quality Assessment report with reference 60644390 prepared by AECOM Ltd dated June 2021 taken note of sections 3 (Assessment Methodology), 4 (Baseline Conditions), 5 (Results), 6 (Environmental Design & Management) and 7 (Summary & Conclusions) as well as the Phase1 Land Contamination Report with reference 60644390 prepared by AECOM Ltd dated June 2021 taken note of sections 6 (Geo-Environmental Conceptual Model), 7 (Preliminary</p>	Noted conditions on Land Contamination, Unexpected Contamination, NRRM and Demolition/Construction

Risk Assessment), 8 (Conclusions & Recommendations) and Table 7.4 (Preliminary Risk Assessment – Potential Sources, Pathways and Receptors), **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 are recommend should planning permission be granted.**

1. Land Contamination

Before development commences other than for investigative work:

- a. Using the information already submitted on the Phase1 Land Contamination Report with reference 60644390 prepared by AECOM Ltd dated June 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.

2. Unexpected 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 a remediation strategy detailing how this contamination

Environmental Management Plans which are all recommended.

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.

3. NRMM

- 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

4. Demolition/Construction Environmental Management Plans

- a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst

b. Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

i. A construction method statement which identifies the stages and details how works will be undertaken;

ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;

iii. Details of plant and machinery to be used during demolition/construction works;

iv. Details of an Unexploded Ordnance Survey;

v. Details of the waste management strategy;

vi. Details of community engagement arrangements;

vii. Details of any acoustic hoarding;

viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);

ix. Details of external lighting; and,

x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

i. Monitoring and joint working arrangements, where appropriate;

ii. Site access and car parking arrangements;

iii. Delivery booking systems;

iv. Agreed routes to/from the Plot;

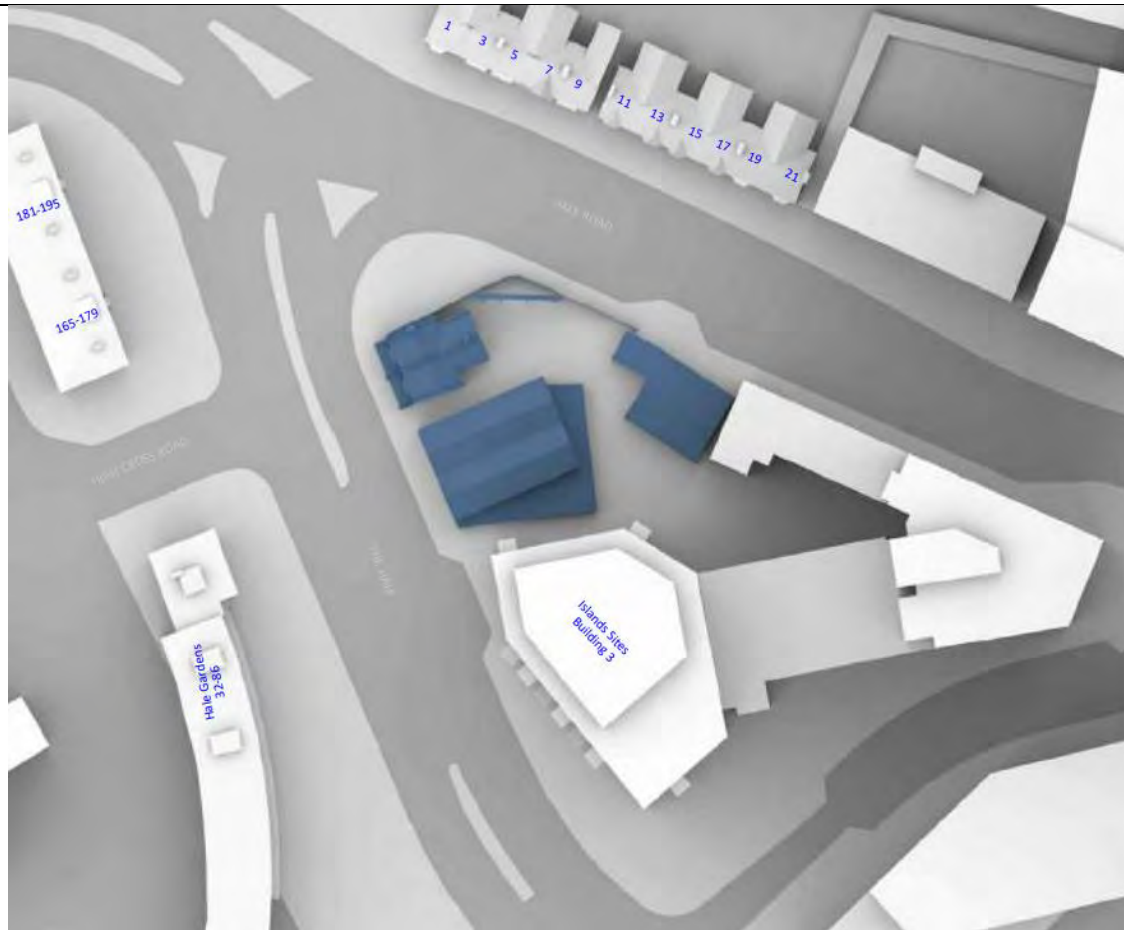
- v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
 - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel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

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.”

Informative:

	<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>	
<p>LBH Transportation</p>	<p>This application is for the demolition of the existing structures on site and the erection of a part 7, part 24 storey building with 624 sqm of commercial floorspace at the ground floor within 3 units, and 473 student accommodation units in the remainder of the building</p> <p>A basement is proposed for the building that will accommodate plant, refuse and recycling bins, and cycle parking. This is proposed as a car free/permit free development and should accordingly be formally designated as such via the S106 Agreement.</p> <p><u>Location and access</u> The site is located on the north-west corner of an island site bounded by The Hale, Hale Road and Station Road in Tottenham. It currently comprises a mix of retail with a public house and a car wash. It is adjacent to both the Station Square development site, and the recently completed Premier Inn development that also occupies this island site.</p>	<p>Following satisfactory responses to queries, no objection subject to recommended conditions and s106 obligations.</p>



The Hale is part of Transport for London's Road Network (TLRN) and as such TfL are the highway Authority, whereas Hale Road and Station Road are both Haringey Roads.

The site has a PTAL value of 6a which is considered 'excellent' access to public transport services. Multiple frequent bus services are available within 2 to 7 minutes' walk of the site, Tottenham Hale station with national rail and Underground services
The site is within the Seven Sisters CPZ, which has operating hours of 0800 – 1830 Monday to Saturday.

The site is part of the TH4 site designation within the Tottenham Area Action Plan, envisaged for a mix of retail/commercial and residential development.

Proposed Access Arrangements

The entrance to the development for pedestrians will be to the top/north end of the building, which will be accessible from the footways serving the site. There are continuous footways on The Hale and Hale Road and footway widths adjacent to the site range from approximately 2.5m to 3.7m on The Hale, and 2.4m to 1.7m on Hale Road. The applicant details the entrance will be set back.

Access to cycle parking facilities will be from ground level to some cycle parking within a store however the bulk of the cycle parking will be within the basement, accessible via a lift.

Active Travel Zone/Healthy Streets Assessment

The TA includes a virtual assessment of 7 different routes to public transport and other local facilities to accord with the Active Travel Zone/Healthy Streets Assessment approach. Unfortunately, with COVID restrictions, a physical inspection was not carried out at the time of drafting the TA.

Also, with the ongoing development related construction works and the works to public transport facilities at Tottenham Hale, there are temporary arrangements within the public realm which prevented assessing an 'everyday' situation.

These route assessments did not highlight any particular issues as such but made references to how the eventual public realm arrangements need to contribute towards advancing the mayor's agenda towards a safer highway environment and increasing the

use of active travel modes. The assessments also include reference to the development making a contribution towards the area wide public realm improvements advancing with the redevelopment and regeneration taking place.

Transportation do consider it appropriate for this development to make a financial contribution towards improving the public realm in the locality of the site and along the routes that users and residents will use to access local public transport and other facilities. The amount of this contribution is yet to be determined and it will need to be proportionate taking into account other development sites in the locality.

Trip generation

The TA predicts the numbers of new trips from both components of the development and these are not expected to be problematical with respect to movements on the public highway or public transport services. The majority of trips will connect to the east towards the public transport services at Tottenham Hale bus and rail stations and the wider walking and cycling routes in the locality of the site.

Blue badge/disabled/Mobility impaired parking, drop off and pick up

There are no blue badge/disabled parking spaces included in this pre application proposal. This falls short of the requirements of the London Plan. There are physical restrictions due to the footprint and location of the site making on site provision very difficult without considerable costs.

The TA details there are two blue badge bays on Station Road, 100m walk from the entrance to this development. This does exceed the suggested maximum walk distance of 50m as included within mobility access guidance, however it is acknowledged that other recently consented developments at this locality do not include blue badge parking within curtilage.

The applicant's proposals are for any mobility impaired persons drop off and pick up to take place from the available loading bays on Hale Road and the Hale, and there is a proposal to

extend the loading bay on the Hale to facilitate provision of a facility for blue badge parking and drop off/pick up.

This proposed arrangement would compromise the footway widths to a degree reducing available width, however this is not considered unacceptable as the pedestrian flows at this particular location will be relatively low.

The applicant proposes a monitoring regime to assess demands for blue badge drop off and parking with respect to the potential provision of the blue badge parking facility on Hale Road. Full details of this must be provided for review prior to formalisation of arrangements, this can be covered by a pre commencement condition.

As commented in the section on cycle parking, there are proposals for the provision of three spaces for mobility scooter parking and charging at ground floor level. These may be appropriate, however in order to fully form a view on the provision of these it needs to be clarified that scooters will be able to be accommodated in the units occupied by those residents that need them.

Cycle parking arrangements

Cycle parking is proposed to meet the London Plan numerical requirements for both student accommodation and the retail/commercial floor space.

This is as shown in the table below;

3.15 The minimum cycle parking requirements associated with the London Plan (March 2021) for the Proposed Development are set out in Table 2.

Table 2: Cycle Parking Requirements (London Plan)

Land Use	Units/ Floor area	Long Stay Minimum Standard	Short Stay Minimum Standard	Long Stay	Short Stay	Total
Student Accommodation	473 units	0.75 spaces per bedroom	1 space per 40 bedrooms	355	12	367
Retail (E(a)/A1 non-food retail above 100 sqm)	623.23 sqm	First 1000 sqm: 1 space per 250 sqm Thereafter: 1 space per 1000 sqm (GEA)	First 1000 sqm: 1 space per 125 sqm Thereafter: 1 space per 1000 sqm (GEA)	3	5	8
Total				358	17	375

Cycle parking for the residential component is accessed from a door directly off The Hale, with 5 non standard spaces available at ground floor level, along with three spaces for mobility scooters (including a charging facility).

The London Plan requirement is actually for 18 non standard sized cycle parking space, the applicant proposes that 15 will suffice as the demands for oversized cycles with trailers or tandem cycles given there will be no families occupying the development.

Transportation do not fully agree with this, whilst there may be no families within the development, some students may do part time work as cycle couriers or delivery of take away food and the like. Therefore, more larger cycle parking could be appropriate.

In addition to this, whilst it is recognised that a scooter parking/charging facility may be appropriate, it is expected that most mobility impaired residents would prefer to keep their scooters within their properties. It is not clear if this is physically able to be done.

This item needs to be clarified and if mobility scooters are able to be located/kept within residential units this space could be used to accommodate extra larger cycles.

The main bulk of the residential cycle parking will be in the basement with space for a further 10 non-standard cycles, as well as space for 337 standard cycles provided on two-tier racks. Access will be from a larger than standard lift and a wheel rail will be provided on the stairs to access the basement.

Full details of the proposed arrangements for all long stay and short stay cycle parking, including fully dimensioned drawings showing spacing, centres and offsets/manoeuvring space should be provided, to confirm acceptability of the proposed arrangements and that they adhere to the requirements of the London Cycle Design guide as produced by TfL. These details can be covered by a pre commencement condition.

75% Cycle parking provision for the residential component of the development

Another consideration aside from the above is that the London Plan cycle parking standards only require 75% provision for these types of developments. Whilst the proposed cycle parking arrangements do meet the minimum numerical requirements of London Plan, transportation do consider it disappointing that for a student accommodation development with overall a young active demographic, at a car free development, with excellent access to walking and cycling routes along the Lea Valley and the Cycle superhighway, including to and from Waltham Forest and in other routes radiating from the Tottenham Hale area, will not have cycle parking available for every residential unit within the development.

This was raised and commented on by both Haringey and TfL officers during the pre application process and options such as folding cycles to be accommodated within a number of units were discussed with the applicant as a means of providing effectively 1:1 cycle parking provision.

It is noted in the Design and Access statement (section 7.5.1) there is reference to provision of *'100 bikes which will encourage cycle use in line with the Mayor's Transport Strategy and London Plan policy'*. However there does not appear to be any specific details beyond the statement. There is no reference to this in the Transport Assessment nor the planning statement. This should be clarified, as already mentioned the development does provide the minimum London Plan required quantum of cycle parking, it would be far preferable from

the transportation perspective to go beyond this and enable every unit to have a cycle parking facility of some sort even if that is provided as folding cycles within some of the units themselves.

Delivery and servicing arrangements

The TA includes a derivation of the number of predicted delivery and servicing trips to and from the development.

This predicts that there will be 19 trips associated with the residential, and two trips per day to each of the three retail units.

The derivation of 19 trips for the 473 residential units is based on comparisons of servicing trip data for similar types of development in London and the methodology for arriving at this number of trips feels sound. It does sound like a relatively low number but given the type of development, and the likely number of delivery and courier companies that will make compound visits with deliveries for multiple addresses/occupiers it is considered satisfactory.

The TA proposes that the loading demands will be able to be catered for in conjunction with those from neighbouring developments from the three loading bays that will be available on Station Road, Hale Road and The Hale.

The TA includes an assessment of likely servicing trips, durations and available loading bay capacity and concludes that the three bays will collectively be able to accommodate the predicted demands they need to accommodate from the sites they service.

There may however be unforeseen circumstances such as a greater degree of non service vehicle use of these bays by blue badge holders or other private vehicles. It is suggested that the Delivery and Service Plan include considerations for different profiles and levels of delivery and servicing activity and what changes to management and/or provision may address any potential issues without comprising the free flow of the Highway and pedestrian facility around the site.

Refuse and recycling storage and collection arrangements

It is noted that private collections are envisaged. The arrangements for storage and handling/collections need to be approved by colleagues within the waste team in the Council.

Construction Phase

A detailed commentary on proposed and potential arrangements and considerations for the construction phase has been included.

The applicant will need to provide a detailed Construction Logistics Plan for the build out, which takes the points already considered, and in order to finalise this for a pre commencement condition submission, the applicant will need to work through their proposals and discuss/agree arrangements with the Borough's/TfL's Network Managers, to ensure construction activities are serviced in the appropriate manner given the site's location on the network and the adjacent and close by developments being constructed.

It is suggested that a CLP Monitoring fee is included to cover officer time and resource required to actively manage the site construction from the Highways and Network Management perspective. The appropriate amount for this can be determined taking into account arrangements for other large sites in the locality and wider Borough.

Summary

This application is for redevelopment of the north west corner of the 'island' site at 29 to 33 The Hale, to provide a student accommodation development with three retail units at ground level. It is in a highly accessible location and within a physically restricted site.

Overall, the trip generation implications of it are not considered to be problematical given the nature of the development and its car free nature. There are some considerations as to arrangements for blue badge/mobility impaired drop off/pick up and parking, and whilst there are no formal facilities proposed the applicant has suggested monitoring usage of the loading bays for this purpose and a solution to extend the loading bay on The Hale to

enable provision of a formal facility at the applicant's cost if demands require. This approach is acceptable and can be covered by a condition/S106 item, whatever is most appropriate in planning terms.

The cycle parking proposed meets London Plan standards however this would mean there would not be cycle parking for all of the residential occupants. Potential solutions to this were discussed at pre application stage but there is no reference to this in the planning statement or TA.

Transportation officers acknowledge that this does not make the application unacceptable in planning terms, but consider it would be highly appropriate for provision for each unit to be made. The Design and Access Statement does makes reference to the provision of 100 cycles for development use and further information clarifying the proposals for this should be provided, which can be covered by a pre commencement condition. Otherwise, sight of the detailed arrangements for long stay and short stay cycle parking will need to be reviewed and this can be covered by a pre commencement condition.

Delivery and servicing arrangements appear sound however they are finely balanced with respect to potential demands and bay availability and there are concerns that any activity differing from the predictions in the TA may result in problems. Therefore, the DSP should include consideration of how to manage these issues/situations should they arise including any changes to physical provision and management arrangements.

The development should also make a financial contribution towards the public realm improvements associated with the regeneration of the Tottenham Hale sites at this location, the amount to be determined.

Suggested conditions and S106 contributions

Conditions:

- Delivery and servicing plan
- Cycle parking details (including arrangements for 100 supplementary cycles)

- Scooter parking provision
- Construction Logistics Plan
- Loading bay/blue badge provision monitoring

S106

- Permit free/car free status (£5000)
- CLP monitoring fee (suggested £10,000 tbc)
- Travel Plan and monitoring fee (suggested £5000 tbc)
- Contribution towards public realm improvements and enhancements being carried out by Haringey Council (amount tbc)
- Provision of blue badge bay/loading bay extension on Hale Road (if required – cost tbc)

Further response from Principal Transport Planning Officer 11/01/2022

Cycle Parking

I have to acknowledge we will not be able to see more parking than already shown on the plans, as the proposals were designed in line with the London Plan standards, and we have asked if more could be provided, over and above those requirements. I will therefore accept the proposed provision, including the slightly suboptimal provision of regular Sheffield stands at 4% of the total amount, in lieu of the minimum 5% we normally seek. I also recognise that the spatial constraints do not allow all larger Sheffield stands to be accommodated at ground floor level, but welcome that the 5% target is met overall.

In-room cycle storage would be a reasonable compromise to increase the overall provision across the proposed development, with 25% of rooms to benefit from dedicated storage for foldable cycles. This should be secured by planning condition.

Likewise, retail units and any non-residential uses should offer employees access to dedicated showers, changing rooms and changing facilities prior to occupation.

On-Street Disabled Persons' Parking

As I stated previously, initial consultations within the Council indicate that there may be an opportunity to add a disabled persons' parking bay to the end of the loading bay on Hale Road. I recommend the addition of a Section 106 obligation to fund the study and design costs, cover the project-management fees, Traffic Management Order and Road Safety Audit costs, as well as the construction works themselves.

And on 02/03/2022:

Planning Conditions

- Cycle parking details including in-room lockers for folding cycles in 25% of units
- Scooter parking details including charging point specifications
- Detailed Construction Logistics Plan
- Delivery and Servicing Plan

Section 106 Heads of Terms

- Car-free development for both the student accommodation and commercial uses with £5,000 contribution to amend the Traffic Management Order accordingly
- Travel Plan (pre-occupation and operational, as well as monitoring reports) and monitoring fee (£5,000 contribution). The Travel Plan needs to include provisions for:
 - o cyclist facilities (lockers, changing rooms, showers, drying rooms for the non-residential uses)
 - o a mechanism whereby the proposed scooter charging spaces can be converted into spaces for larger cycles as and when required, based on regular monitoring of usage tied in with the travel surveys and surveys of cycle parking uptake
 - o the emergency cycle access arrangements via the passenger lifts should the large/cycle lift break down

	<ul style="list-style-type: none"> - Contribution towards Walking and Cycling Action Plan funding (£70,000) - Feasibility, design and implementation of a disabled users' parking space along Hale Road (£77k cost comprising £25k on study and design, project management, Traffic Management Order and Road Safety Audit, and £52k on construction works) - Section 278 highway works including improvements to the footways around the site and contribution towards the landscaping of the semi-circle of land (amount to be determined). 	
LBH Waste Management	<p>Firstly, this is a detailed and well considered WMS. The waste generated from this development, both the student accommodation and the units occupying the ground floor, will be classed as commercial and as such will not be collected by LBH or its contractors as part of our statutory collection duties. This is acknowledged within the WMS with reference to commercial waste management companies collecting waste from the development in operation.</p> <p>While not set out in our guidance, I can confirm that the calculations used to estimate the waste arisings from this development and corresponding containment capacity needed are accurate. Inclusion of provision for the management of separately collected food waste is positive. While the ratios used for the recyclable and non-recyclable elements of waste streams from the development are accurate, capture at these levels, at least initially (although likely to be supported by solid internal collection infrastructure and communications) may not be achieved. I would advise that the developers/managing agents consider a 50:50 split of MDR:Residual initially. With commercial collection contracts adjustments to bin numbers and types can be made to reflect positive behaviours embedding with occupiers.</p> <p>Sizing of the bin store appear to have been based on a twice weekly collection of waste and recycling from the outset. While commercial waste collection companies can provide collections to suit the client, up to twice daily collections 7 days per week, we would</p>	Noted – Waste plan condition added.

	<p>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>Compaction of both mixed dry recycling and residual waste is referenced at 2:1 and 3:1 ratios respectively. These collection ratios would need to be agreed with the collection company contracted to collect the waste in operation. We would advise however against not compacting MDR on site to better ensure its ability to ‘unmingled’ at the MRF.</p> <p>While commercial operators assess individual locations prior to agreeing/beginning collection contracts and are often willing to carry these out outside the parameters of what the council would accept for its own domestic waste collections, many of the parameters set out in section 6 in the WMS align with our guidance, for example drag distances of bins to the waiting RCV from the student accommodation.</p>	
EXTERNAL		
Thames Water	<p>Waste Comments Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</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.”</p>	Noted conditions are recommended.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc may be required before the Company can give its consent. Applications should be made at <https://wholesale.thameswater.co.uk/Wholesale-services/Business-customers/Trade-effluent> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

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.

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information :
www.thameswater.co.uk/help

Water Comments

The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water.
Email:developer.services@thameswater.co.uk

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

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.

Supplementary Comments

Thames Water has identified that the proposed development is located within Source Protection Zone 2 of a groundwater abstraction source. This zone is defined around a potable water source for public water supply for which Thames Water has a statutory duty to protect. This zone may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water will use a tiered, risk-based approach to regulate activities that may impact groundwater resources, and the applicant was encouraged to read the Environment Agency's approach to groundwater protection (available at <https://www.gov.uk/government/publications/groundwater-protection-position-statements>) and to discuss the implication for their development with a suitably qualified environmental consultant. In the application documents now provided, there is insufficient information, so Thames Water recommend the following conditions be attached to any planning approval:

	<p>1) Thames Water require the following information on foundation design to assess the risk to groundwater resources</p> <ul style="list-style-type: none"> a. the methods to be used b. the depths of the various structures involved c. the density of piling if used d. details of materials to be removed or imported to site <p>We require this information to assess if there is a risk to water resource from construction of the foundations.</p> <p>Reason: To ensure that the water resource is not detrimentally affected by the development.</p>	
<p>Greater London Archaeology Advisory Service (GLAAS)</p>	<p>Recommend Pre-Determination Archaeological Assessment/Evaluation</p> <p>I have looked at this proposal and at the Greater London Historic Environment Record but I need more information before I can advise you on the effects on archaeological interest and their implications for the planning decision. If you do not receive more archaeological information before you take a planning decision, I recommend that you include the applicant's failure to submit that as a reason for refusal.</p> <p>The planning application lies in an area of archaeological interest.</p> <p>The site lies close to the 2020 discovery of a mesolithic "home base" site at the former Welbourne Centre. Well-preserved early prehistoric sites are of high heritage significance. The extent and detailed significance of the mesolithic site is not known, but it was deemed to be of regional importance based on the initial assessment during the fieldwork that took place.</p>	<p>Concern noted. The investigation can be carried out prior to development and any heritage assets found suitably displayed and recorded as necessary. Conditions and informatives achieve the asset protection.</p>

The application site lies on the same stream that fronted the Welbourne site and also lies closer to the early centre of The Hale, an early mediaeval settlement. Archaeological remains of the early mediaeval, mediaeval and post-mediaeval development of the Hale were recently found at the nearby Ferry Island and Ferry Island North sites to the immediate south of the application site.

The applicants' desk-based heritage statement accompanying the application suggests a moderate potential for mesolithic remains and a high potential for early mediaeval and mediaeval remains.

The proposed tower at the site would include a full basement which would not allow preservation of important remains. Modern impacts at the site appear to be limited.

Given the potential for important remains and the desirability in local, national and London Plan policy of sympathetically managing such remains, this office previously advised the applicants' consultants (December 2020) that predetermination archaeological evaluation is appropriate at the site, as per NPPF 194.

In the absence of this work and also without any geotechnical data to inform on the survival of key deposits, it is not possible to reliably advise on the policy compliant management of any important remains at the site.

Because of this, I advise the applicant completes these studies to inform the application:

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

	<p>I will need to agree the work beforehand and it should be carried out by an archaeological practice appointed by the applicant. The report on the work must set out the significance of the site and the impact of the proposed development. I will read the report and then advise you on the planning application.</p> <p>NPPF paragraphs 199 - 200 place great weight on conserving designated heritage assets, including non-designated heritage assets with an archaeological interest equivalent to scheduled monuments. Non-designated heritage assets may also merit conservation depending upon their significance and the harm caused (NPPF paragraph 203). Conservation can mean design changes to preserve remains where they are. If preservation is not achievable then if you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms.</p> <p>You can find more information on archaeology and planning in Greater London on our website.</p> <p>This response only relates to archaeology. You should also consult Historic England's Development Management team on statutory matters.</p>	
Health and Safety Executive	<p>HSE 'Advice to LPA' - Some Concern</p> <p>1. Fire safety</p> <p>1.1. At section 7, the fire statement indicates the corridors connecting the escape stairs on levels 1 to 7 will not be subdivided by fire doors. Persons attempting to escape could be overcome by fire, heat or smoke whilst attempting to reach the escape stairs in long corridors. A closed 'subdividing' fire door could prevent smoke permeating the whole length of the corridor and enable people to reach at least one of the escape stairs without being affected by smoke. Where it is proposed that the long corridors will not be subdivided then a detailed engineering analysis will be required. If fire doors are required in the future, then a redesign of the smoke vent system may affect the layout and design of the building.</p>	<p>The applicant has responded to these points and advises that they will develop the strategy as they move into more detailed design stages.</p> <p>The conditions would ensure that the commitments made in</p>

	<p>1.2. At section 6(h) a ‘stay put’ policy has been proposed for the student accommodation. In section 8, no rationale is given for this evacuation approach and section 4 of the fire statements states “No consultation has been undertaken”. If following consultation a different approach to evacuation is advised then an external assembly point may be required. This would impact on the design and layout of the development.</p> <p>2. Roof terrace</p> <p>2.1. The staircase at the East side of building, links the basement to residential floors 2-6 and to the 7th floor which is the proposed roof terrace. According to the fire Statement, in the event of a fire evacuation; people on the roof terrace will have one means of escape, which is via the east-side staircase. Depending on the number of people seeking to escape, and where a fire starts (within the building or on the roof terrace itself e.g. as a result of a roof barbecue) – people trying to escape a fire could be at risk if there is no alternative means of escape.</p> <p>3. Water supply</p> <p>3.1. At section 11 of the fire statement, the response to the question about the reliance on the use of existing hydrants and whether they are currently usable / operable is given as “Don’t know”. While the response “Don’t know” is a valid response on the form, without knowing that the hydrants are useable, the proposal might be relying on a disused water main or faulty hydrant.</p> <p>4. Advisory</p> <p>4.1. At section 7 of the fire statement, several deviations from the standards are proposed. This will be subject to Building Control regulations at development stage. If permission is not given the plans will have to be revised and that will have an impact on density and layout of the development.</p> <p>4.2. Parts of the fire statement are not completed in accordance with the guidance. This means we are unable to assess the application with certainty:</p> <ul style="list-style-type: none"> • The site plans included in the planning application show fire doors subdividing the corridors connecting the escape stairs. However, in section 7 of the fire statement it says: “Corridors connecting the two escape stairs on levels 1 to 7 are not subdivided” 	<p>the submitted statements is realised.</p>
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	<ul style="list-style-type: none"> • In section 6, separate blocks of the proposed development have been given the same block number of '1' • In section 6, site information on the 7-storey part of the proposed development is missing. 	
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> <ul style="list-style-type: none"> • The Commissioner is satisfied with the proposals for fire fighting access as contained within the fire statement documents and if they provide them in accordance with what's highlighted within the fire service section it would provide satisfactory fire fighting facilities • The Commissioner 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 Commissioner's 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. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website. 	Noted- fire fighting access acceptable.
Metropolitan Police - Designing Out Crime Officer	We have met with the project Architects or Agents to discuss Crime Prevention or Secured by Design (SBD). The planning application documents have not made mention within the Design and Access Statement referencing safety, security, design out crime or crime prevention and have not specified exactly what features of the design will reduce crime	Noted, recommendation includes a planning condition requiring a 'Secured by Design'

We recommend the attachment 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.

Section 2 - Secured by Design Conditions and Informative:

In light of the information provided, we request the following Conditions and Informative:

Conditions:

- (1) Prior to the first occupation of each building or part of a building or use, a '**Secured by Design**' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained.
- (2) Accreditation must be achieved according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.
- 3) The Commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.
Reason: *In the interest of creating safer, secure, sustainable communities.*

Informative:

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

accreditation to be achieved for each building before the building is occupied and the inclusion of an informative.

	<p>Section 3 - Conclusion: We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p>	
<p>Transport for London</p>	<p>Access The proposal includes multiple access points for active modes via the Hale Road and The Hale, including a dedicated access door to the long stay cycle store for the student accommodation on The Hale. The proposed access provisions for active modes are considered acceptable.</p> <p>As the proposal does not include off-street parking or servicing, no vehicular access points to the site are proposed. The existing site's vehicular access from The Hale will be removed.</p> <p>Cycle Parking A total of 375 cycle parking spaces are proposed, including long and short stay spaces for residential units, as well as the commercial element. This is in line with the London Plan minimum quantitative standard. The scheme identifies a potential location for four short stay Sheffield stands on the footway buildout on the Hale Road. In principle, this is considered acceptable by TfL. This should not impact safety of delivery and servicing activities on the loading bay on the Hale Road or impede pedestrian flow in any way. As the LB of Haringey is the local planning and highway authority, the Council should determine the acceptability of this approach. The finalised location of short stay cycle parking and the long stay cycle parking for the commercial element should be clarified.</p> <p>Additional provision for three charging points for mobility scooters is proposed at ground level. However, further consideration is suggested in order to provide additional spaces for large bicycles as an alternative, including adapted cycles used by people with mobility impairments, given that mobility scooters are often charged in individual units and the recent increased use of cargo bikes, which the student demographic might be attracted to.</p>	<p>Support for car free and the proposed level of cycle parking noted.</p> <p>A Construction Logistics Plan is required by way of condition which would safeguard safety during construction.</p>

The quality of the cycle parking also needs to be improved, including minimum spacing between Sheffield stands and access aisle widths.

Whilst wheel channels will be provided on the staircase providing alternative means of access for the majority of users using the main cycle parking area in the basement which is welcomed, there is concern in relation to users of the 10 non-standard cycle spaces in the event of the large lift breaking down, as this lift will be the primary means of access to the basement. The applicant should identify how the basement, primarily served by a large lift can continue to be accessed by all users in the event of the lift breaking down. Furthermore, the location of this lift's doors/access route in and out from the lift need to be clarified.

Provision of showers, lockers and changing facilities for cyclists associated to commercial uses should be provided. Further detail on the cycle parking provision is therefore required at this stage and subsequently the provision secured by condition.

Healthy Streets, Vision Zero, Walking and Cycling

The submission of the Active Travel Zone (ATZ) assessment is welcomed. This appropriately includes a casualty analysis of clusters of KSIs. However, TfL has some concerns as the proposal has not demonstrated how it will positively contribute towards Vision Zero to actively address dangers on the local transport network. This is particularly important, as the proposed development will see an increase in pedestrian and cycle trips to/from the site and the local area, as well as public transport trips. Whilst the Transport Assessment (TA) states that the applicant is willing to contribute towards the provision of four cycle parking stands in the wider public realm near the site to fulfil the short stay cycle parking requirements set out by the London Plan; there is limited detail on how the development will deliver local improvements that supports the safety of users, especially as it is recognised that the highway network immediately around the site does not provide an optimum environment for cyclists.

Therefore, active travel measures for future residents and particularly disabled people should be identified/provided within a local environment that meets their needs and those of people already in the area. Development proposals should connect to local walking and

cycling networks, including CS1; and enable and deliver improvements to provide safe, inclusive and convenient connections for people, particularly disabled people, in line with Policy T2 Healthy Streets of the London Plan (2021). Further work is required to address TfL's concerns.

Delivery and Servicing Arrangements

Provision for deliveries and servicing for the commercial and residential element would usually be expected to be off-street in accordance with the London Plan Policy T7G. In addition, TfL has concerns over the methodology used to derive the servicing trip rate for the residential element and the possible impact of increased demand associated with the neighbouring units, particularly on the loading/unloading bay on The Hale, as this bay is originally intended to be used by vehicles servicing the Tottenham Hale Centre (i.e. North Island Building). Furthermore, the loss of the small off-street servicing area, noticeable growth in online sales, likely demand for food (takeaway) deliveries by motorcycle and the possible use of the bay on The Hale for blue badge drop-off and parking, could result in the under-provision of delivery and servicing facilities. TfL recommends that pedestrian footway space in this location is retained. Nevertheless, if off-street provision is not possible, the applicant should demonstrate there is sufficient space within the bays to accommodate a 'worse case' scenario satisfactorily and the construction of the S278 works for the footway and kerb adjacent to the site could give the future physical flexibility to make any amendments to extend servicing bays should demand require it.

Therefore, alternative uses in the context of changing requirements should be considered to ensure that any amendments are encouraged to use non-car modes as much as possible. TfL welcomes further discussion about this matter.

Car Parking

The proposed development is car-free. There will be no dedicated disabled persons parking provision for Blue Badge holders. Instead, the proposal intends to use on-street loading bays for Blue Badge pick-up/drop-off and Blue Badge visitor parking in line with future TLRN regulations, which TfL would be required to introduce on this bay. The applicant

should confirm the expected loading and servicing restrictions and enforcement from on-street bays.

Given the location and nature of the proposed development, the step free public transport, high PTAL and the proximity of local services and facilities, subject to the necessary improvements for active travel, particularly by disabled people being secured, this proposal is considered acceptable by TfL.

Trip Generation and Highway and Public Transport Impact Assessment

Whilst there are some concerns about methodology, a more robust analysis of trip generation is unlikely to show detrimental impacts on the strategic road or public transport network.

Travel Plan

The applicant has submitted an interim Travel Plan (TP) which is generally acceptable. The focus on sustainable means of transport is welcomed. The final TP and all agreed measures should be secured, enforced, monitored and reviewed through the section 106 agreement, in accordance with Policy T4 Assessing and Mitigating Transport Impacts of the London Plan.

Deliveries and Servicing and Construction Logistics

The draft Delivery and Servicing Management Plan (DSMP) and outline Construction Logistic Plan (CLP) appear acceptable. The development should not impact on bus operation or bus journey times neither during construction nor at end state. The use of the loading bay on The Hale should be heavily monitored so that the need to accommodate an appropriate dedicated disabled persons' car parking provision is considered if necessary. Consolidation and timing of deliveries should be managed through the DSMP to facilitate safe, clean and efficient deliveries and servicing. This should include appropriated levels of co-ordination to encourage and support out-of-peak/different time deliveries and servicing. The full DSP and CLP should be produced in accordance with TfL's guidance and secured by condition.

Post Stage 1 comments:

Cycle Parking

The location of short stay cycle parking is shown on the Ground Floor site plan.

Long stay cycle parking for the commercial element is to be provided within individual units with access through secure service / refuse route.

TfL's Response:

The above clarification on long stay cycle parking for commercial elements is helpful. The Council might wish to request the exact location of the commercial cycle parking provision within individual units to ensure that adequate facilities are available. This should include additional details regarding showers, lockers and changing facilities for cyclists.

Cycle Parking

The areas shown for the mobility scooters are large enough to be converted into non-standard spaces post occupancy should the need for mobility scooter charging be less than anticipated.

The spacing between bays and racks are in line with manufacture requirements. Changing the spacing would result in a loss of cycle parking spaces.

TfL's Response:

The proposed amendments include 14 Sheffield stands (i.e. 4% of the total provision) to allow for larger cycles within the updated cycle store. Whilst the applicant has confirmed that spacing between the bays and racks are in line with manufacture requirements, TfL expects the applicant to demonstrate clearly how the proposals (design outcome) meet the recommended space requirements, as set out by the London Cycling Design Standards (LCDS) also required by policy T5 Cycling. This is particularly important for the non-standard spaces. It should be noted that the London Plan refers to the need for 'easy access' and catering 'for cyclists who use adapted cycles'. This is an accessibility requirement.

In terms of mobility scooter charging spaces, the use of this area should be frequently monitored and reviewed over time. Notwithstanding this consideration, TfL expects the applicant to show how the development proposal would be able to accommodate and convert this area into adequate non-standard cycle parking spaces post occupancy.

Healthy Streets, Vision Zero, Walking and Cycling

There is a wheeled channel provided to the right-hand side of the stair. There are also 2x passenger lifts accessed from the reception. Although there would be more physical barriers to pass through, assistance could be requested at the 24hr concierge desk if required.

To confirm, the lift doors face different directions at ground floor and basement level.

The areas shown for the mobility scooters are large enough to be converted into non-standard spaces post occupancy should the need for mobility scooter charging be less than anticipated.

TfL's Response:

The clarification on passenger lifts accessed from the reception area and potential assistance at the 24hr concierge desk is helpful. However, the provision of a separate door to the cycle store distant from the residential lobby/concierge desk is a point of concern for personal security reasons and for users being able to request assistance.

As previously indicated, TfL concerns remain unchanged in relation to accessibility requirements for users of the 14 non-standard cycle spaces (i.e. nine spaces available in the basement and five on the ground floor). Given the characteristics of the development proposals and the absence of designated disabled persons' parking bays, it is essential that there is sufficient cycle parking that can be adequately used and accessed by disabled people at least at ground floor level. This includes the necessity to meet the recommended cycle parking space requirement of 1.2m between the Sheffield stands to cater for non-standard cycles. Accessibility requirements need to be secured. This matter is resolvable. In terms of the lift doors clarification, this matter is resolved.

Provision of showers, lockers and changing facilities for cyclists associated to commercial uses can be provided within the individual retail units

TfL's Response:

TfL is pleased that showers, lockers and changing facilities for cyclists associated to commercial uses can be provided within individual retail units. This matter is resolvable with an appropriate legal agreement.

Healthy Streets, Vision Zero, Walking and Cycling

The proposals include widening of the footways around the Site as well as providing a financial contribution to improvements to the footways around the Site and to landscaping of the semi-circle of land through S106.

TfL have not to date advised on measures they are proposing and it would be unfeasible / unrealistic for the development to be responsible for improvements given the nature of the gyratory.

TfL's Response:

The clarification of the footways around the site and landscaping is noted. Footway improvements/financial contributions identified should be secured along with the eight potential short stay cycle parking on the footway buildout on the Hale Road through an appropriate legal agreement.

While it is accepted that the proposed changes to the footways around the site will contribute positively to addressing common issues in the public realm in relation to walking, TfL's position is that the development proposals do not strictly comply with policy T2 and T4 of the London Plan without mitigation. Specifically, development proposals should enable and deliver improvements to strategic cycle routes and local cycle links to provide a safe cycle network commensurate with the cycling demand anticipated in the MTS. This includes CS1 and TfL's Cycle Future Route 2 from Camden to Tottenham Hale, with the proposed future route beginning on Ferry Lane at the junction with Mill Mead Road, proceeding to Broad Lane and the A10. Although this project has been paused while TfL have worked on temporary initiatives to help people cycle and walk during the pandemic, TfL and the Mayor

are of the view that future cycleways will still be needed in future to support London's growth and will be restarted when the time is right.

The applicant should think innovatively working with the Council to identify any improvements, no matter how small, in order to make a possible contribution to the delivery of Healthy Streets and Vision Zero policies. Development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure. The Council in conjunction with the applicant's team could consider broadening the terms of any section 106/278 works to include complimentary measures/improved cycle infrastructure or financial contributions. This could consider possible techniques to rebalance priorities and increase active travel awareness through the provision of cycle friendly interventions at junctions and crossings, for example, The Hale/Ferry Lane/Broad Lane junction or signage to support wayfinding. This matter is resolvable.

Delivery and Servicing Arrangements

No suggestions as to what is not robust (LBH overall considered it to be 'satisfactory'). We would contend that the analysis is robust and the approach is clearly set out in the TA. Additional demand described in the response from TfL (e.g. takeaways) associated with student accommodation is likely to take place in the evening (which is allowed for in the analysis) when other demand is likely to be lower.

TfL's Response:

The TA's approach employs a linear trend line, which is directly extrapolated to derive a servicing trip rate for the residential element. Whilst the selection of a servicing trip rate is often a matter of judgement, a range of plausible servicing trip rates with a 'worst case' scenario defined by the greater trip rate (i.e. 0.064 trips per bedroom per day) should be best considered in this assessment.

TfL concerns remain unchanged, considering: (i) the proximity to the strategic road network (i.e. The Hale, which forms part of the TLRN, is located directly adjacent to the site); (ii) that

	<p>it is important that design outcomes reduce the negative impacts of development on the transport network; and (iii) design principles/prioritisation preferences in relation to important decisions and trade-offs in the design process which set out that:</p> <ul style="list-style-type: none"> • It is not feasible to accommodate on-site servicing facilities; • The development will not provide dedicated delivery and servicing facilities. Instead, it proposed to make use of the loading bay located on Hale Road and a bay that will be provided on The Hale, as part of the wider regeneration of the area originally intended to be used by vehicles servicing the Tottenham Hale Centre (i.e. North Island Building); and • There will be no dedicated disabled persons' parking provision associated with the development for Blue Badge holders. Instead, the development intends to use on-street loading bays for Blue Badge pick-up/drop-off and Blue Badge visitor parking in line with future TLRN regulations. <p>The latter point of concern is especially problematic for TfL, considering the deficiencies discussed within the cycle parking sections in relation to the cycle provision for larger cycles, particularly cargo bikes and adapted cycles. As previously indicated TfL recommends that: 'pedestrian footway space in this location is retained ... and [that] the construction of the S278 works for the footway and kerb adjacent to the site could give the future physical flexibility to make any amendments to extend servicing bays should demand require it'</p>	
London Underground/DLR Infrastructure Protection	I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted.	No comment.
Natural England	<p>Natural England has no comment on this application with regards to statutory designated sites.</p> <p>Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.</p>	Noted.

	<p>It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.</p> <p>Your authority has a duty to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat.</p>	
Environment Agency	<p>We have assessed it as having low environmental risk and therefore have no comments.</p> <p>The site is located in Flood Zone 2 and therefore Flood Risk Standing Advice (FRSA) applies for this application. Standard comments can be viewed online here - FRSA.</p> <p>The site is also located in Source Protection Zone 2 however, the previous use of the site is of low polluting potential (As defined on gov.uk, Land contamination DoE industry Profiles) and therefore we would have no comments with respect to contaminated land.</p>	No comment.
GLA	<p>Strategic issues summary</p> <p>Land use principles: The redevelopment and optimisation of the brownfield site and contribution towards the delivery of purpose-built student accommodation and contribution towards housing targets accords with the London Plan, subject to confirmation from the Council of the existing use of the site. The inclusion of retail uses within this town centre site is also accepted (paragraphs 17 to 33).</p> <p>Affordable student accommodation: The scheme proposes 35% on-site affordable student accommodation, which is supported in accordance Policy H15 of the London Plan. This must be secured through a S106 agreement, as should the rent levels and eligibility criteria. The obligation to enter into a nominations agreement must be secured (paragraphs 34 to 41).</p> <p>Urban design and heritage: While the principle of the provision of tall building within the site could be accepted in strategic planning terms, the proposed 24-storey building results</p>	The Council considers that the proposal meets the aims and objectives of the Development Plan.

in an abrupt change in urban scale and does not respond appropriately to the existing low-rise context, nor the emerging master-planned context. A proposal that creates a better transition between the scale of the existing and emerging development context should be further considered. Further consideration should be given to the fire strategy. The scheme will result in less than substantial harm to the significance of designated heritage assets which could be outweighed by public benefits of the proposal, subject to securing on-site student accommodation and subject to securing a high quality materiality (paragraphs 42 to 78).

Transport: The active travel assessment requires further work, and in accordance with Healthy Streets and Vision Zero objectives, improvements and contributions should be secured. The proposed servicing arrangements and disabled parking should be reconsidered to ensure on-street demand is met alongside meeting Vision Zero objectives. Active travel routes improvements should be identified and secured, and the quality of cycle parking should comply with LCDS guidance (paragraphs 98 to 112). Other strategic planning issues on **sustainable development** and **environmental issues** also require resolution prior to the Mayor's decision-making stage.

Recommendation

That Haringey Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 116. Possible remedies set out in this report could address these deficiencies

Context

1. On 20 August 2021 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2. The application is referable under the following Category of the Schedule to the Order 2008:

- 1C: *The building is more than 30 metres high and is outside the City of London.*

3. Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or, allow the Council to determine it itself.

4. The Mayor of London's statement on this case will be made available on the GLA's public register: <https://planning.london.gov.uk/pr/s/>

Site description

5. The 0.098 hectare site is located at the western part of an "island" bounded by The Hale, Hale Road, and Station Road, known by the Council in the Tottenham Area Action Plan (AAP) as the "North Island".

6. The application site is made up of three properties. 29 and 31 The Hale are a pair of terraced two-storey buildings that contain unused former shops and ground level with 2 x 1 bed residential flats on the first floor levels (45 sq.m. GIA at No.29 and 49 sq.m. at No.31). 33 The Hale is a two-storey warehouse building with a modern façade which is used as a menswear shop named 'Morelli'. At the back of the properties is a service yard, a shed a pigeon coop, and a number of large advertising hoardings fronting on to Hale Road. The application details that the site was previously considered to be in retail or light industrial use (former Use Classes A1 and B1(c), now Use Class E).

7. The brownfield site is located within the Tottenham Hale District Town Centre and within the Lee Valley Opportunity Area. Though not planning designations, it is relevant to note that the site is also within the Tottenham Housing Zone and the Tottenham Creative Enterprise Zone.

8. The site lies within the Council's adopted Tottenham Area Action Plan (2017) Site Allocation TH4 – "Station Square West", which covers the wider area within the North Island and the site known to the Council as Ferry Island. The allocation provides for the comprehensive redevelopment incorporating new District Centre uses at ground and first floor levels, including a hotel use, with residential and commercial above, and the creation of a high quality public realm including the extension of Ashley Road as the primary route through the site. Quantitatively, the site allocation provides an indicative development capacity of 297 new homes and 5,200 sq.m. of town centre uses.

9. The site is not located within a conservation area and does not contain any designated heritage assets. The Tottenham Green Conservation Area is approximately 500 metres to the west of the site. Two Grade II listed buildings, No. 62 High Cross Road and Tottenham High Cross, are located within 500 metres of the site.

10. The site adjoins the Transport for London Road Network (TLRN). Tottenham Hale station and its bus station are located 200 metres to the east of the site, providing Victoria line Underground and National Rail services to Central London, Cambridge and Stansted Airport. Six bus services are available within walking distance of the site. As such, the site records a high Public Transport Accessibility Level (PTAL) of 6a on a scale of 0 to 6.

Details of this proposal

11. The proposal is for the redevelopment of site including demolition of existing buildings to provide a part 7, part 24 storey building of purpose-built student accommodation (PBSA) (Sui Generis); with part commercial uses (retail) (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures.

Case history

12. There is no strategic planning history relevant to the application site apart from pre-application discussions. Specifically, a pre-application meeting was held on the 17 December 2020 that covered a wide range of strategic planning issues. A follow up meeting was held on 8 June 2021. A written note (GLA ref: 2021/0552/P2F/EL) was

issued following this meeting on 21 July 2021 that considered land use principles, affordable student accommodation, urban design, student accommodation quality, fire safety, historic environment, inclusive access, noise mitigation and agent of change, energy, flood risk, sustainable drainage, water efficiency, biodiversity, green infrastructure, trees, circular economy and transport.

13. It is noted that the site forms part of a island site known as North Site which has permission for 482 homes and up to 1,883 sq.m. of commercial floorspace. Specifically, the wider island site forms part of a wider 2.17 hectare masterplanned development site that has been granted full planning permission for mixed-use development in buildings of up to 38 storeys, with 1,030 residential units, up to 4,306 sq.m. of retail, up to 2,288 sq.m. of leisure, up to 5,137 sq.m. of office, a 1,643 sq.m, health centre, new public spaces, and highways works. This scheme (GLA Ref: 4442) was considered at Stage II on the 18 March 2019 by Jules Pipe CBE, Deputy Mayor for Planning, Regeneration and Skills, acting under planning powers delegated by the Mayor of London, who considered that he was content to allow Haringey to determine the case itself, subject to any action that the Secretary of State may take. Haringey Council subsequently granted planning permission on 27 March 2019.

Land use principle

17. Spatially, the site lies within the Lee Valley Opportunity Area and within the Tottenham Hale District Town Centre, as designated in the London Plan. The London Plan seeks to ensure that Opportunity Areas fully realise their growth and potential, and has identified that the Lee Valley occupies a strategic position in the London-Stansted-Cambridge-Peterborough Growth Corridor and provides a range of development opportunities for higher density development through growth at a range of localities, including Tottenham Hale. Quantitatively, the London Plan identifies that the Lee Valley Opportunity Area as having an indicative employment capacity for 13,000 new jobs and the potential for 21,000 new homes.

Industrial land

18. The site allocation TH4 for Station Square West states that the site has a local employment area designation as the 'Tottenham Hale strategic industrial location' (SIL). The application details that the site was previously considered to be in retail or light industrial use (former Use Classes A1 and B1c, now Use Class E).

19. The land use of the existing site should be confirmed by the Council, noting that the existing site, with service yard and warehouse, indicates that the site may comprise an industrial site.

20. If the site does comprise an existing industrial land use, or if the above-described allocation is relevant, then PolicyE7 of the London Plan will need to be addressed as part of this application.

Housing and student accommodation

21. London's higher education providers make a significant contribution to its economy and labour market. It is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation. Paragraph 4.15.1 of the London Plan sets out that the housing need of students in London, whether in Purpose Built Student Accommodation (PBSA) or shared conventional housing, is an element of the overall housing need for London, and that new flats, houses or bedrooms in PBSA all contribute to meeting London's housing need. The completion of new PBSA therefore contributes to meeting London's overall housing need and is not in addition to this need. In addition, it is noted that the provision of high-density student accommodation can help to free up existing housing stock in the private rented sector, noting that London Plan Policy SD1 seeks housing choice for Londoners.

22. Policy H1 of the London Plan seeks to increase the supply of housing in the capital and sets a ten-year housing target for Haringey of 15,920 homes per year for the period 2019/2020 to 2028/2029. The London Plan also seeks to ensure the local and strategic need for PBSA is addressed, and the Mayor's Academic Forum has established that there is an annual requirement for 3,500 PBSA bed spaces over the plan period.

23. The scheme proposes to deliver 473 new student bedrooms in a purpose-built student accommodation facility. This proposal would contribute to both PBSA bed space requirements and housing targets set out in the London Plan. Specifically, paragraph 4.1.9 of the London Plan sets out that “*net non-self-contained accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home*”. As such, reflective of the contribution of the student accommodation element of the scheme towards the achievement of housing targets, the delivery of 473 student beds is equivalent to 189 homes.

24. Policy H8 of the London Plan sets out that a loss of housing should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace. There are two existing residential properties within the application site, comprising of a total of 94 sq.m. of residential floorspace and 4 habitable rooms. The scheme does not re-provide conventional (Use Class C3) housing, noting that the London Plan sets out that student accommodation should count towards meeting housing targets. However, GLA Officers are satisfied that due to substantial increase in density proposed within the site, comprising 7,500 sq.m. of student accommodation, the scheme accords with Policy H8 of the London Plan through the proposed student accommodation which is calculated as the equivalent of 189 homes.

25. Policy H15 of the London Plan sets out that a nominations agreement must be in place from initial occupation with one or more higher education providers, to provide housing for its students, and to commit to have such an agreement for as long as the development is used for student accommodation.

26. The accommodation will only be available during term-time to full time students studying at recognised Higher Education Institutions (HEI's). Specifically, the application sets out that the Applicant has received support from London universities, including the University of London. This occupation restriction must be secured through a S106 agreement.

27. Paragraph 4.15.3 of the London Plan is clear that a nomination agreement is required to demonstrate need for student accommodation; in the absence of this paragraph 4.15.5 states that the development will not be considered as meeting a need for purpose-built student accommodation. As such, if the accommodation is not secured for use by students and secured through a nomination agreement at the Mayor's decision making stage (Stage II), it will not be considered as PBSA and will normally be considered large scale purpose-built shared living and will therefore be assessed against the requirements of Policy H16 of the London Plan.

28. The requirement for the provision of on-site affordable student accommodation within the proposed purpose-built student accommodation scheme is discussed from paragraph 33 of this report.

29. Paragraph 4.15.13 of the London Plan encourages flexibility for the temporary use of accommodation during vacation periods for ancillary uses. It is proposed that outside of term-time, the accommodation would also be available to students on courses at other institutions such as language schools or short-term summer courses. This is supported and should be secured through an obligation within a S106 agreement. The planning statement sets out that these temporary uses will not disrupt the accommodation of the resident students during their academic year. This should be secured through a S106 agreement.

30. In summary, subject to a nomination agreement and appropriate occupation restrictions being secured, the principle of the use of the land for student accommodation could be acceptable in strategic planning terms.

Retail

31. Policy SD6 of the London Plan recognises that the vitality and viability of London's varied town centres should be promoted and enhanced, and that town centres should be a focus for commercial development as well as a focus for place and local identity. Policy

SD8 of the London Plan seeks a range of sizes of commercial units to support the diversity of the town centre.

32. The proposals comprise the redevelopment of the site for the provision of student accommodation-led development, with flexible retail uses (Use Class E(a)). proposed at the ground and first floor. It is noted that while the provision of retail use is included within the proposed description of development, the exact quantum of retail land use proposed should be clarified, noting that this has not been specified within the submitted planning application form. The planning statement sets out that this retail use could comprise coffee shops and other retail uses.

33. Given the site's town centre location, the principle of retail land use is accepted. The principle of the creation of jobs through the provision of non-residential floorspace within the Tottenham Hale District Town Centre is accepted, and it is recognised the scheme would contribute to the wider regeneration aims of the Tottenham Hale District Town Centre and Lee Valley Opportunity Area. Furthermore, the inclusion of retail floorspace within the ground and first floor levels of the scheme provides activation and vitality in this town centre location, as well as responds to the site allocation which seeks "comprehensive redevelopment incorporating new District Centre uses at ground and first floor levels, including a hotel use, with residential and commercial above".

Affordable student accommodation

34. Policy H4 of the London Plan sets a strategic target for 50% of all new homes delivered across London to be genuinely affordable. The Mayor's Affordable Housing and Viability Supplementary Planning Guidance seeks to increase the provision of affordable housing in London and embed affordable housing into land prices. The Mayor's Affordable Housing and Viability Supplementary Planning Guidance sets out that Affordable student accommodation should be provided onsite in line with the Mayor's Housing SPG.

35. Policy H15 of the London Plan sets out the parameters of providing student housing, stating that PBSA must provide the maximum level of affordable accommodation. The

Mayor's Annual Monitoring Report (the most recent being the London Plan Annual Monitoring Report 16), sets the formula for determining the affordability of appropriate affordable student accommodation student accommodation, based on a maximum of 55% average student income. Paragraph 4.15.7 also encourages providers of PBSA to develop models for delivery of PBSA in London which minimise rental costs for the majority of the bedrooms in the development and bring these rates nearer to the rate of affordable student accommodation.

36. The applicant is proposing approximately 473 beds within purpose-built student accommodation. The scheme proposes 35% on site affordable student accommodation. Policy H15 of the London Plan sets out to follow the Fast Track Route, at least 35% of the accommodation must be secured as affordable student accommodation or 50% where the development is on public land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution. The threshold would be 50% if the site comprises industrial land and industrial uses are not being re-provided.

37. The affordable student accommodation should be equivalent to the non-affordable rooms in the development in terms of room sizes and room occupancy level. The rent charged must include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation. The initial annual rental cost for the element of affordable accommodation should not exceed the level set out in the Mayor's Annual Monitoring Report for the relevant year. For following years, the rental cost for this accommodation can be linked to changes in a nationally recognised index of inflation such as the Consumer Prices Index or CPIH. A review period, such as every three years, could be set by the borough to allow for recalibrating the affordable student accommodation to the level stated as affordable in the Mayor's Annual Monitoring Report. As per Policy H15 of the London Plan, the affordable student accommodation bedrooms should be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation. This should be secured within a S106 agreement.

38. In accordance with paragraph 4.15.7, the applicant is encouraged to develop a model for delivery which minimises rental costs for the majority of the bedrooms in the development and brings these rates nearer to the rate of affordable student accommodation. As per paragraph 4.15.4 of the London Plan, where all the bedrooms in the PBSA development are provided at a rental cost that qualifies as affordable student accommodation and maintained in perpetuity through legal agreement or condition, there is no requirement for it to have a nomination agreement with a higher education provider.

39. The application states that *“it is understood that the LPA wish to explore an alternate payment in lieu scenario to on-site which could be utilised for the delivery of local family social housing. Therefore, and as an alternative, the applicant is prepared to potentially provide an equivalent off site payment towards affordable conventional C3 residential accommodation in lieu of on-site affordable student accommodation”*. However, London Plan Policy H15 does not allow for the delivery of conventional Use Class C3 affordable housing, either on-site or as a payment in lieu, as part of a student accommodation scheme. As such, this speculative statement included within the applicant’s planning statement is not supported by GLA Officers.

40. If the Mayor’s Fast-Track Route threshold is met and the scheme meets the Fast Track Route criteria, in accordance with the London Plan and the Mayor’s Affordable Housing and Viability SPG only an early review mechanism would be required (to be triggered if an agreed level of progress on implementation has not been made within two years of any planning permission). A draft of the S106 agreement must be agreed with GLA officers prior to any Stage II referral; example clauses are provided within the Mayor’s Affordable Housing and Viability SPG.

41. It is noted that if the level of on-site affordable student accommodation provision within the scheme is below the Fast-Track Threshold for the site at the Mayor’s decision-making stage, the scheme will proceed down the Viability Tested Route and the applicant will be required to submit a viability assessment which will be robustly scrutinised by GLA Officers in accordance with Policy H15 and H5(F) of the London Plan. Both an early and

late review mechanism will also be required to be secured within a S106 legal agreement in line with Policy H15 and H5 of the London Plan.

Urban design

42. Chapter 3 of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture, sustainability and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.

43. Policy D4 of the London Plan sets out that development proposals referable to the Mayor must have undergone at least one design review early on in their preparation before a planning application is made. It is noted that the scheme was presented to GLA and Haringey planning officers at pre-application stage. While a scheme has been considered at a Quality Review Panel (QRP) in December 2020, it is however noted that the proposal considered by QRP was for a large-scale purpose-built shared living proposal, and not the student living scheme proposed as part of this application.

Height

44. London Plan Policy D9 states that based on local context, Development Plans should define what is considered a tall building for specific localities, the height of which will vary between and within different parts of London but should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. It goes on to state that tall buildings should only be developed in locations that are identified as suitable in Development Plans. Policy D9 further identifies the requirements for tall buildings to identify visual impacts, including at different distances; aiding legibility and wayfinding; having exemplary architecture and materials; avoiding harm to heritage assets; not causing adverse glare; and minimising light pollution. Functional impacts should consider internal and external design; servicing; entrance capacity; area and transport capacity; maximise benefits to the area; and not interfere with communications. Environmental impacts should consider wind, daylight, sunlight, and temperature; air

movement (dispersal of pollutants); and noise creation. Cumulative impacts should also be considered.

45. The proposal meets the definition of a tall building as set out in Policy D9 of the London Plan. The Haringey Strategic Policies Local Plan defines tall buildings as being buildings 10 storeys and over, and the site is identified in Figure 2.2 Development Management DPD of Haringey's Local Plan as a Potential Location Appropriate for Tall Buildings. As such, the proposal accords with Policy D9(B)(3) of the London Plan; albeit it is noted that Figure 2.2 of the Local Plan does not set out or identify the heights that are appropriate in this location.

46. The site allocation, TH4 states "*tall buildings marking the key transport node at Tottenham Hale Station and the emerging District Centre may be acceptable on this site*" and it is noted that the neighbouring sites, have an approved extant planning permission, and there are buildings up to 39 stories in height located within the wider master planned island site. As such, any proposed tall building on the application site will be viewed as part of this master planned cluster and should accordingly respond to its context.

47. Having regard to the town centre context and public transport accessibility, and noting that the site has been identified as suitable for tall buildings within the Local Plan, the principle of including tall buildings on the site is accepted in strategic planning terms, subject to addressing the criteria set out in Part C of Policy D9 of the London Plan.

48. The tallest element of the proposal, which sits at 24 stories in height results in an abrupt change in urban scale towards the predominantly 3-4 storey existing context. The rationale for creating a marker at this location is unconvincing as the presence of a tall building cluster and the consented 39-storey building located next to the train station is considered sufficient as a marker for the area and to aid legibility. Furthermore, the proposed location of height may result in reduced western sunlight penetration into the cluster of tall buildings. The level of contribution to public realm is minimal given the scale of development proposed and its location in a busy traffic junction and air quality focus area.

49. Given the site's location at the edge of a cluster of tall buildings, the proposed tall element at 24 stories is seen as disproportionate to the existing context. GLA Officers would support a revised proposal that creates a better transition between the scale of the existing and emerging development context. More specifically, the applicant should seek to provide a lower height building that creates a transition in height from the low-rise development located to the west of the site, to be demonstrated through townscape views.

50. As set out by Policy D9(C), careful consideration should be given to the visual, functional, environmental, and cumulative impacts of tall buildings, as well as the provision of high quality residential and public facilities and spaces, the impact of tall buildings on environmental quality, including daylight, sunlight and wind impacts on access in spaces between buildings and on the amenity of communal and public spaces. While information submitted within the application to address Policy D9 (including the Design and Access Statement, technical documents), as set out above, GLA Officers are not satisfied that the proposals achieve Part C in respect of visual impacts. Further information is required to demonstrate that all the other functional and environmental criteria within the policy have been achieved, including light pollution impacts, and evidence that servicing, maintenance and building management has been considered since the start of the design process. The Council should scrutinise the daylight, sunlight and wind assessments to ensure that impacts resulting from the proposed height and massing are addressed.

51. An update will be provided to the Mayor at his decision-making stage.

Student accommodation quality

52. Policy H15(A)(5) of the London plan requires that student accommodation provides adequate functional living space and layout, and paragraph 4.15.6 sets out that the design of the development must be high quality and in accordance with the requirements of Policy D3 Optimising site capacity through the design-led approach. Whilst there are no space standards for student accommodation, the development should be fit for purpose

and provide for student well-being and activities, ensuring a range of high-quality and accessible, internal and external, communal amenity spaces.

53. The proposed layouts generally demonstrate that an adequate functional living space and layout for the occupants can be achieved. Student units are organised in clusters with access to shared amenities on each floor. All bedrooms have en-suite bathrooms, storage and desk area. The larger rooms (post graduate/ independent rooms) will also have a kitchenette and eating/ relaxation space in the room.

54. The proposal includes communal student spaces (totalling 523 sq.m. of internal communal amenity space and 322 sq.m. external amenity space) including a 24 hour gymnasium. The principle of the provision of this ancillary, communal student space which provides for student well-being and activities, is supported, and should be secured for use by students only within a S106 agreement. Further information, however, should be provided to demonstrate that a sufficient quantum and quality of student ancillary spaces have been provided for the quantum of student accommodation proposed within the development and should demonstrate that sufficient outdoor space has been provided for student use.

55. While the proportion of single aspect north facing units would not be acceptable within a self-contained housing scheme, the arrangement proposed does not raise any particular strategic planning concerns in this instance, given the short term nature of student accommodation tenancies and the provision of communal amenity spaces with alternative aspects within the scheme.

Architectural design

56. The approach to architecture and articulation of the facade is supported. Key details such as window reveals, balconies and ground floor frontages should be secured as part of any planning application.

Strategic views

57. Policy HC4 of the London Plan states that development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements.

58. A Townscape and Visual Impact Assessment (TVIA) has been included with the application which sets out that “The London View Management Framework and views towards St. Pauls Cathedral is not relevant to the TVIA as the Site is not situated within any of the London View Management Framework viewing corridors or consultation zones. A view from Alexandra Palace is included in the assessment”.

59. The view from Alexandra Palace included within the TVIA has been taken from the viewing terrace at Alexandra Palace, which is Assessment Point 1A.2 (‘London Panorama: Alexandra Palace’) as set out in the LVMF SPG. While visible in the view, the proposal sits some distance east of the ‘Landmark Viewing Corridor’ and ‘Wider Setting Consultation Area’, well away from the Protected Vista of St. Paul’s Cathedral. The proposals will form part of the emerging cluster of tall buildings at Tottenham Hale, and the impact would be negligible, with no harm to the setting of St. Paul’s Cathedral.

Fire safety

60. In line with Policy D12 of the London Plan a fire statement has been submitted with the planning application. In accordance with Part B of Policy D12, as well as the Fire Safety D12(B) pre-consultation draft LPG, the fire statement should be amended to confirm that the author is suitably qualified and evidence of competency of the author of the Fire Statement should be detailed in a clearly identified section at the beginning of the Fire Statement.

61. While GLA Officers recognise that all the headline requirements of part B of policy have been included at a high level under appropriate headings within the statement, there is very limited detail provided in respect of majority of the requirements in order to satisfactorily detail how the development proposal will function, and the fire statement does not include a statement of compliance. As such, notwithstanding the submitted statement, the Council should secure compliance with Policy D12 via condition. It is also

noted that if there are any changes to the scheme which require subsequent Section 96a or Section 73 applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.

62. Further to the above, Policy D5 within the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the buildings. The fire statement states that evacuation lifts are proposed to be provided per core. This should be suitably secured by the Council by way of condition.

Inclusive access

63. Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). The future application should ensure that the development: can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and, provides independent access without additional undue effort, separation or special treatment.

64. The application sets out that a total of 10% of the bedrooms will be accessible with 5% wheelchair accessible and 5% adaptable, and that there are adaptable and wheelchair accessible rooms available on every floor, giving disabled students similar choices to non-disabled students.

Noise mitigation and Agent of Change

65. Policy D14 of the London Plan requires development to reduce, manage and mitigate noise by, amongst other things, separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to

sole reliance on sound insulation, and by reflecting the Agent of Change principles outlined in Policy D13 of the London Plan.

66. A Noise and Vibration Impact Assessment is submitted with this application which concludes that suitable mitigation in the form of acoustic glazing and ventilation can be incorporated into the building envelope to provide appropriate internal and external noise conditions, and mitigation measures applied to the plant design to ensure that the design criteria are not exceeded. This should be secured by the Council.

Heritage

67. Policy HC1 of the London Plan states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The policy further states that development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses" and in relation to conservation areas, "special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area". The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

68. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public

benefits of the proposal, including securing its optimum viable use. Any harm must be given considerable importance and weight.

69. Whilst the site does not contain any designated heritage assets nor is the site located within a conservation area, the site is located approximately 500 metres to the east of the site The Tottenham Green Conservation Area. A heritage statement has been submitted with the planning application which details that there are also two grade II listed buildings within 500 metres of the site.

Conservation area

70. The heritage statement sets out that the proposed development will be visible from within Character Area A of the Tottenham Green Conservation Area, from within the conservation area from the north side of Tottenham Green along Colsterworth Road. The heritage statement also sets out the proposed development will also be visible from locations within the setting of the conservation area on Chestnut Road and Park View Road that contribute to the conservation area's significance.

71. The heritage statement sets out that in all cases the proposal will be viewed in the context of the existing tall buildings immediately to the east of the site and to the north of Ferry Lane east of the railway line and that the appearance of the proposal in these views will be as a distant part of the streetscape. GLA Officers consider that that there is an element of harm to significance through the visual impact of the proposal on the setting of the conservation area and consider the level of this harm to be less than substantial harm.

Listed buildings

72. The site is located approximately 300 metres east from a Grade II listed building at No. 62 High Cross Road. The heritage statement sets out that the proposal will be visible from within the asset's setting including locations on Monument Way and on Stainby Road to the south, and that from these locations the proposal will be viewed in the context of the existing tall buildings in the vicinity of the site.

73. It is noted that the heritage statement sets out that the presence of the proposal in the streetscape will not affect the significance of the listed building which is manifested in its historic and architectural interest and that “the asset will continue to be readable as a remnant of 18th century Tottenham and will not be subject to harm”. GLA Officers agree that the designated asset will continue to be readable as a remnant of 18th century Tottenham; however, GLA Officers conclude that there is an element of harm to significance of the building through visual impact on the setting, and consider the level of this harm to be less than substantial harm.

74. Tottenham High Cross, a Grade II listed building, is located approximately 500 metres west of the Proposed Development at the junction of High Road and Monument Way. The heritage statement sets out that the proposal will be visible in views along Monument Way from the junction including from a point immediately to the west of the asset on the east side of High Road and that in these views the proposal will appear as a distant tall building in the context of existing tall buildings immediately to the east of the Site and to the north of Ferry Lane east of the railway line. GLA Officers consider that that there is an element of harm to significance of the building through visual impact of the proposal on the setting of the listed building and consider the level of this harm to be less than substantial harm.

Conclusion

75. On the basis of the information provided within the heritage statement, GLA officers consider that the impact that will arise to the setting of the Tottenham Green Conservation Area and Grade II listed buildings through the delivery of the proposed scheme constitutes less than substantial harm to the significance of the designated heritage asset. Accordingly, the application conflicts with London Plan Policy HC1, and the NPPF heritage balance assessment would be engaged. In this regard it is noted that the scheme proposes a number of public benefits including the delivery of student accommodation and on-site affordable student accommodation, delivery of retail floorspace, as well as the creation of jobs during construction and operation.

76. Having regard to the statutory duties in respect of listed buildings and conservation areas in the Planning (Listed Buildings and Conservations Areas) Act 1990, and NPPF requirements in relation to listed buildings, structures and conservation areas, GLA officers are satisfied that the less than substantial harm may be outweighed by the public benefits of the proposal, subject to the securing of the on-site student accommodation and subject to suitable conditions securing a high quality materiality.

77. Policy HC1 of the London Plan relates to all heritage assets, including designated and non-designated heritage assets. In respect of non-designated heritage assets, the heritage statement sets out that there are also a number of non-designated heritage assets within proximity to the application site. The Council should confirm whether it agrees with the conclusions set out in the heritage statement in respect of the non-designated heritage assets, and should confirm if there are any additional non-designated heritage assets in proximity to the site (including, for example, locally listed buildings and structures) that should also be assessed as part of consideration of the application. GLA Officers will provide an update to the Mayor in respect of Policy D9 and Policy HC1 at decision making stage.

78. The heritage statement also includes an assessment of the archaeological potential of the site. This should be considered by the Council and appropriate conditions secured as necessary.

Sustainable development

Energy strategy

79. An energy statement has been submitted with the application. A district heat network (DHN) connection has been proposed. Further information is required in respect of a number of energy matters including, the DHN plans, decarbonisation strategy and bespoke carbon factor. Be Lean savings currently fall short due to modelling limitations and high hot water demand, and as such, further measures should be implemented and savings should be maximised. The Be Green strategy should be revised and opportunities for photovoltaic (PV) panels should be maximised. Detailed technical comments in

respect of energy have been circulated to the Council under a separate cover to be addressed in their entirety.

Whole Life Carbon

80. A whole life-cycle carbon assessment has been submitted with the planning application. Detailed technical comments in respect of whole life carbon have been circulated to the Council under a separate cover. The applicant has provided all information required in line with the GLA Whole Life-Cycle Carbon Assessment guidance document.

Circular Economy

81. The proposal has considered circular economy principles, as required by Policy SI7 of the London Plan. Detailed technical comments in respect of circular economy have been circulated to the Council under a separate cover, and no further information is required.

Environmental issues

Urban greening

82. The proposed development presents a well-considered approach to integrating green infrastructure and urban greening across the masterplan. The applicant has calculated the urban greening factor (UGF) score of the proposed development as 0.36, which is below the 0.4 target set by Policy G5 of the London Plan.

83. The applicant has set out the constraints to meeting the 0.4 target following a series of reviews by the project Fire Engineer and has set out steps taken to try and mitigate the reduction in the UGF. The explanation provided demonstrates that urban greening has been considered as a fundamental element of site and building design.

84. A final review of the urban greening should be completed prior to Stage 2 to ensure opportunities for greening have been maximised. In particular, the potential for additional tree planting on the southern roofs, which already include some tree planting, should be considered.

Flood risk

85. The site is located in Flood Zone 2. A Flood Risk Assessment (FRA) has been submitted as required under the National Planning Policy Framework (NPPF). The FRA adequately assesses the risk of flooding from fluvial/tidal, pluvial, sewer, groundwater, and reservoir flooding, which is considered to be low.

86. The FRA provided for the proposed development generally complies with policy SI12 of the London Plan.

Water efficiency

90. The Sustainability Statement notes that three Wat01 BREEAM credits are targeted, with water consumption reduced by 40% in line with Policy SI5 of the London Plan.

91. Water efficient fittings, leak detection systems, flow control devices, and water meters are proposed, which is supported.

92. The proposed development generally meets the requirements of Policy SI5 of the London Plan however, water harvesting and re-use should be incorporated to reduce consumption of water across the site. This can be integrated with the surface water drainage system to provide a dual benefit

Air quality

93. The air quality assessment, as submitted, is not appropriate to determine air quality conditions at the proposed development, as air quality monitoring data and traffic survey data from 2020 have been used. The impact of Covid-19 on both annual mean pollutant concentrations and levels of road traffic in 2020 mean that data from this year does not represent a suitable baseline for informing an assessment of air quality impacts. Compliance with London Plan Policy SI1 cannot therefore be determined and a revised assessment should be submitted.

94. A suitable assessment of future exposure can be carried out using a dispersion model derived from LAEI traffic data, TEMPro factors for traffic growth and 2019 monitoring data from Haringey Council.

95. The risk of dust impacts during the construction phase in the context of cumulative development in the vicinity of the application site should be redetermined. This is likely to increase the number of receptors affected by construction works and potentially increase the risk of dust impacts. This is to suitably comply with London Plan Policy SI1 (D) and the Control of Dust and Emissions during Construction and Demolition SPG.

96. A condition is recommended to secure that measures to control emissions during the construction phase are written into an Air Quality and Dust Management Plan (AQDMP), or form part of a Construction Environmental Management Plan, in line with the requirements of the Control of Dust and Emissions during Construction and Demolition SPG. The AQDMP should be approved by the LPA and the measures and monitoring protocols implemented throughout the construction phase as set out in London Plan Policy SI1 (D).

97. A construction phase condition requiring that on-site plant and machinery complies with the London Non-Road Mobile Machinery (NRMM) Low Emission Zone standards in accordance with Policy SI1 (D) of the London Plan should be included in any permission.

Transport

Access

98. The proposal includes multiple access points for active modes via the Hale Road and The Hale, including a dedicated access door to the long stay cycle store for the student accommodation on The Hale. The proposed access provisions for active modes are considered acceptable.

99. As the proposal does not include off-street parking or servicing, no vehicular access points to the site are proposed. The existing site's vehicular access from The Hale will be removed.

Cycle Parking

100. A total of 375 cycle parking spaces are proposed, including long and short stay spaces for residential units, as well as the commercial element. This is in line with the London Plan Policy T5 minimum quantitative standard. The proposed location of short stay cycle parking and the long stay cycle parking for the commercial element should be clarified.

101. Additional provision for three charging points for mobility scooters is proposed. However, further consideration is suggested in order to provide additional spaces for large bicycles as an alternative, including adapted cycles used by people with mobility impairments. The quality of the cycle parking also needs to be improved, including minimum spacing between Sheffield stands and access aisle widths.

102. The applicant should identify how the basement, primarily served by a large lift can continue to be accessed by all users in the event of the lift breaking down.

103. The provision of showers, lockers and changing facilities for cyclists associated with the commercial uses should be secured within the grant of any planning application. Further detail on the cycle parking provision is therefore required at this stage and subsequently the provision secured by condition.

Healthy Streets, Vision Zero, Walking and Cycling

104. The submission of the Active Travel Zone (ATZ) assessment is welcomed. This appropriately includes a casualty analysis of clusters of mortalities and injuries. However, the proposal has not demonstrated how it will positively contribute towards the Vision Zero Action Plan to actively address dangers on the local transport network. This is particularly important, as the proposed development will see an increase in pedestrian and cycle trips to/from the site and the local area, as well as public transport trips. The

Transport Assessment (TA) states that the applicant is willing to contribute towards the provision of four cycle parking stands in the wider public realm near the site. However, there is limited detail on how the development will deliver local improvements that supports the safety of users, especially as it is recognised that the highway network immediately around the site does not provide an optimum environment for cyclists.

105. Therefore, active travel measures for future residents and particularly disabled people should be identified/provided within a local environment that meets their needs and those of people already in the area. Development proposals should connect to local walking and cycling networks, including CS1; and enable and deliver improvements to provide safe, inclusive and convenient connections for people, particularly disabled people, in line with Policy T2 of the London Plan.

Delivery and Servicing Arrangements

106. Provision for deliveries and servicing for the commercial and residential element would usually be expected to be off-street in accordance with Policy T7(G) of the London Plan. In addition, Officers have concerns over the methodology used to derive the servicing trip rate for the residential element and the possible impact of increased demand associated with the neighbouring units, particularly on the loading/unloading bay on The Hale. Furthermore, the loss of the small off-street servicing area, noticeable growth in online sales, likely demand for food (takeaway) deliveries by motorcycle and the possible use of the bay on The Hale for blue badge drop-off and parking, could result in the under-provision of delivery and servicing facilities. Pedestrian footway space in this location should be retained. Nevertheless, if off-street provision is not possible, the applicant should demonstrate there is sufficient space within the bays to accommodate a 'worse case' scenario satisfactorily. The construction of the S278 works for the footway and kerb adjacent to the site could give the future physical flexibility to make any amendments to extend servicing bays should demand require it.

107. Therefore, alternative uses in the context of changing requirements should be considered to ensure that any amendments are encouraged to use non-car modes as much as possible.

Car parking

108. The proposed development is car-free. There will be no dedicated disabled persons parking provision for Blue Badge holders. Instead, the proposal intends to use on-street loading bays for Blue Badge pick-up/drop-off and Blue Badge visitor parking in line with future TLRN regulations, which TfL would be required to introduce on this bay. The applicant should confirm the expected loading and servicing restrictions and enforcement from on-street bays.

109. Given the location and nature of the proposed development, the step free public transport, high PTAL and the proximity of local services and facilities, subject to the necessary improvements for active travel, particularly by disabled people being secured, this proposal is considered acceptable.

Trip generation and highway and public transport impact assessment

110. Whilst there are some concerns about methodology, a more robust analysis of trip generation is unlikely to show detrimental impacts on the strategic road or public transport network.

Travel plan

111. The applicant has submitted an interim Travel Plan (TP) which is generally acceptable. The focus on sustainable means of transport is supported. The final TP and all agreed measures should be secured, enforced, monitored and reviewed through the section 106 agreement, in accordance with Policy T4 of the London Plan.

Deliveries, servicing and construction logistics

112. The draft Delivery and Servicing Management Plan (DSMP) and outline Construction Logistic Plan (CLP) are acceptable. The development should not impact on bus operation or bus journey times neither during construction nor at end state. The use of the loading bay on The Hale should be monitored so that the need to accommodate an appropriate dedicated disabled persons' car parking provision is considered if necessary.

Consolidation and timing of deliveries should be managed through the DSMP to facilitate safe, clean and efficient deliveries and servicing. This should include appropriate levels of co-ordination to encourage and support out-of-peak/different time deliveries and servicing.

The full DSP and CLP should be produced in accordance with TfL's guidance and secured by condition.

Local planning authority's position

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

Legal considerations

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

Financial considerations

115. There are no financial considerations at this stage.

Conclusion

116. London Plan policies on industrial land, student accommodation, town centres, retail, affordable student accommodation, urban design, fire safety, heritage, inclusive design, energy, whole life carbon, circular economy urban greening, flood risk, sustainable drainage, water efficiency, air quality, and transport are relevant to this application. Whilst the proposal is supported in principle, the application does not fully comply with these policies, as summarised below:

Land use principles: The redevelopment and optimisation of the brownfield site and contribution towards the delivery of purpose-built student accommodation and contribution towards housing targets accords with the London Plan, subject to confirmation from the Council of the existing use of the site. The inclusion of retail uses within this town centre site is also accepted.

Affordable student accommodation: The scheme proposes 35% on-site affordable student accommodation, which is supported in accordance Policy H15 of the London Plan. This must be secured through a S106 agreement, as should the rent levels and eligibility criteria. The obligation to enter into a nominations agreement must be secured.

Urban design: While the principle of the provision of tall building within the site could be accepted in strategic planning terms, the proposed 24-storey building results in an abrupt change in urban scale and does not respond appropriately to the existing low-rise context, nor the emerging master-planned context. The rationale for creating a marker at this location is unconvincing. A proposal that creates a better transition between the scale of the existing and emerging development context should be further considered. Further consideration should be given to the fire strategy.

Energy: Further information is required in relation a number of different energy matters including connection to the district heating network, Be Lean savings and the Be Green strategy.

Urban greening: A final review of the urban greening should be completed prior to Stage 2 to ensure opportunities for greening have been maximised. In particular, the potential for additional tree planting on the southern roofs, which already include some tree planting, should be considered.

Sustainable drainage: Rainwater harvesting should be included in line with the London Plan drainage hierarchy or robust justification provided as to why it is not feasible. A management and maintenance plan should also be provided for the proposed SuDS.

Water efficiency: water harvesting, and re-use should be incorporated to reduce consumption of water across the site. This can be integrated with the surface water drainage system to provide a dual benefit.

Air quality: A revised air quality assessment is required that uses a suitable baseline for informing an assessment of air quality impacts. The risk of dust impacts during the construction phase in the context of cumulative development in the vicinity of the application site should also be redetermined. Conditions to control the impact on air quality during the construction period should be attached to any planning permission.

Transport: The active travel assessment requires further work, and in accordance with Healthy Streets and Vision Zero objectives, improvements and contributions should be secured. The proposed servicing arrangements and disabled parking should be reconsidered to ensure on-street demand is met alongside meeting Vision Zero objectives. Active travel routes improvements should be identified and secured, and the quality of cycle parking should comply with LCDS guidance.

POST STAGE 1 COMMENTS:

Please find Post Stage 1 comments in respect of this updated scheme, below:

1. Removal of affordable student accommodation, payment in lieu offer

As originally submitted, the applicant proposed approximately 473 beds within purpose-built student accommodation, of which 35% were proposed on site affordable student accommodation. The application set out: *“The accommodation will only be available during term-time to full time students studying at recognised Higher Education Institutions (HEI’s). The Applicant has received support from London universities, including the University of London. As per paragraph 8.13 below any nominations agreement in accordance with London Plan Policy H15 Part A (2 and 3) would be subject to affordable housing being delivered on site”*.

Since Stage 1, the applicant has amended the scheme to propose a payment in lieu (PIL) of at least this 35% equivalence, which is *“anticipated to be in the region of £2.8-3m”*. The revised application recognises that the approach of a PIL represents a departure from policy. This was also recognised in paragraph 39 the Stage 1 report, which set out that London Plan Policy H15 does not allow for the delivery of conventional Use Class C3 affordable housing, either on-site or as a payment in lieu, as part of a student accommodation scheme.

The revised application also sets out that *“the provision of a PIL instead of on-site affordable student rents would result in a departure from London Plan Policy H15 as the proposed development would not be able to secure a nominations agreement with a Higher Education Institution and therefore would be a direct-let scheme, which is not recognised under Policy H15 which requires the majority of bedrooms to be secured through a nominations agreement”*.

If the scheme is unable to secure a nominations agreement with a Higher Education Institution, it would therefore comprise a direct-let scheme, and on this basis the proposal comprises “large-scale purpose-built shared living” (co-living) for the purposes of assessment under the London Plan, and therefore requires assessment under Policy H16 of the London Plan. GLA Officers note that as per the London Plan Guidance Programme 2021, It is expected that the draft Large-scale Purpose-built Shared Living LPG will be out for consultation in the near future.

https://www.london.gov.uk/sites/default/files/london_plan_guidance_programme_2021.pdf

In regards to the nominations agreement, GLA Officers note that the planning addendum states *“this is an established approach on other purpose-built student accommodation schemes across London. This approach has been accepted by the GLA previously on other schemes in Southwark including Capital House at 42-46 Weston Street (LPA ref: 18/AP/0900, GLA ref: GLA/6163/02). In this instance, the proposed development followed the direct-let route and therefore did not secure a nominations agreement”*. There are several relevant factors to note in regards to that scheme that represent a materially different site and planning context than the proposal subject to this email. Notably, there

was an extant planning permission for a student scheme on the site that did not secure the on-site delivery of affordable homes/student accommodation or a contribution towards off-site delivery, and Southwark Core Strategy (Strategic Policy 8) requires student housing developments to provide 35% conventional affordable housing. As such the PIL and lack of nominations agreement was accepted by Southwark Council noting that the S106 agreement secured the use of the accommodation for students, and that the local planning policy context seeks a payment-in-lieu. The conflict in local plan and London Plan policy was noted as part of the Stage 2 report (ref: 6163). It is further noted that the PIL was significantly higher than the quantum of onsite affordable student housing that could be viably provided. It is also noted that this decision was made pre-adoption of the new London Plan.

GLA Officers understand that there is no policy within the Haringey local plan that seeks the provision of conventional affordable housing with student schemes, however this should be confirmed by Haringey Planning Officers. GLA Officers maintain that on-site affordable housing should be provided as required by Policy H15 of the London Plan, and that the student accommodation should be secured by a nominations agreement.

2. Large-scale purpose built shared living development

As noted above, if no nominations agreement is secured, Policy H16 now applies to the scheme. Policy H16 of the London Plan recognises that large-scale purpose-built shared living developments may provide an alternative housing option for single people in the private rented sector, alongside conventional self-contained housing accommodation and other forms of shared private rented accommodation available in the existing housing stock. This is subject to meeting the criteria set out in Policy H16 (as set out below).

The overall principle of purpose-built shared-living accommodation being provided is supported; however, this is subject to the resolution of the residential quality and viability position, as set out below; and appropriately securing the shared-living units by section 106 agreement

Policy H16 of the London Plan states “*large-scale purpose-built shared living development must meet the following criteria:*

- 1) *it is of good quality and design*
- 2) *it contributes towards mixed and inclusive neighbourhoods*
- 3) *it is located in an area well-connected to local services and employment by walking, cycling and public transport, and its design does not contribute to car dependency*
- 4) *it is under single management*
- 5) *its units are all for rent with minimum tenancy lengths of no less than three months*
- 6) *communal facilities and services are provided that are sufficient to meet the requirements of the intended number of residents and offer at least:*
 - a. *convenient access to a communal kitchen*
 - b. *outside communal amenity space (roof terrace and/or garden)*
 - c. *internal communal amenity space (dining rooms, lounges)*
 - d. *laundry and drying facilities*
 - e. *concierge*
 - f. *bedding and linen changing and/or room cleaning services.*
 - g. *the private units provide adequate functional living space and layout, and are not self-contained homes or capable of being used as self-contained homes*
- 7) *a management plan is provided with the application*
- 8) *it delivers a cash in lieu contribution towards conventional C3 affordable housing. Boroughs should seek this contribution for the provision of new C3 off-site affordable housing as either an:*
- 9) *upfront cash in lieu payment to the local authority, or*
- 10) *in perpetuity annual payment to the local authority*
- 11) *In both cases developments are expected to provide a contribution that is equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution, to be provided at a discount of 50 per cent of the market rent. All large-scale purpose-built shared*

living schemes will be subject to the Viability Tested Route set out in Policy H5 Threshold approach to applications, however, developments which provide a contribution equal to 35 per cent of the units at a discount of 50 per cent of the market rent will not be subject to a Late Stage Viability Review”.

The revised application does not include a full assessment against these criteria, and this should be provided. In particular, the applicant must confirm that the scheme is under single management and its units are all for rent with minimum tenancy lengths of no less than three months to ensure the large-scale purpose-built shared living developments do not effectively operate as a hostel. These factors must be secured within the S106 agreement. A management plan must also be provided with the application as set out in Paragraph 4.16.4 of the London Plan, and the agreed management plan should be secured through a Section 106 agreement.

3. Quality of shared-living residential quality

Private internal space

The qualitative and quantitative aspects of shared-living proposals are of paramount importance to their acceptability and to protect the amenity and quality of life of residents. Whilst the supporting text to Policy H16 of the London Plan acknowledges that there are currently no minimum private internal space standards for shared-living accommodation, it states that units should be appropriately sized and laid out to provide adequate functional living space for residents.

The proposed units are sized between approximately 13 sq.m. and 20 sq.m. in size. In comparison with other shared living schemes proposed in London, GLA Officers consider these are small units sizes. Every room is provided with a toilet, shower and basin, and some of the larger rooms have cooking facilities in the form of a hob and sink. However, not all of the units would have kitchenettes. All units are single aspect, and some units are north facing. No external private amenity space in the form of balconies are proposed, which is acceptable for shared-living accommodation however it should be confirmed and

secured that there is an openable window in each room. However, the lack of external private amenity space should be compensated for with a level of external communal amenity space.

Communal amenity space

In terms of shared-living communal amenity space, the supporting text to Policy H16 of the London Plan acknowledges that there are currently no minimum communal amenity space standards for shared-living accommodation; however, given the generally small size of private space, the communal amenity spaces are important elements in ensuring that the quality of the overall residential amenity is acceptable.

The London Plan also states that shared-living accommodation should be designed and managed in a way that lowers barriers to social interaction and encourages engagement between people through incidental meeting spaces; communal kitchen spaces designed for social interaction, such as shared kitchens with cooking stations facing each other; amenity spaces of a size and quality that actively encourage their use and community engagement; and where appropriate, entrance lobbies and public amenities that encourage use by the surrounding local community as well as the internal community.

The provision of the laundry and communal lounge on the 7th floor, and the communal lounge on the 24th floor is supported. As required by Policy H16, both laundry and drying facilities should be provided, and this should be secured.

Each cluster has their own amenity space consisting of a kitchen and lounge area totalling 1,098 sq.m. across the development which on average, provides 4.0 sq.m. of cluster amenity space per bedroom. In addition to indoor amenity space specific to each cluster, the development also proposes communal amenity space, which are open to all residents, totalling 523sq.m. of internal communal amenity space and 322sq.m. external amenity space. This consists of a mixture of internal communal lounges (at ground floor, 7th floor and 24th floor), external roof terraces/gardens (at 7th and 24th floor). A 24 hour gym, while not an essential facility, is provided at 1st floor level. It should be confirmed if

the gym floorspace is included within the above-mentioned total sq.m. of communal amenity space. The external amenity provision equates to 0.7sqm per resident, which GLA Officers consider is a low provision.

While GLA Officers note that the every floor has a shared kitchen space, these are not arranged so that the cooking stations face each other, and due to the small size of these spaces, the kitchen spaces do not appropriately encourage engagement. GLA Officers typically see shared-living schemes that provide much larger, communal kitchen and dining facilities encourage social interaction. To ensure the functionality of the spaces, the applicant should demonstrate that the kitchen/dining facilities would be able to accommodate all residents using them at a similar time.

As above, it should be confirmed if Policy H16 states that communal facilities and services are provided that are sufficient to meet the requirements of the intended number of residents and offer at least convenient access to a communal kitchen; outside communal amenity space; internal communal amenity space (dining rooms, lounges); laundry and drying facilities; a concierge; and bedding and linen changing and/or room cleaning services. It should be confirmed and secured that bedding and linen changing and/or room cleaning services will be provided.

4. Affordable housing and viability

As set out in Paragraph 4.16.7 of the London Plan, large-scale purpose-built shared living is required to contribute to affordable housing. However, because it does not meet minimum housing space standards it is not considered suitable as a form of affordable housing itself. Therefore, a financial contribution is required for affordable housing provided through the borough's affordable housing programme. A borough can decide whether it would prefer the financial contribution as a single upfront payment for affordable housing (Part A9a of Policy H16 Large-scale purpose-built shared living), which will be based on a 50 per cent discount to market value of 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and

substitution, or an ongoing in perpetuity payment linked to actual rental income (Part A9b of Policy H16 Large-scale purpose-built shared living). The ongoing payment should be based on 50 per cent of rental income for 35 per cent of units for as long as the development is used for this form of accommodation. Because of the immaturity of the market for this type of development, all largescale purpose-built shared living developments will be assessed under the Viability Tested Route as set out in Policy H5 Threshold approach to applications. However, schemes which meet the relevant threshold will not be subject to a Late Stage Viability Review.

The planning addendum sets out that the *“revised affordable housing offer of a payment-in-lieu, that will directly contribute towards delivery of affordable homes on the Council-owned Ashley Road Depot site in Tottenham which we understand would otherwise not be viable with the contribution from the applicants proposed scheme”*.

This scheme has been referred to the GLA Viability Team who are will review the submitted FVA. Their comments will be provided in due course.

5. Urban design

The GLA’s over-arching urban design comments remain unchanged since Stage 1. To summarise, while the principle of the provision of tall building within the site could be accepted in strategic planning terms, the proposed 24-storey building results in an abrupt change in urban scale and does not respond appropriately to the existing low-rise context, nor the emerging master-planned context. The level of contribution to public realm is minimal given the scale of development proposed and its location in a busy traffic junction and air quality focus area. A proposal that creates a more sensitive transition between the scale of the existing and emerging development context should be further considered. See the Stage 1 report, attached for further detail.

6. Fire safety

The GLA’s Stage 1 response stated the following in respect of fire safety:

“60. In line with Policy D12 of the London Plan a fire statement has been submitted with the planning application. In accordance with Part B of Policy D12, as well as the Fire Safety D12(B) pre-consultation draft LPG, the fire statement should be amended to confirm that the author is suitably qualified and evidence of competency of the author of the Fire Statement should be detailed in a clearly identified section at the beginning of the Fire Statement.

61. While GLA Officers recognise that all the headline requirements of part B of policy have been included at a high level under appropriate headings within the statement, there is very limited detail provided in respect of majority of the requirements in order to satisfactorily detail how the development proposal will function, and the fire statement does not include a statement of compliance. As such, notwithstanding the submitted statement, the Council should secure compliance with Policy D12 via condition. It is also noted that if there are any changes to the scheme which require subsequent Section 96a or Section 73 applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.

62. Further to the above, Policy D5 within the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the buildings. The fire statement states that evacuation lifts are proposed to be provided per core. This should be suitably secured by the Council by way of condition”.

While a Fire Statement Form (Response to HSE Comments, prepared by Aecom) was located within the revised submission, GLA officers were unable to locate an amended fire statement that confirms that the author is suitably qualified and evidence of competency of the author of the Fire Statement should be detailed in a clearly identified

section at the beginning of the Fire Statement. As such, GLA Officers maintain the comments provided at Stage 1 in regards to fire safety. Please see suggested conditions which should be attached to the grant of any planning permission.

Fire statements

Prior to the commencement of the relevant phase or plot (other than demolition, site clearance and ground works), a Fire Statement for the relevant phase or plot, in the form of an independent fire strategy produced by a third party suitably qualified assessor shall be submitted to and approved in writing by the Local Planning Authority. The statement should detail how the development proposal will function in terms of:

1. The building's construction: methods, products and materials used, including manufacturers' details;
2. The means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated evacuation strategy approach;
3. Features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans;
4. Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these;
5. How provision will be made within the site to enable fire appliances to gain access to buildings; and
6. Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

The development shall be implemented in accordance with the approved Fire Statement and retained as such for the lifetime of the development. #

Reason: In order to achieve the highest standards of fire safety and ensure the safety of all building users.

Fire evacuation lifts

Prior to commencement for each building details shall be submitted to and approved in writing by the local planning authority demonstrating that a minimum of at least one lift per core (or more subject to capacity assessments) will be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building. The development shall be carried out in accordance with these details and maintained as such in perpetuity.

Reason: In the interests of fire safety.

7. Energy

Please find updated, detailed energy comments, attached. The GLA Energy Team have requested various clarifications in respect of the strategy, to be addressed.

8. Whole-life cycle carbon

The WLC Team have advised that nothing further is required. Please see suggested wording below for the post-construction monitoring condition, which should be attached to the grant of any planning permission:

Prior to the occupation of each building the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building. Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

9. Circular economy

The CE Team have advised that nothing further is required. Please see suggested wording below for the post-completion report condition, which should be attached to the grant of any planning permission:

Post-completion report (required for all applications)

Prior to the occupation [of any phase / building/ development], a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at:

CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation. Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

10. Urban greening

The GLA Stage 1 response states that the applicant should seek to review the urban greening factor (UGF) score of the scheme to ensure urban greening opportunities have been maximised, as it was below the target score at Stage 1 (0.36). At Stage 1, the applicant clearly outlined constraints following a series of review by the project Fire Engineer and urban greening remains to be considered as a fundamental element of the site and building design.

The applicant has provided a plan showing that the UGF score has been increased to 0.37, following the inclusion of a new green roof provided on the second-floor level. This remains below the target set by Policy G5 of the London Plan however this is considered to be acceptable given the building regulation constraints. The scheme is considered compliant with GI policy.

11. Flood risk, sustainable drainage and water efficiency

The GLA Water Team have advised that the Applicant has provided a plan showing a general surface water flow path route, which appears to be in response to the LLFA's comments. The GLA Stage 1 water comments stated that the proposed development generally complies with the relevant London Plan policies, but that rainwater harvesting should be incorporated or robust justification provided why it is not feasible. This should be provided.

12. Air quality

The response to Stage 1 comments from AECOM (the applicant's air quality consultant), dated 4th November 2021, has been reviewed.

At Stage 1, concern was raised that the use of 2020 air quality monitoring and traffic data may underestimate air quality conditions for future occupants of the development, given the impact of Covid-19 on air quality and traffic volumes. AECOM responded that the use of 2020 data was appropriate for the purposes of model verification. It is acknowledged that for the purposes of model verification, the use of 2020 is acceptable.

However, the air quality assessment does not provide any evidence of the traffic data that has been used in the assessment. Provision of traffic data within an air quality assessment is a recommendation of the EPUK/IAQM guidance. As such, while the use of 2020 data to derive a verification factor is acceptable, it remains unclear whether the traffic flows used to determine air quality conditions for future residents have been underestimated. The assessment states that AECOM transport consultants have provided data based on 2020 surveys, which further casts doubt that predicted concentrations for future occupants are accurate.

The applicant must therefore either:

a) demonstrate that the traffic data used in the air quality modelling is appropriate and not underestimated due to surveys carried out in 2020; or

	<p>b) provide an updated dispersion model using air quality monitoring and traffic flow data from 2019 (prior to impacts of the Covid-19 pandemic).</p>	
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Appendix 4: Neighbour representations

Stakeholder	Objection/Support/Comment	Response
Argent Related	Concern with 24 storeys of development less than 10m from the northern façade of the North Island building.	The development has been revised with a cut back being introduced so that the majority of the building is 13m from the North Island building (Building 3).
	The siting of the Proposed Development will create an unacceptable impact on the amenity of residents of the North Island building, in particular daylight, sunlight and overlooking.	As set out in detail in the report the impacts are considered to acceptable given the proximity of the North Island building to the boundary and the urban, district centre location. The established BRE test for this scenario where the proposal is compared to a mirror massing building find the mirror building would have more adverse impacts than the proposed building.
	For the North Island Building, the Daylight and Sunlight Report shows how Vertical Sky Component (VSC) light levels would be reduced by up to 100% in some cases with the residual VSC levels reduced to zero in the worst case. Light levels would commonly be reduced by around 70% to 80%.	The impacts are acceptable given the proximity of the North Island building to the boundary and the urban, district centre location. A mirror massing building would have more adverse impacts than the proposed building.
	These reductions should be viewed in the context of the BRE Guidelines, which recommend no more than a 20% reduction.	Natural light can be restricted in densely developed parts of the city. Therefore, full or near full compliance with the BRE Guide is not to be expected. The BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations.
	In simple terms, this level of reduction and the residual light levels would effectively result in	This would also be the case for many of the lower floors if the Argent masterplan building for this location was constructed. Rooms would still have

Stakeholder	Objection/Support/Comment	Response
	some main rooms in the North Island building receiving no direct daylight or sunlight.	light and these lower levels are to be expected in these scenarios where developments are constructed close to common boundaries in urban locations. The existing building 3 was design anticipating that these windows would look onto a courtyard of some form.
	The Daylight and Sunlight Report has not undertaken any analysis of the impact of the Proposed Development on the Ashley Road West and Ferry Island plots, or on the external amenity and play areas attached to North Island.	These studies were Icarried out and the impacts are considered to be acceptable.
	The proximity of the Proposed Development will also lead to an equally unacceptable impact on the privacy and outlook of the North Island building residential units.	Following amendments the distance has been increased to 13m. The closest elevation would have a window serving a corridor and a secondary window to a living space on each floor. The secondary window would be set forward of the North Island building elevation and views from these windows would be oblique as a result. As set out in the report greater separation distances are provided between other windows akin to a residential street relationship.
	A masterplan has not been submitted as required by TAAP policy AAP1 and the site allocation.	This is the last parcel of land on the island to be developed and the documentation submitted alongside the application shows how the building would integrate with other buildings in the area.
	Criteria of Part D of Development Management DPD Policy DM6 (Building Heights) include that tall buildings in close proximity to each other should avoid a canyon effect and avoid	There is already coalescence on the island between Millstream Tower/1 Station Square, the hotel and Building 3/ The North island building. The proposal forms part of a cluster of tall buildings that are

Stakeholder	Objection/Support/Comment	Response
	<p>coalescence between individual buildings. Given how close the Proposed Development is to the North Island, we cannot see how the Proposed development complies with these policy requirements.</p>	<p>located close to one another. However, care has been taken to address microclimatic and daylight/sunlight issues and allow for appropriate and reasonable spaces between buildings whilst optimising sites. The distances between Building 3 and the proposed building given the proximity of Building 3 to the common boundary and the dense urban form of development that is being delivered in this location.</p>
<p>Sage Housing</p>	<p>The proximity of the proposed 24-storey structure will have a severe and detrimental impact upon the health and wellbeing of our residents given the 8.5m distance between the windows of the flats on the north-western elevation.</p>	<p>The distance has been increased to 13m. This elevation would have a window serving a corridor and a secondary window to a living space on each floor. The secondary window would be set forward of the North Island building elevation and views from these windows would be oblique as a result.</p>
	<p>The significant loss of sun and daylight and restriction of outlook by the erection of a 24-storey structure would diminish the future enjoyment for residents. The proposal would result in an adverse impact to residential amenity and create unfavourable living conditions for residents.</p>	<p>This would be the case for many of the lower floors if the Argent masterplan building for this location was constructed. Rooms would still have light and these lower levels are to be expected in these scenarios where developments are constructed close to common boundaries in urban locations.</p>
	<p>The outdoor communal amenity courtyard area would be enclosed to the north by the proposed much larger structure, resulting in the effect of being at the bottom of a canyon and consequently this would vastly diminish its role as a pleasant usable outdoor space.</p>	<p>This would be the case if the Argent masterplan building for this location was constructed. A degree of enclosure is unavoidable if the application site is to be brought forward for development. The proposal has been shown to in fact not reduce the sunlight to this courtyard in the relevant BRE test.</p>

Stakeholder	Objection/Support/Comment	Response
	The proposal comprises inappropriate massing and scale that is contrary to the aspirations of the masterplan and would dominate the corner of this block, constructing a poor standard of urban design. The failure to integrate with the wider masterplan would cause overdevelopment and inappropriate intensification at too great a density.	The massing and scale is appropriate for this district centre location and reflects the ambitions for the site in the district centre framework, albeit made larger to address the current context and height increases on the island. The design proposes high quality materials and would optimise a constrained site. The building would complete the cluster of tall buildings in a sympathetic way.
	Haringey is strongly encouraged to carry out an independent sun/daylight analysis based upon the approved and implemented plans for block 3 allowing for a full and thorough assessment of the proposal against current best practice standards including the BRE Guidance.	This has been carried out and the review accepts mirror massing can be used in order to judge the acceptability of light impacts.
	A smaller block comprising approximately seven stories would harmoniously and elegantly engage with the approved and existing development which would result in an acceptable level of impact to residential amenity. The current proposal is jarring and out of context contrary to the aspirations of the masterplan.	This would be lower than the masterplan proposal provided by Argent and would not optimise the site and may be unviable. The impacts on residential amenity by the proposed building are acceptable given the circumstances (distances to boundaries) and district centre location. The building would complete the cluster of development on the island in a sympathetic way.
Neighbour objections	There is a danger that this area will be an ugly and unwelcoming cluster of ridiculously tall buildings with no relief between them. I would support a version with less floors.	The DCF along with the site allocation and other planning designations has identified this site as suitable for a tall building. The taller buildings provide the optimum number of homes in a district centre near to excellent transport links. A lower building would provide less housing and would not optimise the site. The building is also well designed

Stakeholder	Objection/Support/Comment	Response
		and has been shown to have acceptable impacts on neighbours and the surrounding townscape.
	Increase in traffic	The development would be car free, and the student occupants would not be able to apply for resident car parking permits. There may be increases in traffic during construction, but this is likely to be negligible given the context and, in any event, would only be for a temporary period.
	Noise and pollution	<p>As with any development, construction work will result in some noise and disturbance, this would be mitigated by conditions requiring a CEMP.</p> <p>However, the site is located next to a busy road and works would be temporary.</p>
	Affordability of new flats	The building would not include any properties for private sale. The rooms would be for students attending higher education. The proposal would make a significant contribution towards affordable housing through a payment in lieu.
	Loss of the existing shops	The retail space would be re-provided retained, and the current occupants could occupy these spaces.
	Lasting impact on local resources i.e. local parks, GP surgeries.	The proposal would contribute to local infrastructure which could be used to invest in the nearby Down Lane Park. A new GP surgery is to be delivered in the bottom of the nearby Wellbourne development to meet the needs of growing population in this area.

Stakeholder	Objection/Support/Comment	Response
Neighbour support	<p>It is clear that the proposal is in line with the regeneration of the area which is currently taking place anyway.</p> <p>It will replace old but non-character buildings with much more useful spaces for the community and also create additional student accommodation so much needed in London. With the old owners of the shop who will apparently remain within the new building this application also shows support for the local business.</p>	Noted.
	Bringing students to the area would have positive benefits and the active ground floor should help to improve the public realm.	Noted.

Appendix 5 Appendix 5 Planning Sub-Committee Minutes 24 May 2021

PPA/2020/0025 - 29-33 THE HALE, N17 9JZ

The Committee considered the pre-application briefing for the demolition of existing buildings and construction of a part 7, part 24 storey building to provide 600sqm retail floorspace (Class E uses) accommodation at base; and 473 rooms of purpose-built student accommodation with communal amenity & ancillary spaces above; ancillary uses to student housing at ground level, with associated cycle parking & refuse storage at basement level; and associated landscaping and public realm works (elements of which will provide servicing and disabled drop off).

The applicant team responded to questions from the Committee:

- In terms of communal space, there was a gym on the 1st floor, a large lounge with kitchen, study and seating areas on the 7th floor and a large lounge at the top of the building. There was 50-60% more amenity space than in recent student schemes.
- The building was planned to be 24 storeys high. Daylight and sunlight studies had been carried out and the building would not block the light to the hotel at the opposite end of the block.
- The applicant did not currently own the site – if planning permission was granted then the purchase of the site would be completed.
- A 6-8 week consultation had been carried out, and there had been very limited feedback from local residents.
- On the lower floors there was one kitchen between six bedrooms and two kitchens to 20 bedrooms on the upper floors.
- A monetary donation would be made to the park, and the applicant would like to have a hand in the design for landscaping the street areas with the Council.
- The walls of the building would be 50cm thick, with high spec double glazed windows, which should block out the noise of the busy road junction.
- There were 16 bike spaces at ground floor level, along with secure parking in the basement.
- The site allocation plan indicated that the site was suitable for commercial use. The masterplan required all applicants to complete a commercial strategy to ensure there was a mix of commercial and residential.
- The scheme would be carbon neutral, car free and would connect to the energy network which would be available from 2024 (the scheme would complete in 2025).
- There would be two sets of stairs in the building. The building would have sprinklers and the fire safety strategy designed by experts. The safety standards would exceed

current regulations and meet regulations due to be implemented at the end of the year.

- The affordable housing contribution proposal was to provide 35% of rooms at a discounted rate to make them more affordable for students. However, the Council's preference was for a financial contribution to be made for offsite affordable housing in the borough.

The Chair thanked the applicants for attending.

21 DM Forum The Hale 18 May

Cllr Gordon

- Do not want a tall building
- Pollution
- Wind issues
- Jigsaw have not built anything before – what are their intentions
- Links with institutions?

Cllr Brabazon

- Lots of student accommodation in Tottenham already
- Are you going to change to co-living?
 - The room sizes make this impossible – space standards
- Have they looked at covid and its impacts on the business model?
- Impacts on park
 - No overshadowing shown via the model
- Fire safety
 - Changes coming on 1st August
 - NLP requires regs to be met
- Plan B to the DEN (one in Sutton is a disaster)
 - ASHP in plant room on roof if DEN is not delivered

Cllr Connor

- Concern about safety post Grenfell
 - Sprinklers are what they always use for student accommodation
 - The cladding is brick on concrete panels
 - There are alarm systems, and the building is managed 24/7
- Who pays if it goes wrong?
 - It is retained as an operational asset so nobody would pay but the developer
- A certain height means more money for affordable housing – how much higher to give us more money?
 - The design of the building is a result of a number of factors – the prominent location means they want it to have an appropriate presence for the importance of the site, student accommodation tends to be of a certain size, the site is also awkward and means you cannot spread out laterally.
 - The contribution to AH would be £4million, with contributions to the park and public realm as well

Martin Ball

- Over capacity of the park

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CONFIDENTIAL**Haringey Quality Review Panel****Report of Formal Review Meeting: 29-33 The Hale**

Wednesday 16 December 2020

Video conference

Panel

Peter Studdert (chair)

Martha Alker

Phil Armitage

Stephen Davy

Tim Pitman

Attendees

Robbie McNaugher London Borough of Haringey

Phillip Elliot London Borough of Haringey

Richard Truscott 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

John McRory London Borough of Haringey

Aikaterini Koukouthaki London Borough of Haringey

Elisabetta Tonazzi London Borough of Haringey

Shamiso Oneka London Borough of Haringey

Ian Pinamonti-Hyde 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

29-33 The Hale, Tottenham, London, N17 9JZ
LBH pre-application reference PRE/2020/0132

2. Presenting team

Ryan McGarry	Jigsaw Assets Limited
James Hindle	Jigsaw Assets Limited
Mike Jamieson	Tate Hindle Limited
Guita Gharebaghi	Tate Hindle Limited
Alberto Noib	Tate Hindle Limited
Alex Christopher	Turley
Craig Slack	Turley

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's views

The application site is within an allocated site in the Tottenham Area Action Plan (TH4 – Station Square West). Much of the allocation and wider area is undergoing comprehensive redevelopment. The wider masterplan consists of the development of five sites: Ashley Road West, Ashley Road East, Welbourne, Ferry Island and North Island. The application site is in a prominent and important strategic location at the junction of Hale Road and The Hale, at the northern apex of North Island. It is a highly accessible site (PTAL 6a) and sits near to Tottenham Hale station to the east. It is at the confluence of key routes in the new District Centre and within the Tottenham Hale Growth Area.

The site is 0.09 Ha and contains three properties, two of which are currently unused. It presents a major opportunity for a high-quality development, providing a mix of new town centre uses and residential accommodation. There are many constraints on development, including the size, shape and location of the plot, adjacent low-rise homes to the north and west of the site, and proximity of permitted buildings to the south. Officers seek the panel's consideration of the design quality of the proposals, including the form and massing of the development, the quality and amenity of the co-living accommodation and of the public realm proposals, as well as comments on servicing, parking, accessibility and sustainability.



5. Quality Review Panel's views

Summary

The panel welcomes the opportunity to consider the proposals for 29-33 The Hale. The significant amount of research and design development work undertaken to date is commended; as a result, the panel feels that the proposals are very impressive, and will complete the corner of the North Island site successfully.

The panel broadly supports the massing and three-dimensional form of the building, the materiality of the proposals, and the layout of individual co-living units. As design work continues, it would encourage further consideration of the design of communal areas and the clustering and hierarchy of co-living rooms, as well as the scheme's architectural expression and its approach to microclimate modification. The visual impact and articulation of the gable ends should also be revisited. At a detailed level, scope for improvement also remains within the landscape scheme, and the energy and sustainability proposals.

As the design of the scheme progresses, the panel would be happy to give warm support to the proposals, subject to resolution of the detailed comments provided below.

Scale and massing

- The proposed development will sit comfortably within its location, and the massing – of a seven storey 'shoulder' with a taller element rising above – seems appropriate.
- The panel feels that further consideration should be given to the detailed three-dimensional profile of the tower element, in consultation with Haringey officers.
- The panel would also welcome the inclusion of the remaining crescent-shaped plot of land at the north of the site into the scheme, if this is possible. The addition of this land would facilitate exploration of different architectural approaches (eg. a 'flatiron' development), or of additional landscape and public realm.

Scheme layout

- The panel welcomes the level of research and detail underpinning the floorplans of the individual co-living units. An understanding of space standards and liveability issues is extremely important within this emerging typology, where the policy approach is still at an early stage.
- The generosity of rooms and storage provision will be critical to the quality and success of the scheme, and in terms of how the accommodation is marketed.



The panel understands that the design team aim to exceed the space standards found within other co-living schemes.

- The panel would encourage further consideration of how these units relate to each other, and to the communal areas and circulation spaces: these spaces could feel institutional or like a hotel without careful design and arrangement. Exploration of clusters and hierarchies of rooms within the scheme layout could also help to foster the social community within the development.
- Further consideration of the location of the main entrance at ground floor - and how it relates to the primary circulation of the building - would also be supported.
- The panel would encourage discussion with Argent to establish whether it might be possible to access the communal space within the centre of the North Island – part of the adjacent Argent development – from the rear of the building at ground floor.
- The panel is not convinced that the current cycle storage provision is generous enough, or convenient and secure. Opportunities exist for cycle storage closer to the individual rooms, on different floors. If cycle storage is at basement level, then a second layer of security will be necessary, for example lockable cages.

Architectural expression

- The architectural expression and materiality of the proposal seems well-considered and durable. The brickwork, articulation, bays and tonal qualities of the external fabric is all supported.
- The panel would encourage further consideration of the return/gable walls of the upper wings of the development, as these are the least convincing parts of the exterior, especially as seen on approach from The Hale and Hale Road. It would like to see additional fenestration and articulation in these areas, where this is possible (given the constraints of neighbouring buildings). Ideally, the co-living rooms at each end of these wings could benefit from a dual aspect.

Public realm and landscape design

- The panel questions whether the level of sunlight to the outdoor spaces and green roofs located at the lower floors of the building will be adequate, given that they will be heavily overshadowed by tall buildings to the south. Careful design and specification of plants suitable for shaded locations could help to achieve a resilient landscape.
- The provision of amenity spaces at roof level is very positive. However, they will limit the opportunities for urban greening within the site. One solution could be the inclusion of vertical planting within the scheme's elevations.



- The inclusion of a 'garden room' at the lower terrace could work really well.
- Careful consideration of the parapet details and the location of planters will be required, to ensure that people can't climb up onto the parapets. The depth of soil within planters and the method of irrigation will also be important to ensure that planting is resilient.
- The hedge against the rear/courtyard wall of the development seems likely to be in rain shade, so will require irrigation. It is very tight against the boundary with the Argent courtyard space, so may also be difficult to maintain.

Sustainability and microclimate

- Each of the elevations faces different microclimate issues. The southwest façade may suffer from extreme overheating, while the northeast may enjoy a much more comfortable microclimate. The panel welcomes the external shading on the communal spaces but highlights that microclimate control through the design of the building's fabric will also be very important for the individual co-living rooms. A careful balance should be achieved between glazing and solar gain; achieving this through responsive articulation on the different facades would be supported.
- Comfort, as well as climate resilience, will be important throughout the whole lifespan of the building. The panel would like more information on how the design and control of the building will respond to increasing annual temperature parameters in the future.
- The panel would also like to know more about the approach to noise mitigation in relation to the surrounding roads, and how this will be balanced with the need for – and control of – ventilation.
- Connection into the anticipated low carbon heat network will be a great opportunity for the proposed development. However, as completion of the network may lag behind completion of the building, the panel would encourage the design team to consider a non-gas alternative heat source for the interim period, which may be lengthy.

Next steps

- The panel highlights a number of action points for consideration by the design team, in consultation with Haringey officers, but is otherwise happy to give the proposal its support.



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.



CONFIDENTIAL



Haringey Quality Review Panel

Report of Chair's Review: 29 – 33 The Hale

Wednesday 12 May 2021

Video conference

Panel

Peter Studdert (chair)

Stephen Davy

Attendees

Robbie McNaugher	London Borough of Haringey
Phillip Elliot	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects
Kiki Ageridou	Frame Projects
Penny Nakan	Frame Projects

Apologies / report copied to

Rob Krzyszowski	London Borough of Haringey
Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Ian Pinamonti-Hyde	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

29-33 The Hale, Tottenham, London, N17 9JZ

London Borough of Haringey pre-application reference PRE/2020/0132

2. Presenting team.

Jim Hindle	Jigsaw Assets Limited
Ryan McGarry	Jigsaw Assets Limited
Mike Jamieson	Tate Hindle Limited
Guita Gharebaghi	Tate Hindle Limited
Alex Christopher	Turley
Alice Hawkins	Turley

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 application site is within an allocated site in the Tottenham Area Action Plan (TH4 – Station Square West). Much of the allocation and wider area is undergoing comprehensive redevelopment. The wider masterplan consists of the development of five sites: Ashley Road West, Ashley Road East, Welbourne, Ferry Island and North Island. The application site is in a prominent and important strategic location at the junction of Hale Road and The Hale, at the northern apex of North Island. It is a highly accessible site (PTAL 6a) and sits near to Tottenham Hale station to the east. It is at the confluence of key routes in the new District Centre and within the Tottenham Hale Growth Area.

The site is 0.09 Ha and contains three properties, two of which are currently unused. It presents a major opportunity for a high-quality development, providing a mix of new town centre uses and residential accommodation. There are many constraints on development, including the size, shape and location of the plot, adjacent low-rise homes to the north and west of the site, and proximity of permitted buildings to the south. Officers seek the panel's consideration of the design quality of the proposals, including the form, massing and expression of the development; the quality and amenity of the purpose-built student accommodation and public realm proposals; and the arrangements for servicing, parking and accessibility. Evaluation of the sustainability strategy and wind mitigation measures would be welcomed.



5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to review the proposals for 29-33 The Hale as they continue to evolve; it thinks that the scheme is well-considered and sophisticated. The design team has responded very well to feedback from the previous review; refinements to the profile and articulation of the tower have been very successful.

The panel supports the scale and massing of the scheme and the change of use from co-living to student accommodation. It considers that the layout and detail of the student accommodation and communal areas, the architectural expression and the proposals for amenity space and public realm are very well-considered. It will be important to ensure that high quality materials and detailing carry through the detailed design and construction process. At a detailed level, scope remains for further refinements to the design and integration of the wind baffle, and the security and visibility of the cycle parking. The panel gives the proposals warm support, subject to these further refinements, outlined in further detail below.

Scale, massing and building use

- The panel supports the scale and massing of the proposals; the site is at an important junction of key routes through the area, and the scheme will successfully 'close the corner' of the North Island site.
- It is an ideal location for student accommodation.

Scheme layout

- At a detailed level, the layout of the student accommodation, communal areas and circulation seems very well-considered. The amenity spaces and external terraces appear successful.
- The panel would encourage further consideration of the arrangements for cycle parking to ensure that it is convenient, secure and well-surveilled. Achieving a visual link from the office into the cycle store would help to achieve this.

Architectural expression

- The refinements to the architectural expression of the scheme since the previous review have been positive. The views on approach appear very successful, and the panel feels that it will be a distinguished building with a commanding scale and presence.
- Adjusting the building line to reduce the profile of the building has conferred a more elegant proportion to the proposals.



- The panel considers that the reduction in height of the wind baffle to seven storeys is a good approach, which has also improved the building's profile and proportion. The wind baffle also works well to celebrate the entrance to the building. It would encourage some further consideration of the detailed design of the wind baffle, to ensure that it is well-integrated within the façade, avoiding a 'bolted on' appearance. Maintenance issues for the different elements of the baffle will also need to be addressed.
- The improvements to the activation and articulation of the edges and corners of the building are also welcomed; these will have a very positive impact on views at close range and further afield. The panel notes that the view from Down Lane Park is particularly important.
- The panel supports the inclusion of robust materials such as concrete bands and brickwork verticals within the elevational treatment as proposed; the quality of materials and construction will be essential to the success of the completed scheme. The panel would support planning officers in securing this through planning conditions.

Public realm and landscape design

- The panel welcomes the applicant's agreement to contribute towards the landscaping of the triangle of land at the northern apex of the Island, which will ensure continuity of paving materials. While it is unlikely that residents will sit in this area due to the major infrastructure immediately adjacent, it will significantly enhance the frontage of the building, and give it a street presence.

Sustainability and microclimate

- The panel supports the design team's strategic approach to environmental sustainability within the project.
- It notes that microclimate and wind issues will be problematic in the Tottenham Hale area generally. It is impressed by the design team's approach to the mitigation of wind issues, and the evolution of the wind baffle that has been enabled through wind tunnel testing.

Next steps

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



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- 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:
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 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



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Appendix 9: Plans and Documents List

Landscape drawings:

- 505-LP-GF-GA-010 (*original pack*)
- 505-LP-GF-GA-011 (*original pack*)
- 505-LP-GF-GA-012 P2 (*revised November 2021 scheme*)
- 505-LP-GF-GA-013 P2 (*revised November 2021 scheme*)
- 505-LP-GF-GA-014 P2(*revised November 2021 scheme*)
- 505-LP-GF-GA-015 P2 (*revised November 2021 scheme*)
- 505-LP-GF-GA-016 P2 (*revised November 2021 scheme*)
- 505-LP-GF-GA-020 P2 (*revised November 2021 scheme*)
- 505-LP-SK-001-UGF P2 (*revised November 2021 scheme*)

Proposed drawings:

- 15411-A-PL-X-(02)-101 Rev_2- Proposed Site Plan (*revised November 2021 scheme*)
- 15411-A-PL-X-(03)-100_3- Basement Floor Plan (*revised November 2021 scheme*)
- 15411-A-PL-X-(03)-101_4- Ground Floor Plan (*as sent on 15th May 2022*)
- 15411-A-PL-X-(03)-102_3- First Floor Plan (*revised November 2021 scheme*)
- 15411-A-PL-X-(03)-103_2- Second to Sixth Floor Plan (*revised November 2021 scheme- unchanged from original submission*)
- 15411-A-PL-X-(03)-104_3- Seventh Floor Plan (*revised November 2021 scheme*)
- 15411-A-PL-X-(03)-105_3- Eighth to Twenty-third Floor Plan (*revised November 2021 scheme*)
- 15411-A-PL-X-(03)-106_3- Twenty-fourth Floor Plan (*revised November 2021 scheme*)
- 15411-A-PL-X-(03)-107_2- Roof Plan (*revised November 2021 scheme*)
- 15411-A-PL-X-(04)-100_3- Sections 1 & 2 (*revised November 2021 scheme*)
- 15411-A-PL-X-(04)-101_3- Sections 3 & 4 (*revised November 2021 scheme*)
- 15411-A-PL-X-(05)-100_2- Northeast and Northwest elevations (*revised November 2021 scheme- unchanged from original submission*)
- 15411-A-PL-X-(05)-101_3- Southwest and Southeast elevations (*revised November 2021 scheme*)
- 15411-A-PL-X-(05)-102_3- Courtyard elevations (*revised November 2021 scheme*)
- 15411-A-PL-X-(05)-103_2- Courtyard elevations (*revised November 2021 scheme*)
- 15411-A-PL-X-(06)-100_3- Bay Study 01 (*revised November 2021 scheme*)
- 15411-A-PL-X-(07)-100_2- Room Layouts (*revised November 2021 scheme*)

Other documents:

Design and Access Statement 9th July 2021

Design and Access Statement Addendum and Appendices 5th November 2021

Our Ref: AJC/21592 v2

Thavies Inn House
3-4 Holborn Circus
London EC1N 2HA
020 7936 3668

22 December 2021

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Mr P Elliott
Principal Planning Officer
Haringey Council
Planning Service
Level 6, River Park House
225 High Road
Wood Green
London N22 8HQ

Dear Philip

HGY/2021/2304 – 29-33 The Hale, London N17 9JZ
Independent review of Applicant's daylight and sunlight assessments

Further to your instructions, I have reviewed the following information in relation to daylight and sunlight matters associated with the proposed development at 29-33 The Hale, London N17 9JZ under planning application reference HGY/2021/2304, including:

- Daylight and sunlight assessments prepared by the Applicant's consultant, Point 2 Surveyors ("the Assessments"):
 - Daylight and Sunlight Report – June 2021 (v2) – May 2021 scheme
 - Daylight and Sunlight Report – Addendum – November 2021 (v1) – Nov 2021 amended scheme
- Letter of objection dated 16 September 2021 from Argent Related
- Letter of objection dated 16 September 2021 from Sage Housing

Pursuant to my clarification requests I subsequently received the following further information:

- Information missing from the June 2021 report (May 2021 scheme):
 - internal daylight results for 1st to 3rd floor levels (referred to in paragraph 1.1);
 - average daylight factor (ADF) results for 11 to 21 Hale Road (referred to at paras. 8.8 to 8.9)
 - vertical sky component (VSC) and ADF results for 32 to 86 Hale Gardens (property 3), 129 to 163 High Cross Road (property 5) and 181 to 195 High Cross Road (property 7)
 - window and room parameters used in the ADF calculations
- Information to supplement the November 2021 report (November 2021 scheme):
 - VSC and ADF results for 32 to 86 Hale Gardens (property 3)
 - Daylight and Sunlight Report – Addendum 2 – November 2021 (v1) – assessment of sun-on-ground to Down Lane Park and VSC on façade of indicative future massing at 1 to 21 Hale Road

You have asked me to review the Applicant's Assessments and advise the Council on the suitability of their scope, method of assessment, criteria used, results produced, and conclusions reached therein to assist the Council in

Also at:

Delva Patman Redler
The Quay
12 Princes Parade
Liverpool L3 1BG

Delva Patman Redler
40 Berkeley Square
Bristol
BS8 1HP

22 December 2021

understanding the potential effects of the proposed development, and the levels of natural light provision to proposed new accommodation, so it may make an informed judgement as to their acceptability.

My review does not extend to a detailed technical analysis of our own, nor have I checked the consultant's 3D computer model or calculations. I have assumed the assessment is accurate and simply report on the results and conclusions; although, if I feel there is reason to seek confirmation on matters affecting accuracy I have stated so below.

In order to better understand some of the points raised in the Assessments and objections, I have also briefly reviewed the relevant parts of the following documents prepared by Malcolm Hollis LLP for planning application reference HGY/2018/2223 for a development known as the Tottenham Hale Centre:

- (Internal) Daylight & Sunlight Report – July 2018
- (Internal) Daylight & Sunlight Report Addendum – October 2018

I have attended a virtual meeting with you and your colleagues and the Applicant's consultants on 11 November 2021.

As the Applicant intends to amend the proposed development as shown in the November 2021 Addendum Report, I will focus my comments on the impacts of the amended scheme (November 2021) where possible, rather than the original proposals (May 2021).

1. Guidelines for daylight, sunlight, overshadowing

The leading guidelines on daylight, sunlight, and overshadowing are published by the Building Research Establishment in BR209 '*Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice*' (second edition, 2011).

I have included at Appendix 1 a glossary of key terminology and acronyms used in this letter, and at Appendix 2 a summary of the relevant guidelines for daylight, sunlight, and how they should be applied by reference to a number of key appeal and judicial review decisions. Appendix 2 forms a key part of my advice and will cross refer to it in this letter.

Whilst the Applicant's Daylight and Sunlight Report dated June 2021 summarises the guidelines, it does not do so as clearly as it might. For example, the impact on daylight will be noticeable and outside the BRE guidelines if either the VSC or NSL criteria will not be met. Also, ADF is not part of the conventional BRE assessment methodology for neighbouring buildings, though I consider it a relevant supplementary assessment. Refer to Appendix 2, paragraphs 3, 39 and 40 for further information on use of ADF in this context.

The Report dated June 2021 contains a section on setting alternative target values, the contents of which are appropriate. Please also note what I say on the subject at Appendix 2, paragraphs 27 to 30 and 32 to 34.

2. Planning policy and guidance

Local plans typically seek to avoid unacceptable deterioration in daylight and sunlight to neighbouring buildings and unacceptable levels of overshadowing to neighbouring amenity space, and to ensure provision of adequate daylight and sunlight for future occupiers of new residential development.

The following local planning policy is relevant to the Development:

- LBH Strategic Policies 2013 (with alterations 2017)¹
- LBH Development Management DPD²
- Tottenham Area Action Plan (AAP)³

¹ London Borough of Haringey, (2017). Haringey's Local Plan, Strategic Policies 2013 – 2026 (formerly the Core Strategy), Consolidated with alterations since 2017

² London Borough of Haringey, (2017). Development Management DPD

³ London Borough of Haringey, (2017). Tottenham Area Action Plan

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- Sustainable Design & Construction, Supplementary Planning Document (SPD)⁴

The Site forms part of the wider site allocation TH4 - Station Square West in the Tottenham AAP, which is earmarked for comprehensive development, as explained at section 4 of Point 2's Daylight and Sunlight Report Addendum (November 2021).

To the extent that the proposed development may be considered to provide 'housing', regard should also be had for the National Planning Policy Framework (NPPF), the London Plan, and the Mayor of London's 'Housing Supplementary Planning Guidance', which encourage a flexible approach in applying daylight/sunlight policies or guidance where they would otherwise inhibit making efficient use of land for housing, provided the resulting scheme would provide acceptable living standards. Account should be taken of local circumstances, the need to optimise housing capacity, and the scope for the character and form of an area to change over time.

3. Scope of the Applicant's Assessments

The Applicant's Assessments has assessed the potential impacts on:

- daylight and sunlight to existing neighbouring residential properties and those under construction in the adjacent North Island Building No. 3; and
- sunlight to Down Land Park.

The locations of all receptors that have been assessed are shown in the Assessments.

Daylight levels within a sample selection of the proposed student accommodation have also been considered.

I am unaware of the location of the 'Ashley Road West and Ferry Island plots' and 'external amenity and play areas attached to North Island' referred to by the objector, Argent Related. Subject to that caveat, I consider the scope of the Assessments to be appropriate.

4. Applicant's assessment methodology and application of the guidelines

I have reviewed the assessment methodology and am generally satisfied that it is appropriate and in accordance with the guidelines, with some qualifications, as explained below.

3D modelling and sources information

The 3D computer model used in the assessment was built from various sources of information including detailed 3D laser scan measured survey (point cloud), a 3D massing model produced from photogrammetry, and site photos. I have no reason to doubt it is sufficiently accurate for the purposes of the assessments.

The RICS Professional Guidance Note, 'Daylighting and sunliting' (1st edition, 2012), recommends that surveyors should search the local authority's planning portal to obtain floor plans to ensure a robust approach and enable the surveyor to produce reliable information for NSL and ADF analyses and to help understand room uses. It is not clear from the assessment whether floor plans for neighbouring buildings were obtained. I deduce that they were obtained for North Island Building No. 3 only, in which case less weight should be applied to NSL results for all other buildings as they may be less accurate (see Appendix 2, footnote 9).

Assessment methodology – daylight within the proposed development

Following my clarification request, the Applicant confirmed to you on 9 November 2021 that the following parameters have been used in the ADF calculations for the proposed building (May 2021 scheme, before amendment):

- Glazing Transmittance: 0.68
- Maintenance factor: 8% (0.92)
- Glazing bar factor: 0.9
- Wall reflectance: 0.81
- Floor reflectance: 0.4
- Ceiling reflectance: 0.85

⁴ London Borough of Haringey, (2013). Sustainable Design & Construction, Supplementary Planning Document

22 December 2021

The glazing bar factor of 0.9 (90% glazing, 10% frame and glazing bars) that has been adopted is overly optimistic, in my opinion. The guidance recommends 0.8 (80% glazing, 20% frame and glazing bars) for windows with large panes of glass in metal frames, which would have been a more reasonable assumption. Consequently, the ADF values for the proposed accommodation have probably been overstated by about 12% ($0.9 \div 0.8$).

Assessment methodology – impacts on surrounding environment

Principal assessments

The BRE assessment methodology has been used for assessing the effects on existing neighbouring properties, including daylight (the two-part assessment of VSC and NSL) and sunlight (the two-part assessment of APSH annually and in winter) to buildings and sun-on-ground to Down Lane Park.

The June 2021 Report assesses the impacts of the May 2021 scheme (i.e. before the November 2021 amendment) on daylight and sunlight to existing neighbouring properties. Detailed tabulated results have been provided showing the daylight and sunlight levels in the existing and proposed conditions, the absolute loss (existing value minus proposed) and percentage loss (absolute loss divided by existing value, expressed as a percentage). The impact assessment was updated for those properties affected by the November 2021 scheme amendment.

The BRE standard numerical guidelines have been applied to establish the number of impacts on each property (or group of properties) that are within the guidelines and the number that are outside the guidelines. The findings are explained in the commentary in section 8 of the June 2021 report. No commentary has been provided on the results for the November 2021 scheme amendment, other than in relation to North Island Building No. 3.

To assist your understanding of the magnitude of the impacts, in this review report I will use the terms ‘negligible’, ‘low’, ‘medium’ and ‘high’ magnitude impacts, based on the categorisation set out in [Table 1](#) below.

Table 1 – Categorisation of magnitudes of effect used in this review

Impact satisfies the BRE guidelines	Impact does not satisfy the BRE guidelines		
	0.79 to 0.70 times former value i.e. 21% to 30% reduction	0.69 to 0.60 times former value i.e. 31% to 40% reduction	<0.60 times former value i.e. more than 40% reduction
Negligible impact	Low magnitude impact	Medium magnitude impact	High magnitude impact

Appendix I of the BRE guide provides guidance for use in EIAs to determine the significance of impact (‘negligible’, ‘minor’, ‘moderate’, and ‘major’ adverse). Whilst the Application is not EIA development, the guidelines are nonetheless helpful in understanding the significance of the effects of the development. Significance takes into account the number of impacts that are outside the BRE guidelines, the magnitude of the impacts and the margin by which they are outside, the sensitivity of the receptors (in terms of the strength of their requirement for daylight and sunlight), whether the receptors have other sources of light and whether there are particular reasons why an alternative, less stringent, guideline should be applied (see Appendix 2, paragraph 31).

Alternative target values – acceptable level of retained daylight in proposed condition

Section 3 of the June 2021 report contends that the site context, which is undergoing significant regeneration involving increased height and density, justifies application of an alternative VSC target of 15%, rather than BRE default of 27%, as an acceptable retained level of daylight in the proposed condition. The principle is certainly valid. Use of the mid-teen VSC benchmark has been held to be appropriate in denser, more built-up areas, whilst a higher benchmark (c. 20% VSC) has been held to be more appropriate in more suburban areas (see Appendix 2, paragraphs 37 and 38). The Council may have its own view as to an appropriate benchmark in this location.

An additional daylight test, ADF, has been run for the adjacent North Island Building No. 3, which is under construction. Whilst ADF is primarily intended for assessing daylight within new development, it can be used for assessing neighbouring consented buildings that are not yet built or are under construction.⁵ It can also be helpful as a supplementary test when considering whether acceptable living conditions would remain and whether any significant adverse effects to VSC and NSL are nonetheless acceptable (see Appendix 2, paragraphs 39 and 40.) I therefore agree with its use in this case.

⁵ BRE Guide, Appendix F, paragraphs F7 and F8

22 December 2021

The floor plans for North Island Building No. 3, which I obtained from planning application reference HGY/2018/2223, show 8 dwellings per floor on a typical floor. Point 2 have assessed the habitable rooms in three dwellings per floor that take light from over the site (labelled R1 to R7 in the plan extract at Figure 1 below), plus a vertical stack of west-facing bedrooms (labelled R8) serving a fourth flat per floor, which will be unaffected and can be ignored.

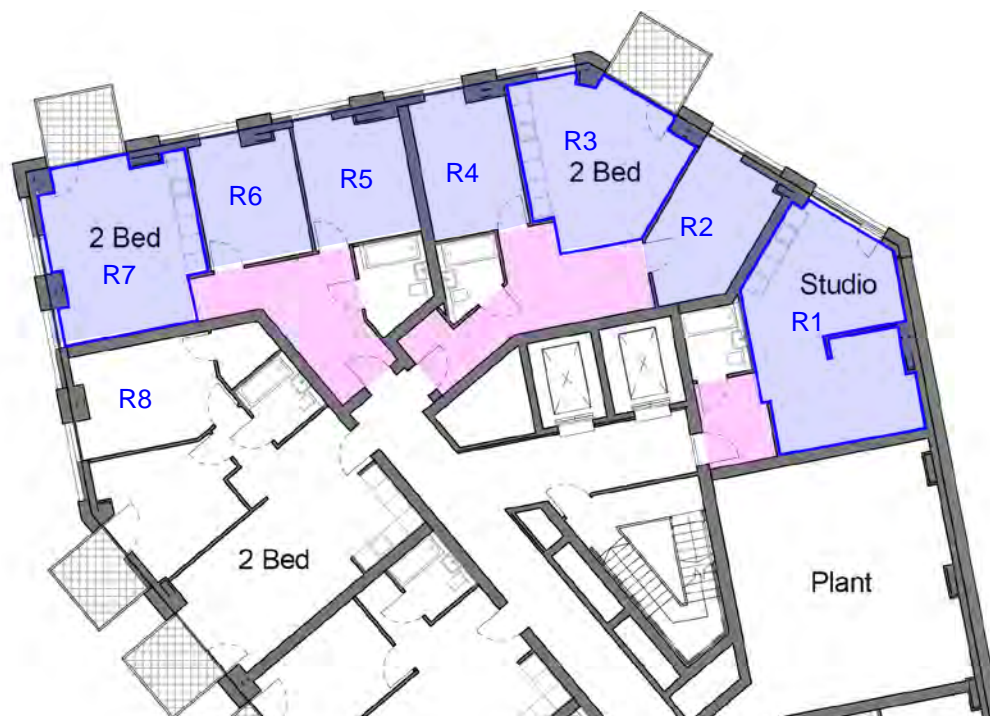


Figure 1 Annotated extract from first floor plan of North Island Building No. 3 (drawing no. TH-IS_ZZ_001_A_16092_(P00)_P101 rev. P00). Room references in blue font (R1, R2, etc.) are those used by Point 2 in its impact assessment. Rooms shaded blue are habitable rooms that take light from over the Site. Areas shaded pink are hallways/circulation spaces.

When presenting ADF results it is essential to confirm the window and room parameters used in the calculations, otherwise it is impossible to draw any meaningful conclusions from the results. The parameters were not included in the Assessments. Following my clarification request, the Applicant confirmed to you on 9 November 2021 that the following parameters have been used in the ADF calculations.

- Adjacent North Island Building No. 3:
 - Glazing Transmittance: 0.64
 - Maintenance factor: 8% (0.92)
 - Glazing bar factor: 0.9
 - Wall reflectance: 0.5
 - Floor reflectance: 0.5
 - Ceiling reflectance: 0.5

For the reasons I have given above, the glazing bar factor of 0.9 is overly optimistic, in my opinion, and a factor of 0.8 would have been more reasonable.

Unfortunately, neither of the Internal Daylight & Sunlight Reports (July 2018 and October 2018) prepared by Malcolm Hollis LLP for the Tottenham Hale Centre planning application stated the parameters used in its ADF calculations, so it is impossible to say whether the calculations by the two consultants have been run on a like-for-like basis. I suspect Malcolm Hollis LLP would have adopted lighter surface finishes (e.g. wall reflectance 0.81, floor reflectance 0.4, ceiling reflectance 0.85), in which case Point 2 have been more cautious in adopting the BRE default reflectance of 0.5, which is recommended where finishes are not known. So, to some extent, Point 2's very optimistic glazing bar factor of 0.9 (which would cause the ADF values to be overstated by about 12% ($0.9 \div 0.8$)) is counterbalanced by its cautiously correct room reflectance of 0.5.

Supplementary assessments

The following supplementary assessments have also been run:

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- a 'without balconies' test for properties with balconies, the purpose of which is to investigate whether the balconies or other daylight-inhibiting projections are the main factor in the relative light loss (see Appendix 2, paragraphs 34 and 35);
- a 'mirror image' test for North Island Building No. 3 (updated in the November Addendum Report), which is used when windows stand close to a common boundary and whose purpose is to investigate whether the proposed development would have a greater effect than if it had been designed to match the height and proportions of the subject building an equal distance away from the boundary (see Appendix 2, paragraphs 29 and 35);
- a cutback to show how much massing would have to be removed if rigid adherence to the BRE VSC guideline was required (which of course is not the intention of the BRE guide); and
- a façade study of VSC levels that would exist in a future cumulative scenario if the land at 1 to 21 Hale Road was developed in the future with a five-storey linear block (ground floor commercial, residential above).

I am satisfied that the supplementary assessments are appropriate and appear to have been run correctly.

Point 2's criticisms of Malcolm Hollis LLP's assessments

At paragraphs 3.5 and 6.3 of their Daylight and Sunlight Report Addendum (November 2021), Point 2 assert that when Malcolm Hollis LLP produced its assessments it did not include the external projecting balconies and that it truncated the LKDs by approximately 3m to artificially improve the daylight levels in its report. I do not agree with those assertions and recommend they be disregarded. The balconies are shown in the rendered images of Malcolm Hollis LLP's 3D computer model in its reports, so it is reasonable to assume they were included in their ADF assessment. Furthermore, the only notional truncation evident in its assessment was to exclude the hallways/circulation spaces, which I have shaded pink in the plan extract at **Figure 1** above, in order to calculate the ADF in the LKD and studio spaces, which I have outlined in blue. That is a reasonable approach, in my view.

At paragraph 6.3, Point 2 also assert that *"the Malcolm Hollis report again failed to follow BRE Guidance and sited windows very close to the boundary and thus deprived the adjoining Site of reasonable development potential (see BRE paragraph 2.3.1)".* BRE paragraph 2.3.1 states, in relation to adjoining development land:

From a daylighting standpoint it is possible to reduce the quality of adjoining development land by building too close to the boundary. A well designed building will stand a reasonable distance back from the boundaries so as to enable future nearby developments to enjoy a similar access to daylight. By doing so it will also keep its own natural light when the adjoining land is developed.

Malcolm Hollis LLP did not design North Island Building No. 3 – it would have been designed by the Architect – so the accusation of a defective daylight and sunlight report is arguably incorrect. To the extent that probable future development on 29-33 The Hale should have been envisaged by the Architect at the time it designed North Island Building No. 3, then the guidance in BRE paragraph 2.3.1 would have been applicable. Furthermore, paragraph 4.7 of the AAP requires masterplanning of *"larger sites on which there are multiple landowners in order to ensure that proposals are not prejudicing development of the remaining parcels"*.

In any event, the proximity of North Island Building No. 3 to the boundary is such that it is appropriate for Point 2 to have run the supplementary 'mirror image' test and ADF test, as referred to above and explained further at Appendix 2, paragraphs 29, 34(i) and 39-40, and weight should be given to its findings.

5. Internal daylight to proposed dwellings and sunlight to proposed amenity spaces

Paragraph 1.1 of the June 2021 report refers to a daylight assessment of the proposed student accommodation having been run, but no results or commentary were included in that report. Following my clarification request, daylight results were provided for 67 student study-bedrooms at first to third floor levels. No commentary on the results has been provided and no results have been provided for the communal living-dining areas. If you consider the latter to be important, you may wish to request the results from the applicant.

The minimum ADF recommendation for living rooms is 1.5% and for bedrooms is 1%. It is a moot point whether the appropriate target for student study-bedrooms should be 1% or 1.5%, but I consider 1% to be appropriate,

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which I believe has been accepted by an Inspector in at least one appeal case. Furthermore, the study desks are typically near the window where the point daylight factors would be better than the room average.

Of the 67 study-bedrooms assessed on the lowest three floors (first to third floor levels), 52 (78%) would exceed the bedroom target (1% ADF), of which 46 (69%) would also exceed the living room target (1.5% ADF). 15 rooms (22%) would be below the bedroom target, of which 11 (16%) would be slightly below the target with a value of 0.8% or 0.9%, and the remaining 4 rooms would have values ranging from 0.4 to 0.6% ADF. Those four study bedrooms are second floor R22/102 and R24/102 and third floor R22/103 and R24/103, which are at the internal corner of the floor plate and are slightly larger rooms, as they also contain a small kitchenette.

As I noted above under 'assessment methodology' the glazing bar factor (0.9) used in the ADF calculation is overly optimistic, in my opinion, such that the ADF values are probably overstated by about 12%. Consequently, an additional three rooms (R17/102, R17/103, and R20/103) are likely to be below the 1% target, meaning that the level of adherence would be 49 out of 67 (73%) on the lowest three floors. Daylight levels will improve further up the building. Also, given the Applicant has subsequently amended the scheme to set it further back from North Island Building No. 3, the daylight levels in the rooms on the south side of the building looking towards North Island Building No. 3 should improve.

When considering the acceptability of the results, it is pertinent to bear in mind that student occupiers typically change accommodation every year and, save for the pandemic, typically spend a significant proportion of their time away from their bedrooms. In that context, I consider that the scheme would afford acceptable levels of daylight to its student occupiers.

6. Effects of proposed development on neighbouring properties

Effects on daylight to neighbouring properties

I have manually counted the number of 'negligible', 'low', medium' and 'high' magnitude daylight (VSC and NSL) impacts caused by the May 2021 scheme (June 2021 Report) and set them out in [Tables 2 and 3](#) below.

Table 2 – Summary of VSC impacts – May 2021 scheme

	Neighbouring properties	VSC impacts inside BRE guidelines Negligible impact	VSC impacts outside the BRE guidelines			Sub-total
			Low magnitude impact 21% to 30% loss	Medium magnitude impact 31% to 40% loss	High magnitude impact >40% loss	
1	1 to 21 Hale Road	2 (3%)	12	18	37	67 (97%)
2	Island Sites, Building 3	62 (33%)	10	6	109	125 (67%)
3	32 to 86 Hale Gardens	9 (22%)	9	16	7	32 (78%)
4	1 to 40 Warren Court, High Cross Road	14 (100%)	-	-	-	-
5	129 to 163 High Cross Road	4 (100%)	-	-	-	-
6	165 to 179 High Cross Road	49 (83%)	6	1	3	10 (17%)
7	181 to 195 High Cross Road	48 (86%)	6	1	1	8 (14%)
	420 windows tested	Totals: 178 (42%)	43	42	157	242 (58%)

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Table 3 – Summary of NSL impacts – May 2021 scheme

	Neighbouring properties	NSL impacts inside BRE guidelines Negligible impact	NSL impacts outside the BRE guidelines			
			Low magnitude impact 21% to 30% loss	Medium magnitude impact 31% to 40% loss	High magnitude impact >40% loss	Sub-total
1	1 to 21 Hale Road	7 (32%)	7	4	4	15 (68%)
2	Island Sites, Building 3	68 (50%)	-	2	66	68 (50%)
3	32 to 86 Hale Gardens	28 (90%)	3	-	-	3 (10%)
4	1 to 40 Warren Court, High Cross Road	7 (100%)	-	-	-	-
5	129 to 163 High Cross Road	2 (100%)	-	-	-	-
6	165 to 179 High Cross Road	16 (100%)	-	-	-	-
7	181 to 195 High Cross Road	16 (100%)	-	-	-	-
	230 rooms tested	Totals: 144 (62%)	10	6	70	86 (38%)

For VSC, out of 420 windows tested the impacts on 178 (42%) would be within the BRE guidelines and 242 (58%) would be noticeable adverse impacts outside the BRE guidelines.

For NSL, out of 230 rooms tested the impacts on 144 (62%) would be within the BRE guidelines and 86 (38%) would be noticeable adverse impacts outside the BRE guidelines.

The daylight effects on 1 to 40 Warren Court and 129 to 163 High Cross Road are all within the BRE guidelines and of **negligible** significance.

The daylight impacts on 165 to 179 High Cross Road are also essentially within the guidelines. The exception is the VSC to a glazed balcony door on each level, which sits behind a recessed balcony. However, the main window (W15) to the corresponding rooms (R4) comfortably satisfies the guidelines, as do the NSL results for the rooms. The daylight effects on this property are therefore of **negligible to minor adverse** significance.

The vast majority of the VSC (48 out of 56 windows) and all of the NSL impacts on 181 to 195 High Cross Road are within the guidelines. The eight windows that are outside the VSC guidelines have very low existing values of 1.5% to 5% VSC and, although the impacts are outside the guidelines, the losses are small in absolute terms (0.5% to 2% VSC). I suspect the windows concerned are behind recessed balconies (no window map has been provided for this property). More importantly, they serve four rooms which are also lit by another window that will retain more than the recommended 27% VSC. Also, the NSL for the rooms will meet the guidelines. The daylight effects on this property are therefore of **negligible to minor adverse** significance.

The properties (or groups) whose daylight would be most greatly affected, and which I will consider in greater detail. Are:

- 1) 1 to 21 (odds) Hale Road
- 2) Island Sites, Building 3
- 3) 32 to 86 Hale Gardens

Daylight impacts to 1 to 21 (odds) Hale Road (property 1)

The impacts of the May 2021 scheme on these properties reduces as one moves from east (No. 21) to west (No. 1). For the bay windows, more weight should be given to the impact on the main centre window. Overall, I would describe the significance of daylight effects as **minor adverse** to Nos. 1 and 3, **moderate adverse** to Nos. 5 and 7, and **major adverse** to Nos. 9 to 21. I understand the properties are Council-owned, tenanted, and sit within Site Allocation TH5 of the Tottenham Area Action Plan (AAP).

The proposed retained VSC values for 1 to 9 Hale Road would generally be in the mid-teens or higher, which is not unreasonable for a dense urban area designated for taller development.

The level of obstruction to 11 to 21 Hale Road would be greater, with proposed retained VSC values lower than mid-teens (i.e. below the alternative target values contended for by Point 2) and in some instances in single digits

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(i.e. less than 10% VSC). Two supplementary assessments have therefore been run for these properties to aid further understanding of the impacts.

The first supplementary assessment has calculated the proposed retained ADF values inside the rooms with the May 2021 scheme in place, based on assumed rooms that are half the depth of the properties. The first-floor rooms are probably bedrooms, and all would retain between 1.35% and 1.76%, which exceeds the minimum recommendation for bedrooms (1%). The ground floor rooms are probably living rooms, and all would retain between 1.15% and 1.48%, which is below the minimum recommendation for living rooms (1.5%). The assessment has not been re-run for the November 2021 scheme because the proposed massing change would not affect these properties.

The second supplementary assessment, which is included in the November 2021 Addendum 2 Report, assesses the impact of the amended November 2021 scheme on VSC to the façade of an indicative future massing that might replace 1 to 21 Hale Road in the future in line with the AAP. The indicative future massing assumes ground floor commercial use, with residential use at first to fourth floor levels. The supplementary assessment shows that retained VSC levels at first floor and above would be at least 15%, which is not unreasonable for a dense inner urban area with higher levels of obstruction. With appropriate window design, it should be possible to achieve acceptable internal daylight for future occupiers.

So, in summary, there will be a mixture of **minor, moderate, and major adverse** impacts on daylight to this terrace of Council-tenanted properties. The level of daylight retained in the proposed condition will be below guideline levels for the ground floor living rooms. However, if and when the properties are redeveloped, it should be possible to achieve acceptable internal daylight for future occupiers.

Daylight impacts to 32 to 86 Hale Gardens (property 3)

The May 2021 scheme would cause high-magnitude impacts on VSC to a number of windows in this block of flats where they sit beneath overhanging balconies and roof eaves, which amplify the relative light loss (see Appendix 2, paragraphs 35(ii) and 36). The remainder are medium- and low-magnitude impacts or are negligible. The NSL impacts are all negligible, with the exception of three low-magnitude impacts.

The significance of effects would generally be moderate adverse at the northern end of the building, reducing to minor adverse, and then negligible as one moves southwards.

The daylight assessment has been re-run for the amended November 2021 scheme, because the proposed change in massing will reduce the level of obstruction to this block. The results show that the amended scheme would cause less impact on this building than the May 2021 scheme, both in terms of magnitude of impact and number of windows and rooms adversely affected. The significance of effects would still range from **negligible to moderate adverse**, but fewer flats would experience significant effects.

Daylight impacts to Island Sites, Building 3 (property 2) – under construction

This residential building is under construction. I am told that Sage Housing will provide shared-ownership homes from first to tenth floor levels.

The floor plan extract in **Figure 1** above shows the internal layout of a typical floor. The key rooms, anti-clockwise from east to west, are:

- a studio or LKD (R1) of a studio or 1-bed flat
- a bedroom (R2), LKD (R3) and further bedroom (R4) of a 2-bed flat on the splayed corner
- two bedrooms (R5 and R6) and LKD (R7) of a two-bed corner flat

In **Figure 2** below I have marked up a 3D view of Point 2's computer model to show how the room uses stack vertically. It should be remembered that bedrooms have a lower requirement for daylight.

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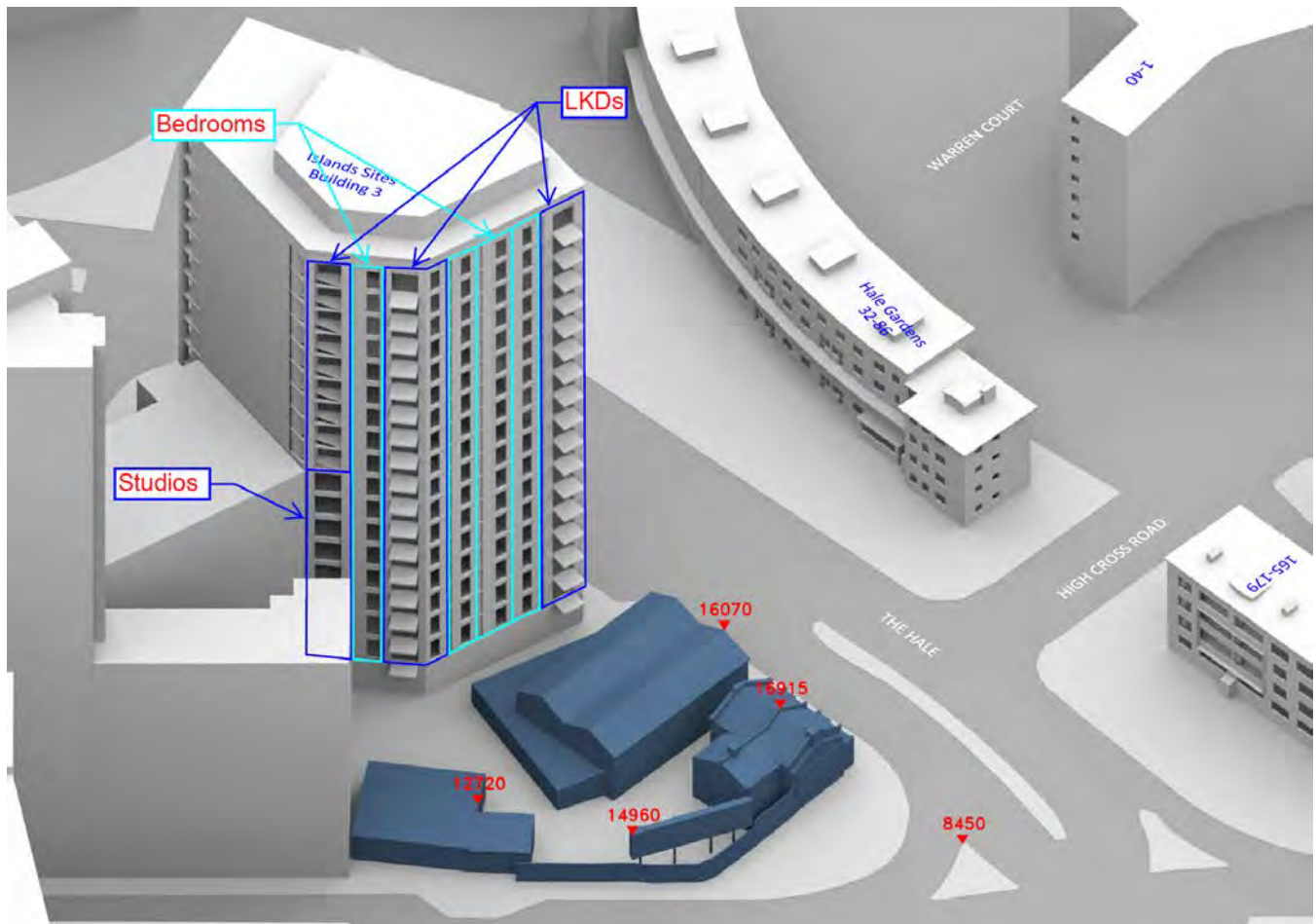


Figure 2 Annotated 3D view of Building 3 showing how the room uses stack vertically facing the Site

The May 2021 scheme would cause adverse daylight impacts to all but 11 of the 136 site-facing windows from first to 17th floor levels, with high-magnitude VSC impacts to 109 windows, medium-magnitude impacts to 6 windows, and low-magnitude impacts to 10 windows, as well as high-magnitude NSL impacts to 66 rooms, and medium-magnitude impacts to 2 rooms (see [Tables 2 and 3](#) above). A further 34 windows serving the corner LKD (R7) on the west elevation are unaffected, as they face away from the Site.

The relative loss of VSC to the site-facing windows that are not directly overhung by balconies ranges from:

- 73% to 91% at first floor level;
- 40% to 79% at sixth floor level;
- 5% to 77% at eleventh floor level; and
- 5% to 70% at sixteenth floor level.

The affected rooms are LKDs, bedrooms, and studios. The significance of daylight effects to the site-facing apartments would be **major adverse**.

The Applicant has subsequently amended the scheme by setting back the tower element by three metres, so that it is now 13 metres from Building 3. The difference can be seen in [Figure 3](#) below, which shows extracts from the rendered images of Point 2's 3D computer models. The May 2021 scheme is on the left and the November 2021 amended scheme is on the right.

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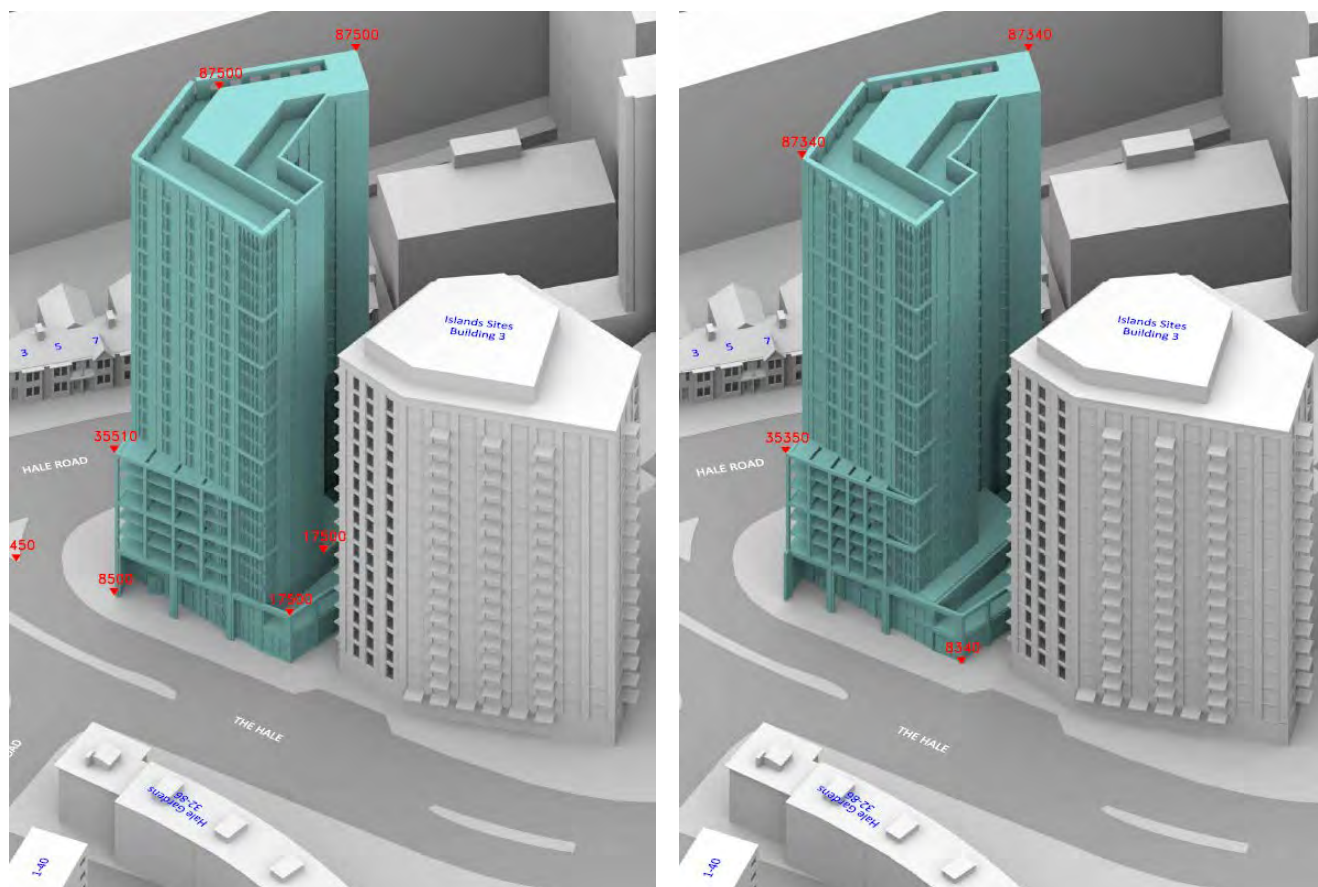


Figure 3 May 2021 scheme (left) and November 2021 amended scheme (right) in which the tower has been set back by 3m, away from Building 3

Point 2 re-ran the VSC impact assessment for the revised scheme, but not the NSL assessment. The VSC results show that the revised scheme would result in high-magnitude VSC impacts to 107 windows, medium-magnitude impacts to 8 windows, and low-magnitude impacts to 10 windows. So, two windows have downgraded from high impact to medium impact. Furthermore, the magnitude of some of the impacts have reduced slightly. The relative loss of VSC to windows that are not directly overhung by balconies now ranges from:

- 72% to 87% at first floor level (lessened slightly from 73% to 91%);
- 37% to 72% at sixth floor level (lessened slightly from 40% to 79%);
- 5% to 69% at eleventh floor level (lessened slightly from 5% to 77%); and
- 5% to 61% at sixteenth floor level (lessened slightly from 5% to 70%).

The amendment will therefore lessen the daylight impacts to a small degree, because it would slightly increase the view of sky around the south side and over the top of the development, though the latter will only be of very marginal benefit to the highest floor levels in Building 3. The significance of daylight effects of the November 2021 amended scheme to the site-facing apartments would still be **major adverse**.

ADF assessment

As I have noted above, it is appropriate to also consider the results of the supplementary ADF assessment, as it calculates the daylight levels inside the affected habitable rooms in Building 3 with both developments in place. The results are at Appendix 5 of Point 2's Daylight and Sunlight Report Addendum (November 2021). The relevant column is the seventh one (from the left) headed 'Proposed Total'. The relevant target values are 2% in kitchens, 1.5% in living rooms and 1% in bedrooms. In open-plan living/kitchen/dining rooms (LKDs) or studio flats, I consider the living room target (1.5% ADF) to be appropriate, for the reasons explained in my Appendix 2, paragraph 7.

According to Point 2's results, in the future baseline condition (after Building 3 is built and before the Site is developed), 105 out of 119 site-facing habitable rooms (88%) will satisfy the above-mentioned ADF targets. The 14 rooms that would be below these targets comprise studio R1 from 1st to 5th floor levels (with ADF values ranging from 1.14% to 1.45%) and LKD R1 from 9th to 17th floor levels (with ADF values ranging from 1.10% to 1.28%).

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In the proposed condition, with the revised scheme in place, only 30 out of 119 site-facing habitable rooms (25%) would satisfy the above-mentioned ADF targets. The 30 rooms comprise the corner LKD R7 on all floors, bedroom R2 from 6th to 17th floor level, and bedroom R3 on 17th floor level. The 89 rooms that would be below the ADF targets comprise:

- 33 LKDs/studios:
 - R1 on all floors, with proposed ADF values ranging from 0.52% to 1.28% (compared with 1.14% to 1.28% in the future baseline)
 - R3 from 1st to 16th floor levels, with proposed ADF values ranging from 0.14% to 1.40% (compared with 1.54% to 2.18% in the future baseline)
- 56 bedrooms
 - R2 from 1st to 5th floor levels, with proposed ADF values ranging from 0.47% to 0.95% (compared with 1.06% to 1.34% in the future baseline)
 - R4 on all floors, with proposed ADF values ranging from 0.33% to 0.87% (compared with 1.60% to 1.86% in the future baseline)
 - R5 on all floors, with proposed ADF values ranging from 0.47% to 0.98% (compared with 1.71% to 2.02% in the future baseline)
 - R6 on all floors, with proposed ADF values ranging from 0.49% to 0.84% (compared with 1.57% to 1.85% in the future baseline)

Evidently, the proposed development would result in very significant reductions in daylight to below ADF guideline levels for many of the site-facing habitable rooms.

Mirror-image assessment

It is necessary to consider whether Building 3 *“is itself a good neighbour, standing a reasonable distance from the boundary and taking no more than its fair share of light”* (BRE paragraph 2.2.3, and Appendix F). As one Inspector noted ⁶, *“this is an acknowledgement that the first built scheme of a local cluster could otherwise prevent the full potential of adjacent sites from being realised”*. In which case, a greater reduction in daylight and sunlight may be unavoidable if one site is not to be unfairly prejudiced by how another has been developed. A similar sentiment is contained in paragraph 4.7 of the AAP, which requires masterplanning of *“larger sites on which there are multiple landowners in order to ensure that proposals are not prejudicing development of the remaining parcels”*.

In such a situation, the BRE Guide advises that *“To ensure that new development matches the height and proportion of existing buildings, the VSC and APSH targets for these windows could be set to those for a ‘mirror-image’ building of the same height and size, an equal distance away on the other side of the boundary.”* ⁷ The aforementioned Inspector referred to the mirror-image exercise as a more equitable arrangement.

Point 2’s Daylight and Sunlight Report Addendum (November 2021) includes an assessment of a mirror-image building in accordance with the BRE guide. The massing of Building 3 has been mirrored across the boundary onto the Site and the VSC and ADF values have been calculated for this theoretical baseline, which act as alternative target values. (The guide recommends using VSC, not ADF.) The assessment then compares the proposed values against these target values to ascertain whether the proposed scheme would cause a greater or lesser impact than the mirror-image building. The results are tabulated in Appendix 6 of the November 2021 report and discussed at section 5 of that report.

The values for the mirror-image scenario are those in the fourth column, confusingly headed “Existing”. Where the VSC value in the proposed condition will be lower (worse) than the mirror-image baseline, the ‘loss’ (sixth column) is a positive figure. Conversely, where it will be greater (better), the loss is a negative figure.

Out of the 136 site-facing windows, 62 would enjoy greater levels of VSC in the proposed condition than with a mirror-image building. Conversely, 74 windows would receive lower levels of VSC in the proposed condition than with a mirror-image building. I have calculated the average difference at each floor level and shown this in **Table 4**

⁶ Appeal Reference APP/E5900/W/17/3191757, **Enterprise House, 21 Buckle Street**, London E1 8NN, London Borough of Tower Hamlets, Inspector’s decision dated 17 December 2018, <https://acp.planninginspectorate.gov.uk/ViewDocument.aspx?fileid=30276955>

⁷ BRE Guide, Appendix F, paragraph F5

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below. On all but the lowest floor and top three floors, the VSC values are better, on average, with the proposed development than a mirror image building. Overall, the average difference is just 0.08% VSC.

Table 4 Summary of differences in VSC between a mirror-image building and the November 2021 scheme

Floor level	Average loss (%VSC)	Floor level	Average loss (%VSC)
1 st floor	0.31	10 th floor	-1.24
2 nd floor	-0.13	11 th floor	-1.14
3 rd floor	-0.24	12 th floor	-0.94
4 th floor	-0.36	13 th floor	-0.56
5 th floor	-0.65	14 th floor	-0.12
6 th floor	-1.06	15 th floor	1.31
7 th floor	-1.33	16 th floor	3.06
8 th floor	-1.36	17 th floor	6.80
9 th floor	-1.29	Average	0.08

It is evident from the mirror-image assessment that on most floors the site-facing windows in Building 3 would experience, on average, either negligible difference or a small improvement in VSC compared with a mirror-image building, though the difference at each window varies. The exception to that is at 15th to 17th floors, which, on average, will be worse off with the amended proposed development than a mirror-image building, because the proposed development is taller.

Cutback study

Point 2's cutback study shows what massing could be achieved if strict compliance with the BRE VSC guidelines was necessary. If it was not already obvious, this illustrates that strict application of the BRE default numerical guidelines would unfairly prejudice development of the site.

Effects on sunlight to existing neighbouring properties

I have manually counted the number of 'negligible', 'low', medium' and 'high' magnitude sunlight (annual and winter) impacts caused by the May 2021 scheme (June 2021 Report) and set them out in Table 5 below.

Table 5 – Summary of sunlight impacts (rooms) – May 2021 scheme

	Neighbour properties	No. rms	APSH impacts inside BRE guidelines Negligible impact	APSH impacts outside the BRE guidelines (rooms)							
				Annual sunlight				Winter sunlight			
				Low magnitude impact 21% to 30% loss	Medium magnitude impact 31% to 40% loss	High magnitude impact >40% loss	Sub-total	Low magnitude impact 21% to 30% loss	Medium magnitude impact 31% to 40% loss	High magnitude impact >40% loss	Sub-total
1	1 to 21 Hale Rd	22	10 (45%)	-	-	2	2 (9%)	-	-	12	12 (55%)
2	Island Sites, Building 3	17	17 (100%)	-	-	-	-	-	-	-	-
3	32 to 86 Hale Gdns	1	1 (100%)	-	-	-	-	-	-	-	-
4	1 to 40 Warren Ct	7	7 (100%)	-	-	-	-	-	-	-	-
6	165 to 179 High Cross Rd	8	4 (50%)	1	3	-	4 (50%)	-	-	-	-
7	181 to 195 High Cross Rd	4	0 (0%)	4	-	-	4 (100%)	-	-	-	-
	Totals	59	39 (66%)	5	3	2	10 (17%)	-	-	12	12 (20%)

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Out of 59 rooms assessed for sunlight impacts, 39 (66%) would be within the BRE guidelines for both annual and winter sunlight. Ten rooms (17%) would experience noticeable adverse impacts to annual sunlight and 12 rooms (20%) would experience noticeable adverse impacts to winter sunlight.

The properties (or groups) whose sunlight would be most greatly affected are:

- 1) 11 to 21 (odds) Hale Road
- 6) 165 to 179 High Cross Road

Sunlight impacts to 11 to 21 (odds) Hale Road

Each of the six houses has two rooms (one each at ground and first floor levels), so 12 rooms were tested in all.

Nine of the 12 rooms will retain high levels of annual sunlight, in excess of the BRE recommendations. The other three rooms (two at ground floor and one at first floor) will reduce to slightly less than the guideline (25% APSH) to between 19% and 24% APSH, with high magnitude losses of between 43% and 50% of the existing values.

All 12 rooms will reduce below the 5% APSH winter sunlight guideline to between 1% and 4% APSH in winter, with high magnitude losses of between 57% and 90% of the existing values.

Given the good levels of annual sunlight that would be retained, I consider the significance of effect to be **moderate adverse**.

Sunlight impacts to 165 to 179 High Cross Road

Eight rooms were tested: two per floor. Four fully satisfy the sunlight guidelines. The other four satisfy the winter sunlight guideline, but will experience one low-magnitude and three medium-magnitude impacts on winter sunlight.

I consider the significance of effect to be **minor to moderate adverse**.

Sunlight to Down Lane Park

The November 2021 amended scheme will not cause any reduction in the two-hours sunlit area of Down Lane Park on 21 March. The BRE guideline will be fully satisfied, and the effect will be of negligible significance.

7. Conclusions

The Applicant's assessments have been undertaken in accordance with the BRE guidelines.

Internal daylight within the proposed development

If one accepts 1% ADF to be the appropriate daylight target for student study-bedrooms, which I do, 78% of the study-bedrooms on the lowest three floors (first to third floor levels) will satisfy the target, according to the Applicant's assessment. However, I consider their adopted glass-to-frame ratio has caused the ADF values to be overstated by around 12% and that the level of adherence on those floors is more likely to be 73%. Results have not been provided for the communal living-dining areas.

The Applicant has subsequently amended the scheme to set it further back from North Island Building No. 3, meaning the daylight results for the rooms on south side of the building looking towards North Island Building No. 3 should improve. Also, daylight levels will improve further up the building.

Overall, I consider that the scheme would afford **acceptable** levels of daylight to its future student occupiers.

Effects on daylight to neighbouring properties

The significance of the daylight effects on neighbouring properties will be as follows:

1. 1 to 21 Hale Road
 - a. 1 and 3 Hale Road – minor adverse
 - b. 5 and 7 Hale Road – moderate adverse

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- c. 9 to 21 Hale Road – major adverse
2. Island Sites, Building 3 – major adverse
3. 32 to 86 Hale Gardens – negligible to moderate adverse
4. 1 to 40 Warren Court – negligible
5. 129 to 163 High Cross Road – negligible
6. 165 to 179 High Cross Road – negligible to minor adverse
7. 181 to 195 High Cross Road – negligible to minor adverse

The terrace of Council-tenanted houses at 1 to 21 Hale Road is within Site Allocation TH5 of the Tottenham Area Action Plan (AAP). I understand this is likely to be redeveloped. A supplementary assessment shows that a future development of the site should, with appropriate window design, still be able to provide acceptable daylight amenity for future occupiers.

The worst daylight effects will be caused to the site-facing flats (three per floor, 51 in total) in Building 3 of the North Island Site, which is under construction. The effects will be of major adverse significance and retained ADF values will be below minimum recommended levels in 33 out of 51 LKDs/studios and in 56 out of 68 bedrooms.

However, Building 3 appears not to be a good neighbour, standing a reasonable distance from the boundary and taking no more than its fair share of light, within the meaning of the BRE guide, as it places a 17-storey window wall lighting 51 flats 4m from the boundary without any obvious consideration of what development might come forward on the Site. It is not clear how the designers of that development applied the BRE guidance relating to adjoining development land or the requirements of paragraph 4.7 of the AAP. If consideration was given, then there can be little surprise that a development of the Site to a similar height and massing as Building 3 would result in major adverse daylight impacts and arguably Building 3 should have been designed accordingly.

The results of the mirror-image assessment in the November 2021 report demonstrate that compared with a more equitable arrangement (than the existing low-rise baseline) of a mirror-image building on the Site, the amended scheme (November 2021) would largely have a similar effect. On most floors the site-facing windows would experience, on average, either negligible difference or a small improvement in VSC compared with a mirror-image building (though the results vary from window to window), except at 15th to 17th floors, which, on average, would be worse off because the proposed development would be taller than a mirror-image building. Furthermore, the cutback study shows that if the BRE standard numerical guidelines were strictly applied, development of the site would be unfairly prejudiced.

Effects on sunlight to neighbouring properties

The significance of the sunlight effects on neighbouring properties will be as follows:

1. 1 to 21 Hale Road – moderate adverse
 - a. 1 to 9 Hale Road – negligible
 - b. 11 to 21 Hale Road – moderate adverse
2. Island Sites, Building 3 – negligible
3. 32 to 86 Hale Gardens – negligible
4. 1 to 40 Warren Court – negligible
5. 129 to 163 High Cross Road – not applicable
6. 165 to 179 High Cross Road – minor to moderate adverse
7. 181 to 195 High Cross Road – negligible to minor adverse

Effects on sunlight to Down Lane Park

The November 2021 amended scheme will not reduce the cause any reduction in the two-hours sunlit area of Down Lane Park on 21 March. The BRE guideline will be fully satisfied, and the effect will be of negligible significance.

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Planning balance

The question for you and, ultimately, the Council's decision makers is whether, in the context of the application and the development of Building 3, the effects, in particular the major adverse daylight effects to Building 3, are nonetheless acceptable. The comments of Inspectors, such as in Appeal Reference APP/E5900/W/17/3191757, Enterprise House, 21 Buckle Street, London E1 8NN, offer some guidance, but ultimately it comes down to a matter of judgment and overall planning balance.

I trust this provides you with what you need. If you have any queries, please let me know.

Yours sincerely

A handwritten signature in black ink, appearing to read 'A Cosgrave', with a large, stylized flourish extending to the right.

Aidan Cosgrave BSc (Hons) MRICS

Partner

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Encs: Appendix 1 – Glossary of terms
Appendix 2 – Summary of guidelines for assessing daylight, sunlight, and overshadowing

Appendix 1 – Glossary of terms

The daylight and sunlight terminology used in our review is explained below.

Term	Meaning
Annual probable sunlight hours (APSH)	The long-term average of the total number of hours during a year in which direct sunlight is expected to shine on the unobstructed ground, allowing for average levels of cloudiness for the location in question.
Average daylight factor (ADF)	Ratio of total daylight flux incident on the working plane to the area of the working plane, expressed as a percentage of the outdoor illuminance on a horizontal plane due to an unobstructed CIE standard overcast sky. Thus a 1% ADF would mean that the average indoor illuminance would be one hundredth the outdoor unobstructed illuminance.
KD, LD, LKD	Acronyms for kitchen-diner, living/dining room, living/kitchen/dining room.
No-sky line (NSL)	The outline on the working plane inside a room of the area from which no sky can be seen. It divides points on the working plane which can and cannot see the sky.
Room depth criterion (RDC)	The limiting depth of a room for good daylighting, where it is lit from one side only. The limiting depth is a factor of the window head height above floor level, the room width, and the average reflectance of surfaces in the rear half of the room (away from the window). Sunlight below an angle of
Sun on ground (SOG)	The measure of sunlight potential to gardens and amenity spaces. It is measured in hours on the spring equinox (21 March) at a point on the ground accounting for the latitude of the site location. Sunlight below an altitude of 10° is usually discounted as it is likely to be prevented from reaching the ground by fences, plants or other low-level obstructions.
Vertical sky component (VSC)	<p>The amount of daylight falling on a vertical wall or window. It is the ratio of that part of illuminance, at a point on a given vertical plane (e.g. window), that is received directly from a CIE standard overcast sky, to simultaneous illuminance on a horizontal plane due to an unobstructed hemisphere of this sky. The VSC does not include reflected light, either from the ground or from other buildings.</p> <p>The ratio is usually expressed as a percentage. The maximum value is almost 40% for a completely unobstructed vertical wall.</p>
Working plane	Horizontal, vertical or inclined plane in which a visual task lies. Normally the working plane may be taken to be horizontal, 0.85 m above the floor in housing.

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Appendix 2 – Summary of guidelines for assessing daylight, sunlight and overshadowing

1. The key guidelines relating to daylight, sunlight and overshadowing, solar glare and light pollution, are contained in 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (Building Research Establishment (**BRE**), BR209, second edition, 2011).

Guidelines on daylight and sunlight within new buildings

Outline design

2. At early stages in design, before room layouts and window sizes/locations are undecided, the BRE guide recommends calculating the vertical sky component (**VSC**) and percentage of annual probable sunlight hours (**APSH**) at a series of points on each main face of the proposed building 1.6 m above ground and no more than 5 m apart.
3. The BRE gives the following rules of thumb in relation to daylight:
 - ≥27% VSC – conventional window design usually gives reasonable results
 - 15% to 27% VSC – special measures (larger windows, changes to room layout) are usually needed to provide adequate daylight
 - 5% to 15% VSC – it is very difficult to provide adequate daylight unless very large windows are used
 - <5% VSC – it is often impossible to achieve reasonable daylight, even if the whole window wall is glazed
4. Living rooms and kitchens need more daylight than bedrooms, so where there is a choice it is best to site them away from obstructions.
5. For good sunlight, the BRE guide recommends at least 25% APSH, including at least 5% APSH in the winter months between 21 September and 21 March. Living rooms and conservatories have the main requirement for sunlight. Sensitive layout design of flats will attempt to ensure that each individual dwelling has at least one main living room with a southerly aspect that can receive a reasonable amount of sunlight.

Detailed design

6. Where room layouts and window sizes/locations are known, the BRE guide recommends the following tests and criteria:

Daylight test	What it measures	Recommended criteria
Average daylight factor (ADF)	Amount of daylight inside the room averaged across the space	At least 2% in kitchens, 1.5% in living rooms and 1% in bedrooms
No-sky line contour (NSL)	Distribution of daylight around the room, by plotting the no-sky line	At least 80% of room should be enclosed by NSL contour and therefore enjoy a view of sky
Room-depth criterion (RDC)	Whether the limiting depth of a single-aspect room that can be satisfactorily daylight will be exceeded	$\frac{L}{W} + \frac{L}{H} < \frac{2}{1 - R_b}$ Where: <i>L</i> is depth of room <i>W</i> is width of room <i>H</i> is head-height of window above floor level <i>R_b</i> is average reflectance of surfaces in rear half of room

7. In multi-purpose rooms containing a kitchen, such as open-plan living/kitchen/dining rooms (LKDs), the target for kitchens should apply. However, planning authorities frequently accept the living room target (1.5% ADF) as a suitable alternative target for LKDs in modern dense housing developments, as noted by the author of the BRE guide, Dr Paul Littlefair, who explains it thus:⁸

Where a room has a shared use, the British Standard states that the higher minimum value should apply. However, local authorities frequently accept the living room standard for a shared

⁸ BRE Client Report (paragraph 2.3.5) dated 5 March 2019 for Reardon and Lowder Houses, Wapping on behalf of London Borough of Tower Hamlets (LBTH planning application reference PA/18/03541/A1)

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kitchen/living room, as a small kitchen would not be considered as a habitable room. This is a practical approach, as it is seldom in the final resident's interest to have a closed off, small kitchen which is completely artificially lit in order to force compliance with the Standard for the living room. In this case an average daylight factor of 1.5% or more might be acceptable.

8. Where groups of dwellings are planned, site layout design should aim to maximise the number of dwellings that meet the minimum ADF recommendations.
9. Even if there is sufficient ADF, the overall daylight appearance will be impaired if daylight distribution is poor. The NSL and RDC criteria should also be satisfied for the whole room to look adequately daylight. It is nevertheless very common for designers, consultants and planning officials to form a view based on ADF results alone.
10. The ADF calculation considers the amount of sky visible at the window, diffuse visible light transmittance of the glazing, effects of dirt on glass, net glazed area of the windows after frame and glazing bars are deducted, the area of the room surfaces and their surface reflectance. Reasonable parameters must be adopted and clearly stated. The view of sky should be measured accurately taking account of external obstructions, including balconies.
11. In early stages of design, the default parameters may be assumed, such as: a diffuse visible light transmittance of 0.68 for clean, clear double glazing; a frame/glazing bar factor of 0.8 for large panes in metal frames; and an average surface reflectance of 0.5 for fairly light-coloured rooms. Where glazing details and surface finishes are known, more accurate parameters may be used instead.
12. For sunlight, the overall sunlighting potential of a large residential development may be initially assessed by counting how many dwellings have a window to a main living room facing south, east or west. The aim should be to minimise the number of dwellings whose living rooms face solely north, north east or north west, unless there is some compensating factor such as an appealing view to the north. It is recommended that interiors where the occupants expect sunlight, such as living rooms and conservatories, should receive at least 25% APSH, including at least 5% APSH in the winter months between 21 September and 21 March.

British Standards on daylighting in new buildings – BS 8206-2:2008 and BS EN 17037:2019

13. The daylight and sunlight recommendations for new buildings given in the BRE guide are taken from BS 8206-2:2008 'Lighting for Buildings - Code of practice for daylighting'. The latter has now been withdrawn and replaced by the new European standard, BS EN 17037:2019 'Daylight in buildings', which provides new assessment methodologies for new buildings.
14. Whilst the new standard sets target levels for 'minimum', 'medium' and 'high' levels of daylight, it recognises they may not but not be achievable in UK dwellings in dense urban areas or with basement rooms. In dwellings it therefore recommends target illuminances of at least 200 lux in kitchens, 150 lux in living rooms and 100 lux in bedrooms over at least 50 % of the reference plane for at least half of the annual daylight hours. For sunlight, the new standard recommends that at least one habitable space/room in dwellings can receive at least 1.5 hours of daily sunlight exposure at its window(s).
15. The BRE is proposing to review and update its guidelines having regard to the new British Standard, but the timescale to publication is unconfirmed. As most local plans reference the current BRE guide, it is the stated view of the guide's author that applicants may choose whether to assess daylight/sunlight within new buildings in accordance with the BRE guide or the new British Standard. In short, either approach is acceptable.

Amenity spaces

16. Proposed amenity spaces should be assessed on the equinox (21 March). The sunlighting requirements of each space may differ depending on use, but in general it will be considered adequately sunlit if at least half its area can receive at least two hours of sunlight on 21 March (the two-hours sun-on-ground test). Normally trees and shrubs, fences or walls less than 1.5 metres high and sunlight at an altitude of 10° or less are all ignored.
17. Where a large building is proposed, it can be illustrative to plot shadow plots at different times of day and year, with the equinox (21 March) being the best assessment date. Summer and winter solstices (21 June and 21 December) are optional additional dates.

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Guidelines on impact of development on daylight, sunlight and overshadowing to neighbouring properties

18. The BRE guide provides methodologies and numerical guidelines for assessing the effects of development on daylight and sunlight to neighbouring properties and sunlight to amenity spaces.

Effects on daylight and sunlight to buildings

19. Where some part of the proposed development will subtend an angle greater than 25° to the horizontal measured from the level of the centre of the lowest neighbouring windows, the effect on daylight and sunlight to the habitable rooms should be assessed using the following tests:

- Daylight:
 - vertical sky component (**VSC**) at the window, which assesses the total available skylight; and
 - no-sky line contour (**NSL**) on the working plane inside rooms (where layouts are known⁹), which assesses the distribution of daylight around the room.
- Sunlight:
 - percentage of annual probable sunlight hours (**APSH**) at the window, where it faces within 90° due south, both annually and in the winter months.

20. The assessments are run in the existing and proposed scenarios on an absolute scale, followed by a comparative scale measuring the factor of former value (or percentage reduction), so that the magnitude of impact is quantified.

21. For daylight, all habitable rooms should be assessed. For sunlight, all main living rooms and conservatories should be assessed.

22. The BRE numerical guidelines work on the principle that, unless certain minimum values will be retained with the proposed development in place (27% VSC and 25% APSH with 5% APSH in winter), or in the case of sunlight the annual loss will be no greater than 4% APSH, a reduction to less than **0.8 times former value** (i.e. relative losses exceeding 20% of the existing value) will be noticeable to occupiers.

23. ADF is primarily intended for assessing daylight within new development but can be used for assessing neighbouring consented buildings that are not yet built or are under construction.¹⁰ It may also be helpful as a supplementary test when considering whether acceptable living conditions would remain and whether any significant adverse effects to VSC and NSL are nonetheless acceptable. (See paragraphs 39 and 40 below.) Parameters used in the ADF calculation need to be stated and reasonable.

Effects on sunlight to gardens and amenity spaces

24. The effects on sunlight to gardens/amenity spaces can be checked by calculating the percentage of each area that can receive at least two hours of sunlight on 21 March. If, after development, it will reduce to less than 50% and less than 0.8 times its former value, the loss of sunlight will be noticeable to users of the space.

25. Where a large building is proposed, shadow plots can be produced at different times of day and year. The equinox (21 March) is the best assessment date. Summer and winter solstices (21 June and 21 December) are optional additional dates.

Cumulative effects

26. If planning consent has been granted for other nearby developments that have not yet been built, it is customary to assess the cumulative effects of the proposed development and nearby consented developments on the surrounding receptors so that the combined effects can be understood.

⁹ The author of the BRE Guide, Dr Littlefair, recommends not running the NSL test using estimated layouts because it can give inaccurate findings. (BRE Client Report dated 5 March 2019 for a review at Reardon and Lowder Houses, Wapping on behalf of London Borough of Tower Hamlets - planning application reference PA/18/03541/A1)

¹⁰ BRE Guide, Appendix F, paragraphs F7 and F8

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Setting alternative target values

27. Appendix F of the BRE guide provides advice on setting alternative target values for daylight and sunlight. This notes that the numerical target values are purely advisory and different targets may be used based on the special requirements of the proposed development or its location.
28. Alternative targets may be generated from the layout dimensions of existing development or be based on an extant planning permission. Table F1 of the BRE guide gives various building-to-building angles of long, uniform obstructions and their corresponding VSC values. An example is given of a narrow mews in an historic city centre where the VSC values derived from the obstruction angle could be used as a target value for development in that street if new development is to match the existing layout.
29. The guide notes that a similar approach may be adopted in cases where an existing building has windows that are unusually close to the site boundary and taking more than their fair share of light. This is an acknowledgement that the first built scheme of a local cluster could otherwise prevent the full potential of adjacent sites from being realised. In such cases, a greater reduction in daylight and sunlight may be unavoidable if one site is not to be unfairly prejudiced by how another has been developed.¹¹ In such circumstances where it is appropriate to enable new development to match the height and proportions of existing buildings, alternative target values for VSC and APSH for the relevant windows may be set to those for a '**mirror-image**' building of the same height and size, an equal distance away on the other side of the boundary.¹²
30. Where there is an **extant planning consent** for the application site and the developer wishes to change the design, the BRE guide states:

In assessing the loss of light to existing windows nearby, a local authority may allow the vertical sky component (VSC) and annual probable sunlight hours (APSH) for the permitted scheme to be used as alternative benchmarks. However, since the permitted scheme only exists on paper, it would be inappropriate for it to be treated in the same way as an existing building, and for the developer to set 0.8 times the values for the permitted scheme as benchmarks.

Environmental Impact Assessments (EIAs)

31. Appendix I of the BRE guide provides advice on ascribing a significance to effects in **EIAs**. The guide states:

Adverse impacts occur when there is a significant decrease in the amount of skylight and sunlight reaching an existing building where it is required, or in the amount of sunlight reaching an open space.

The assessment of impact will depend on a combination of factors, and there is no simple rule of thumb that can be applied.

*Where the loss of skylight or sunlight fully meets the guidelines, the impact is assessed as negligible or minor adverse. Where the loss of light is well within the guidelines, or only a small number of windows or limited area of open space lose light (within the guidelines), a classification of **negligible** impact is more appropriate. Where the loss of light is only just within the guidelines, and a larger number of windows or open space area are affected, a **minor adverse** impact would be more appropriate, especially if there is a particularly strong requirement for daylight and sunlight in the affected building or open space.*

*Where the loss of skylight or sunlight does not meet the guidelines, the impact is assessed as minor, moderate or major adverse. Factors tending towards a **minor adverse** impact include:*

- *only a small number of windows or limited area of open space are affected;*
- *the loss of light is only marginally outside the guidelines;*
- *an affected room has other sources of skylight or sunlight;*
- *the affected building or open space only has a low level requirement for skylight or sunlight; and*

¹¹ Appeal Reference APP/E5900/W/17/3191757, **Enterprise House, 21 Buckle Street**, London E1 8NN, London Borough of Tower Hamlets, Inspector's decision dated 17 December 2018, <https://acp.planninginspectorate.gov.uk/ViewDocument.aspx?fileid=30276955>

¹² BRE Guide, Appendix F, paragraph F5

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- *there are particular reasons why an alternative, less stringent, guideline should be applied.*

*Factors tending towards a **major adverse** impact include:*

- *a large number of windows or large area of open space are affected;*
- *the loss of light is substantially outside the guidelines;*
- *all the windows in a particular property are affected; and*
- *the affected indoor or outdoor spaces have a particularly strong requirement for skylight or sunlight, e.g. a living room in a dwelling or a children's playground.*

Acceptability of impacts on daylight and sunlight

32. The assessment of impact on daylight and sunlight amenity is a two-part process¹³: first, as a matter of calculation, whether there would be a material deterioration in conditions by reference to the BRE guidelines; and second, as a matter of judgment, whether that deterioration would be acceptable in the circumstances.
33. The first stage can be addressed by applying the BRE assessment methodology and numerical guidelines, as explained above.
34. The second stage brings into play much wider considerations, such as:
- Whether the neighbouring building stands unusually close to the site boundary, including the highway, taking more than its fair share of light, such that a greater reduction in light may be unavoidable if one site is not to be prejudiced by how another has been developed. (A '**mirror-image**' study can be informative in such cases – see paragraph 29 above.)
 - Whether windows in neighbouring buildings are self-obstructed by overhanging or inset balconies or other projections such as to make relatively larger reductions unavoidable even if there is a modest new obstruction opposite - in effect themselves taking away more than their fair share of light. (A '**without balconies**' study can be informative in such cases – see paragraph 35 below.)
 - In historic city centres or areas characterised by modern tall buildings, high density and close proximity, a higher degree of obstruction may be unavoidable if new buildings are to match the height and proportion of existing buildings.
 - In areas that are designated by planning authorities for substantial growth or providing opportunities for change and sustainable regeneration, the sort of change that would be brought about by the introduction of taller, denser development is to be expected, including reductions in daylight and sunlight levels, closer proximity, loss of outlook, etc.
35. Balconies and projecting wings on an existing neighbouring building may mean larger relative reductions in daylight and sunlight are unavoidable. That is because they limit the available daylight and sunlight and may amplify relative reductions in light caused by development. Whether they are the main factor in the relative light loss can be checked by carrying out a supplementary assessment in the existing and proposed situations without the balcony or other projection in place. If, with the balcony, wing, or other projection in place, the proposed VSC/NSL/APSH value would be less than 0.8 times the existing value, yet with it removed the ratio would be well over 0.8, then the balcony, wing or other projection is the main factor in the relative loss of light, rather than purely the size of the new obstruction.¹⁴
36. When judging whether an adverse impact is acceptable, it may be appropriate to consider the levels of daylight and sunlight that would be retained with the proposed development in place and whether the resulting living conditions would nonetheless be acceptable, in context.
37. One benchmark that is commonly used in denser, inner-urban areas is to check whether retained VSC values would be in the mid-teens or greater. An example of this approach is the Whitechapel Estate Appeal¹⁵. There the Inspector noted that development that resulted in a proportion of residual VSC values in the mid-teens, with

¹³ *Rainbird, R (on the application of) v The Council of the London Borough of Tower Hamlets* [2018], <https://www.bailii.org/ew/cases/EWHC/Admin/2018/657.html>

¹⁴ BRE Guide, paragraphs 2.2.11 to 2.2.12 and paragraph 3.2.9

¹⁵ Appeal reference APP/E5900/W/17/3171437, **Varden Street and Ashfield Street**, London E1, London Borough of Tower Hamlets, Inspector's decision dated 21 February 2018, <https://acp.planninginspectorate.gov.uk/ViewDocument.aspx?fileid=25711269>

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a smaller proportion in the bands below 15% VSC, have been found acceptable in major developments across London. He stated:

108. *The BRE document offers guidance on generally acceptable standards of daylight and sunlight, but advises that numerical values are not to be rigidly applied and recognises the importance of the specific circumstances of each case. Inner city development is one of the examples where a different approach might be justified. This is specifically endorsed by the [Mayor of London's] Housing SPG, which calls for guidelines to be applied sensitively to higher density developments, especially in (among others) opportunity areas and accessible locations, taking into account local circumstances, the need to optimise housing capacity, and the scope for the character and form of an area to change over time. ... I agree with the appellants that blanket application of the BRE guide optimum standards, which are best achieved in relatively low-rise well spaced layouts, is not appropriate in this instance.*
109. *The SPG advises that the daylight impact on adjacent properties should be assessed drawing on "broadly comparable residential typologies within the area and of a similar nature across London"...*
112. *The figures [from comparable typologies from a range of example sites across Central London analysed by the appellants, comprising both traditional urban streets and recently permitted areas of significant development] show that a proportion of residual Vertical Sky Component ('VSC') values in the mid-teens have been found acceptable in major developments across London. This echoes the Mayor's endorsement in the preSPG decision at Monmouth House, Islington that VSC values in the mid-teens are acceptable in an inner urban environment. They also show a smaller proportion in the bands below 15%...*
113. *I acknowledge that a focus on overall residual levels could risk losing sight of individual problem areas. It is accepted that light is only one factor in assessing overall levels of amenity, but I consider that the trade-off with other factors, such as access to public transport or green space, is likely to be of more relevance to an occupier of new development than to an existing neighbour whose long-enjoyed living conditions would be adversely affected by new buildings. However, I also consider that Inner London is an area where there should generally be a high expectation of development taking place. This is particularly so in the case of the appeal site, where the Whitechapel Vision Masterplan and the City Fringe Opportunity Area Planning Framework have flagged the desirability of high density development. Existing residents would in my view be prepared for change and would not necessarily expect existing standards of daylight and sunlight to persist after development.*

38. Whilst use of the mid-teen VSC benchmark may be appropriate in denser and more built-up areas, a higher benchmark may be more appropriate in more suburban areas.¹⁶
39. Another approach to judging acceptability is to consider the retained ADF values in the proposed condition against those recommended in the BRE guide for new dwellings (see paragraphs 6 and 7 above). Such an approach is advocated by the author of the BRE guide, Dr Paul Littlefair, because it relates to the level of daylight actually experienced by an occupant inside their property, rather than the amount of light falling on the outside face of the window. Arguably, it gives a better indication of residual daylight levels as it takes account of window design and room layout.¹⁷
40. Residual ADF values appear to have been a key factor in the dismissal of the Appeal at 8 Albert Embankment. In that case, the impact on a social housing block, which houses families and people with vulnerabilities, would have satisfied the mid-teen VSC benchmark; however, 23 out of 25 living rooms would have been left with

¹⁶ Appeal reference APP/A5840/W/19/3225548, **Burgess Business Park**, Parkhouse Street, London SE5, London Borough of Southwark, Secretary of State's decision dated 29 April 2020, paragraphs IR247 and IR248, <https://acp.planninginspectorate.gov.uk/ViewDocument.aspx?fileid=37313536>

¹⁷ Appeal reference APP/E5900/W/17/3190685, land at **1 Cambridge Heath Road**, London E1, London Borough of Tower Hamlets, Secretary of State's decision dated 10 June 2019, <https://acp.planninginspectorate.gov.uk/ViewDocument.aspx?fileid=32778055>

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daylight levels below minimum recommended ADF values. The Inspector and Secretary of State considered the daylight impacts to be unacceptable.¹⁸

41. In the Appeal at Graphite Square, the Inspector considered several important factors when judging very significant losses of light to be acceptable:¹⁹

- a) In relation to a neighbouring social housing block, the relevant factors were:
 - i) the flats were dual aspect, with the affected rooms being predominantly small kitchens, kitchen/diners, bathrooms, and second bedrooms, whilst the main living areas and main bedrooms, which faced in the opposite direction and received much more significant amounts of daylight and sunlight, would be completely unaffected;
 - ii) many of the affected kitchens were too small to qualify as habitable rooms for the purpose of the calculations; and
 - iii) the kitchens and second bedrooms received little daylight due to the overhanging deck-access or roof and relied on electric lighting most of the time to facilitate use, such that the loss of daylight would not make a great difference to their pattern of use or enjoyment.
- b) In relation to a neighbouring modern private housing block, the relevant factors were:
 - i) the impacts must be seen in the context that the building had a rather privileged position facing minimal massing on the relevant part of the appeal site, as a result of which it received much higher levels of daylight and sunlight than one might reasonably expect in such an urban location;
 - ii) the design of the building contributed to the impacts, because the worst affected rooms were those awkwardly located at an internal corner of the building or below overhanging balconies; and
 - iii) whoever designed that building ought to have considered the strong likelihood that the appeal site, given its central London location and obvious potential, would not remain underused.

¹⁸ Appeal reference APP/N5660/V/20/32542038, **8 Albert Embankment**, London SE1, London Borough of Lambeth, Secretary of State's decision dated 23 June 2021, <https://acp.planninginspectorate.gov.uk/ViewDocument.aspx?fileid=43043066>

¹⁹ Appeal references APP/N5660/W/18/3211223 and APP/N5660/W/19/3225761, **Graphite Square**, London SE11, London Borough of Lambeth, Inspector's decision dated 25 September 2019, <https://acp.planninginspectorate.gov.uk/ViewDocument.aspx?fileid=34348840>

Addendum

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Planning Sub Committee – 5 September 2022

ADDENDUM REPORT

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

Reference No: HGY/2021/2304	Ward: Tottenham Hale
Address: The Hale, London, N17 9JZ	
Proposal: 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.	

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1. CONSULTEE RESPONSES

Head of Building Control – Haringey Council

Both the fire strategy and the Basement Impact Assessment are acceptable, much more detail will come relating to Building Control subsequent to planning.

GLA Officer comment – These are the formal views of the GLA case officer without prejudice to the position of the Mayor at Stage 2:

The GLA require the application of a late stage review to be secured through the S106. The London Plan, the policy target for schemes delivering off-site affordable housing or in lieu contributions is 50 per cent affordable housing (para 4.4.13).

In addition, the report sets out that "the applicant will be obliged to use reasonable endeavours to secure a nominations agreement with a higher education institution for all or part of the proposed units of student accommodation". As per policy H15 of the London Plan, the word "majority" should be specified instead of "part" in relation to this obligation.

Officer comment – Officers have negotiated a higher payment in lieu contribution equalling 40% rather than insisting on a late stage review. Part is stated as majority is not defined and is unclear. Using part allows the scheme to be delivered in the event a majority could not be secured.

Cadent Gas Ltd

No objection to this proposal from a planning perspective, however we need you to add the following informative:

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linsearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

The government has recently published (Published 23 August 2022) a circular on *Single stair provisions in very tall residential buildings and applicability of the Approved Documents*. The applicant has provided the following response in relation to this:

In response to your query regarding the Building Regulation Advisory Committee (BRAC) circular, we can confirm that the design team are aware of the complexity of tall buildings of this nature and within the next stages of design development beyond planning we will be conducting appropriate studies in line with the advice from BRAC. To date our engineering consultants AECOM have undertaken a review of the building, highlighted the associated risks with the design, and produced a London Plan fire statement and HSE fire statement which have been positively commented on by the London Fire Brigade and the HSE.

In respect of the building specification, the façade will be constructed in unitised panels which are brick faced with a concrete backing, spaces on all floors will be fully sprinklered and linked to an intelligent fire and smoke detection system which will be monitored 24/7 by the on-site management team. Also cooking within the building undertaken by the students will be restricted to the shared kitchen lounge on the seventh floor and within the kitchen/lounges within the clusters which are positioned at the 'far end' of each cluster to maintain safe egress in the event of a fire.

With regards to the advice from BRAC in the circular letter issued on 22/08/2022, AECOM understands that this building would fall under the definition of an uncommon building, due to its height exceeding 50m and having a single stair serving a portion of the building. As such, relying solely on design guidance such as Approved Document B or BS 9991 and BS9999 would not be considered suitable.

AECOM had recognised this and had previously stated in the HSE fire statement that a qualitative design review in accordance with BS 7974 will be carried out in RIBA stage 3 to consider if the recommendations of BS 9991 and BS 9999 are appropriate or if a fire engineered solution with potentially higher standard of means of escape provisions, construction, fire safety systems and firefighting access is needed.

AECOM has a fire engineering team with chartered fire engineers and would most certainly qualify to be considered as specialist professionals capable of carrying out this assessment and comment on the suitability of solely applying the guidance or applying a more robust, evidence based design.

2. REPRESENTATIONS

A further letter of objection has been received from DMH Stallard LLP on behalf of Sage Housing Limited.

The objection reiterates some concerns that were raised already in previous representations but also raises new points.

The main areas of objection relate to:

- The New 2022 BRE Guidance and how this affects the findings of the applicant's daylight/sunlight analysis
- The use of a reduced VSC figure and a mirror image approach and the acceptability of this
- Compliance with Site Allocation TH4 requirements and Policy AAP1
- Whether the proposal satisfies policies relating to inclusive design
- Impacts on other allocated sites in the area
- The acceptance of Building 3 as a good neighbour
- Failure to Apply Paragraph 11 of the NPPF
- Failure to Apply Section 38(6) of the 2004 Act

Officer response:

1. The Officer report refers to ADF, at paras 6.5.19, 6.5.22, 6.5.32 and 6.5.34-6.5.35 and the lower set of three images on page 64 of the pack ("Proportional ADF Changes to Building 3").

ADF has recently been removed from BRE Guidance in June 2022. In their assessments submitted in support of Jigsaw's application, Point 2 have used ADF to allow comparison with the Argent ADF figures. The conclusions drawn in the Point 2 reports and in the Officer's report are considered to remain valid. It should be noted that the ADF analysis does not form any part of the consideration and conclusions and is only for comparison purposes.

2. The updates to the BRE Guidelines in June 2022 primarily concern the assessment of daylight within proposed residential accommodation. The guidance does not fundamentally change in assessing light loss to surroundings properties. The Vertical Sky Component ("VSC") is still key to coming to an appropriate conclusion.
3. It should be noted that Average Daylight Factor ("ADF") methodology has been superseded with Climate Based Daylight Modelling ("CBDM") for the assessment of daylight within proposed residential accommodation.
4. The daylight to Building 3 would be sufficient in the context of this being an urban area and with the appropriateness of using the mirror image assessment and would therefore comply with the local plan policies and para 125 of NPPF. The impact of the scheme is not materially worse on the lower windows (where the impact is greatest) than a mirror image building would be.
5. Policies Policy TH4 and Policy AAP1 are not breached, as the impact on Building 3 is considered acceptable in light of previous masterplanning and the design and land uses would complement existing parts of the site and integrate and complement the proposed neighbouring development.
6. There would be no conflict with AAP para 4.6, as it has been shown to officers satisfaction that the development of 1-21 Hale Road would not be prejudiced.

7. The objection questions whether the resultant levels of daylight in Building 3 would result in an acceptable standard of amenity. There are some situations where the impacts would fall short of acceptable levels - this was assessed in the independent review by DPR. These impacts have been considered by officers during their determination and on balance officers have concluded that the impact on these windows is acceptable given other considerations.
8. Finally, officers consider the development accords with the development plan as required by section 38(6) of the Planning and Compulsory Purchase Act 2004.
9. As noted at para 6.2.6 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. The adverse impacts are not considered to demonstrably outweigh the benefits.

3. CORRECTIONS AND CLARIFICATIONS IN THE MAIN REPORT

The following items in **green** will show amendments/corrections/changes and **red** deletions. Existing text in the report and points of clarification are in black. Page numbers referred to relate to the page number of the pack at the top of the page.

1. At page 19 under SUMMARY OF KEY REASONS FOR RECOMMENDATION section the first bullet shall state 569sqm of retail space:

- The proposal is a well-designed mixed-use scheme which would primarily provide purpose-built student accommodation (PBSA) alongside **569** ~~564~~ sqm (GIA) of commercial retail space (Use Class E(a)) in an appropriate location near to Tottenham Hale train station and the District Centre.

2. At page 23 under 'Travel Plan (pre-occupation and operational, as well as monitoring reports) and monitoring fee (£5,000 contribution)' section the reference to non-residential uses shall be removed in the fourth bullet as this is covered in Condition 29.Cycle & Mobility Scooter Parking Details:

- Details of cyclist facilities (lockers, changing rooms, showers, & drying rooms ~~for the non-residential uses~~);

3. At page 49 under para 6.3.24 it shall state 786sqm of existing retail space:

- The existing buildings include **786sqm** ~~859.3-square metres~~ of existing gross internal commercial floor area. However, a significant portion of this is ancillary storage to the principal retail functions and display areas.

4. At page 50 under para 6.4.5 and page 52 under para 6.4.17 it shall state reasonable endeavours as opposed to best:

- The applicant has agreed to the inclusion of a **reasonable** ~~best~~ endeavours clause to secure a nominations agreement but will also provide the maximum reasonable

amount of affordable accommodation in the form of a payment in lieu of on-site affordable housing. The Council accepts that a payment in lieu of on-site affordable accommodation is in accordance with the above stated policy in this case because a higher level of more mixed affordable accommodation (than just student accommodation) which better addresses Haringey's priority needs for low cost rent and family sized housing can be achieved here. This is also discussed under the following consideration of London Plan policy H15 below.

5. At page 56 under para 6.5.4 it shall state the following:

- The site forms part of the TH4 site allocation which has been partially developed as part of the Argent SDP masterplan development. In the assessment of the adjacent development known as Building 3 (B3) it was noted that the applicant had demonstrated that this parcel is capable of being delivered separately in the future and noted that care would need to be taken to ensure that any future mixed-use proposals protect the amenity and privacy of current and future occupiers and achieve a suitable separation distance from Building 3 and future play spaces. The proposed building is set out in the images below and given this was accepted as part of the assessment of the quality of the neighbouring building it has been treated as **a one of the baselines** for the assessment of the impact on amenity of this block, **along with the existing massing and a mirror massing of Building 3.**

6. At page 60 under para 6.5.22 it shall state the following:

- In terms of Ashley Road West to the southeast of the site the applicant's studies found that ~~Ashley Road West would have experienced significant 'reductions' in daylight and sunlight as a result of the re-development of One Station Square. There are several windows in recessed locations that disproportionately accentuate their VSC reductions, and a number of rooms fail to meet their respective BRE recommended ADF target in the existing situation, as they were designed.~~ the majority of windows are compliant with the BRE VSC criteria with reductions within 20% to 183 windows. Of the 35 with reductions 13 are minor, 6 moderate and 16 major – i.e. over 40%. The 16 windows experiencing reductions in excess of 40% have more than one window or are dual aspect and the impact is in part due to the recessed balconies of their building design. Overall the retained VSC levels are in the mid-teens and commensurate with this location. The Daylight Distribution analysis further supports this view with the largest impacts being identified as those windows already compromised for example by recessed balconies.

7. At page 61 under para 6.5.25 it shall state the following:

- The report noted that the windows on the north-west façade of the proposed Building 3 development are very close to the common boundary (approximately 4.2 meters). It states that an assessment of a mirror massing in relation to Building 3 shows that the impact of the proposed scheme is similar, if not less than in some areas, to a mirror image of itself and therefore, the scheme is **acceptable comparable with little in the way of material difference to much of Building 3.** Where the change is greater than 20% on the upper floors of Building 3 the **retained daylight levels are considered acceptable.** Following the amendments to the proposal the applicant notes that increasing the distance to Building 3 by 3m

from 10m to 13m improved daylight amenity and the mirror massing of Building 3 would introduce in some places, more adverse impacts than the proposal.

8. At page 61 under para 6.5.26 it shall state the following:

- The applicant's studies found that the daylight impact of the Argent masterplan building on the application site facing windows and rooms within Building 3 would not be fully BRE compliant **and would perform similarly to the applicant's proposal**. The image below (Figure 5) shows the scale to which the site could be developed in compliance with all BRE guidelines.

9. At page 65 under para 6.5.28 it shall state the following:

- The applicant's studies show that there would be non BRE-compliant losses from all of the **examples baselines**. Due to the proposed building being taller it results in further non-compliance at higher levels of the building. However, the studies show that there would be a number of improvements over a mirror image building, albeit not at the highest floor levels as the proposed tower is taller than the adjacent building.

10. At page 70 under para 6.5.60 it shall state the following:

- So whilst it is acknowledged that the proposal would result in adverse impacts in terms of daylight and sunlight. It would be reasonable to use a mirror image assessment of Building 3 as a baseline and in order to judge whether such reductions/losses and impacts are **acceptable comparable**. When a mirror assessment is used, the proposal is acceptable as it would have similar impacts and this has been endorsed by a third party review of this assessment.

11. At page 70 under para 6.5.62 it shall state the following:

- The principal change relates to the assessment of daylight within new schemes, **known as Climate Based Daylight Modelling ("CBDM")**. In addition to internal daylight, the assessment methodology for testing **internal** sunlight levels within new development has also been revised with the test now requiring proposed buildings to receive a minimum of 1.5 hours of sunlight on March 21st. Whilst these changes are relevant **to residential accommodation**, there is **no explicit** criteria for assessing **the daylight and sunlight within** student accommodation, **which** is by its very nature **considered** different. Therefore, internal daylight levels are still considered to be acceptable given the proposed use of the building.

12. At page 73 under para 6.5.70 it shall state the following:

- As noted by the independent daylight sunlight review the consideration of the impacts on neighbouring properties is a judgement of planning balance. Consideration of the impact of the proposals when compared with a mirror massing and the masterplan proposal show this proposal would largely provide better **or comparable** impacts to B3 on the whole than the mirror building and other than the upper floors the masterplan building. The scale of a fully BRE compliant building illustrates that any building that delivers the vision set out in the DCF, and site allocation will have significant impacts on B3, so lessening the impacts could effectively sterilise the site.

13. At page 80 under the final para on the page it shall state the following:

- The building has been appropriately designed to respond to its use, the range of internal environments proposed and the surrounding context. The predominately masonry elevations comprise a material palette of brick, metal and reconstituted stone with punched windows. As a result of the prevailing materiality and massing of the proposal, there is unlikely to be ~~any~~ ~~no~~ adverse reflected glare.

14. At page 93 under para 6.6.68 the items in red below shall be deleted:

- The recently published NPPF (July 2021) makes beauty and placemaking a strategic policy and places an emphasis on granting permission for well-designed development and for refusing it for poor quality schemes, especially where it fails to reflect local design policies and government guidance contained in, amongst other things, the National Design Guide (January 2021). London Plan and Local Plan policies require high-quality design ~~and the HRWMF provides local guidance on place-making and design for Site Allocation NT5.~~

15. At page 105 under para 6.10.26 it shall state the following:

- The applicant has considered this but has highlighted the difficulties with providing cycle parking anywhere other than the basement because of the shape of the site and the knock on effect this has on the floorplans. As a compromise the applicant has suggested that ~~there would be sufficient storage space for occupants to store foldable bikes in the storage spaces within the accommodation for foldable bikes could be provided within the~~ bedroom storage spaces if required.

16. At page 105 under para 6.21.10 it shall state the following:

- In respect of the building specification, the façade would be constructed in unitised panels which are brick faced with a concrete backing, spaces on all floors would be fully sprinklered and linked to an intelligent fire and smoke detection system which would be monitored 24/7 by the on-site management team. Also ~~the majority of~~ cooking within the building undertaken by the students would be restricted to the shared kitchen lounge on the seventh floor and within the kitchen/lounges within the clusters which are positioned at the 'far end' of each cluster to maintain safe egress in the event of a fire. ~~Studio units would have their own kitchenettes within their rooms.~~

17. At page 128 under COMMUNITY INFRASTRUCTURE LEVY section the figure for Haringey CIL shall state the following:

- £1,111,120 (13,072sqm x £85) as opposed to £1,131,973.05 (13,317.33sqm x £85).

18. Para 6.9.8 shall also be amended to reflect the updated CIL figure – this shall also be updated in the Informatives.

4. RELEVANT PLANNING HISTORY

Planning application reference HGY/2019/0108, refused 10/04/2019
Appeal Ref: APP/Y5420/W/19/3232707 dismissed 16 April 2020
Ashley House, Ashley Road, Tottenham, London N17 9LZ

19. Of relevance to the consideration of this application, is the following reason for refusal:

2. The proposed development would fail to provide adequate on-site playspace for resident children above 5 years old, to the detriment of the quality of the residential environment and would result in unacceptable pressure and stress on nearby areas of public Open Space, and fail to protect and enhance the value of the Open Space. As such, the application is contrary to London Plan (2016) policy 3.6, Local Plan (2017) policy SP2 and SP13, and Policy DM12 and DM20 of Development Management DPD (2017).

20. In this regard the inspector noted the following-

16. The Council acknowledge that this park would be a facility that would be accessible to children living at the development for play, including those over 5 years of age. However, the Council have concerns over the capacity of the park due to children from this development and others in this growth area of Tottenham. I recognise that the redevelopment near this park will likely increase the usage of this park, but I have no substantive evidence before me that the park is struggling with overuse or that its practical capacity would be exceeded by these new developments. I also have no detailed evidence that the biodiversity and nature conservation values that the park includes would be undermined by increased use. Furthermore, from the evidence I have seen regarding the park I am not convinced that the children from the development (which includes 11 family size dwellings) would likely be that 'tipping point' where such a capacity is exceeded.

17. It is also important in these considerations to factor in the planning obligation for the provision of £360,000 towards open space, which according to the Council as heard in the Hearing would likely be spent mainly on enhancing Down Lane Park. This is a substantial amount of money which can be spent to develop the park and maintain it. This money would sufficiently mitigate the pressure on the park from the additional children from the appeal site development, who would likely be quite dependent on this park for play and sport if they are over 5 years old.

21. The Council was unable to successfully defend this reason for refusal as no evidence could be presented to demonstrate that the park is struggling with overuse or that its practical capacity would be exceeded by that new development. Nor could the Council provide detailed evidence that the biodiversity and nature conservation values that the park includes would be undermined by increased use. The Inspector found that the payment towards the improvement of this open space would be sufficient to mitigate any impacts.

Appendix 02 – Planning Conditions & Informatives

1. Time Limit

(a) The development shall be begun within **three** years of the date of the permission.

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

2. Approved Plans and Documents

(a) The Development hereby approved shall be carried out in accordance with the following approved plans and documents 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:

- SEE APPENDIX 05.

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

3. Basement impact mitigation measures (PRE-COMMENCEMENT in part)

(a) Notwithstanding the information submitted with the application no development other than demolition shall take place until a final Method Statement for the construction of the basement has been submitted to and approved in writing by the local planning authority.

The Method Statement should demonstrate that the proposed construction methodology aims to limit damage to the neighbouring buildings/structures within the zone of influence to Burland Scale Category 1 and where this is not possible it should never be more than Category 2. The Method Statement shall include pre-commencement condition surveys of nearby buildings (being any buildings within the zone that may be impacted by construction works) and the proposed systems of excavation support including any underpinning. The development thereafter shall be carried out in accordance with this approved methodology and detail.

(b) The condition of nearby buildings shall be monitored throughout the construction process and works shall cease immediately if damage in excess of the predicted impact as noted above is recorded. A post-completion condition survey of nearby buildings shall be submitted to and approved in writing by the local planning authority within 6 months of completion.

The method statement shall be carried out by a suitably qualified structural engineer.

Reason: To ensure that the proposed development would have no undue impact on the structural integrity of adjoining and neighbouring buildings, in accordance with Policy DM18 of the Haringey Development Management DPD 2017

4. Accessible Accommodation

(a) The building hereby approved shall provide level access to all areas of the building.

(b) 15 per cent of new bedrooms shall be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice.

(c) Wheelchair accessible M4(3) and adaptable M4(2) rooms shall be located on every floor near to the main core.

REASON: In order to ensure an adequate supply of accessible student accommodation in the Borough and to ensure an inclusive development.

5. Commercial Units - Retail Opening Hours

(a) The retail uses (Use Class E(a)) shall only be open to the public between the hours of 08.00 to 20.00 (Monday to Saturday) and 08.00 to 18.00 (Sundays and Public Holidays).

REASON: To safeguard residential amenity.

6. BREEAM (PRE-COMMENCEMENT)

(a) Prior to commencement, a BREEAM tracker shall be provided to the Local Planning Authority confirming the BREEAM status and progress towards the target rating(s) of a BREEAM "Very Good" outcome (or equivalent) for the retail use and "Excellent" for the student accommodation.

The Building shall then be constructed in strict accordance with the details so approved, and shall achieve the agreed rating.

(b) A post construction BREEAM assessment for the retail use and separately the student accommodation shall be submitted within 6 months of occupation of that use and shall demonstrate that a target rating of 'Very Good' has been achieved for the retail use and "Excellent" for the student accommodation, unless otherwise agreed in writing with the local planning authority. Evidence shall be submitted demonstrating that the Certification has been applied for with the BRE and that this part of the condition shall be approved once the certificate has been provided.

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 the Local Planning Authority's written approval within 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.

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

7. Commercial Units – Noise Attenuation

(a) No occupation of the commercial units shall commence until such times as full details of the floor slab and any other noise attenuation measures between the ground/first floor or commercial unit and student accommodation on adjacent floors has been submitted to and approved in writing by the Local Planning Authority.

(b) The details shall be designed to ensure that at any junction between the accommodation and the commercial units shall achieve a noise insulation level for of no less than 55 dB DnT,w + Ctr.

(c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of the commercial units and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation.

8. Noise Attenuation – Student Accommodation

(a) The student accommodation hereby approved shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the accommodation to which they relate have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;

Time	Area	Average Noise level
Daytime Noise 7am – 11pm	Rooms of accommodation	35dB(A) (L _{Aeq,16hour})
	Communal areas	40dB(A) (L _{Aeq,16hour})
Night Time Noise 11pm -7am	Rooms of accommodation	30dB(A) (L _{Aeq,8hour})

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 10-15 times in bedrooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in all facades of the accommodation shall be installed and made operational prior to the occupation of any of the accommodation to which they relate in the building as specified in part (a) of this condition and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of these dwellings.

9. Fire Statement

The development must be implemented and maintained in accordance with the provisions of the Planning Application Fire Safety Statement prepared by Aecom dated 16th March 2023 and the HSE (Gateway 1) Fire Statement Form prepared by Aecom dated 17th March 2023, or any variation as may be approved in writing by the Council in consultation with the HSE.

The building shall incorporate safe and dignified emergency evacuation for all building users. As a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12 and London Plan Policy D5.

10. Landscape Details

(a) The following external landscaping details of amenity areas shall be submitted to and approved by the Local Planning Authority before first occupation of the development:

- i) Hard surfacing materials;
- ii) Any relevant SUDS features (as identified in the Flood Risk Assessment and Drainage Strategy by Aecom (60644390, Revision 04), dated July 2021) including the internal drainage system and attenuation tank details which shall include details of the controlled release system.
- iii) A SUDS management and maintenance plan for the proposed SUDS features, detailing future management and maintenance responsibilities for the lifetime of the development
- iv) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);
- v) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- vi) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
- vii) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and
- viii) Implementation programme.

(b) The landscaping and SUDS features shall be carried out in accordance with the approved details, management and maintenance plan and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

(c) Any trees or shrubs which die, are removed or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory level of amenity, biodiversity enhancement and boundary treatments.

11. Biodiversity

(a) Prior to occupation of the development, details of ecological enhancement 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 (which could include, for example, bat boxes, bird boxes

and bee bricks), 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) Within 3 months of the occupation of the development, photographic evidence and a post-development ecological field survey and 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.

(c) 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 Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

12. External Materials and Details

(a) No development of the building shall commence above ground floor slab level until all proposed external materials and elevational details for the building have been submitted to and approved by the Local Planning Authority. These external materials and details shall include:

- i). External facing materials and glazing, including sample boards of all cladding materials and finishes;
- ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
- iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
- iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;

(b) Thereafter the development shall be carried out in accordance with the approved details and materials.

REASON: To ensure that the development hereby approved is satisfactory.

13. Living roofs

(a) Prior to the first occupation of the building, details of the living roofs (including the planting proposed for the roof terrace) shall be submitted to and approved in writing by the Local Planning Authority. Living roofs shall be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants shall be grown and sourced from the UK and all soils and compost used must be peat-free. The submission shall include the following unless otherwise agreed in writing:

- i. A roof plan identifying where the living roofs will be located;

- ii. Sections demonstrating installed and expected settled substrate levels of no less than 120mm for extensive living roofs, and no less than 250mm for intensive living roofs;
- 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) Within a month of the first occupation of the student accommodation in the building, evidence must be submitted to and approved by the Local Planning Authority that the living roof(s) has been delivered in line with the details set out in point (a) unless otherwise agreed in writing. This evidence shall include photographs demonstrating the measured depth of soil/substrate planting and biodiversity measures. If the Local Planning Authority finds that the living roof(s) has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof(s) 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, reduces the impact on climate change and supports the water retention on site during rainfall. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017).

14. Energy Strategy

(a) Prior to the commencement of the development's superstructure, a revised Energy Statement shall be submitted and approved by the Local Planning Authority. This shall be based on the submitted Energy Statement v2 and Addendum (dated February 2023), including the Appendices (dated December 2021), prepared by Aecom, delivering a minimum site-wide carbon emission reduction of 63% using SAP 10.0 carbon factors by connecting to the Decentralised Energy Network (DEN) in the future or 52% using SAP 10.0 carbon factors if the air source heat pump back up solution is implemented, in line with Building Regulations Part L 2013. The revised strategy shall include the following unless otherwise agreed with the local authority:

1. Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
2. A minimum 14.3 kWp solar photovoltaic array;
3. A strategy to seek to improve and respond to the Be Lean requirement to improve the fabric efficiencies towards a 15% reduction with SAP 10.0 carbon factors, including calculations showing how thermal bridging will be reduced;
4. Confirmation of the specification, efficiency, layout of the interim heating solution before connecting to the DEN if required;
5. Details of the estimated comparative running costs for the heating solutions.
6. A metering strategy.

(b) Within six months of the occupation of the development, evidence that the ASHPs (if installed) and solar PV panels have been correctly installed shall be submitted to and approved in writing by the Local Planning Authority, including photographs, and a six-month energy generation statement.

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

Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at an agreed amount. Should an increased level of CO2 reduction be achieved, any carbon offset payment would be reduced by an agreed amount.

The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved, unless otherwise agreed in writing with the local authority, 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 London Plan (2021) Policy SI2, SI3, and Local Plan Policy SP4 and DM22.

15. Overheating (Student Accommodation)

Prior to above ground works, a revised Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk with windows closed and for future weather files and propose a retrofit plan where necessary. This assessment shall be based on the Overheating Report by Aecom (dated 17 December 2021).

The report shall include:

1. Annotated plans showing which habitable rooms will be affected by noise constraints;
2. Modelling of DSY1 2020s weather file demonstrating where the rooms that are constrained by noise will overheat when the windows are closed, and details of the appropriate overheating and/or noise mitigation measures in line with

the Cooling Hierarchy and the Acoustics Ventilation and Overheating Residential Design Guide.

3. Justification why active cooling is proposed for the communal areas on levels 7 and 24 with modelling results and that the need for cooling has been reduced, and details of the cooling method and load;
4. Further modelling of the habitable rooms based on CIBSE TM59, using the CIBSE TM49 London Weather Centre files for the 2050s and 2080s periods, high emissions, 50% percentile;
5. Technical details of mitigation measures, including the fixing mechanism, specification, and shading coefficient of any internal and external shading features, and the energy demand of the active cooling for communal areas;
6. Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
7. Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

The development must be built in accordance with the overheating measures as approved, unless otherwise agreed in writing with the local authority, and retained thereafter for the lifetime of the development.

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

16. Overheating (Commercial Areas)

Prior to occupation of each non-residential area, an Overheating Report must be submitted to and approved by the Local Planning Authority if that space is to be occupied for an extended period of time or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.

The report shall be based on the current and future weather files for 2020s, 2050s and 2080s for the CIBSE TM49 central London dataset. It shall set out:

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

The mitigation measures hereby approved shall be implemented prior to occupation of the commercial units to which they relate and retained thereafter for the lifetime of the development, unless otherwise agreed in writing with the Local Authority.

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 Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

17. Energy Monitoring

Upon final completion, suitable devices for the monitoring of the energy use and renewable/low-carbon energy generation (by accommodation unit) shall have been installed in line with CIBSE TM39.

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

18. Circular Economy

Within 3 months post first occupation the development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, within 3 months post first occupation.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

19. Whole Life Carbon

Within 3 months post first occupation of the development, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, within 3 months post first occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

20. Low-carbon heating solution details

Prior to the above ground commencement of construction work, details relating to the future connection to the DEN, or a fall-back alternative low-carbon heating solution must be submitted to and approved in writing by the local planning authority. This shall include for a DEN solution:

- i. Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning

- including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
- ii. Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
 - iii. Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;
 - iv. A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;
 - v. Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
 - vi. Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
 - vii. Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
 - viii. Details of a future pipework route from the temporary boiler location to the plant room.

And shall include the following for a ASHP solution:

- i. the Seasonal Coefficient of Performance (SCOP) based on a dynamic calculation of the system boundaries over the course of a year
- ii. how the heat pump will operate alongside any other heating/cooling technologies being specified for the development including thermal stores
- iii. whether any additional technology is required for top up, for instance during peak loads.
- iv. the approach to generating domestic hot water
- v. the heating and/or cooling energy the heat pump would provide to the development and the electricity the heat pump would require for this purpose.
- vi. the CO₂ savings that are expected to be realised through the use of this technology
- vii. the expected heating costs to occupants, demonstrating that the costs have been minimised
- viii. a diagram of the proposed location of the heat pumps and the associated condenser units

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

21. PV Arrays

The installed PV Arrays shall be maintained in good working order in accordance with the manufacturer's instructions and cleaned at least annually unless self cleaning panels are installed.

REASON: To ensure that the installed PV arrays generate renewable energy at their full potential.

22. Secured by Design

(a) Prior to the first occupation of the building, or within an alternative timescale as may be agreed in writing with the LPA, a 'Secured by Design' accreditation shall be obtained and thereafter all security features included in the accreditation are to be permanently retained.

(b) Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of the development.

REASON: To ensure safe and secure development and reduce crime.

23. Stage I Written Scheme of Investigation of Archaeology

(a) No development, other than demolition and investigative works, shall commence until a Stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing for the building. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

REASON: to protect the historic environment

24. Stage II Written Scheme of Investigation of Archaeology

(a) If heritage assets of archaeological interest are identified by a Stage 1 Written Scheme of Investigation (WSI) of Archaeology, then for those parts of the site which have archaeological interest, a Stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the Stage 2 WSI, no development other than demolition shall take place other than in accordance with the agreed stage 2 WSI which shall include:

i) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

ii) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: to protect the historic environment

25. Foundation Design – Archaeology (PRE-COMMENCEMENT)

(a) In the event that the Stage I and/or Stage II Written Scheme of Investigation of Archaeology identifies any archaeological remains that require protection, no development, other than demolition, shall take place until details of the foundation design and construction method to protect any archaeological remains in that phase have been submitted and approved in writing by the Local Planning Authority.

(b) The development shall be carried out in accordance with the approved details.

REASON: The planning authority wishes to secure physical preservation of the site's archaeological interest in accordance with the NPPF.

26. Land Contamination – Part 1

(a) No development other than demolition or investigative work shall commence until:

i) Taking account of information in the in the Phase1 Land Contamination Report with reference 60644390 prepared by AECOM Ltd dated June 2021, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The 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.

ii) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority prior to that remediation being carried out on site.

iii) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

27. Land Contamination – Part 2

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

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

28. Unexpected Contamination

(a) 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.

(b) The remediation strategy shall be implemented as approved.

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

29. Cycle & Mobility Scooter Parking Details (PRE-COMMENCEMENT in part)

(a) No development of the shall commence other than demolition until details of cycle and scooter parking (341 long-stay residential including 3 mobility scooter spaces, 3 commercial, 20 visitor spaces, unless otherwise agreed in writing) and charging points for mobility scooters in the building have been submitted to and approved in writing by the Local Planning Authority.

(b) prior to the occupation of the commercial units, provision for changing/locker space and facilities for the commercial units shall be submitted to and approved in writing by the Local Planning Authority

(c) The cycle parking details shall demonstrate compliance with the relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards.

(d) The cycle parking provision and facilities shall be implemented in accordance with the approved details and retained thereafter for this use only unless otherwise agreed in writing.

REASON: To promote travel by sustainable modes of transport and to comply with Policy T5 of the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

30. Delivery and Servicing Plan

(a) No element of the development (student accommodation or commercial units) shall be occupied until a Delivery and Servicing plan (DSP) for that element, other than details of the location and dimensions of all proposed loading bays, has been submitted to and approved in writing by the Local Planning Authority. The DSP shall be in broad conformity with the Draft Delivery and Servicing Plan (within the Transport Assessment prepared by AECOM, dated July 2021) and Transport for London's Delivery and Servicing Plan Guidance (2020).

(b) The DSP, approved under (a) above shall be implemented and updated following the results of the first delivery and servicing survey to be undertaken within 12 months of first occupation of the proposed development.

(c) the DSP shall provide clarity regarding any unforeseen circumstances such as a greater degree of non-service vehicle use of bays by blue badge holders or other private vehicles. And shall include considerations for different profiles and levels of

delivery and servicing activity and what changes to management and/or provision may address any potential issues without comprising the free flow of the Highway and pedestrian facility around the site.

(d) The DSP shall identify how moving in and out would be coordinated so as not to put undue pressure on the highway network and parking within the immediate area.

(e) Further surveys and updates of the full DSP shall be approved in writing by the Local Planning Authority.

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

31. Student Accommodation Waste Management Plan

(a) None of the units of student accommodation in the building shall be first occupied until a Waste Management Plan for the building has been submitted to and approved in writing by the Local Planning Authority.

(b) The Waste Management Plan shall set out details of:

(i) the private waste contractor contracted to collect waste; and

(ii) The timing of such movements and how it will be carried out, ensuring that bins are not stored on the footway and cleansing arrangements.

The waste plan shall reflect the operational waste management plan that was submitted in June 2021 but shall be updated with the final details of the private contractor and movements.

(c) The approved Waste Management Plan shall be implemented upon first occupation of any of the units of student accommodation and the development shall be operated in accordance with the approved Plan thereafter, unless a review of arrangements and a revised Plan is requested in writing by the Local Planning Authority, in which case the development shall be operated in accordance with any revised Plan that is approved in writing by the Local Planning Authority.

REASON: To ensure satisfactory waste and recycling collection for the accommodation.

32. Detailed Construction Logistics Plan (PRE-COMMENCEMENT)

(a) No development shall commence until a Detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority.

(b) The Detailed CLP shall conform with Transport for London's Construction Logistics Planning Guidance (2021) and shall include the following details:

- i) Site access and car parking arrangements;
- ii) Delivery booking systems;
- iii) Construction phasing and agreed routes to/from the development
- iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible);
- v) Travel plans for staff / personnel involved in construction.
- vi) Crane Lifting Management Plan (CLMP)
- vii) Crane Erection and Dismantling

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

33. Public Highway Condition (PRE-COMMENCEMENT)

- (a) No development shall commence until an existing condition survey of the carriageway and footway (surrounding the site on The Hale and Hale Road) has been undertaken in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.
- (b) Within one month of the completion of all development works, including any highway works, a final condition survey shall be undertaken of the highway areas identified in (a) in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.
- (c) The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of the public highway is reinstated to the satisfaction of the Council's Highways Maintenance team in accordance with an associated Highway Agreement.

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

34. Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)

- (a) No development shall commence until a Demolition Environmental Management Plan (DEMP) for the building has been submitted to and approved in writing by the Local Planning Authority.
- (b) No development shall commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.
- (c) The DEMP and CEMP shall provide details of how demolition and construction works respectively are to be undertaken 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;
- 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;
- x. Details of any other standard environmental management and control measures to be implemented.

(d) the CEMP shall also include consideration as to whether any ecological protection measures are required, to include an assessment of vegetation for removal, including mature trees, for the presence of nesting birds. Mitigation measures including the use of sensitive timings of works, avoiding the breeding bird season (March-August, inclusive) and, where not possible, pre-works checks by a suitably experienced ecologist will be provided in detail.

(e) Demolition and construction works shall only be carried out in accordance with the approved DEMP and CEMP.

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

35. Management and Control of Dust (PRE-COMMENCEMENT)

(a) No development shall commence, save for investigative work, until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted to and approved in writing by the Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i) Monitoring locations
- ii) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- iii) Details confirming the Plot has been registered at <http://nrmm.london>;
- iv) Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- v) 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);
- vi) a Dust Risk Assessment;
- vii) Lorry Parking, in joint arrangement where appropriate.

(b) Demolition and construction works shall only be carried out in accordance with the approved AQDMP.

REASON: To safeguard residential amenity, protect air quality and the amenity of the locality.

36. Impact Piling Method Statement (PRE-PILING WORKS)

(a) 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 and water infrastructure, and the programme for the works) for the building has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

(b) Any piling must be undertaken in accordance with the terms of the approved piling method statement for the building.

REASON: The proposed works will be in close proximity to underground sewerage and water main utility infrastructure. Piling has the potential to impact on local underground sewerage and water main utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement.

37. Business and Community Liaison Construction Group (PRE-COMMENCEMENT)

(a) For the duration of the demolition and construction works the developer and its contractors shall establish and maintain a Liaison Group having the purpose of:

- i. informing local residents and businesses of the design and development proposals;
- ii. informing local residents and businesses of progress of preconstruction and construction activities;
- iii. considering methods of working such as hours and site traffic;
- iv. providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- v. providing advanced notice of exceptional works or deliveries; and
- vi. providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group, including frequency of meetings, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. For the avoidance of doubt, this could comprise the Applicant's existing 'Business and Community Liaison Group' (BCLG) or an alternative agreed with the Council.

REASON: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

38. Telecommunications

(a) The placement of any telecommunications apparatus, satellite dish or television antenna on any external surface of the development is precluded, with exception provided for a communal satellite dish or television antenna for the units of accommodation, 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 Policy DM1 of the Development Management Development Plan Document 2017.

39. Wind Mitigation

(a) The student accommodation shall not be occupied until details for the wind mitigation measures that are designed meet those described in the Pedestrian Wind Environment Study WF961-06F02(REV0)- WE REPORT dated January 10, 2022, have been submitted to and approved in writing by the Local Planning Authority (These shall include measures to the terraces which should comprise up to 30% porous 1.5m vertical screening; and a maintenance schedule for all mitigation).

(b) The approved wind mitigation measures shall be implemented prior to the first occupation of the student accommodation and shall be maintained and functional and permanently retained thereafter for the lifetime of the building.

REASON: In order to prevent adverse impact on wind microclimate, in accordance with Policy D9 of the London Plan (2021) and Local Plan Policy DM6.

40. Foundation Design

Details demonstrating the following on foundation design shall be submitted to the Local Planning Authority (LPA) for its written approval prior to commencement of the development (excluding demolition) hereby approved.

- a. the methods to be used;
- b. the depths of the various structures involved;
- c. the density of piling if used; and
- d. details of materials to be removed or imported to site.

The approved foundation details shall be implemented as approved.

Reason: To ensure that construction of the foundations would not detrimentally affect the groundwater resource.

41. Noise from building services plant and vents

Noise emitted by plant equipment hereby permitted shall at all times remain 5dB(A) below background levels when measured at any nearby residential window or other noise sensitive receptor.

The plant shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained. If at any time the plant is unable to comply with this Condition, they shall be switched off and not used again until it is able to comply.

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

42. Anti-vibration mounts for building services plant / extraction equipment

All plant and equipment installed shall be supported on adequate proprietary anti-vibration mounts as necessary to prevent the structural transmission of vibration and regenerated noise within adjacent or adjoining premises, and these shall be so maintained thereafter. If at any time the plant is unable to comply with this Condition, it shall be switched off and not used again until it is able to comply.

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

43. Evidence of operational public hydrants/suitable alternatives

Details demonstrating that the public hydrants proposed to service the development are operational and sufficient shall be submitted to the Local Planning Authority (LPA) for its written approval prior to occupation of the development hereby approved. If it cannot be demonstrated that the public hydrants are fit for purpose, then satisfactory alternative solutions must be proposed and approved in writing by the LPA before occupation. The approved provision shall be retained thereafter and kept functional for the lifetime of the development.

REASON: To ensure that the development incorporates the necessary fire safety measures and in order to accord with the Mayor's London Plan Policy D12.

44. Student Management Plan

The development must be implemented and maintained in accordance with the provisions of the Student Management Plan prepared by CRM Students, or any variation as may be approved in writing by the Council.

Reason: To ensure that the development is managed appropriately in accordance with London Plan Policy H15 and in the interests of amenity.

45. Urban Greening Factor of 0.4 to be achieved on site/off site

Notwithstanding the approved plans, the development authorised by this permission shall not be occupied until an illustrative scheme/schedule of greening that achieves an Urban Greening Factor of 0.4 has been submitted to and approved in writing by the local planning authority. Any greening that is required to be provided off-site shall be delivered in the surrounding area by the Council at the owner/developer(s) expense.

Reason: To ensure an acceptable amount of greening is delivered on site or in the immediate area.

INFORMATIVES

1. Working with the applicant. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Community Infrastructure Levy. The applicant is advised that based on the information given on the plans, the Mayoral CIL charge will be approximately £835,159.80 (13,919.33sqm x £60) and the Haringey CIL charge will be approximately £1,111,120.00 (13,317.33sqm x £85). This will be collected by Haringey should the scheme 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.

These figures are approximate and are subject to change at the confirmation of liability stage and will need to consider the latest indexed figures in the Annual CIL Rate Summary and the ability to discount existing floorspace that is demonstrated to have been in use for a continuous 6 months in the past 36 months. An informative will be attached advising the applicant of this charge.

3. 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.
4. 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.
5. Numbering New Development. 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 address.
6. Asbestos Survey prior to demolition. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

7. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that; the effects of the construction work upon air quality is minimised.
8. Written Scheme of Investigation – Suitably Qualified Person. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.
9. Deemed Approval Precluded. The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed approval under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
10. Composition of Written Scheme of Investigation. Historic England GLAAS envisages that archaeological fieldwork would comprise the following:
11. Geoarchaeological Assessment and Coring. Geoarchaeology is the application of earth science principles and techniques to the understanding of the archaeological record. Coring involves boreholes drilled into the buried deposits to record (and sample) their characteristics, extent and depth. It can assist in identifying buried landforms and deposits of archaeological interest, usually by using the results in deposit models. Coring is often undertaken when the deposits of interest are too deep for conventional digging, or when large areas need to be mapped. It is only rarely used in isolation usually forming part of either an archaeological evaluation to inform a planning decision or the excavation of a threatened heritage asset.
12. Evaluation. An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The scope of the archaeological mitigation will depend on the results of the above phases of work. You can find more information on archaeology and planning in Greater London on our website This response only relates to archaeology. You should also consult Historic England's Development Management on statutory matters.

13. Disposal of Commercial Waste. Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under Section 34 of the Act. Failure

to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

14. Piling Method Statement Contact Details. Contact Thames Water <https://developers.thameswater.co.uk/Developing-a-largesite/>
Email: developer.services@thameswater.co.uk
15. Minimum 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.
16. Paid Garden Waste Collection Services. Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection
17. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers and can reduce the risk to life.
18. Designing out Crime Officer Services. 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.
19. 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.
20. Site Preparation Works. These comprise site preparation and temporary works including but not limited to the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.
21. s106 Agreement and s278 Agreement. This planning permission must be read in conjunction with the associated s106 Agreement and any associated s278 Highway Act Agreement(s).
22. Revised Fire Statement required with any revised submission. The applicant is advised that if there are any changes to the scheme which require

subsequent Section 96a or Section 73 applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.

23. Building Control - All building work carried out should meet current building codes and regulation requirements. The Council's Building Control Service ensures that buildings are designed and constructed in accordance with the Building Regulations and associated legislation. Please Note: It is the responsibility of those carrying out the work to ensure that the provisions of the regulations are fully met. The role of Building Control is only to check that they do so.

24. Building Regulations – Soundproofing. The implementation of a suitable soundproofing scheme is now required as part of the Building Regulations 1991 - Part E. The applicant is now therefore required to formally consult the Councils Building Control Department, River Park House, 225 High Road, N22 8HQ (Tel. 020 8489 5504).

25. Cadent Gas. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.
Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

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Appendix 3: Internal and External Consultee representations

Stakeholder	Question/Comment	Response																												
INTERNAL																														
LBH Carbon Management	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement Addendum (dated February 2023), prepared by Aecom • Technical Professional Judgement Statement on Whole Life Carbon from Aecom (dated 10 February 2023), prepared by Aecom <p>1. Overview of changes</p> <p>Earlier Carbon Management comments for this application were issued on 26/10/21, 17/1/22, and 17/6/22. The previous design iteration was heard at Planning Sub Committee in September 2022, and this response only relates to the consultation following the planning committee resolution to grant permission. The design changes relate to adding a second stair core within the design massing.</p> <p>This has resulted in the loss of cluster rooms, reduction in floor area for communal amenity, shared kitchen lounges, reception / co-working space, and roof lounge.</p> <p>The overall energy strategy for the development has not changed. However, it has resulted in the reduction of overall modelled energy demand. Revised modelling was undertaken with Part L 2013 and SAP10 carbon factors.</p> <p>2. Energy performance</p> <p>The development achieves a site-wide reduction of 63% carbon dioxide emissions on site from a Part L 2013 compliant baseline.</p> <table border="1" data-bbox="501 1066 1684 1385"> <thead> <tr> <th colspan="4" data-bbox="501 1066 1684 1098"><i>Site-Wide DEN Connection Scenario (SAP10 emission factors)</i></th> </tr> <tr> <th data-bbox="501 1098 801 1193"></th> <th data-bbox="801 1098 1093 1193">Total regulated emissions (Tonnes CO₂ / year)</th> <th data-bbox="1093 1098 1391 1193">CO₂ savings (Tonnes CO₂ / year)</th> <th data-bbox="1391 1098 1684 1193">Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="501 1193 801 1225">Part L 2013 baseline</td> <td data-bbox="801 1193 1093 1225">414.8</td> <td data-bbox="1093 1193 1391 1225"></td> <td data-bbox="1391 1193 1684 1225"></td> </tr> <tr> <td data-bbox="501 1225 801 1257">Be Lean</td> <td data-bbox="801 1225 1093 1257">488</td> <td data-bbox="1093 1225 1391 1257">-73.2</td> <td data-bbox="1391 1225 1684 1257">-18%</td> </tr> <tr> <td data-bbox="501 1257 801 1289">Be Clean + Green</td> <td data-bbox="801 1257 1093 1289">152.6</td> <td data-bbox="1093 1257 1391 1289">335.3</td> <td data-bbox="1391 1257 1684 1289">81%</td> </tr> <tr> <td data-bbox="501 1289 801 1321">Cumulative savings</td> <td data-bbox="801 1289 1093 1321"></td> <td data-bbox="1093 1289 1391 1321"></td> <td data-bbox="1391 1289 1684 1321">63%</td> </tr> <tr> <td data-bbox="501 1321 801 1385">Carbon shortfall to offset (tCO₂)</td> <td data-bbox="801 1321 1093 1385">152.6</td> <td data-bbox="1093 1321 1391 1385"></td> <td data-bbox="1391 1321 1684 1385"></td> </tr> </tbody> </table>	<i>Site-Wide DEN Connection Scenario (SAP10 emission factors)</i>					Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)	Part L 2013 baseline	414.8			Be Lean	488	-73.2	-18%	Be Clean + Green	152.6	335.3	81%	Cumulative savings			63%	Carbon shortfall to offset (tCO₂)	152.6			Recommended conditions and s106 heads of terms included. The proposal would therefore be acceptable.
<i>Site-Wide DEN Connection Scenario (SAP10 emission factors)</i>																														
	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)																											
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Carbon offset contribution

£434,910 (to be recalculated at pre-commencement stage)

3. Whole Life Carbon

The analysis on the design changes showed that the change to the WLC results were considered marginal and will not significantly affect the performance against the benchmarks due to a similar total amount of structural material used in the scheme.

4. Conclusion

Overall, it is considered that the design changes do not have any material impact on the development previously presented to Planning Sub Committee in September 2022, and these can be supported.

All previous recommended planning conditions and heads of terms remain unchanged and relevant, apart from the revised Energy Strategy condition below which has been drafted to reflect the calculation amendments.

Planning Conditions [Revised]

Energy Strategy Condition

(a) Prior to the commencement of the development's superstructure, a revised Energy Statement shall be submitted and approved by the Local Planning Authority. This shall be based on the submitted Energy Statement v2, including the Appendices (dated December 2021) and Addendum (dated February 2023), prepared by Aecom, delivering a minimum site-wide carbon emission reduction of 63% using SAP 10.0 carbon factors by connecting to the Decentralised Energy Network (DEN) in the future or 52% using SAP 10.0 carbon factors if the air source heat pump back up solution is implemented, in line with Building Regulations Part L 2013. The revised strategy shall include the following unless otherwise agreed with the local authority:

1. *Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*
2. *A minimum 14.3 kWp solar photovoltaic array;*
3. *A strategy to seek to improve and respond to the Be Lean requirement to improve the fabric efficiencies towards a 15% reduction with SAP 10.0 carbon factors, including calculations showing how thermal bridging will be reduced;*
4. *Confirmation of the specification, efficiency, layout of the interim heating solution before connecting to the DEN if required;*

	<p>5. <i>Details of the estimated comparative running costs for the heating solutions.</i></p> <p>6. <i>A metering strategy.</i></p> <p><i>(b) Within six months of the occupation of the development, evidence that the ASHPs (if installed) and solar PV panels have been correctly installed shall be submitted to and approved in writing by the Local Planning Authority, including photographs, and a six-month energy generation statement.</i></p> <p><i>(c) Within six months of the occupation of the development, 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>Should the agreed target not be able to be achieved on site through energy measures as set out in the aforementioned strategy, then any shortfall should be offset at an agreed amount. Should an increased level of CO2 reduction be achieved, any carbon offset payment would be reduced by an agreed amount.</i></p> <p><i>The final agreed energy strategy shall be installed and operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved, unless otherwise agreed in writing with the local authority, 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.</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, SI3, and Local Plan Policy SP4 and DM22.</i></p>	
LBH Conservation Officer	See previous comments in Appendix 1	The amendments include only minimal changes to the exterior of the building and do not affect the materials, massing, and finishes.
LBH Design Officer	The latest changes to this application make no significant or meaningful alteration to its design, appearance, amenity standards or impact on neighbours, and I can therefore see no reason to change my previous comments.	

<p>LBH Local Lead Flood Authority/Drainage</p>	<p>Thank you for consulting us on the above planning application reference number HGY/2021/2304 for the Redevelopment of site including demolition of existing buildings to provide a part 7, part 24 storey building of purpose-built student accommodation [PBSA] (Sui Generis); with part commercial uses [retail] (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures. - RE-CONSULTATION on design updates to accommodate an additional stair and lift for evacuation in the event of a fire at 29-33, The Hale, London, N17 9JZ.</p> <p>Having reviewed the applicant's submitted Flood Risk Assessment and Drainage Strategy Report, document reference number 60644390 dated July 2021 and other related data and drawings as prepared by AECOM Consultant, we have no further comments to make on the above application. We are content that the impact of surface water drainage have been addressed adequately.</p> <p>Hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p>	<p>Noted the applicant has followed the London Plan hierarchy and the proposed SuDS features are acceptable subject to FRA recommendations being secured by condition.</p>
<p>LBH Pollution</p>	<p>Thanks for re-contacting the Carbon Management Team (Pollution) regarding the above proposal of the Redevelopment of site including demolition of existing buildings to provide a part 7, part 24 storey building of purpose-built student accommodation [PBSA] (Sui Generis); with part commercial uses [retail] (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures and I will like to comment as follows.</p> <p>Having considered all the relevant supportive information especially the Air Quality Assessment report with reference 60644390 prepared by AECOM Ltd dated June 2021 taken note of sections 3 (Assessment Methodology), 4 (Baseline Conditions), 5 (Results), 6 (Environmental Design & Management) and 7 (Summary & Conclusions), Phase 1 Land Contamination Report with reference 60644390 prepared by AECOM Ltd dated 18th June 2021 taken note of sections 6 (Geo-Environmental Conceptual Model), 7 (Preliminary Risk Assessment), 8 (Conclusions & Recommendations) and Table 7.4</p>	<p>Noted conditions on Land Contamination, Unexpected Contamination, NRRM and Demolition/Construction Environmental Management Plans which are all recommended.</p>

(Preliminary Risk Assessment – Potential Sources, Pathways and Receptors) and Energy Statement Addendum with reference 60644390 prepared by AECOM Ltd. Dated 10th February 2023 taking note of Sections 2 (Proposed Design Changes), 3 (Impact on Proposed Energy Strategy and Carbon Savings) and 4 (Conclusions) with the proposed connection to the THDEN district heating network and use of Photovoltaic (PV) array. Please be advised that we have no objection to the proposed development in respect to air quality and land contamination, but the following planning conditions are recommended should planning permission be granted.

1. Land Contamination

Before development commences other than for investigative work:

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

	<p>remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. Unexpected 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 a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>3. NRMM 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</p>	
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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

4. Demolition/Construction Environmental Management Plans

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;

	<p>vii. Details of any acoustic hoarding;</p> <p>viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);</p> <p>ix. Details of external lighting; and,</p> <p>x. Details of any other standard environmental management and control measures to be implemented.</p> <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <p>i. Monitoring and joint working arrangements, where appropriate;</p> <p>ii. Site access and car parking arrangements;</p> <p>iii. Delivery booking systems;</p> <p>iv. Agreed routes to/from the Plot;</p> <p>v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and</p> <p>vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and</p> <p>vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.</p> <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <p>i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;</p> <p>ii. Details confirming the Plot has been registered at http://nrmm.london;</p> <p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);</p> <p>v. A Dust Risk Assessment for the works; and</p>	
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	<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>I hope the above clarifies our position on the above application? Otherwise, feel free to revert back to us should you have any further query in respect of the application quoting M£ reference number WK/559358.</p>	
<p>LBH Transportation</p>	<p>Transport comments are as follows:</p> <ol style="list-style-type: none"> a. The proposed changes results in reduction of 20 rooms. This revision will result in corresponding reduction of trip generation. b. The proposals will include provision for cycle parking to comply with London Plan standards. However, the layout of cycle parking should also meet guidance in London Cycling Design Standards. c. There are no changes proposed to provision for servicing and delivery. d. The principles, targets and measures set out in the Interim Travel Plan remain unchanged. e. All previous transport comments, conditions, s106 obligations / contribution etc should be considered as relevant and applicable – Please note, I have not revisited or reviewed the original transport assessment for this re-consultation. If this is necessary, please let me know. <p>Subject to the above, there are no transport objections regarding the proposed revisions.</p>	<p>Following satisfactory responses to queries, no objection subject to recommended conditions and s106/s278 obligations.</p>

<p>LBH Waste Management</p>	<p>I've had a look at the latest documents relating to this development HGY/2021/2304 - 29-33, The Hale, London, N17 9JZ, concerning the re-consultation on design updates to accommodate an additional stair and lift for evacuation in the event of a fire.</p> <p>From the information provided, there is no impact on the waste and recycling storage arrangements, so I have no comments on this.</p>	<p>Noted – Waste plan condition added.</p>
<p>EXTERNAL</p>		
<p>Thames Water</p>	<p>Waste Comments The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. “No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.” Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>	<p>Noted conditions are recommended.</p>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Thames Water would 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.

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information : www.thameswater.co.uk/help

Water Comments

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works

will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

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

Following initial investigations Thames Water has identified that, the proposed

development is located within Source Protection Zone of a groundwater abstraction source. These zones are used for potable water sources for public water supply for which Thames Water has a statutory duty to protect. Thames Water request that the following condition be added to any planning permission. "Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with the water undertaker. The development shall be constructed in line with the recommendations of the strategy. Reason - To ensure that the water resource is not detrimentally affected by the development. More detailed information can be obtained from Thames Waters' Groundwater Resources Team email GroundwaterResources@Thameswater.co.uk Tel: 0203 577 3603. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our

	<p>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-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p> <p>Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>Supplementary Comments</p> <p>Development site is situated within SPZ2. Condition 40 captures the need for foundation design to minimise impact on groundwater. No further comments needed on this proposed change above ground.</p>	
<p>Greater London Archaeology Advisory Service (GLAAS)</p>	<p>Recommend Pre-Determination Archaeological Assessment/Evaluation</p> <p>I have looked at this proposal and at the Greater London Historic Environment Record, but I need more information before I can advise you on the effects on archaeological interest and their implications for the planning decision. If you do not receive more archaeological information before you take a planning decision, I recommend that you include the applicant's failure to submit that as a reason for refusal.</p> <p>The planning application lies in an area of archaeological interest.</p> <p>The site lies close to the 2020 discovery of a mesolithic "home base" site at the former Welbourne Centre. Well-preserved early prehistoric sites are of high</p>	<p>Concern noted. The investigation can be carried out prior to development and any heritage assets found suitably displayed and recorded as necessary. Conditions and informatives achieve the asset protection.</p>

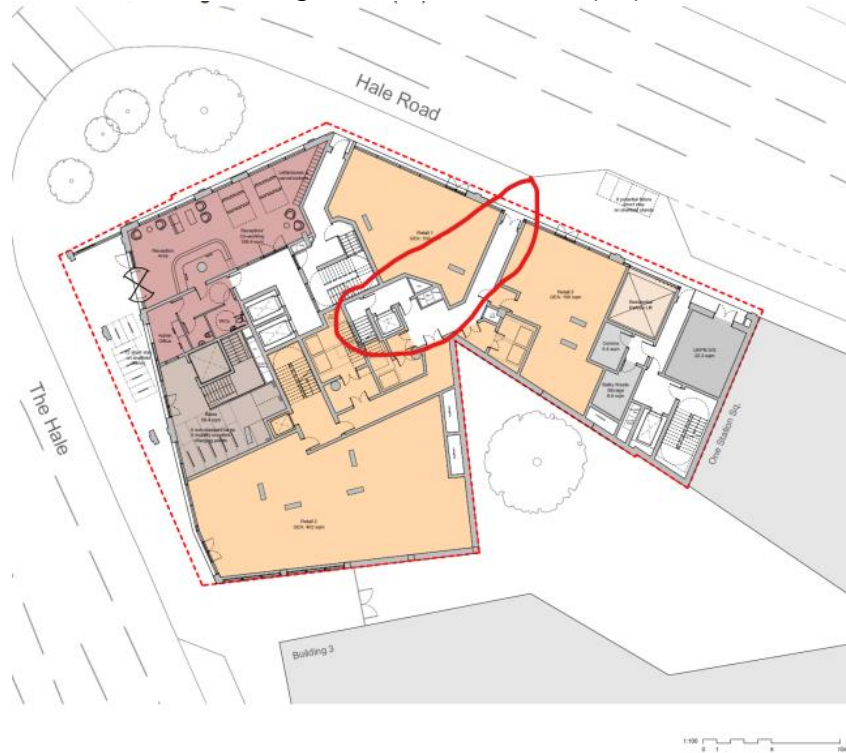
	<p>heritage significance. The extent and detailed significance of the mesolithic site is not known, but it was deemed to be of regional importance based on the initial assessment during the fieldwork that took place.</p> <p>The application site lies on the same stream that fronted the Welbourne site and also lies closer to the early centre of The Hale, an early mediaeval settlement. Archaeological remains of the early mediaeval, mediaeval and post-mediaeval development of the Hale were recently found at the nearby Ferry Island and Ferry Island North sites to the immediate south of the application site.</p> <p>The applicants' desk-based heritage statement accompanying the application suggests a moderate potential for mesolithic remains and a high potential for early mediaeval and mediaeval remains. The proposed tower at the site would include a full basement which would not allow preservation of important remains. Modern impacts at the site appear to be limited.</p> <p>Given the potential for important remains and the desirability in local, national and London Plan policy of sympathetically managing such remains, this office previously advised the applicants' consultants (December 2020) that predetermination archaeological evaluation is appropriate at the site, as per NPPF 194.</p> <p>In the absence of this work and also without any geotechnical data to inform on the survival of key deposits, it is not possible to reliably advise on the policy compliant management of any important remains at the site.</p> <p>Because of this, I advise the applicant completes these studies to inform the application:</p> <p>An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques</p>	
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	<p>depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p> <p>I will need to agree the work beforehand and it should be carried out by an archaeological practice appointed by the applicant. The report on the work must set out the significance of the site and the impact of the proposed development. I will read the report and then advise you on the planning application.</p> <p>NPPF paragraphs 199 - 200 place great weight on conserving designated heritage assets, including non-designated heritage assets with an archaeological interest equivalent to scheduled monuments. Non-designated heritage assets may also merit conservation depending upon their significance and the harm caused (NPPF paragraph 203). Conservation can mean design changes to preserve remains where they are. If preservation is not achievable then if you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms.</p> <p>You can find more information on archaeology and planning in Greater London on our website.</p> <p>This response only relates to archaeology. You should also consult Historic England's Development Management team on statutory matters.</p>	
<p>Health and Safety Executive</p>	<p><i>Comments received 20/02/2032:</i></p> <p>Headline response from HSE 'content'</p> <p>Scope of consultation</p>	<p>The introduction of the additional stair and evacuation lift has resulted in the HSE being content with the proposals in terms of</p>

	<p>1.1 The above application relates to the demolition of existing buildings and the development of a relevant building. The building will provide two connected towers, 7 and 24 storeys with a basement. The proposed building is 79 m in height.</p> <p>1.2 The development design has been amended from the previous consultation and is now a multi-stair building with two stairs serving flats at all levels.</p> <p>Previous consultation</p> <p>1.3 HSE issued a substantive response (significant concern) dated 23/09/2022, under the reference pgo-1852, in relation to a consultation received on 25/08/2022.</p> <p>Current consultation</p> <p>1.4 A subsequent email was received from the LPA on 30/01/2023 requesting a further consultation this included a request to hold a meeting to with the applicant's design team to discuss the outstanding concern. Documents were provided with the email, including amended drawings uploaded onto the LPA planning register on 30/01/2023 and a revised fire statement dated 27/01/2023. These documents will be referred to as 'the applicant's response'.</p> <p>1.5 For the avoidance of doubt, this substantive response is in relation to the applicant's response.</p> <p>The applicant's response & virtual meeting</p> <p>Means of escape</p> <p>1.6 A virtual meeting was held on 14/02/2023 with HSE, LPA and the applicant's design team present.</p>	<p>escape in the event of fire.</p> <p>The applicant has responded to these points and advises that they will develop the strategy as they move into more detailed design stages.</p> <p>The conditions would ensure that the commitments made in the submitted statements are realised.</p>
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	<p>1.7 The applicant's design team presented the amended drawings that were uploaded onto the LPA planning register on 30/01/2023.</p> <p>1.8 The drawings show that a third escape stair has been added into the building design that serves all residential levels. The means of escape arrangements are at least two stairs serve every residential level and one stair (new escape stair) terminates at ground floor level i.e. does not descend to the basement. HSE welcomes the design changes made by the applicant.</p> <p>1.9 Following a review of the information provided in the revised planning application, HSE is satisfied with the fire safety design, to the extent that it affects land use planning.</p>	
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Ground floor, drawing no: 15411-A-PL-X-(03)-101



Comments received 13/04/2023:

Previous consultation

1.3 HSE issued a substantive response (significant concern) dated 23/09/2022, under the reference pgo-1852, in relation to a consultation received on 25/08/2022.

1.4 HSE issued a further substantive response (content) dated 20/02/2023, under the reference pgo-2716, in relation to a consultation received on 30/01/2023. Revised plans were submitted and a virtual meeting was held on 14/02/2023 to discuss the amended design detail.

	<p>Current consultation</p> <p>1.5 A subsequent email was received from the LPA on 20/03/2023 requesting a further consultation. It is noted that a revised fire statement by Aecom dated 16/03/2023 and revised plans have been added to the planning register. This provides detail of the design changes submitted with the previous consultation, i.e. the addition of a stair core (ground – level 23) providing a minimum of two stairs at all residential levels that were discussed during the virtual meeting.</p> <p>1.6 Following a review of the information provided in the revised fire statement, HSE is satisfied with the fire safety design, to the extent that it affects land use planning.</p>	
London Fire Brigade	<p>Previous comments on the scheme members resolved to grant last September were as follows:</p> <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> <ul style="list-style-type: none"> • The Commissioner is satisfied with the proposals for fire fighting access as contained within the fire statement documents and if they provide them in accordance with what's highlighted within the fire service section it would provide satisfactory fire fighting facilities • The Commissioner 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 	Noted.

	<p>the risk to life. The Commissioner’s 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. Please note that it is our policy to regularly advise our elected Members about how many cases there have been where we have recommended sprinklers and what the outcomes of those recommendations were. These quarterly reports to our Members are public documents which are available on our website.</p>	
<p>Metropolitan Police - Designing Out Crime Officer</p>	<p>I have reviewed the LB Haringey planning portal and do not see the addition of a second lift and stair core as an issue for Secured by Design on the project as long as the existing SbD advice is followed where door sets and access control is concerned.</p>	<p>Noted, recommendation includes a planning condition requiring a ‘Secured by Design’ accreditation to be achieved for each building before the building is occupied and the inclusion of an informative.</p>
<p>Transport for London</p>	<p>Thank you for consulting TfL regarding the above application.</p> <p>The development site is located directly adjacent to The Hale, which is part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.</p> <p>After reviewing ‘The Hale Design and Access Addendum’, it does not appear that the design updates contain any material changes to transport and access-related matters which are of concern to TfL.</p> <p>Considering the design amendments required to accommodate the secondary staircase and evacuation lift, there is a very minor improvement to the cycle space</p>	<p>Support for car free and the proposed level of cycle parking noted.</p> <p>A Construction Logistics Plan is required by way of condition which would safeguard safety during construction.</p>

	<p>ratio by virtue of the loss of student accommodation rooms and reduction of retail space.</p> <p>Please note that this represent the view of TfL and are made entirely on a 'without prejudice' basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. In addition, these comments do not necessarily represent the views of the GLA.</p> <p>Notwithstanding the above comments, I would like to draw to your attention that the applicant must ensure that external doors do not open outwards onto the highway, specifically those related to retail units 1 and 3.</p>	
London Underground/DLR Infrastructure Protection	I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted.	No comment.
Natural England	<p>Natural England has previously commented on this proposal and made comments to the authority in our letter dated 7th September 2021 (Our Ref: 363851).</p> <p>The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal.</p> <p>The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.</p> <p>Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.</p>	Noted.

<p>Environment Agency</p>	<p>No comments on amendments, previous comments:</p> <p>We have assessed it as having low environmental risk and therefore have no comments.</p> <p>The site is located in Flood Zone 2 and therefore Flood Risk Standing Advice (FRSA) applies for this application. Standard comments can be viewed online here - FRSA.</p> <p>The site is also located in Source Protection Zone 2 however, the previous use of the site is of low polluting potential (As defined on gov.uk, Land contamination DoE industry Profiles) and therefore we would have no comments with respect to contaminated land.</p>	<p>No comment.</p>
<p>GLA</p>	<p>Please see further Post Stage 1 comments, below:</p> <p>1. Energy The applicant has responded to some of the outstanding queries but there are items still to be addressed. Please see the updated memo, attached.</p> <p>2. Air quality Response to Stage 1 comments by the AQ consultants AECOM (circulated to GLA Officers on 10/01/2023) are considered sufficient. The conditions proposed in Stage 1 stand and no further action from AECOM is required to fulfil AQ requirements.</p> <p>3. Flood risk No additional information has been provided regarding previous comment on the requirement to include rainwater harvesting. This remains outstanding and should be addressed</p> <p>4. Fire safety</p>	<p>The LPA considers that the proposal meets the aims and objectives of the Development Plan.</p> <p>Energy matters have been considered by the Council's Carbon Management team who have recommended conditions and heads of terms. Any responses to queries will be shared with the GLA as and when they are available.</p>

	<p>In comments provided to the Council on the 7 December 2022, GLA Officers stated that “the submitted fire statement does not confirm that the author is suitably qualified and evidence of competency of the author of the Fire Statement has not been detailed in a clearly identified section at the beginning of the Fire Statement. In accordance with D12 and the draft Fire Safety LPG, the fire statement must either to be amended to confirm this information, or the conditions previously suggested by GLA Officers, required the submission of a fire statement that accords with Policy D12 and D5(b5) must be provided”.</p> <p>A revised fire statement has been provided to the Council which confirms the qualifications of the assessor involved in its assessment (CEng, BEng, MIFireE).</p> <p>In respect of Policy D5(B5), the revised fire statement states that “Provisions have been made throughout the proposed development to include evacuation lifts and level escape as to meet the intention of D5 of the London Plan”. Compliance with Policy D5(b5) should be secured by condition.</p> <p>Revised plans that include a 2nd staircase have been submitted to the local planning authority. Specifically, as set out in the revised fire statement “<i>The building is proposed to be provided with three stairs serving the main use of the building. One of the stairs is to extend from basement floor to the seventh floor, another stair will extend from basement floor to the twenty-fourth floor (all floors), and another stair will extend from ground floor to twenty-third floor. The two-storey retail unit will also be provided with an internal protected stair (extending from ground floor to first floor) for escape</i>”.</p> <p>The Council should confirm that the LFB has been consulted in respect of this proposed arrangement.</p> <p>For your information and reference, following the Governments recent consultation on Fire Safety https://www.gov.uk/government/news/government-proposes-second-staircases-to-make-buildings-safer which includes the requirement for second</p>	<p>The scheme includes a rainwater storage tank to manage run off rates, but the constrained nature of the site does not allow for meaningful harvesting.</p> <p>Compliance with Policy D5(b5) will be secured by the relevant recommended condition and the LFB have been consulted.</p> <p>Recommended conditions would ensure the submitted scheme accords with the requirements set out in Policy E10 Part H of the London Plan.</p>
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staircases in residential buildings over 30 metres, the GLA has issued a statement for how we will be dealing with current applications in the planning pipeline: <https://www.london.gov.uk/programmes-strategies/planning/planning-applications-and-decisions/referral-process-lpas#statement-regarding-fire-safety-and-tall-buildings-title%20GLA%20Planning%20Team>

It is noted that a condition was previously recommended in relation to the superseded version of the fire statement that stated “*any variation as may be approved in writing by the Council in consultation with the GLA”*. This underlined text was not recommended by GLA Officers and should be removed.

5. Draft S106

Please can an update be provided in respect of the revised S106 and GLA Officers’ comments circulated on 7 December 2022.

Further to the above, please also see further comments on this scheme in respect of inclusive access and whole life cycle carbon:

1. Inclusive access

The GLA has recently published a practice note which provides clarification on the accessibility requirements of the London Plan 2021 for self-contained and non-self-contained student accommodation. I have attached the note to this email for your information and reference.

The Council should ensure the submitted scheme accords with the requirements set out in Policy E10 Part H of the London Plan.

2. Whole life cycle carbon

The GLA WLC Team that they have no further queries (13/04/2023)

Appendix 4: Neighbour representations

* This appendix includes a letter of objection on behalf of Sage Housing Limited which was received on 17 November 2022 – that letter of objection was made prior to the amendments under consideration but has not been addressed in a report to members until now so is included here.

** Letters of objection on behalf of Related Argent and Sage Housing Limited were received on 13 February 2023 in response to an initial consultation on amendments that were subsequently withdrawn. Those letters of objection have not been addressed in this appendix given that those plans were retracted. The plans originally submitted included an error which suggested the building envelope had changed and the building was closer to the neighbouring building to the south. The building envelope has not changed, and this error has been corrected in revised drawings. The red line also remains the same.

Stakeholder	Objection/Support/Comment (summarised)	Response
<p>Sage Housing Limited 17/11/22</p>	<p>Mirror Massing - The resolution passed by Members was passed without having regard to a material consideration, namely the lack of any reasoned justification for the methodology deployed in the revised mirror massing assessment, which adopted an unjustified and different approach from the assessment originally submitted by the Applicant</p>	<p>Officers considered that the mirror scheme comparison should be made and described how the scheme’s impact compared to the mirror scheme. The analysis in the Officer Report to Committee on 5th September 2022 (OR) was based on the latest iteration of the mirror scheme produced by the applicant’s consultants. The comparison with the mirror scheme was addressed (based on the version of the mirror scheme relied upon by the applicant) in the OR and considered by members.</p>
	<p>Failure to Report the Extent of Sunlight/Daylight Breaches - the OR was misleading in the way that it characterised breaches of VSC. Members have reached conclusions as to the acceptability of the impact of the proposed development upon the living conditions and amenity future residents of Building 3 without regard to a material</p>	<p>The OR was explicit on how the BRE guidance was being applied and the approach adopted was sufficiently explained to members.</p>

Stakeholder	Objection/Support/Comment (summarised)	Response
	consideration namely, the true impact of the proposed development with respect to alternative baselines.	
	Failure to Report Increased Impacts - the analysis in para 6.5.47 of the OR was significantly misleading in its claim that the impact of the proposed development “provides improvements” over the Building 4 envisaged in the masterplan. The material presented in OR is not fairly summarised.	The OR has to be read as a whole and the amenity conclusions were that the impact of the proposed development “when compared with the mirror massing and the masterplan proposal show this proposal would largely provide better impacts to B3 on the whole than the mirror building and other than the upper floors the masterplan building”.
	Failure to Apply BRE Guidance to the Proposed Development - There is no reference in the OR or the Addendum Report (AR) to para C17 of the new BRE guidance. The material part of that guidance comes under the heading “Specific recommendations for daylight provision in UK dwellings”. In this context, it advises as follows: “Where a room has a shared use, the highest target should apply. For example, a bed sitting room in student accommodation, the value for a living room should be used if students would often spend time in their rooms during the day. Local authorities could use discretion here”.	<p>An assessment of the levels of sunlight/daylight within the student rooms in accordance with the methodology set out in BR209 has been carried out.</p> <p>See paras 6.8.13 & 6.8.14 of the report that this is appended to.</p> <p>6.8.13 The applicant has submitted an Internal Daylight & Sunlight Report which demonstrates that the proposal would provide high levels of compliance with BRE Guidance in terms of internal daylight amenity, with 91% of the rooms achieving their respective target illuminance value appropriate for the principal usage over at least 50% of the room area.</p> <p>6.8.14 In relation to internal sunlight amenity, 49% of rooms will have sufficient access to sunlight and would comply with BRE Guidance. The Proposed Development has been designed to allow for good</p>

Stakeholder	Objection/Support/Comment (summarised)	Response
		<p>levels of daylight and sunlight that will distribute throughout most rooms efficiently.</p>
	<p>Not an Inclusive Design - there was insufficient consideration of inclusive design in the OR and AR. This is relevant to London Plan policy H15 and D5. There was insufficient analysis by the applicant of an inclusive design statement and there is no analysis of equality impacts.</p>	<p>The OR considers policy H15 of the London Plan in detail – see paras 6.4.1 to 6.4.29. The analysis includes discussing whether the proposal supports a mixed and inclusive neighbourhood. The analysis includes the site’s relationship with the wider area. The conclusion at para 6.4.15 is that this site (which is acknowledged as being a constrained site) “would contribute to a mixed and inclusive neighbourhood and would provide a form of accommodation that would optimise what is a constrained site”.</p> <p>Inclusive design issues are considered by reference to London Plan policy D5 in paras 6.6.60-6.6.63 of the OR. The planning judgment is reached that the site would be accessible and inclusive.</p> <p>The report that this is appended to states how equalities and the public sector equality duty under s.149 of the Equality Act 2010 have been considered when making the recommendation (in para 6.22.6).</p>
<p>Sage Housing Limited 07/04/22</p>	<p>In the context of this application, considering the principles established in case law, it remains our client’s view that the correct course of action in this case would be for the Council to ask for a withdrawal of the current application and submission of a new one so that the impact of</p>	<p>The proposed changes are largely internal alterations and respond to emerging legislation in relation to fire safety. As such, they have been consulted on in the usual way in accordance with section 5.9 of the Council’s Statement of Community Involvement.</p>

Stakeholder	Objection/Support/Comment (summarised)	Response
	the proposed development can be properly considered with the benefit of full consultation.	
	Concerns as to massing, the position and height of the proposed building and how it would affect the quality of life of residents in the neighbouring homes to the south.	These matters were all considered by members at the 5th September 2022 planning sub-committee meeting. Given that there has been no change to the massing, the position, and the height of the proposed building the assessment on the impact of the proposed development on daylight and sunlight to surrounding buildings would be the same as the scheme that members resolved to grant planning permission for last year.
Neighbour representations	Comments/objections on the following matters: <ul style="list-style-type: none"> • Impact on light to windows • Impact on privacy • Impact on parking pressure 	As above, all these matters were considered by members at the 5th September 2022 planning sub-committee meeting and the amendments would not have a material impact on these factors.

Appendix 5: Plans and Documents List

Landscape drawings:

505-LP-GF-GA-010 (*original pack*)
505-LP-GF-GA-011 (*original pack*)
505-LP-GF-GA-012 P2 (*revised November 2021 scheme*)
505-LP-GF-GA-013 P2 (*revised November 2021 scheme*)
505-LP-GF-GA-014 P2 (*revised November 2021 scheme*)
505-LP-GF-GA-015 P2 (*revised November 2021 scheme*)
505-LP-GF-GA-016 P2 (*revised November 2021 scheme*)
505-LP-GF-GA-020 P2 (*revised November 2021 scheme*)
505-LP-SK-001-UGF P2 (*revised November 2021 scheme*)

Proposed drawings:

15411-A-PL-X-(02)-101 Rev 2- Proposed Site Plan (*revised November 2021 scheme*)
15411-A-PL-X-(03)-100 Rev 5- Basement Floor Plan (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(03)-101 Rev 7- Ground Floor Plan (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(03)-102 Rev 4- First Floor Plan (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(03)-103 Rev 4- Second to Sixth Floor Plan (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(03)-104 Rev 5- Seventh Floor Plan (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(03)-105 Rev 5- Eighth to Twenty-third Floor Plan (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(03)-106 Rev 5- Twentyfourth Floor Plan (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(03)-107 Rev 4- Roof Plan (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(04)-100_3- Sections 1 & 2 (*revised November 2021 scheme*)
15411-A-PL-X-(04)-101_3- Sections 3 & 4 (*revised November 2021 scheme*)
15411-A-PL-X-(05)-100 Rev 3- North-East & North-West Elevations (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(05)-101 Rev 5- South-West & South-East Elevations (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(05)-102_3- Courtyard elevations (*revised November 2021 scheme*)
15411-A-PL-X-(05)-103 Rev 4- Courtyard Elevations (*amendment pack dated 17th March 2023*)
15411-A-PL-X-(06)-100_3- Bay Study 01 (*revised November 2021 scheme*)
15411-A-PL-X-(07)-100 Rev 3- Room Layouts (*amendment pack dated 17th March 2023*)

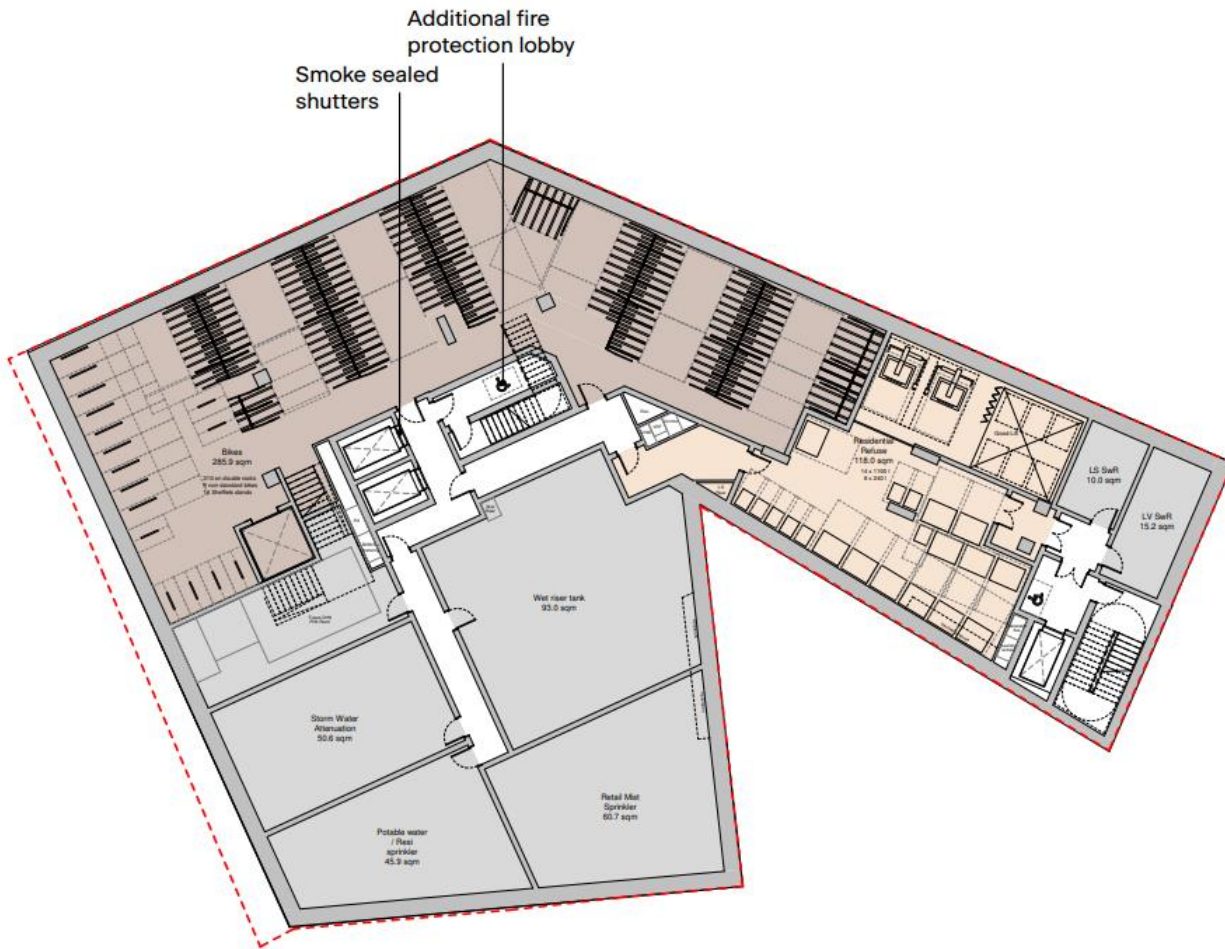
Other documents:

Design and Access Statement 9th July 2021
Design and Access Statement Addendum and Appendices 5th November 2021
Design and Access Statement Addendum dated 10th March 2023 (Rev 03)

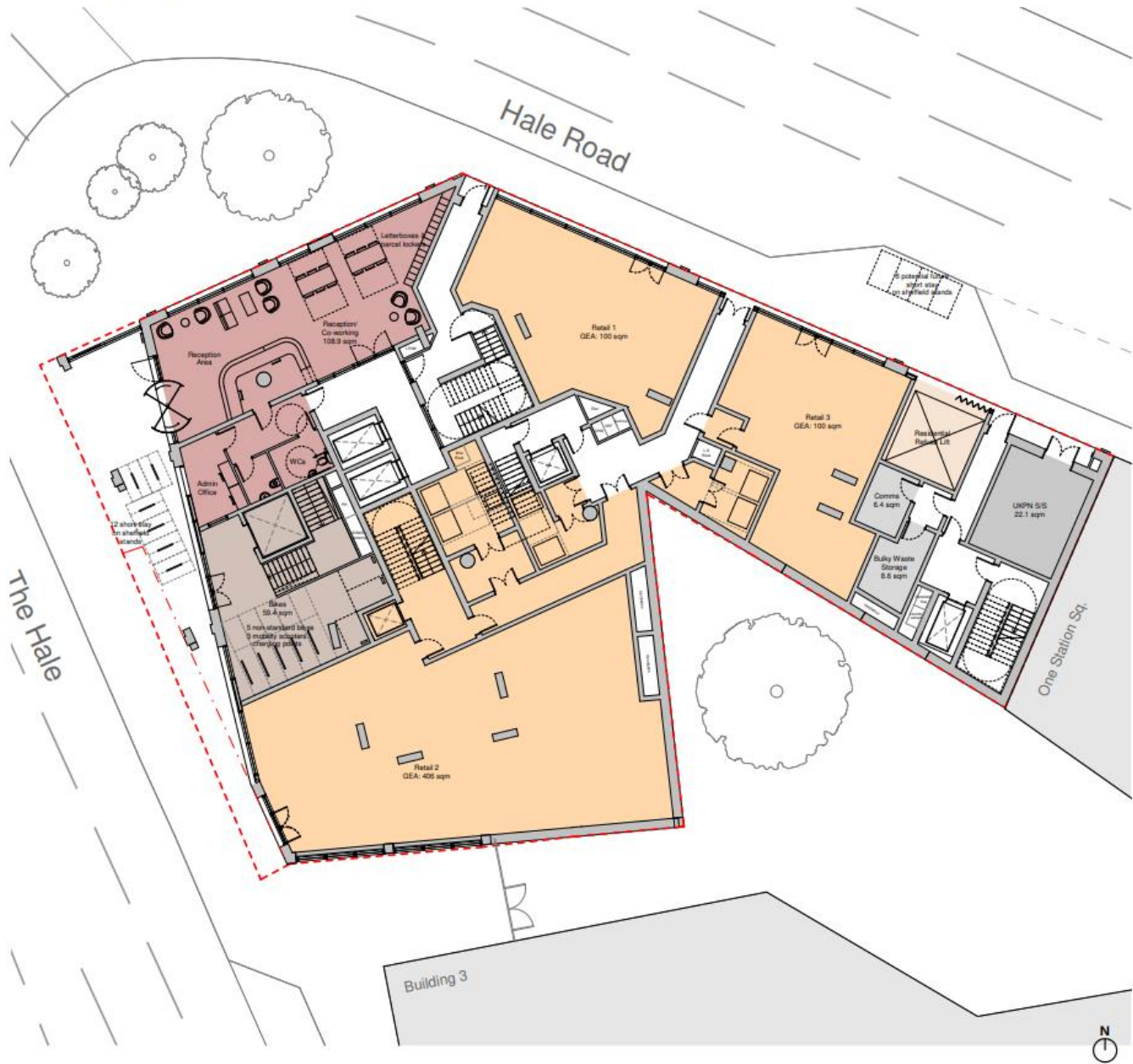
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Appendix 6: Plans of the proposed scheme

Basement



Ground Floor



First Floor



Seventh Floor

Hale Road



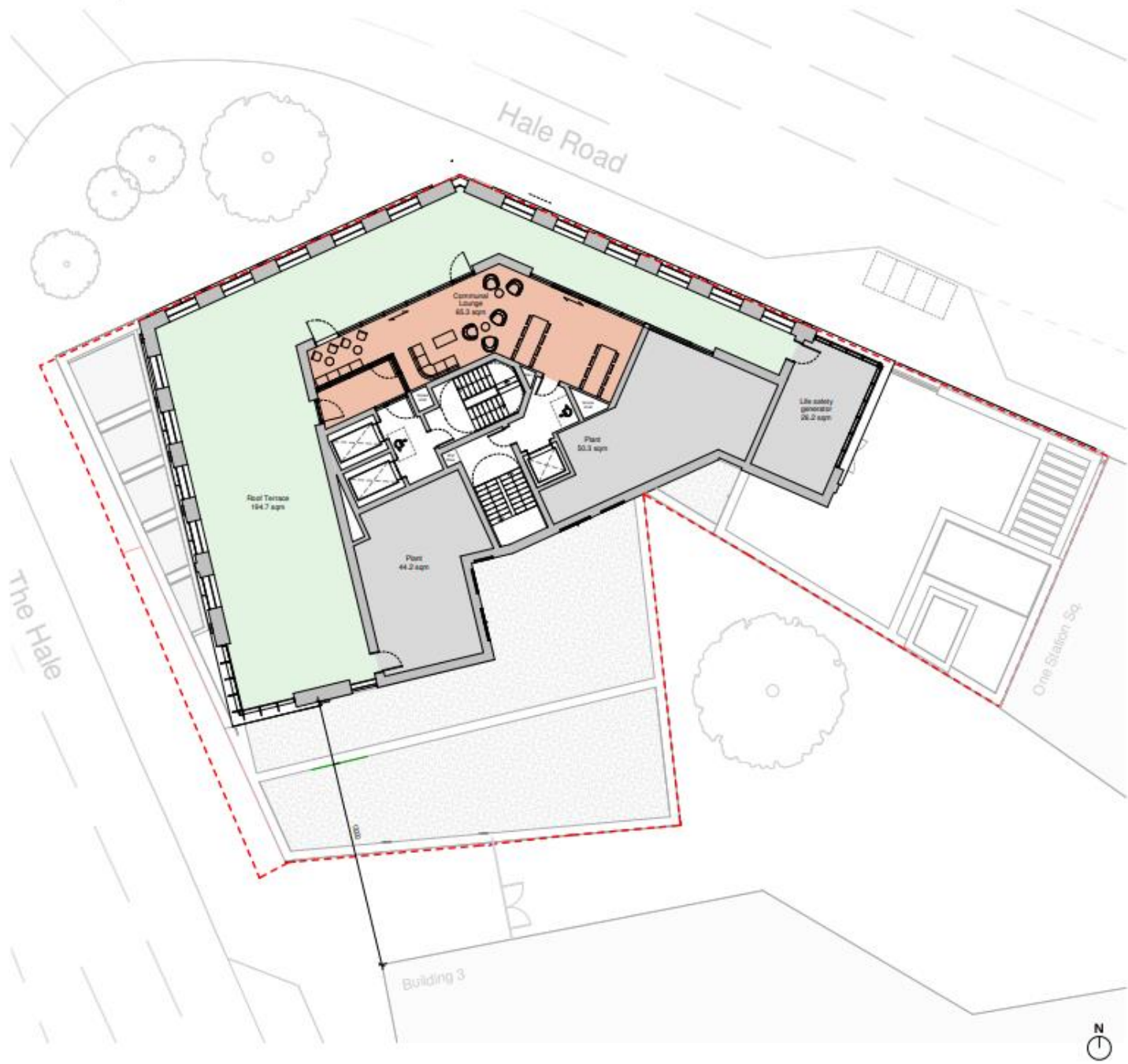
The Hale

One Station Sq.

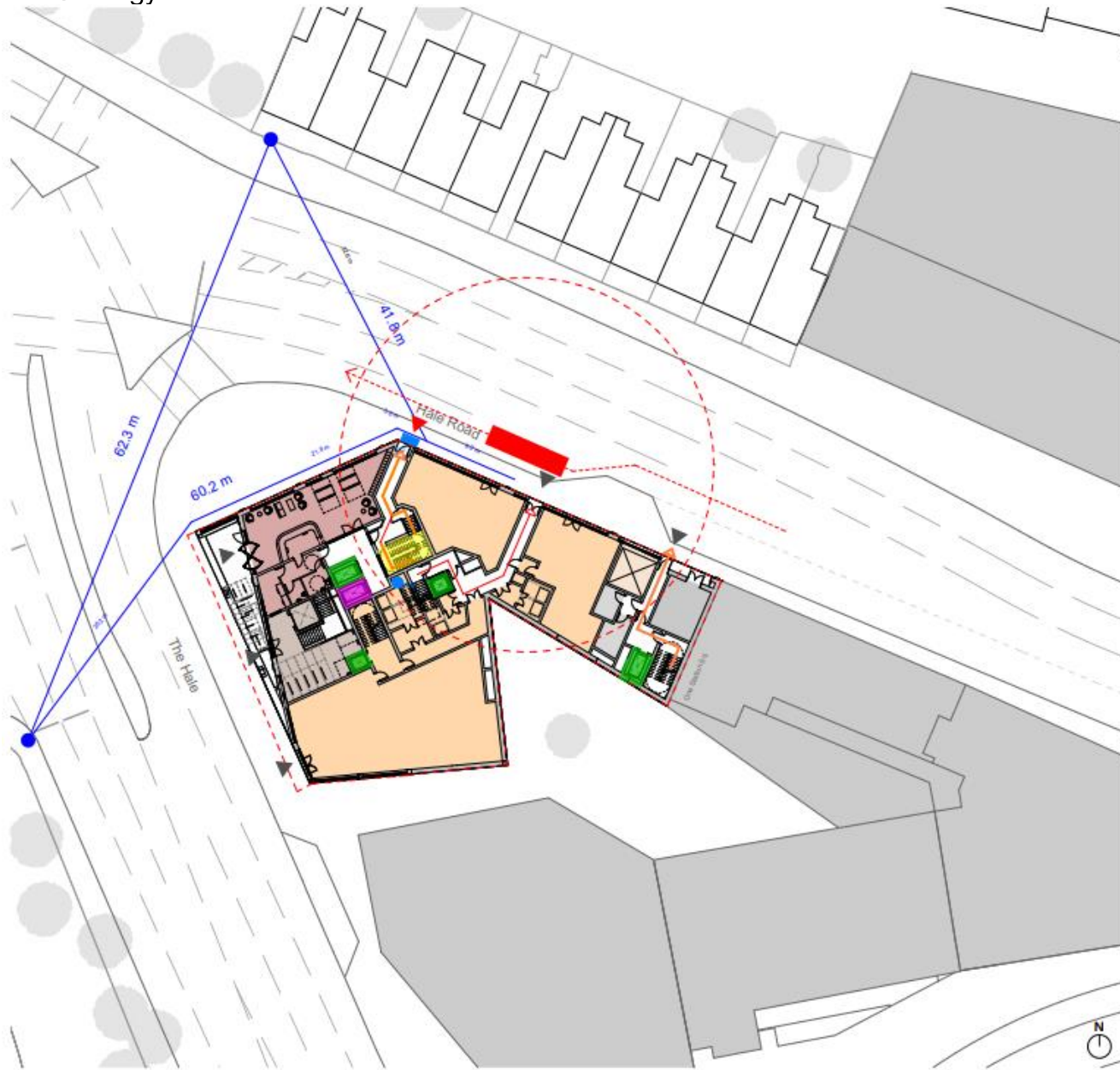
Building 3



Twenty-Fourth Floor



Fire Strategy



- An additional stair and evacuation lift serving the 24 floor tower element of the building to enhance fire protection.
- All stores and access onto the final exit route have been lobbied.
- Wet risers are located within the main escape stairs which lead directly to the outside via a protected lobby.
- The building will be fitted with sprinklers throughout as well as mechanical smoke extract within common areas.

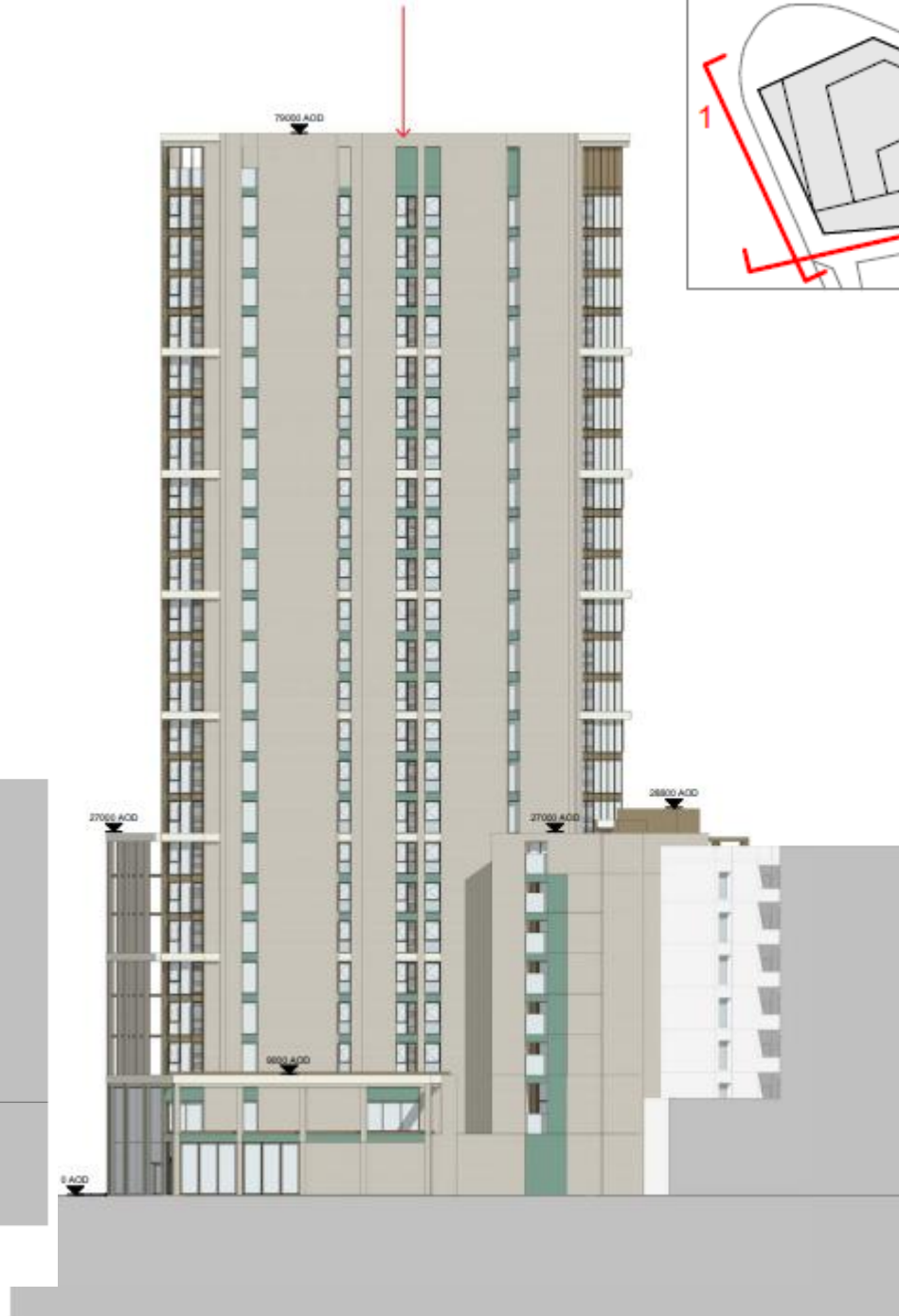
Key:

- ▲ Main fire personnel access point
- ▲ Principal Entrances
- - - Fire Appliance Access Route
- 18m Travel Distance
- Wet Riser (Room and Tank in basement)
- Fire Fighting Lift
- Fire Fighting Stair
- Evacuation Lift
- ← Escape route

The Hale Elevation

Window readjustment to suit additional stair and evacuation lift.

Key Plan



3 South-East Elevation
1 : 200

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Appendix 7: Minutes extract from the Planning Sub-Committee meeting held on Monday 5th September 2022.

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

The Committee considered an application for the redevelopment of site including demolition of existing buildings to provide a part 7, part 24 storey building of purpose-built student accommodation [PBSA] (Sui Generis); with part commercial uses [retail] (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures.

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

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

paragraphs were explanatory text rather than policy and that the proposal was not necessarily contrary to policy. It was believed that the proposed payment would address local need and it was considered to be acceptable.

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

management issue which could best be addressed by the applicant. It was noted that there was a policy to support student accommodation near transport hubs which was satisfied in this case.

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

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

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

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

- Ian McKenna explained mirror image methodology where a model of Building 3 was modelled onto the application site, the same distance from boundary of building, and the windows of Building 3 were tested against mirror image of itself on the application site. He stated that the proposal would affect more light in 72 homes than the mirror image of Argent's Building. Lucien Smithers stated that the

massing set out in the masterplan was considerably smaller. The Head of Development Management commented that this was an area of expertise and an expert review was provided; this was set out in the report and it was noted that mirror massing was considered to be acceptable.

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

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

The applicant team responded to questions from the Committee:

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

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

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

- Amendment to Condition 30: to include additional wording to require that the delivery and serving plan shall set out measures for managing moving in and out to avoid congestion in the area.

- Additional Condition 45: to include provision for off-site greening so that the proposal could achieve an overall Urban Greening Factor (UGF) of 0.4.
- Amendment to Head of Term 3: to define acceptable uses outside of term time as accommodation for conference delegates, visitors, interns on university placements, and students on short term education courses at any institution approved in advance by the borough.
- Amendment to Head of Term 4: to clarify that the applicant was required to use reasonable endeavours to secure an agreement for all, or failing that, for part of the proposed units.
- Amendment to Head of Term 5: to secure local jobs during occupation.

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

RESOLVED

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

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

- 1) 3-year time limit
- 2) Approved Plans & Documents
- 3) Basement impact mitigation measures
- 4) Accessible Accommodation
- 5) Commercial Units - Retail Opening Hours
- 6) BREEAM (PRE-COMMENCEMENT)
- 7) Commercial Units – Noise Attenuation
- 8) Noise Attenuation – Student Accommodation

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

Informatives

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust

- 8) Written Scheme of Investigation – Suitably Qualified Person
- 9) Deemed Approval Precluded
- 10) Composition of Written Scheme of Investigation
- 11) Geoarchaeological Assessment and Coring
- 12) Evaluation
- 13) Disposal of Commercial Waste
- 14) Piling Method Statement Contact Details
- 15) Minimum Water Pressure
- 16) Paid Garden Waste Collection Service
- 17) Sprinkler Installation
- 18) Designing out Crime Officer Services
- 19) Land Ownership
- 20) Site Preparation Works
- 21) s106 Agreement and s278 Agreement
- 22) Revised Fire Statement required with any revised submission
- 23) Building Control
- 24) Building Regulations - Soundproofing

Section 106 Heads of Terms:

Affordable Housing

- 1) Payment in lieu of on-site affordable housing**
A payment of £6,525,654.00 to be paid to the Council for the provision of Affordable Housing in Haringey (This reflects the equivalent cost to the applicant of providing 40% on-site affordable student accommodation);
- 2) Viability Review Mechanism**
 - a. Early Stage Review if not implemented within 2 years; and
 - b. Development Break review – review if construction is suspended for 2 years or more.
- 3) Accommodation secured for the use of students only during the academic year**
Acceptable uses outside of term time to be accommodation for conference delegates, visitors, interns on university placements, and students on short term education courses at any institution approved in advance by the borough.
- 4) Nominations agreement – reasonable endeavours**
The applicant will be obliged to use reasonable endeavours to secure a nominations agreement with a higher education institution for all or, **failing this**, part of the proposed units of student accommodation.
- 5) Employment & Skills Plan**
Including Construction Apprenticeships Support Contribution and Skills Contribution (to be calculated in accordance with Planning Obligations SPD). And a commitment to being part of the borough's Construction Programme. To secure local jobs during construction and occupation.

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

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

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

7) Car capping (£5,000 contribution)

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

8) Construction Logistics/Monitoring contribution

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

9) Considerate Constructors Scheme

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

10) High-speed broadband connectivity

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

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

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

- Submission of Energy Plan for approval by LPA to include details of
- Sustainability Review

12) Carbon offsetting

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

13) Monitoring costs

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

Section 278 Highways Legal Agreement Heads of Terms

14) Highways/Public realm contribution

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

15) Disabled users' parking space along Hale Road

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

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

Tottenham Area Action Plan Policies AAP1, AAP11 and TH4 and DM DPD Policy DM48.

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

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Report for:	Planning Sub Committee Date: 24 April 2023	Item Number:	11
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.	John McRory	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. Negotiations on legal agreement are ongoing. NB: To be re-reported to committee so members can review new plans with an additional stair and evacuation lift for escape in event of fire.	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 nearing completion.	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.	Kevin Tohill	Kevin Tohill

<p>St Ann's Hospital, St Ann's Road, N15</p> <p>HGY/2022/1833</p>	<p>Circa 995 residential dwellings, commercial and community uses, retention of existing historic buildings, new public realm and green space, new routes into and through the site, and car and cycle parking.</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>John McRory</p>	<p>John McRory</p>
<p>45-47, Garman Road, London, N17</p> <p>HGY/2022/2293</p>	<p>Redevelopment of the site to provide a self-storage facility (Use Class B8) with associated car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development.</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>S106 now finalised a decision to be issued shortly.</p>	<p>Kwaku Bossman-Gyamera</p>	<p>Kevin Tohill</p>
<p>175 Willoughby Lane London, N17</p> <p>HGY/2022/0664</p>	<p>Redevelopment of vehicle storage site for industrial uses (seven medium-large warehouse units)</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>Sarah Madondo</p>	<p>Kevin Tohill</p>
<p>Cross House, 7 Cross Lane, N8</p> <p>HGY/2021/1909</p>	<p>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.</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>Wat Tyler House, Boyton Road, Hornsey, London, N8</p> <p>HGY/2022/3858</p>	<p>Redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part 4, 5 and 7- storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and</p>	<p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p>	<p>James Mead</p>	<p>John McRory</p>

	play space to the rear on the Campsbourne Estate.			
APPLICATIONS SUBMITTED TO BE DECIDED				
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 – likely to be reported to Members April / May planning sub committee	Samuel Uff	John McRory
550 White Hart Lane, N17 HGY/2022/0709	Application for Variation / removal of condition 8 (Deliveries in respect of unit deliveries in respect of units 3, 4 and 5a as well as 1, 5b and 6) condition 22 (No loading/unloading outside units 3,4,& 5) and condition 23 (No loading/unloading of deliveries) attached to planning permission reference HGY/2014/0055	Application submitted and under assessment - likely to be reported to Members April / May planning sub committee	James Mead	John McRory
550 White Hart Lane, N17 HGY/2022/0708	Application for Variation / removal of condition 1 (in accordance with the plans) condition 4 (Restriction of Use Class) and condition 6 (Deliveries) attached to planning permission reference HGY/2020/0100	Application submitted and under assessment - likely to be reported to Members April / May planning sub committee	James Mead	John McRory

<p>Former Petrol Filling Station 76 Mayes road, N22 HGY/2022/2452</p>	<p>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.</p>	<p>Application submitted and under assessment - likely to be reported to Members May planning sub committee.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>Tottenham Hotspur Football Club, 748, High Road HGY/2022/4504</p>	<p>Reserved matters approval is sought in respect of 'landscaping' associated with Plot 5 (residential and B1/D1) associated with planning permission HGY/2015/3000</p>	<p>Application submitted and under assessment</p>	<p>Samuel Uff</p>	<p>John McRory</p>
<p>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</p>	<p>Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use.</p>	<p>Application submitted and under assessment.</p> <p>Revised version of scheme refused in November 2021 – which was appealed, and the appeal upheld (allowed).</p> <p>Amendments being made to accommodate a second staircase.</p>	<p>Philip Elliott</p>	<p>John McRory</p>
<p>Hornsey Police Station, 94-98 Tottenham Lane, N8 HGY/2022/2116</p>	<p>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</p>	<p>Application submitted and under assessment.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>

	Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works.			
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
Drapers Almshouses, Edmansons Close, Bruce Grove, N17 HGY/2022/4320	Redevelopment consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional units on site to consist of a mix of 1, 2 and 3 bedroom units.	Application submitted and under assessment.	Gareth Prosser	John McRory
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	<u>Berol House</u>	Application submitted and under assessment.	Phil Elliott	John McRory

<p>HGY/2023/0261</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>			
<p>Highgate School, North Road, N6</p> <p>HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316</p>	<p>1. Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields</p>	<p>Applications submitted and under assessment.</p>	<p>Tania Skelli</p>	<p>John McRory</p>
<p>Berol Yard, Ashley Road, London, N17 9LJ</p> <p>HGY/2023/0241</p>	<p>Section 73 application for minor material amendments</p>	<p>Application submitted and under assessment.</p>	<p>Philip Elliot</p>	<p>John McRory</p>

Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4 Reference provided when valid	Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide redevelopment of the site for a mixed-use scheme comprising employment use (use Class E) and 36 residential units (use class C3). Together with associated landscaping, new courtyard, children’s play space, cycle storage, new shared access route, 2x accessible car parking spaces and waste and refuse areas	Application currently invalid.	Phil Elliott	John McRory
Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4 Reference provided when valid	Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis use class) and 76 residential units (use class C3). Together with associated landscaping, cycle storage, 9x accessible car parking spaces, children’s play space and waste and refuse areas.	Application currently invalid.	Phil Elliott	John McRory
Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15 Reference provided when valid	Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation	Application currently invalid.	Phil Elliott	John McRory

	of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.			
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.	Application to be submitted in April.	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 and advice note issued.	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	PPA in place with ongoing meetings	Valerie Okeiyi/Martin Cowie	John McRory
Printworks 819-829 High Road, opposite the junction with Northumberland Park and just east of the Peacock Industrial Estate, N17	Potential change to student accommodation	Initial pre-app meeting held	Phil Elliott	John McRory

<p>50 Tottenham Lane, Hornsey, N8</p> <p>Council Housing led project</p>	<p>Council House scheme</p>	<p>Initial pre-app meeting held</p>	<p>Gareth Prosser</p>	<p>Matthew Gunning</p>
<p>Sir Frederick Messer Estate, South Tottenham, N15</p> <p>Council Housing led project</p>	<p>Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market.</p>	<p>Initial pre-app meetings and QRP held.</p> <p>Discussions ongoing.</p>	<p>TBC</p>	<p>John McRory</p>
<p>Reynardson Court, High Road, N17</p> <p>Council Housing led project</p>	<p>Refurbishment and /or redevelopment of site for residential led scheme – 10 units.</p>	<p>Pre-application discussions taking place</p>	<p>TBC</p>	<p>John McRory</p>
<p>Arundel Court and Baldewyne Court, Lansdowne Road, N17</p> <p>Council Housing led project</p>	<p>Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and pram shed area and the erection of 3, 3 storey buildings, (3 at Arundel Court and 2 at Baldewyne Court) to provide 30 new residential units with associated improvements to the surrounding area.</p>	<p>Pre-application discussions taking place</p>	<p>Kwaku Bossman-Gyamera</p>	<p>Kevin Tohill</p>
<p>Gourley Triangle, Seven Sisters Road, N15</p>	<p>Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space.</p>	<p>Pre-app meetings held. QRP review held. Greater London Authority (GLA) meeting held.</p> <p>Discussions ongoing.</p>	<p>TBC</p>	<p>John McRory</p>

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.	Negotiating PPA – Submission likely in the Spring.	Phil Elliott	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	Tania Skelli	
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	Erection of 2 buildings ranging from 3 to 6 storeys in height and a detached 2-storey house, to provide for 34 residential units and circa 100m2 of commercial floorspace, together with associated landscaping with delivery of a new pedestrian route, car and cycle parking, and refuse and recycling facilities.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
139 - 143 Crouch Hill, N8	Demolition of existing buildings and the erection of a five storey building over basement with a setback sixth floor to provide 31 flats and a sustainable hydroponic urban farm with small shop. Associated landscaping, refuse and cycle storage.	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
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 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				
None				

Applications determined under delegated powers: 20 February 2023 - 7 April 2023

Wards	Application Type	Planning Application	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Lawful development: Proposed use	HGY/2023/0716	Permitted Development	06/04/2023	9 Winton Avenue, Wood Green, London, N11 2AS	Rear dormer and front roof lights (Certificate of Lawfulness)	Emily Whittredge
Alexandra Park	Householder planning permission	HGY/2023/0014	Approve with Conditions	08/03/2023	55 Albert Road, Wood Green, London, N22 7AA	Enlargement of previously approved rear L shaped dormer, reduction in the number of front rooflights from three to two and their relocation and the creation of a Juliet balcony.	Mercy Oruwari
Alexandra Park	Consent to display an advertisement	HGY/2022/4381	Approve with Conditions	31/03/2023	Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY	Advertisement Consent for installation of variable message signs and parking tariff information signs at Alexandra Park & Palace, as part of the introduction of a new parking management system.	James Mead
Alexandra Park	Householder planning permission	HGY/2023/0203	Approve with Conditions	04/04/2023	74 Vallance Road, Hornsey, London, N22 7UG	Proposed changes to existing ground floor rear extensions, including new roofs and larger timber framed glazed doors, internal alterations to ground floor layout and first floor bathroom, installation of replacement timber framed windows to side elevation, and new timber front entrance door with glazed panels.	Daniel Kwasi
Alexandra Park	Full planning permission	HGY/2022/4534	Approve with Conditions	07/03/2023	15 Crescent Road, Wood Green, London, N22 7RP	Loft conversion to existing first floor flat including the formation of dormer roof extensions to the main rear roof slope & to the outrigger roof slope and the installation of two rooflights to the front roof slope.	Daniel Kwasi
Alexandra Park	Householder planning permission	HGY/2023/0117	Approve with Conditions	08/03/2023	162 Victoria Road, Wood Green, London, N22 7XQ	Loft conversion including the erection of a dormer roof extension to the rear and the installation of two rooflights to the front roof slope.	Oskar Gregersen
Alexandra Park	Householder planning permission	HGY/2022/4544	Approve with Conditions	14/03/2023	8 Parham Way, Hornsey, London, N10 2AT	Formation of rear partial lower ground outbuilding (garden studio) including excavation of slope at the rear of the garden.	Mercy Oruwari
Alexandra Park	Full planning permission	HGY/2023/0132	Approve with Conditions	13/03/2023	101 Albert Road, Wood Green, London, N22 7AG	Replace existing timber single-glazed kitchen window with a relocated, double-glazed, enlarged aluminium window.	Ben Coffie
Alexandra Park	Householder planning permission	HGY/2023/0044	Approve with Conditions	03/03/2023	10 Donovan Avenue, London N10 2JX	Variation to previous loft conversion permission (HGY/2020/1500) including alterations of the dormers to increase depth and creation of set back link.	Oskar Gregersen
Alexandra Park	Householder planning permission	HGY/2023/0361	Approve with Conditions	03/04/2023	165 Alexandra Park Road, Wood Green, London, N22 7UL	Erection of single storey rear extension, formation of raised terrace area adjacent to new extension, replacement of rear elevation windows at first and dormer level, replacement of front elevation window at ground floor level, installation of roof lights to front roof slope, alterations to existing dormer materials	Laina Levassor
Alexandra Park	Full planning permission	HGY/2022/4228	Approve with Conditions	28/03/2023	Alexandra Park Football & Cricket Club, The Racecourse Ground, Alexandra Park, Alexandra Palace Way, London, N22 7AX	Installation of a set of three cricket practice nets.	Neil McClellan
Alexandra Park	Lawful development: Proposed use	HGY/2023/0137	Permitted Development	16/03/2023	177 Victoria Road, Wood Green, London, N22 7XH	Certificate of lawfulness for the installation of an external Air Source Heat Pump (ASHP) located on the side wall of the property - proposed use	Mercy Oruwari
Alexandra Park	Householder planning permission	HGY/2023/0370	Approve with Conditions	06/04/2023	28 The Avenue, Hornsey, London, N10 2QL	Proposed loft extension/conversion with 3no. side dormers, 8no. side solar panels, 1no. side skylight, 1no. front gable obscure glazed small window, and 1no. rear gable small window. Replacement of 2no. rear windows with 1no. new window and 1no. new French door. Removal of side window and insertion of 1no. skylight above mono-pitched roof of ground floor side extension. External wall insulation and rendered finish to match existing.	Daniel Kwasi
Alexandra Park	Householder planning permission	HGY/2022/4372	Approve	04/04/2023	75 Grasmere Road, Hornsey, London, N10 2DH	Erection of partial hip to gable roof extension. Formation of dormer to rear roof slope. Addition of a clay tiled roof over the side single-storey extension. Insertion of 3 rooflights to front roof slope	Josh Parker
Alexandra Park	Householder planning permission	HGY/2022/4400	Approve with Conditions	23/02/2023	Flat B, 176 Victoria Road, Wood Green, London, N22 7XQ	Rear dormer roof extension with private roof terrace to flat.	Daniel Kwasi
Alexandra Park	Full planning permission	HGY/2023/0406	Approve with Conditions	03/04/2023	18 Donovan Avenue, Hornsey, London, N10 2JX	Construction of garden outbuilding for home office use incidental to dwelling	Laina Levassor
Alexandra Park	Lawful development: Proposed use	HGY/2023/0405	Permitted Development	23/02/2023	29 Clyde Road, London N22 7AD	Certificate of Lawfulness for proposed outbuilding	Laina Levassor
Alexandra Park	Lawful development: Proposed use	HGY/2023/0293	Approve	03/04/2023	31 Crescent Rise, Wood Green, London, N22 7AW	Certificate of lawfulness for hip-to-gable roof enlargement, formation of rear roof dormer extension, installation of 3x front roof-lights and 1x obscured side flank window.	Mercy Oruwari
Alexandra Park	Householder planning permission	HGY/2023/0123	Approve with Conditions	20/02/2023	30 Crescent Road, Wood Green, London, N22 7RZ	Construction of garden outbuilding for home office use incidental to dwelling	Laina Levassor
Alexandra Park	Householder planning permission	HGY/2022/4397	Approve with Conditions	03/03/2023	6 Parham Way, Hornsey, London, N10 2AT	Garage conversion with walls and floor upgraded to suit a habitable space, Lowering of rear dormer sill, Changes to the fenestration, Planting strip outside of previously existing garage door.	Mercy Oruwari
Alexandra Park	Householder planning permission	HGY/2023/0243	Approve with Conditions	03/04/2023	2 Cecil Road, Hornsey, London, N10 2BU	Replacement of the roof of the existing infill extension with a new roof and rooflights. Replacement of the rear facade windows. The footprint of the extension will remain the same including the height of the pitched roof.	Mercy Oruwari
Alexandra Park	Full planning permission	HGY/2023/0210	Approve with Conditions	13/03/2023	173 Albert Road, Wood Green, London, N22 7AQ	Conversion of the first floor flat's loft including the formation of dormer roof extensions to the main roof slope and to the outrigger roof slope, and the installation of two rooflights to the front slope & two rooflights to the pediment.	Neil McClellan

Alexandra Park	Consent under Tree Preservation Orders	HGY/2022/4404	Approve with Conditions	03/04/2023	19 Cecil Road, Hornsey, London, N10 2BU	Works to trees protected by a TPO. Tree location - rear garden. Access - side access. T1 - L Poplar: this tree is in decline and is hollowing. We advise to reduce to 1m above fenceline and monitor in 12 months. T2 - L 2x dead stems: reduce to 1m above fenceline (approx. 2m reduction). T3 - L Poplar: crown reduce height by 2m beyond old pruning points. Remove remaining regrowth. T5 - L Poplar: remove 2x dead stems. T6 - L Poplar: remove all regrowth to leave a bare framework	Matthew Gunning
Alexandra Park	Lawful development: Existing use	HGY/2023/0267	Approve	22/03/2023	166 Victoria Road, Wood Green, London, N22 7XQ	Certificate of Lawfulness for existing use as two self-contained flats	Laina Levassor
Alexandra Park	Full planning permission	HGY/2022/3920	Approve with Conditions	31/03/2023	Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY	Installation of variable message signs, parking tariff information signs, automatic number plate recognition cameras, bollards and pay terminals at Alexandra Park & Palace, as part of the introduction of a new parking management system.	James Mead
Alexandra Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0240	Approve	28/03/2023	83 Clyde Road, Wood Green, London, N22 7AD	Erection of single storey extension which extends beyond the rear wall of the original house by 3.7m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Alexandra Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0409	Not Required	14/03/2023	46 Clifton Road, Wood Green, London, N22 7XN	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.5m and for which the height of the eaves would be 2.2m	Laina Levassor
Alexandra Park	Deemed - Regulation 3	HGY/2022/2354	Approve with Conditions	15/03/2023	Woodridings Court, Crescent Road, London, N22 7RX	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 wheelchair parking spaces, and enhancement of existing amenity space at the front of Woodridings Court, including new landscaping, refuse/recycling stores and play space	Valerie Okeiyi
Alexandra Park	Non-Material Amendment	HGY/2023/0301	Approve	08/03/2023	115 Victoria Road, Wood Green, London, N22 7XG	Non-Material Amendment application following a grant of planning permission HGY/2022/2715 in relation to the replacement of the rear dormer doors and windows with sliding glazed doors and the removal of the side slot window.	Mercy Oruwari
Alexandra Park	Consent under Tree Preservation Orders	HGY/2022/4080	Approve with Conditions	27/02/2023	123, Rosebery Road, Hornsey, London, N10 2LD	Works to tree protected by a Tree Preservation Order: T4: Ash (20m): Fell due to die back (Works to T1 - T3 will be considered separately under application reference HGY/2022/4052 as the trees are within a Conservation Area but are not protected by a Tree Preservation Order)	Matthew Gunning
Bounds Green	Full planning permission	HGY/2022/4384	Refuse	22/03/2023	101 Myddleton Road, Wood Green, London, N22 8NE	Change of use of ground floor commercial premises to flexible Class E use	Josh Parker
Bounds Green	Lawful development: Proposed use	HGY/2023/0106	Permitted Development	28/03/2023	10 Fletton Road, Wood Green, London, N11 2QL	Certificate of Lawfulness for proposed rear dormer and outrigger extensions to facilitate loft conversion	Laina Levassor
Bounds Green	Lawful development: Proposed use	HGY/2022/4289	Permitted Development	22/02/2023	25 Torrington Gardens, Wood Green, London, N11 2AB	Certificate of lawfulness for a proposed hip to gable roof extension and the erection of a rear dormer.	Sabelle Adjagboni
Bounds Green	Full planning permission	HGY/2022/4496	Approve with Conditions	21/02/2023	1 Keats Place, Wood Green, London, N11 2DT	Erection of two storey side extension to enlarge Flat 1 and provide additional bedroom to Flat 2.	Oskar Gregersen
Bounds Green	Householder planning permission	HGY/2022/4388	Approve with Conditions	15/03/2023	158 Woodfield Way, Wood Green, London, N11 2NU	Proposed extension to bay window at first floor level	Sabelle Adjagboni
Bounds Green	Full planning permission	HGY/2023/0239	Approve with Conditions	21/03/2023	Ground Floor Flat, 83 Whittington Road, Wood Green, London, N22 8YF	Single storey rear extension.	Sabelle Adjagboni
Bounds Green	Householder planning permission	HGY/2023/0231	Approve with Conditions	20/02/2023	148 Woodfield Way, Wood Green, London, N11 2NU	Erection of single storey rear extension and pergola	Laina Levassor
Bounds Green	Lawful development: Proposed use	HGY/2023/0110	Permitted Development	01/03/2023	24 Northcott Avenue, Wood Green, London, N22 7DB	Certificate of lawfulness for formation of dormer in rear roof slope with Juliet balcony and installation of two roof lights in front roof slope.	Marco Zanelli
Bounds Green	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2022/4068	Approve with Conditions	29/03/2023	74B Myddleton Road, Wood Green, London, N22 8NQ	Application to determine if prior approval is required for the proposed change of use of 74B Myddleton Road (Ground floor office r/o 74-76 Myddleton Road) from Commercial, Business and Service use (Use Class E) to a one bedroom self-contained flat (Use Class C3) under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.	Sarah Madondo
Bounds Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0567	Not Required	28/03/2023	17 Cornwall Avenue, Wood Green, London, N22 7DA	Erection of single storey extension which extends beyond the rear wall of the original house by 3.66m, for which the maximum height would be 3.2m and for which the height of the eaves would be 2.99m	Laina Levassor
Bounds Green	Approval of details reserved by a condition	HGY/2023/0311	Approve	28/03/2023	26-28, Brownlow Road, London, N11 2DE	Application for Discharge of condition 16 (HGY/2020/1615) for landscaping.	Josh Parker
Bounds Green	Approval of details reserved by a condition	HGY/2023/0309	Approve	28/03/2023	26-28, Brownlow Road, London, N11 2DE	Application for Discharge of condition 14 Living roofs	Josh Parker
Bruce Castle	Full planning permission	HGY/2022/4274	Approve with Conditions	07/03/2023	45 Bruce Grove, Tottenham, London, N17 6RN	Replacement of existing slate tile roofing with proposed new natural slate roofing finish. Replacement of existing timber soffits and fascias with proposed new timber soffits and fascias.	Daniel Kwasi
Bruce Castle	Lawful development: Proposed use	HGY/2023/0245	Permitted Development	22/03/2023	176 White Hart Lane, Tottenham, London, N17 8JD	Certificate of Lawfulness for the formation of a rear dormer roof extension and installation of no.3 roof lights on the front slope.	Oskar Gregersen
Bruce Castle	Full planning permission	HGY/2023/0224	Approve with Conditions	21/03/2023	33 Somerset Gardens, Tottenham, London, N17 8JF	Replace old single glazed windows, existing timber frames with double glazed PVCu windows.	Sabelle Adjagboni

Bruce Castle	Full planning permission	HGY/2022/4510	Approve with Conditions	16/03/2023	7 Tenterden Road, Tottenham, London, N17 8BE	Subdivision of existing dwellinghouse to create two flats at lower ground level, ground and first floor level and external alterations.	Gareth Prosser
Bruce Castle	Householder planning permission	HGY/2023/0119	Approve with Conditions	10/03/2023	Flat C, 17 Whitley Road, Tottenham, London, N17 6RJ	Proposed 3m ground floor rear extension and upper floor rear access to rear garden	Daniel Kwasi
Bruce Castle	Lawful development: Existing use	HGY/2023/0148	Approve	22/03/2023	40 Elmhurst Road, Tottenham, London, N17 6RQ	Certificate of lawfulness for the existing use of the property as two self-contained flats.	Daniel Kwasi
Bruce Castle	Approval of details reserved by a condition	HGY/2023/0072	Approve	06/03/2023	107 Pembury Road, Tottenham, London, N17 8LY	Approval of details pursuant to Condition 3 (reinstate section of front boundary wall, Secure Cycle Storage and bin/refuse stores) attached to planning permission HGY/2021/0962.	Kwaku Bossman-Gyamera
Bruce Castle	Approval of details reserved by a condition	HGY/2022/4162	Approve	09/03/2023	807 High Road, Tottenham, London, N17 8ER	Approval of details pursuant to Condition 21 (Land Contamination ? Part 1) and part (a) of Condition 32 (Impact Piling Method Statement) attached to planning permission HGY/2021/0441	Philip Elliott
Bruce Castle	Approval of details reserved by a condition	HGY/2022/4126	Approve	09/03/2023	807 High Road, Tottenham, London, N17 8ER	Approval of details pursuant to part (a) of Condition 9 (Tree retention) attached to planning permission HGY/2021/0441	Philip Elliott
Bruce Castle; Northumberland Park	Approval of details reserved by a condition	HGY/2022/1936	Approve	10/03/2023	639, High Road, London, N17 8AA	Details of Structural Engineer's drawings pursuant to Condition 9 of planning permission HGY/2021/2202 for Internal refurbishment of Grade II listed property and adaptations to the northern elevation	Emily Whittredge
Bruce Grove	Full planning permission	HGY/2022/2641	Approve with Conditions	23/03/2023	108, Great Cambridge Road, London, N17 8LT	Single storey rear extension 4m long at 108 Great Cambridge Road N17 8LT	Emily Whittredge
Bruce Grove	Approval of details reserved by a condition	HGY/2022/3565	Approve	21/03/2023	Old School Court, Drapers Road, London, N17 6LY	Approval of details pursuant to condition 4 (Condition Survey and Schedule of Works) attached to listed building consent HGY/2021/0431.	Neil McClellan
Crouch End	Full planning permission	HGY/2023/0221	Approve with Conditions	28/03/2023	Flat 2, 13 Dashwood Road, Hornsey, London, N8 9AD	Replacing rear first floor existing doors with Aluminium bi folding doors and increasing the height of two existing windows.	Michelle Meskell
Crouch End	Householder planning permission	HGY/2022/4529	Approve with Conditions	14/03/2023	8 Crescent Road, Hornsey, London, N8 8AT	Erection of single storey rear extension with a partial pitched roof and erection of single storey side extension. Installation of obscured side window and 1x rear rooflight.	Mercy Oruwari
Crouch End	Removal/variation of conditions	HGY/2023/0153	Approve with Conditions	30/03/2023	136 Ferme Park Road, Hornsey, London, N8 9SE	Variation of condition 2 (approved plans) attached to HGY/2019/1568 alterations to include: installation of new windows on rear/side elevations, alterations to approved fenestration, addition of door to side elevation, alterations to lightwells and internal reconfiguration of flats (retrospective application).	James Mead
Crouch End	Listed building consent (Alt/Ext)	HGY/2022/3986	Approve with Conditions	28/03/2023	120, Crouch Hill, Hornsey, London, N8 9DY	Listed building consent for repairs to front porch canopy; installation of cowls to existing chimney pots; and replace damaged roof slates and install new secret lead lined gutters around existing chimney breasts to main pitched roof.	Mark Chan
Crouch End	Householder planning permission	HGY/2023/0049	Approve with Conditions	23/03/2023	28 Bryanstone Road, Hornsey, London, N8 8TN	Rebuilding of the existing rear extension and a loft conversion including 3 x roof lights on the front elevation and one rear dormer extension.	Michelle Meskell
Crouch End	Approval of details reserved by a condition	HGY/2022/2743	Approve	01/03/2023	Highgate Lodge, 9, Waverley Road, London, N8 9QS	Approval of details pursuant to condition 5a (Living Roof) attached to planning permission HGY/2021/1757 dated 28/7/2021 for the erection of a two-storey rear extension to create four additional studios and one wheelchair accessible studio for the existing hostel use (sui generis), along with alterations to the front facade, landscaping works, creation of a garden room (gym and laundry for hostel), ten cycle spaces and one on-site disabled parking space	Tania Skelli
Crouch End	Full planning permission	HGY/2022/2674	Approve with Conditions	22/02/2023	3, The Broadway, London, N8 8DS	Conversion of the first and second floor to 2 x flats in conjunction with the erection of a rear dormer, alterations to first floor terrace with associated screening and bike store; alteration to existing external rear stairs; alteration of existing first floor rear door and windows to create access; and creation of ground floor refuse storage area.	Samuel Uff
Crouch End	Removal/variation of conditions	HGY/2022/2070	Approve with Conditions	21/02/2023	2, Tregaron Avenue, London, N8 9EY	Variation of condition Condition 2 (approved plans) attached to planning permission HGY/2015/1302 for "removal of existing garage and provision of a two storey side extension with matching pitched including extension of existing loft with rooflights" to provide a balcony to the rear of the consented two-storey side extension in place of a current screen.	Toby Williams
Crouch End	Householder planning permission	HGY/2022/4459	Approve with Conditions	23/02/2023	5 Briston Grove, Hornsey, London, N8 9EX	Enlargement and refurbishment of existing basement and creation of front light-well with grated cover.	Mercy Oruwari
Crouch End	Full planning permission	HGY/2022/4373	Approve with Conditions	27/02/2023	Flat B, 83 Coleridge Road, Hornsey, London, N8 8EG	Replacement of existing single glazed timber sash windows to double glazed timber sash windows ?like for like?. Insertion of 4nos. new rooflights to front and rear roof slopes.	Tania Skelli
Crouch End	Consent to display an advertisement	HGY/2023/0073	Approve with Conditions	27/02/2023	38 The Broadway, Hornsey, London, N8 9SU	Replacement of existing 4nos. rooflights ?Like for Like?	Tania Skelli
Crouch End	Full planning permission	HGY/2023/0429	Approve with Conditions	13/03/2023	First Floor Flat C, 5 Wolseley Road, Hornsey, London, N8 8RR	Display of new fascia signage with external halo lighting	Tania Skelli
Crouch End	Householder planning permission	HGY/2023/0125	Refuse	10/03/2023	6 Colwick Close, Hornsey, London, N6 5NU	Replace 4 sash wooden single glazed windows with 'like-for-like' wooden sash windows with double glazing.	Oskar Gregersen
Crouch End	Householder planning permission	HGY/2023/0125	Refuse	10/03/2023	6 Colwick Close, Hornsey, London, N6 5NU	Erection of roof extension to provide second floor accommodation and other external alterations.	James Mead
Crouch End	Full planning permission	HGY/2022/4405	Approve with Conditions	27/02/2023	38 The Broadway, Hornsey, London, N8 9SU	Remove existing aluminium & glass shopfront and replace with new traditional shopfront	Tania Skelli
Crouch End	Householder planning permission	HGY/2023/0264	Approve with Conditions	06/04/2023	5 Fairfield Road, Hornsey, London, N8 9HG	Erection of two storey rear extension, excavation to rear, installation of 1no. side dormer, 2no. rear dormers and 3no. front rooflights, installation of new side windows, replacement windows and works to the front, including new walls, railings and refuse store (amendments to previously approved: HGY/2021/3588).	James Mead

Crouch End	Householder planning permission	HGY/2023/0452	Approve with Conditions	29/03/2023	44 Shepherds Hill, Hornsey, London, N6 5RR	Remodeling of front garden and entrance to property.	Kwaku Bossman-Gyamera
Crouch End	Full planning permission	HGY/2022/4009	Approve with Conditions	23/03/2023	1, Bedford Road, Hornsey, London, N8 8HL	Erection of a single storey side/rear extension.	Oskar Gregersen
Crouch End	Prior notification: Development by telecoms operators	HGY/2023/0602	Permitted Development	28/03/2023	Rosebery House, 165 Tottenham Lane, Hornsey, London, N8 9BY	Formal notification in writing or one calendar month notice in advance, of our intention to install electronic communications, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations. The proposed works will involve an equipment upgrade of an existing ground-based telecommunications site (upgrade of equipment on the existing tower) and associated works. Specifically, the works will involve the following: ? the removal and replacement of 3no. antennas on the existing rooftop ? the removal of 1no. APM5930 cabinet and replacement with 1 no. E-Hybrid cabinet ? The installation of ancillary radio equipment	Kwaku Bossman-Gyamera
Crouch End	Non-Material Amendment	HGY/2022/4541	Approve	27/02/2023	Jameson Lodge, 58 Shepherds Hill, Hornsey, London, N6 5RW	Non-material amendment following a grant of planning permission HGY/2019/1139 to alter the wording of Condition 3 (Materials).	Matthew Gunning
Crouch End	Consent under Tree Preservation Orders	HGY/2023/0376	Approve with Conditions	03/04/2023	4 Montonotte Road, Hornsey, London, N8 8RL	Cupressus covered by TPO/2017/0003. Reduction in height of crown by approximately 30%. Tree T1 (see sketch map) is located 3.1m from 72 Glasslyn Road (side wall). Given previous subsidence affecting this property, it is necessary pre-emptively to manage the tree's dimensions.	Daniel Monk
Crouch End	Approval of details reserved by a condition	HGY/2023/0375	Approve	23/03/2023	29 Haringey Park, Hornsey, London, N8 9JD	Approval of details pursuant to Condition 13 (Secured by Design Certification) attached to planning permission ref: HGY/2020/1826.	Matthew Gunning
Crouch End	Consent under Tree Preservation Orders	HGY/2023/0266	Pending	31/03/2023	St Aloysius College Sports Field, Hurst Avenue, Hornsey, London, N6 5TX	G1 (hurst avenue) Group of mixed species along roadside boundary and public highway. Crown lift to a maximum of 4 meters as a duty of care on public side and for grounds maintenance on the playing field side, remove dead/dying branches. T1 Ash (Rear of Greville Lodge Avenue Road) Heavily leaning tree over private car park with history of dead branches falling into cars. Remove limb growing over car park back to main stem. T2-T3 Sycamore (Rear of Greville Lodge) Prune overlong branches growing over private gardens back to boundary to prevent future issues and/or limb failure due to under management.	Daniel Monk
Fortis Green	Householder planning permission	HGY/2023/0178	Approve with Conditions	10/03/2023	59 Lanchester Road, Hornsey, London, N6 4SX	Erection of a first floor side extension over existing garage, roof extension including a front dormer window and creation of a rear dormer extension with internal alterations.	Mark Chan
Fortis Green	Full planning permission	HGY/2022/2750	Approve with Conditions	09/03/2023	29, Lanchester Road, London, N6 4SX	Proposed conversion of garage into a habitable space with the garage door replaced with a large window, a single storey rear extension, modification to rear dormer, change of rear first floor windows, 15 photovoltaic panels on the side and rear roof slope, 1 front rooflight and 3 side rooflights and erection of new outbuilding to the rear.	Ben Coffie
Fortis Green	Lawful development: Proposed use	HGY/2022/2719	Refuse	28/03/2023	2, Woodside Avenue, London, N6 4SS	Certificate of lawfulness for the demolition of existing garage, erection of detached outbuilding for incidental use as a double garage, home office and gym, and associated alterations to boundary enclosure and garage access on Lanchester Road.	Sarah Madond
Fortis Green	Full planning permission	HGY/2022/3539	Approve with Conditions	06/04/2023	Flat A, 72, Coniston Road, London, N10 2BN	Excavation to increase height of existing basement and creation of a front lightwell to form a sunken front garden and study.	Neil McClellan
Fortis Green	Full planning permission	HGY/2023/0118	Approve with Conditions	14/03/2023	Shop, Bomarsund, 94 Fortis Green, Hornsey, London, N2 9EY	Alterations to the shop front, replacement roof finish along with the installation of 4 x rooflights.	Mercy Oruwari
Fortis Green	Removal/variation of conditions	HGY/2022/4039	Approve	06/04/2023	10, Fordington Road, London, N6 4TJ	Variation of condition 2 (Approved Plans) attached to planning permission ref: HGY/2021/1604 to amend the approved scheme by altering the elevations, fenestrations and roof of the dwellinghouse.	Josh Parker
Fortis Green	Removal/variation of conditions	HGY/2022/4311	Approve with Conditions	27/02/2023	3 Beech Drive, Hornsey, London, N2 9NX	Variation of conditions 2 (approved plans) and 4 (obscured glazing) attached to planning permission HGY/2022/1822 alterations to include: reduced depth/height of single storey rear extension and alterations to dimensions of side window and rooflight in extension.	James Mead
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0443	Not Required	28/03/2023	57 Pages Hill, Hornsey, London, N10 1EH	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.75m and for which the height of the eaves would be 2.5m	Sabelle Adjagboni
Fortis Green	Consent under Tree Preservation Orders	HGY/2022/4066	Approve with Conditions	03/04/2023	49, Pikaby, Lanchester Road, Hornsey, London, N6 4SX	T1 is an Oak Tree Proposed works: Reduce the tree away by 2.5 metres away from number 51 Lanchester Rd Reasons for works : Squirrels have been gaining access into 51 Lanchester Rd roof area and causing damage	Matthew Gunning
Fortis Green	Consent under Tree Preservation Orders	HGY/2022/4290	Approve with Conditions	03/04/2023	21 Beech Drive, Hornsey, London, N2 9NX	T1: Oak: shorten back by 2 meters the 2 lowest branches that hang over #29 Ringwood back garden (amended description - removal of epicormic growth now excluded)	Matthew Gunning
Fortis Green	Consent under Tree Preservation Orders	HGY/2023/0523	Approve with Conditions	03/04/2023	Tudor House, 45 Lanchester Road, Hornsey, London, N6 4SX	Species: 2 x Carpinus (Hornbeam) Position: Rear near right Reason: Trespass/neighbors complaint Pollard crowns to previous pruning spurs, by sectional lopping and roping down as necessary, removing numerous branches arising from previously pollarded spurs or principal branches to B.S.3998:13.7. Inspect old pollard spurs and report to client if felt prudent. Lop back all other mixed trespass to neighbours building, back to boundary line. (The works to the Salix do not require permission as the tree is not protected by a TPO)	Daniel Monk

Fortis Green	Consent under Tree Preservation Orders	HGY/2023/0071	Approve with Conditions	03/04/2023	37 Lanchester Road, London N6 4TA	Works to trees protected by a TPO. T1 Oak: Remove major dead wood. Reduce height by 2m and crown spread to south and west by approximately 1m to improve shape, check growth and reduce chances of branch break out. T2 Oak: Remove major dead wood. Reduce height by 2m and crown spread to south by approximately 1m to improve shape, check growth and reduce chances of branch break out. T3 Oak: Remove major dead wood. Reduce height by 2m and crown spread to south by approximately 1m and west by approx 2m to improve shape, check growth and reduce chances of branch break out. T6 Oak: Remove major dead wood. Reduce height by 2m and crown spread to north and west by approximately 1m to improve shape, check growth and reduce chances of branch break out.	Daniel Monk
Fortis Green	Non-Material Amendment	HGY/2022/4282	Approve	28/02/2023	39 Pages Lane, Hornsey, London, N10 1PU	Non-Material Amendment to planning permission: HGY/2022/1821 to allow: installation of two front rooflights rather than three rooflights, various alterations to fenestration and minor widening of balcony.	James Mead
Fortis Green	Non-Material Amendment	HGY/2022/4500	Approve	27/02/2023	Land rear of 24 Great North Road, London, N6 4LU	Non-material amendment following grant of planning permission ref: HGY/2014/1977 and Section 73 application ref: HGY/2018/0964, to agree a revised development description (?Demolition of existing outbuilding, and construction of single storey one bedroom dwelling?) excluding reference to the word ?basement?.	Matthew Gunning
Fortis Green	Consent under Tree Preservation Orders	HGY/2023/0419	Approve with Conditions	03/04/2023	1 St Martins Terrace, 16 Pages Lane, Hornsey, London, N10 1QY	application is to undertake ground works in the vicinity of the tree. I have liaised with Daniel Monk on this matter as to whether an application is necessary but he has not determined impact. We are therefore making the application in case this is necessary for the works. The reason for the proposed work is to improve the environment for the tree and to mitigate damage caused by the roots of the tree. We have taken advice from Fiona Critchley of Arborecultural Solutions LLP regarding the care and management of the tree. Please see attached her report. Damage: We have noted damage to our concrete driveway and garden walls and believe that this is caused by the roots of the tree. There is also damage to the off-street parking area and floor slab of the extension at the neighbouring property at 14 Pages Lane. Fiona Critchley inspected the tree and the site and noted the following: Damage to retaining wall to south of the tree (para 4.1). Damage to concrete drive and front path steps (para 4.2). Damage to paving at 14 Pages Lane (para 4.3). Landscaping and groundwork options: Fiona Critchley set out the following options: 1) Concrete driveway (para 5.2.1); Remove or reduce the size of the concrete parking area to allow rainwater to penetrate the underlying soils so reducing storm water run off and improving the rooting conditions for the Oak tree. Replace using porous hard surfacing and a cellular raft system (such as Cellweb). 2) Root barrier (para 5.2.2); Excavate a trench along the party boundary between 1 St Martins Terrace and 14 Pages Lane, install a root barrier of Ribbed Root Panels or CuTex Copper to manufacturers specifications and backfill the trench. 3) Retaining wall (para 5.2.3); If the area of concrete parking is reduced adjacent to the shrubbed wall it would be possible to remove the retaining wall, remove the infill soil, and regrade the soil as a slope. This would negate the need for the retaining wall and lower the soils levels around the base of the tree back to the original level. If the wall is retained there are some engineered solutions that may reduce the direct damage of the root growth for example constructing the wall on lintel bridging the roots. Our proposals: Completely remove the concrete and replace it using porous hard surfacing and a cellular raft system (such as Cellweb). and Install a root barrier along the 4 party boundary between 1 St. Martins Terrace and 14 Page?s Lane. and Repair the retaining wall, in line with the	Daniel Monk
Harringay	Householder planning permission	HGY/2023/0237	Approve with Conditions	21/03/2023	54 Beresford Road, Hornsey, London, N8 0AJ	Erection of a single storey infill extension with a three metre addition to the rear and formation of an 'L' shaped dormer.	Oskar Gregersen
Harringay	Full planning permission	HGY/2023/0082	Approve with Conditions	05/04/2023	Flat 1, 56 Lausanne Road, Hornsey, London, N8 0HP	Demolition of existing lean-to bathroom and small rear extension of the ground floor flat to create a larger living space.	Ben Coffie
Harringay	Lawful development: Proposed use	HGY/2023/0102	Permitted Development	24/02/2023	5 Beresford Road, Hornsey, London, N8 0AL	Formation of loft conversion to include L-shaped dormer and installation of roof lights	Michelle Meskell Kwaku Bossman-Gyamera
Harringay	Householder planning permission	HGY/2022/4535	Approve with Conditions	22/02/2023	95 Burgoyne Road, Hornsey, London, N4 1AB	Proposed single storey rear and side infill extension.	
Harringay	Householder planning permission	HGY/2023/0161	Approve with Conditions	15/03/2023	54 Hewitt Road, Hornsey, London, N8 0BL	Erection of partial side return extension, with pitched roof to create a larger kitchen diner.	Michelle Meskell
Harringay	Full planning permission	HGY/2023/0128	Approve with Conditions	13/03/2023	Ground Floor Flat, 105 Hewitt Road, Hornsey, London, N8 0BP	Proposed ground floor wraparound extension.	Ben Coffie
Harringay	Lawful development: Proposed use	HGY/2023/0465	Permitted Development	20/03/2023	38 Beresford Road, Hornsey, London, N8 0AJ	Certificate of Lawfulness for proposed single storey rear extensions and construction of rear dormer and outrigger extensions to facilitate loft conversion	Laina Levassor
Harringay	Full planning permission	HGY/2022/4027	Approve with Conditions	07/03/2023	85, Wightman Road, Hornsey, London, N4 1RJ	Conversion of existing dwelling into two flats, including the demolition of the existing single storey rear projection, the erection of a part ground floor, part first floor rear extension, the installation of a rear dormer window and the creation of a new covered porch.	James Mead
Harringay	Householder planning permission	HGY/2022/4035	Refuse	08/03/2023	Flat B, 29 Falkland Road, Hornsey, London, N8 0NS	Formation of roof extension over the outrigger to create a L shaped dormer.	Mercy Oruwari

Harringay	Lawful development: Proposed use	HGY/2023/0052	Permitted Development	06/03/2023	9 Duckett Road, Hornsey, London, N4 1BJ	Replacement of two existing ground floor Windows on the rear elevation with glazed doors; the replacement of one existing ground floor Window on the side elevation with a glazed fixed panel; and the addition of a cast iron staircase to rear elevation.	Sabelle Adjagboni
Harringay	Consent to display an advertisement	HGY/2023/0332	Approve with Conditions	29/03/2023	Bank, 577-579 Green Lanes, Hornsey, London, N8 0RG	Proposed replacement of existing signage to a bank with similar signage with updated logo and colours.	Oskar Gregersen
Harringay	Lawful development: Proposed use	HGY/2022/4062	Permitted Development	21/02/2023	11, Colina Road, Tottenham, London, N15 3JA	Roof extension (Certificate of Lawfulness)	Emily Whittredge
Harringay	Householder planning permission	HGY/2023/0373	Approve with Conditions	04/04/2023	25 Umfreville Road, Hornsey, London, N4 1RY	Replacement of existing boundary wall and railing with new cycle store and planter in front garden.	Laina Levassor
Harringay	Householder planning permission	HGY/2022/4265	Approve with Conditions	16/03/2023	132 Falkland Road, Hornsey, London, N8 0NP	The proposal seeks planning permission for the erection of a single storey side infill extension to create a larger kitchen and a dormer extensions to the rear roof slope and outrigger and the installation of 2 roof windows to the front sloping roof.	Oskar Gregersen
Harringay	Full planning permission	HGY/2022/2134	Approve with Conditions	15/03/2023	Second Floor Flat, 52, Hampden Road, London, N8 0HT	Loft conversion designed to meet permitted development rights.	Michelle Meskill
Harringay	Householder planning permission	HGY/2022/1930	Approve with Conditions	13/03/2023	44, Sydney Road, Hornsey, London, Haringey, N8 0EX, London	Proposed single storey side and rear extension. Amendment to planning permission (HGY/2022/0240) to add rear extension.	Emily Whittredge
Harringay	Full planning permission	HGY/2021/3566	Approve with Conditions	06/04/2023	9-13, Turnpike Lane, London, N8 0EP	Removal of existing shopfronts and installation of new shopfront with perforated roller shutters at 9, 11 and 13 Turnpike Lane.	Josh Parker
Harringay	Full planning permission	HGY/2022/2694	Approve with Conditions	27/03/2023	16, Effingham Road, London, N8 0AB	Proposed loft conversion & proposed single storey rear extension.	Gareth Prosser
Harringay	Full planning permission	HGY/2022/2595	Approve with Conditions	27/02/2023	6 & 7, Salisbury Promenade, Green Lanes, London, N8 0RX	Front shopfront extension to no.6 salisbury promenade and amalgamation with existing shopfront of no. 7 Salisbury Promenade	Kwaku Bossman-Gyamera
Harringay	Full planning permission	HGY/2023/0378	Approve with Conditions	29/03/2023	Shop, 74-75 Grand Parade, Tottenham, London, N4 1DX	Retrospective permission for installation of ATM and associated signage (accompanying advert consent under HGY/2023/0657)	Laina Levassor
Harringay	Householder planning permission	HGY/2023/0300	Approve with Conditions	27/03/2023	Flat B, 68 Raieigh Road, Hornsey, London, N8 0HY	Construction of rear dormer extension to facilitate loft conversion.	Laina Levassor
Harringay	Householder planning permission	HGY/2022/4204	Approve with Conditions	06/03/2023	57 Burgoyne Road, Hornsey, London, N4 1AB	Alterations to the side of the mansard roof of the outrigger to facilitate the enlargement of the 2nd floor bedroom.	Ben Coffie
Harringay	Full planning permission	HGY/2023/0020	Approve with Conditions	06/03/2023	Ground Floor Flat, 9 Endymion Road, Hornsey, London, N4 1EE	New Single Storey Wooden Garden Study Room (Outbuilding)	Emily Whittredge
Harringay	Consent to display an advertisement	HGY/2023/0657	Approve with Conditions	04/04/2023	Shop, 74-75 Grand Parade, Tottenham, London, N4 1DX	Advertisement consent for installation of ATM and associated signage (accompanying planning application under HGY/2023/0378)	Laina Levassor
Harringay	Lawful development: Proposed use	HGY/2023/0268	Permitted Development	23/03/2023	101 Effingham Road, Hornsey, London, N8 0AE	Certificate of Lawfulness for the formation of a rear dormer roof extension under permitted development.	Oskar Gregersen
Harringay	Non-Material Amendment	HGY/2023/0249	Approve	22/02/2023	37, Pemberton Road, Hornsey, London, N4 1AX	Non-Material Amendment to approved planning application reference HGY/2022/0905 for the replacement of approved toughened glass balustrade with a black metal railing balustrade at rear.	Sarah Madondo
Harringay	Non-Material Amendment	HGY/2023/0191	Approve	10/03/2023	3 Warham Road, Hornsey, London, N4 1AR	Non-material amendment to planning permission ref: HGY/2022/2117 in order to change the wording of conditions 3 to read: "The development hereby approved shall be finished in accordance with material detailed in drawing no. WAR_PL_003 and WAR_PL_DAS unless otherwise agreed in writing by the Local Planning Authority" and condition 4 to be changed to: "Prior to its installation details of the air source heat pump shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a noise assessment report, including acoustic data to demonstrate that the noise level from the operation of the air source heat pump hereby approved must not exceed 42dB LAeq (5 min) at 1 metre from the window of a habitable room on the façade of any neighbouring residential property. If, in the opinion of the Local Planning Authority the proposed air source heat pump will result in any noise nuisance to the occupant of any neighbouring dwelling the Applicant shall install noise mitigation measures in agreement with the Planning Authority. The development shall thereafter be carried out in accordance with such details as may be approved or any other approved details as submitted to the Local Planning Authority if an alternative to the chosen renewable energy is to be installed. "	Ben Coffie
Hermitage & Gardens	Householder planning permission	HGY/2023/0156	Approve with Conditions	30/03/2023	231 Hermitage Road, Tottenham, London, N4 1NP	Single-storey ground floor rear wrap-around extension.	Sabelle Adjagboni
Hermitage & Gardens	Householder planning permission	HGY/2023/0032	Approve with Conditions	24/03/2023	Ground Floor Flat, 92 Chesterfield Gardens, Tottenham, London, N4 1LR	Demolition of existing single-storey extension and replacement with new single-storey rear extension and partial side return on the ground floor flat.	Mercy Oruwari
Hermitage & Gardens	Lawful development: Existing use	HGY/2023/0333	Refuse	29/03/2023	245 St Anns Road, Tottenham, London, N15 5RG	Certificate of lawfulness for use of site as two self-contained flats	Oskar Gregersen
Hermitage & Gardens	Householder planning permission	HGY/2022/4347	Approve with Conditions	28/02/2023	16 Beechfield Road, Tottenham, London, N4 1PE	Erection of a single-storey side and rear extension following the demolition of existing extension.	Emily Whittredge
Hermitage & Gardens	Lawful development: Proposed use	HGY/2022/4349	Permitted Development	22/02/2023	16 Beechfield Road, Tottenham, London, N4 1PE	Loft conversion with rear dormer and outrigger extensions and front roof lights (Certificate of lawfulness)	Emily Whittredge

Hermitage & Gardens	Householder planning permission	HGY/2023/0255	Approve with Conditions	16/03/2023	16 Rutland Gardens, Tottenham, London, N4 1JP	Erection of single storey rear extension and alterations to rear elevation glazing	Laina Levassor
Hermitage & Gardens	Lawful development: Proposed use	HGY/2022/4558	Approve	21/02/2023	77 Stanhope Gardens, Tottenham, London, N4 1HZ	Certificate of lawfulness for the proposed installation of a rear dormer roof extension.	Mark Chan
Hermitage & Gardens	Householder planning permission	HGY/2022/4483	Approve with Conditions	16/03/2023	29 Kimberley Gardens, Tottenham, London, N4 1LB	Single storey rear and side extension	Sabelle Adjagboni
Hermitage & Gardens	Full planning permission	HGY/2022/4321	Approve with Conditions	01/03/2023	Flat 1, 27 Kimberley Gardens, Tottenham, London, N4 1LB	Single storey, rear, side return extension to ground floor two bedroom flat	Oskar Gregersen
Hermitage & Gardens	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0363	Not Required	07/03/2023	116 Roseberry Gardens, Tottenham, London, N4 1JL	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.2m and for which the height of the eaves would be 2.5m	Laina Levassor
Hermitage & Gardens	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0019	Not Required	20/02/2023	70 Beechfield Road, Tottenham, London, N4 1PE	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Hermitage & Gardens	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2023/0152	Approve with Conditions	04/04/2023	523 Seven Sisters Road, Tottenham, London, N15 6EP	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3)	Zara Seelig
Hermitage & Gardens	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0501	Approve	03/04/2023	6 Eade Road, Tottenham, London, N4 1DH	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.4m and for which the height of the eaves would be 2.8m	Oskar Gregersen
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/0286	Approve	24/03/2023	3 Vale Terrace, Tottenham, London, N4 1LX	Approval of details reserved by a condition 3 (facing materials); condition 4 (d location of secure and covered cycle parking facilities) and condition 5 (provision of refuse and waste storage and recycling facilities) attached to planning permission HGY/2022/0754.	Kwaku Bossman-Gyamera
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2022/3840	Approve	23/02/2023	Land Opposite 1-24, Remington Road, Tottenham, London, N15 6SS	Approval of details pursuant to condition 7(a) (Biodiversity) 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.	Tania Skelli
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2022/3842	Approve	24/03/2023	Land Opposite 1-24, Remington Road, Tottenham, London, N15 6SS	Approval of details pursuant to condition 4 (Energy) attached to planning permission ref: HGY/2021/2882 dated 9/6/2022 (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)	Tania Skelli
Highgate	Householder planning permission	HGY/2023/0096	Approve with Conditions	14/03/2023	20 Cholmeley Crescent, Hornsey, London, N6 5HA	Replacement of rear extension with one of similar size.	Zara Seelig
Highgate	Householder planning permission	HGY/2023/0159	Approve with Conditions	15/03/2023	93 Gaskell Road, Hornsey, London, N6 4DU	Single storey rear extension and loft conversion including a rear dormer and skylights.	Oskar Gregersen
Highgate	Householder planning permission	HGY/2022/4279	Approve with Conditions	23/02/2023	19 Cromwell Avenue, Hornsey, London, N6 5HN	Demolition of existing conservatory, erection of single storey side/rear extension and installation of rear bi-fold doors.	James Mead
Highgate	Householder planning permission	HGY/2022/4457	Approve with Conditions	01/03/2023	27 North Grove, London, N6 4SH	Replacement of rear lower ground floor windows and door with sliding doors. Replace windows to upper ground floor rear elevation. Replace garage door with window. Excavate lightwell and insert window to front elevation at lower ground floor level. Convert existing garage to habitable space. Replace existing rooflight.	Tania Skelli
Highgate	Householder planning permission	HGY/2023/0252	Refuse	22/03/2023	13 Shepherds Hill, Hornsey, London, N6 5QJ	Proposed enlargement of single lower ground floor rear window / door opening. Installation of 2 no. flat glass rooflights in existing rear roof terrace. Removal of 1 no. window to side elevation and infilled in brickwork to match existing. Change to garden levels and removal of shrubbery to create enlarged lawn area.	Ben Coffie
Highgate	Householder planning permission	HGY/2022/4257	Approve with Conditions	20/03/2023	Flat 1, 29 Milton Road, Hornsey, London, N6 5QD	The erection of a timber framed, green felt roofed garden shed in the garden of Flat 1, 29 Milton Road for use by the applicant as a home office.	Matthew Gunning
Highgate	Approval of details reserved by a condition	HGY/2022/1714	Approve	06/03/2023	Branksome, Courtenay Avenue, London, N6 4LP	Approval of details pursuant to condition 8 (Energy) attached to planning permission ref: HGY/2021/1190 dated 6/10/2021 and as amended by ref: HGY/2021/3129 dated 15/11/2021 for the demolition of the existing dwelling house and erection of replacement dwelling house, including accommodation at basement, ground, first floor and roof levels with associated landscaping to front and rear garden areas.	Tania Skelli
Highgate	Householder planning permission	HGY/2022/3559	Approve with Conditions	22/02/2023	23, Aylmer Road, London, N2 0BS	Planning application for modifications to the existing rear terrace including replacing the existing railing with a glass screen (amended description).	Ben Coffie
Highgate	Householder planning permission	HGY/2022/4550	Approve with Conditions	20/02/2023	19 North Grove, Hornsey, London, N6 4SH	Replace existing french doors and window with new bi-fold doors on rear elevation.	James Mead
Highgate	Full planning permission	HGY/2022/4362	Approve with Conditions	06/04/2023	Flat A, 170 Archway Road, Hornsey, London, N6 5BB	Loft conversion and alterations to facilitate the conversion of 3 bed flat to form 1 x 1 bed and 1 x 2 bed self-contained units.	Ben Coffie

Highgate	Listed building consent (Alt/Ext)	HGY/2022/4251	Approve with Conditions	01/03/2023	Boundary Wall To Graveyard, Highgate School, North Road, London	Repairs to boundary wall including structural elements to ensure safety. Redecoration and repair of railings. Installation of movement monitoring.	James Mead
Highgate	Householder planning permission	HGY/2022/4484	Approve with Conditions	14/03/2023	Round Hill, Compton Avenue, Hornsey, London, N6 4LB	Construction of new outbuilding to be used as a security lodge.	James Mead
Highgate	Householder planning permission	HGY/2022/3996	Approve with Conditions	03/04/2023	112, The Cottage, Highgate Hill, Hornsey, London, N6 5HE	Consent for the relocation of two existing garden sheds from existing site in the garden to the rear of the garden or the erection of two new timber sheds at the rear of the garden of the same size and style as the existing sheds for the purposes of storing gardening equipment and garden furniture. Removal of concrete slab paving in the middle of the garden and breaking up and removing the asphalt surface underneath to be turned into lawn and flower beds. Creation of a decked area with pergola. Removal of small rockery on upper patio level and extension and repair of existing wall to left hand side of steps up to first lawn.	Matthew Gunning
Highgate	Householder planning permission	HGY/2022/3924	Approve with Conditions	06/03/2023	76, Southwood Lane, Hornsey, London, N6 5DY	4m single storey rear extension in render to match existing materials with part of the roof flat in fibreglass waterproofing, and the other part sloping and in artificial slate. Insertion of new bi-fold aluminium doors and roof lights.	Sabelle Adjagboni
Highgate	Lawful development: Proposed use	HGY/2023/0440	Refuse	03/04/2023	12 Bancroft Avenue, Hornsey, London, N2 0AS	Certificate of Lawfulness for proposed outbuilding	Laina Levassor
Highgate	Householder planning permission	HGY/2022/4074	Approve with Conditions	06/04/2023	43, Stanhope Gardens, Hornsey, London, N6 5TT	Erection of a single storey side extension and a rear dormer window, enlargement of existing basement cellar, installation of solar panels and rooflights in side roof slope, re-rendering parts of property with external wall insulation, and replacement of single glazed timber doors and windows with triple glaze.	Josh Parker
Highgate	Householder planning permission	HGY/2022/4316	Approve with Conditions	20/02/2023	2 Courtenay Avenue, Hornsey, London, N6 4LP	Extension and refurbishment work to existing dwelling, including: installation of new roof to main house, erection of second floor side extension, erection of part ground floor and part first floor rear extension, construction of basement extension, replacement/new windows and other external alterations.	James Mead
Highgate	Householder planning permission	HGY/2023/0108	Approve with Conditions	07/03/2023	57 Cholmeley Crescent, Hornsey, London, N6 5EX	Demolition of existing rear extension and first floor rear hipped roof projection. Erection of part single, part two storey rear extension, replacement of windows and landscaping works.	James Mead
Highgate	Full planning permission	HGY/2022/4188	Refuse	29/03/2023	373 Archway Road, Hornsey, London, N6 4EJ	Replacement of existing shop front	Tania Skelli
Highgate	Consent under Tree Preservation Orders	HGY/2023/0474	Approve with Conditions	03/04/2023	24 Stormont Road, Hornsey, London, N6 4NP	Works to tree protected by a Tree Preservation Order Oak Tree (T1): Reduce to previous points of reduction to reduce shading (All other works will be considered separately under a Section 211 Notice, application reference HGY/2023/0473)	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2023/0336	Approve	04/04/2023	12 Broadlands Road, Hornsey, London, N6 4AN	Approval of details pursuant to condition 4 (Method of Construction Statement), Condition 8 (Arboriculture works and protection) and Condition 10 (Green roof information) attached to planning permission ref: HGY/2021/0692.	Josh Parker
Highgate	Approval of details reserved by a condition	HGY/2023/0185	Approve	01/03/2023	Land At Townsend Yard, London, N6 5JF	Approval of details pursuant to condition 3 (Method Statement) attached to listed building application HGY/2021/3273.	Matthew Gunning
Highgate	Consent under Tree Preservation Orders	HGY/2023/0324	Approve with Conditions	27/02/2023	Southwood Park, Southwood Lawn Road, Hornsey, London, N6 5SG	Works to tree protected by a TPO. T1) Horse Chestnut: reduce by 2 metres for maintenance of tree	Daniel Monk
Highgate	Approval of details reserved by a condition	HGY/2023/0569	Approve	29/03/2023	Branksome, Courtenay Avenue, Hornsey, London, N6 4LP	Approval of details pursuant to condition 18b (Archeology) attached to planning permission ref: HGY/2021/1190 dated 6/10/2021 and as amended by ref: HGY/2021/3129 dated 15/11/2021 for the demolition of the existing dwelling house and erection of replacement dwelling house, including accommodation at basement, ground, first floor and roof levels with associated landscaping to front and rear garden areas.	Tania Skelli
Highgate	Consent under Tree Preservation Orders	HGY/2023/0276	No Objections	01/03/2023	5 Cholmeley Park, Hornsey, London, N6 5ET	T1. Broad leaved Lime (Tilia platyphyllos) Front garden Large mature dominant front garden tree previously reduced now encroaching on property and causing excessive shading. To improve light and maintain cyclical pruning schedule: Reduce canopy 1m beyond previous points of reduction (4-5m in height and 2-3m in lateral spread). Retain furnishing growth for crown continuity. Remove basal sucker growth	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2022/4194	Approve with Conditions	03/04/2023	30 Grange Road, Hornsey, London, N6 4AP	Works to tree protected by a TPO. T1 is a Mature Beech. Proposed works: Fell to ground level. Reasons for works: T1 has for the last 2 years shown signs of a fungal polypore attack by meripilus giganteus (See attached photos). This year's leaf growth has been very sparse, an indicator of stress and dysfunction. Failure of T1 could be cataclysmic, due its size and position, as it stands near a two-road junction. The owner of the property has agreed to replant a row of silver birch on the boundary, on his land.	Matthew Gunning
Highgate	Consent under Tree Preservation Orders	HGY/2023/0574	Approve with Conditions	03/04/2023	Southwood Hall, Muswell Hill Road, Hornsey, London, N6 5UF	Works to tree protected by a TPO T2) Evergreen Oak: 2 metre crown reduction away from building, due to proximity to building (Works to T1) Cypress will be considered separately under Section 211 Notice reference HGY/2023/0576)	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2023/0262	Approve with Conditions	03/04/2023	Hillside, 51 Jacksons Lane, Hornsey, London, N6 5SR	Works to trees protected by a TPO. 2x Lime Trees - Reduce to previous points of reduction	Daniel Monk
Hornsey	Householder planning permission	HGY/2023/0189	Refuse	17/03/2023	20 Priory Avenue, Hornsey, London, N8 7RN	Rear extension and internal alterations	Oskar Gregersen

Hornsey	Lawful development: Proposed use	HGY/2022/4326	Permitted Development	08/03/2023	122C North View Road, Hornsey, London, N8 7LP	Rear dormer and outrigger extension and front roof lights (Certificate of lawfulness)	Emily Whittredge
Hornsey	Full planning permission	HGY/2022/4554	Approve with Conditions	03/03/2023	Flat A, 178 Nelson Road, Hornsey, London, N8 9RN	Replacement and enlargement of existing single storey rear extension.	Mercy Oruwari
Hornsey	Lawful development: Proposed use	HGY/2022/4360	Permitted Development	24/02/2023	130 Hillfield Avenue, Hornsey, London, N8 7DJ	Rear dormer and replacement window (Certificate of lawfulness)	Emily Whittredge
Hornsey	Householder planning permission	HGY/2022/4090	Approve with Conditions	29/03/2023	60, Rathcoole Gardens, Hornsey, London, N8 9NB	Exchange of existing single-glazed timber windows and double-glazed uPVC windows for new fit for purpose double-glazed timber and uPVC window units	Michelle Meskill
Hornsey	Lawful development: Proposed use	HGY/2022/4329	Permitted Development	28/02/2023	27 Warner Road, Hornsey, London, N8 7HB	Single storey rear extension (Certificate of Lawfulness).	Emily Whittredge
Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0524	Approve	28/03/2023	40 Rectory Gardens, Hornsey, London, N8 7PJ	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Oskar Gregersen
Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0292	Not Required	09/03/2023	72 Priory Road, Hornsey, London, N8 7EY	Erection of single storey extension which extends beyond the rear wall of the original house by 3.75m, for which the maximum height would be 3.25m and for which the height of the eaves would be 3m	Oskar Gregersen
Hornsey	Approval of details reserved by a condition	HGY/2023/0051	Approve	06/03/2023	60B Tottenham Lane, London N8 7EE	Approval of details reserved by condition 3 (cycle parking) of planning application ref: HGY/2022/1164	James Mead
Hornsey	Non-Material Amendment	HGY/2022/4038	Approve	27/02/2023	56, Farrer Road, Hornsey, London, N8 8LB	Non-material amendment to planning permission ref: HGY/2022/1954 to raise the height of the rear extension to 4m and install patio with steps in the rear garden.	Mark Chan
Muswell Hill	Householder planning permission	HGY/2023/0015	Approve with Conditions	15/03/2023	7 Rookfield Avenue, Hornsey, London, N10 3TS	Replacement of single glazed ground floor front window with double glazed timber window.	Michelle Meskill
Muswell Hill	Householder planning permission	HGY/2023/0086	Approve with Conditions	07/03/2023	34 Birchwood Avenue, Hornsey, London, N10 3BE	Demolition of existing rear dormer and replacement with larger rear dormer extension and the addition of two new rooflights to the front roof slope.	Oskar Gregersen
Muswell Hill	Consent under Tree Preservation Orders	HGY/2023/0146	Approve with Conditions	27/02/2023	Land between 8-10 Cascade Avenue, London N10	T1: Sycamore. Reduce the extremities of the horizontal branches growing towards the neighbouring property by 1.5-2.5m up to a height of 12-14m from ground level, thin throughout the crown by 10-15%, remove any major deadwood from the crown, maintenance work in line with good Arboricultural practice T2: Sycamore - This tree has some decay in the main fork and at the point where the main stem (which leans over the road) has been reduced several years ago. Reduce the dog leg section by 3-4m. Reduce the secondary stem (vertical) by 3-4m. Reduce the crown spread to balance and shape the crown (approx. 3m). Remove any major deadwood from the crown. Maintenance work in line with good Arboricultural practice for safety due to decay in fork.	Daniel Monk
Muswell Hill	Householder planning permission	HGY/2023/0172	Approve with Conditions	15/03/2023	21 Etheldene Avenue, Hornsey, London, N10 3QG	Erection of single storey rear extension to replace original extension and the installation of replacement of doors in the rear elevation.	Laina Levassor
Muswell Hill	Householder planning permission	HGY/2023/0256	Approve with Conditions	31/03/2023	79 Muswell Hill Road, Hornsey, London, N10 3HT	Erection of ground floor rear extension, installation of new front/rear rooflights, replacement windows throughout, rear doors to be upgraded and addition of new rear staircase.	James Mead
Muswell Hill	Full planning permission	HGY/2022/2684	Approve with Conditions	20/03/2023	37, Connaught Gardens, London, N10 3LD	Loft extension/conversion, including: hip to gable extension, installation of rear dormer with terrace, addition of rooflights and altered chimney. Erection of part single, part two storey rear extension, with roof terrace and pergola. Reinstatement of original brickwork on rear/side by removing paint and addition of new ground floor side window.	James Mead
Muswell Hill	Householder planning permission	HGY/2022/3551	Approve with Conditions	24/02/2023	26, Connaught Gardens, London, N10 3LB	Demolition of existing garage and erection of two storey side extension.	Ben Coffie
Muswell Hill	Full planning permission	HGY/2022/4515	Approve with Conditions	23/03/2023	71 Hillfield Park, Hornsey, London, N10 3QU	Replacement of existing single glazed windows and doors to the ground floor flat with new timber double glazed windows and doors to match the existing.	Michelle Meskill
Muswell Hill	Lawful development: Proposed use	HGY/2023/0274	Permitted Development	03/04/2023	67 Muswell Hill Place, Hornsey, London, N10 3RP	Certificate of lawfulness for the formation of a rear dormer, hip to gable extension including the insertion of 3 front rooflights - proposed use	Mercy Oruwari
Muswell Hill	Full planning permission	HGY/2023/0296	Approve with Conditions	31/03/2023	Flat 1, 130 Muswell Hill Road, Hornsey, London, N10 3JD	Side infill extension to existing rear extension, replacement of existing flat roof.	Ben Coffie
Muswell Hill	Householder planning permission	HGY/2022/4447	Approve with Conditions	06/03/2023	25 Alexandra Gardens, Hornsey, London, N10 3RN	Revision to planning approval ref: HGY/2022/1998, to reduce size of rear facing window, raising parapet wall to allow for roof insulation. Original description "Change of roof form, including L-Shaped dormer and raising of ridge to allow for a loft conversion with front facing roof lights."	Ben Coffie
Muswell Hill	Householder planning permission	HGY/2023/0124	Approve with Conditions	10/03/2023	71 Connaught Gardens, Hornsey, London, N10 3LG	Installation of air source heat pump	Ben Coffie
Muswell Hill	Householder planning permission	HGY/2022/4104	Approve with Conditions	21/03/2023	24, Cascade Avenue, Hornsey, London, N10 3PU	Replace soft wood timber windows on 2nd floor loft (rear and side) with like-for-like replacement hard wood timber windows.	Michelle Meskill
Muswell Hill	Householder planning permission	HGY/2022/3869	Approve with Conditions	29/03/2023	48, Fortis Green Road, Hornsey, London, N10 3HN	Erection of replacement external staircase	Laina Levassor
Muswell Hill	Householder planning permission	HGY/2022/4159	Approve with Conditions	31/03/2023	81 Woodland Rise, Hornsey, London, N10 3UN	Erection of a single storey rear extension.	Neil McClellan
Muswell Hill	Non-Material Amendment	HGY/2023/0055	Approve	23/02/2023	22 Grand Avenue, Hornsey, London, N10 3BB	Non-Material Amendment to planning permission: HGY/2021/2888 to allow: minor widening of single storey rear extension, with eastern flank wall re-located to along the boundary.	James Mead

Muswell Hill	Approval of details reserved by a condition	HGY/2023/0621	Approve	29/03/2023	Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Approval of details pursuant to condition 27 (Archaeology) attached to planning permission ref: HGY/2021/2727 dated 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes (Use Class C3) within 3 buildings ranging from 3 to 6 storeys in height, with associated vehicular access from Woodside Avenue, wheelchair parking, landscaping, refuse/recycling and cycle storage facilities. New stepped access to Parkland Walk from Woodside Avenue.	Tania Skelli
Muswell Hill	Approval of details reserved by a condition	HGY/2022/3880	Approve	13/03/2023	47, Woodland Gardens, Hornsey, London, N10 3UE	Approval of details reserved by condition 7 (Method Statement and Structural Monitoring) attached to planning permission HGY/2021/3385.	James Mead
Muswell Hill	Approval of details reserved by a condition	HGY/2022/4303	Approve	27/02/2023	33 Muswell Hill, Hornsey, London, N10 3PR	Approval of details pursuant to conditions 3 (Materials), 4 (hard/soft landscaping and boundary treatments), 6 (Energy statement), 7 (Green roof), 8 (Construction Management Plan), 10 (Waste and recycling storage), 11 (Cycle parking storage) & 12 (Structural Engineer) attached to planning permission HGY/2021/0603.	Matthew Gunning
Muswell Hill (Historical)	Removal/variation of conditions	HGY/2022/3864	Approve	27/02/2023	Link House, 41 Colney Hatch Lane, Hornsey, London, N10 1LJ	Variation of condition 6 (Landscaping) attached to planning permission ref. HGY/2017/2053 granted on 25th September 2017 for the Change of use from car sales (Sui-generis) to child daycare nursery (D1) and discharge of condition ref. HGY/2018/1446 dated 8th February 2019; namely the replacement of boundary treatment.	Tania Skelli
Noel Park	Full planning permission	HGY/2023/0337	Approve with Conditions	29/03/2023	Shop, 6 The Broadway, Wood Green, London, N22 6DS	New steam extract and new fresh air intake duct to the rear.	Zara Seelig
Noel Park	Full planning permission	HGY/2023/0173	Approve with Conditions	17/03/2023	12 Cheapside, High Road, Wood Green, London, N22 6HH	Alterations to the existing shopfront including relocation of entrance door. Works to include internal alterations to the layout. Partial removal of wording on signage.	Mercy Oruwari
Noel Park	Full planning permission	HGY/2023/0181	Refuse	16/03/2023	14 High Road, Wood Green, London, N22 6BX	Existing residential extended and reconfigured to form 4 number Apartments.	Zara Seelig
Noel Park	Consent to display an advertisement	HGY/2023/0326	Approve with Conditions	29/03/2023	Shop, 6 The Broadway, Wood Green, London, N22 6DS	Application for advertisement consent for the installation of one internally illuminated fascia sign and one internally illuminated projecting sign.	Zara Seelig
Noel Park	Full planning permission	HGY/2022/4337	Approve with Conditions	17/03/2023	46, High Road, Wood Green, London, N22 6BX	Replacement shopfront.	Kwaku Bossman-Gyamera
Noel Park	Full planning permission	HGY/2023/0018	Approve with Conditions	09/03/2023	60 Hornsey Park Road, Wood Green, London, N8 0JY	Proposed rear L-shaped dormer with rooflights on the front slope.	Daniel Kwasi
Noel Park	Deemed - Regulation 3	HGY/2022/2528	Approve with Conditions	03/03/2023	105, 105a, 107, 107a, 115, 115a, 117, 117a, 121, 121a, 129, 129a, 133, 133a, Gladstone Avenue, London, N22 6LA	To replace the rear bathroom pods with new modular pods, replace windows to the front and rear elevations, replace roof coverings, external staircases and carry out external repairs works to the original property.***	Gareth Prosser
Noel Park	Full planning permission	HGY/2022/2534	Approve with Conditions	03/03/2023	94, 94a, 96, 96a, 100, 100a, 102, 102a., 104, 104a, 106, 106a, 108, 108a, 110, 110a, 112, 112a, Gladstone Avenue, London, N22 6LH	To replace the rear bathroom pods with new modular pods, replace windows to the front and rear elevations, replace roof coverings, and carry out external repairs works to the original property***	Gareth Prosser
Noel Park	Consent to display an advertisement	HGY/2022/2751	Approve	17/03/2023	39, High Road, London, N22 6BH	Application for Consent to Display an Advertisement	Josh Parker
Noel Park	Full planning permission	HGY/2022/2695	Approve with Conditions	17/03/2023	39, High Road, London, N22 6BH	New shopfront on existing retail unit	Josh Parker
Noel Park	Full planning permission	HGY/2022/3534	Refuse	30/03/2023	Building to the rear of 26 High Road, Wood Green, London, N22 6BX	Change of use from bathroom showroom (use class: E) to banqueting suite at ground floor (use class: sui-generis) and restaurant/bar/shisha bar at first floor (use class: E and sui-generis). Installation of new doors and windows on south-east elevation.	James Mead
Noel Park	Approval of details reserved by a condition	HGY/2022/1407	Approve	28/03/2023	Garages Adjacent to, 67, Bury Road, London, N22 6HS	Approval of details pursuant to conditions Conditions 12 (Energy) attached to planning permission HGY/2021/0059	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/0504	Approve	29/03/2023	Garages Adjacent to, 67, Bury Road, London, N22 6HS	Approval of details pursuant to condition 3 (Materials) attached to planning permission ref: HGY/2021/0059	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2022/1592	Approve	28/03/2023	Garages Adjacent to, 200, Morley Avenue, London, N22 6NP	Non-material amendment to previously approved scheme under planning application reference HGY/2021/0054	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2022/1947	Approve	28/03/2023	Garages Adj to, 208, Farrant Avenue, London, N22 6PG	Non-material amendment to previously approved scheme under planning application reference: HGY/2021/0095	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/2161	Approve	08/03/2023	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 49 (Sustainability Standards - Non-residential) attached to planning permission HGY/2017/3117 in relation to Blocks E1-E3	Valerie Okeiji
Noel Park	Approval of details reserved by a condition	HGY/2022/2732	Approve	30/03/2023	Garages Adj to, 208, Farrant Avenue, London, N22 6PG	Approval of details pursuant to conditions 10 (Energy Statement) attached to application HGY/2021/0095	Gareth Prosser

Noel Park	Approval of details reserved by a condition	HGY/2022/1270	Approve	05/04/2023	Land at the Chocolate Factory and Parma House, 5, Clarendon Road, London, N22 6XJ	Approval of details pursuant to condition 22 - partial discharge (Non Road Mobile Machinery) of planning permission HGY/2017/3020 and pursuant to condition 19 (Non Road Mobile Machinery) of the first S96a Planning Permission reference HGY/2021/0624 in relation to Blocks E2 only	Valerie Okeiyi
Noel Park	Full planning permission	HGY/2022/2388	Approve with Conditions	02/03/2023	172, 172a, 176, 176a, 180, 180a, 182, 182a., 184, 184a, 186, 186a, 188, 188a, 190, 190a,194, 194a, Gladstone Avenue, London, N22 6LG	To replace the rear bathroom pods with new modular pods, replace windows to the front and rear elevations, replace roof coverings, replace external staircases and carry out external repairs works to the original property	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/2233	Approve	08/03/2023	Land at the Chocolate Factory and Parma House, 5, Clarendon Road, London, N22 6XJ	Approval of details pursuant to condition 6 partial discharge (external materials) of planning permission HGY/2017/3020 and pursuant to condition 6 (external materials) of the first S96a Planning Permission reference HGY/2021/0624 in relation to Block E2 only	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2022/0576	Approve	07/03/2023	19, Caxton Road, London, N22 6TB	Approval of details pursuant to conditions Conditions 3 (Materials) ,5 (Construction Management Plan), 8 (Green Roof), 10 (Landscaping) attached to planning permission HGY/2019/2355.	Gareth Prosser
Noel Park	Full planning permission	HGY/2022/2533	Approve with Conditions	27/02/2023	22, 24, 212 and 214, Moselle Avenue, London, N22 6ES	To replace the rear bathroom pods with new modular pods, and carry out external repairs works to the original property.	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/2728	Approve	28/03/2023	Garages Adjacent to, 67, Bury Road, London, N22 6HS	Approval of details pursuant to condition 3 (Windows) attached to applicaiton HGY/2021/0059	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/2733	Approve	29/03/2023	Garages Adj to, 208, Farrant Avenue, London, N22 6PG	Approval of details (partial) pursuant to condition 3 (i) (windows) attached to planning permission HGY/2021/0095	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/2215	Approve	07/03/2023	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 50 - partial discharge (Green and brown roofs) of planning permission HGY/2017/3117 in relation to Blocks E1-E3 only	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2022/2727	Approve	28/03/2023	Garages Adjacent to, 67, Bury Road, London, N22 6HS	Approval of details pursuant to condition 4 (Boundary Treatment / Hard and soft Landscaping) attached to applicaiton HGY/2021/0059	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/2730	Approve	29/03/2023	Garages Adj to, 208, Farrant Avenue, London, N22 6PG	Approval of details pursuant to conditions 4 (Boundary Treatment & Landscaping) attached to applicaiton HGY/2021/0095	Gareth Prosser
Noel Park	Householder planning permission	HGY/2023/0304	Refuse	27/03/2023	Ground Floor Flat A, 7 Waldegrave Road, Wood Green, London, N8 0QA	Addition to the existing rear single storey extension to the ground floor flat	Zara Seelig
Noel Park	Householder planning permission	HGY/2022/4393	Approve with Conditions	29/03/2023	127 and 209 Moselle Avenue, Wood Green, London, N22 6EU	To replace the rear bathroom pods with new modular pods including an extension to the kitchen.	Gareth Prosser
Noel Park	Full planning permission	HGY/2022/4448	Approve with Conditions	09/03/2023	Flat A, 38 Coleraine Road, Wood Green, London, N8 0QL	Relocation of the first floor flat main door with staircase from side to front	Ben Coffie
Noel Park	Full planning permission	HGY/2023/0233	Approve with Conditions	21/03/2023	Page High, 4 Lymington Avenue, Wood Green, London, N22 6JQ	Replacement of existing timber railings, centre pivot windows and balustrades with proposed CHS mild steel handrails with perforated/punched steel infill sheeting.	Zara Seelig
Noel Park	Removal/variation of conditions	HGY/2022/4494	Refuse	20/02/2023	62 Turnpike Lane, Wood Green, London, N8 0PR	Rear and front extension and loft conversion to create 2 x 2 bed flats and 1 x studio flat, with the retail unit retained	Zara Seelig
Noel Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0248	Refuse	08/03/2023	25 Ravenstone Road, Wood Green, London, N8 0JT	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 2.92m	Sabelle Adjagboni
Noel Park	Approval of details reserved by a condition	HGY/2023/0157	Approve	07/03/2023	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 65 - partial discharge (Delivery and Servicing Plan) of planning permission HGY/2017/3117 relating to buildings D1-D4 only	Valerie Okeiyi
Noel Park	Non-Material Amendment	HGY/2023/0062	Approve	08/03/2023	148, 148A, 152, 152A, 160, 160A, 164, 164A, 170, 170A, 174, 174A, 178, 178A, 192 and 192A, Gladstone Avenue, London, N22 6LG	Non-material amendment to previously approved scheme under planning application reference: HGY/2021/0400, to alter the approved materials.	Gareth Prosser

Noel Park	Approval of details reserved by a condition	HGY/2022/4340	Approve	14/03/2023	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 63 - partial discharge (Lighting Strategy) of planning permission HGY/2017/3117 in relation to Blocks D1, D2, D3 and D4	Valerie Okeiyi
Noel Park	Non-Material Amendment	HGY/2023/0058	Approve	03/03/2023	109, 109A, 111, 111A, T25, T25A, 131, 131A, 135 and 135A Gladstone Avenue, N22	Non-material amendment to previously approved scheme under planning application reference: HGY/2021/0390, to alter the approved materials.	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2023/0067	Approve	14/03/2023	177, 177a, 179, 179a, 195, 195a, 199, 199a, 207, 207a, 217, 217a, 219 and 219a Gladstone Avenue, London, N22 6LB	Non-material amendment to previously approved scheme under planning application reference: HGY/2022/2059, to alter the approved roofing material.	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2023/0059	Approve	03/03/2023	145, 145A, 151, 151A, 161, 161A, 165 and 165A, Gladstone Avenue, Wood Green, London, Haringey, N22 6LA	Non-material amendment to previously approved scheme under planning application reference: HGY/2021/0391, to alter the approved materials.	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2023/0061	Approve	06/03/2023	181, 181A, 197, 197A, 209, 209A, 211, 211A, 213, 213A Gladstone Avenue N22	Non-material amendment to previously approved scheme under planning application reference: HGY/2021/0401, to alter the approved materials.	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2023/0063	Approve	08/03/2023	113, 113a, 119, 119a, 123, 123a, 127, 127a, 141, 141a, 149, 149a 163, 163a, 187, 187a, 191, 191a, 193, 193a, 201, 201a, 215 and 215a Gladstone Avenue, London, N22 6LA	Non-material amendment to previously approved scheme under planning application reference: HGY/2022/2060, to alter the approved materials.	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2023/0065	Approve	08/03/2023	139, 139a, 143, 143a, 147, 147a, 153, 153a, 155, 155a, 159, 159a, 167, 167a, 169, 169a, Gladstone Avenue, London, N22 6LA	Non-material amendment to previously approved scheme under planning application reference: HGY/2022/2386, to alter the approved materials.	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2023/0060	Approve	06/03/2023	114, 114A, 124, 124A, 132, 132A, 134, 134A, 138, 138A, 142 and 142A Gladstone Avenue, N22	Non-material amendment to previously approved scheme under planning application reference: HGY/2021/0397, to alter the approved materials.	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2023/0064	Approve	08/03/2023	116, 116a, 118, 118a, 120, 120a, 122, 122a, 126, 126a, 128, 128a, 130, 130a, 136, 136a, 140, 140a, 144, 144a Gladstone Avenue, London, N22 6LH	Non-material amendment to previously approved scheme under planning application reference: HGY/2022/2222, to alter the approved materials.	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2023/0066	Approve	14/03/2023	150, 150a, 154, 154a, 162, 162a, 166, 166a Gladstone Avenue, London, N22 6LG	Non-material amendment to previously approved scheme under planning application reference: HGY/2022/2387, to alter the approved roofing materials.	Gareth Prosser
Noel Park	Non-Material Amendment	HGY/2023/0171	Approve	07/03/2023	Land to the rear of 19 Caxton Road, Wood Green, London, N22 6TB	Non-Material Amendment application following the grant of planning permission HGY/2019/2355 for the erection of 3 no. two bed houses, in a new part two storey, part single storey and part basement building. The amendments being sought are for alterations to the buildings elevations to reflect what has been built.	Neil McClellan
Noel Park; South Tottenham	Prior notification: Development by telecoms operators	HGY/2023/0099	Refuse	08/03/2023	Highways Land outside Hollywood Green, High Road, London N22 6EJ	Installation of a 17m telecommunications pole including antennas, ground based apparatus and other ancillary development. (Prior notification: Development by telecoms operators)	Kwaku Bossman-Gyamera
Northumberland Park	Full planning permission	HGY/2022/4526	Approve with Conditions	23/03/2023	17 St Pauls Road, Tottenham, London, N17 0NB	Conversion into 2no s/c flats	Zara Seelig
Northumberland Park	Change of use	HGY/2023/0366	Refuse	03/04/2023	36 Chalgrove Road, Tottenham, London, N17 0NS	The refurbishment of existing structure to form x1 2 bed flat for three persons	Zara Seelig
Northumberland Park	Householder planning permission	HGY/2022/3926	Approve with Conditions	30/03/2023	55, Poynton Road, Tottenham, London, N17 9SH	Single storey side extension	Emily Whittredge
Northumberland Park	Lawful development: Proposed use	HGY/2023/0199	Permitted Development	14/03/2023	28 Tilson Road, Tottenham, London, N17 9UY	Loft conversion with rear dormer and 2no. front rooflights.	Sabelle Adjagboni
Northumberland Park	Householder planning permission	HGY/2022/4308	Approve with Conditions	28/03/2023	2 Willoughby Grove, Tottenham, London, N17 0RS	Proposed Ground Floor Rear Extension.	Michelle Meskell
Northumberland Park	Approval of details reserved by a condition	HGY/2022/1263	Approve	06/03/2023	639, High Road, London, N17 8AA	Details of Heritage Method Statement for Demolition pursuant to Condition 5 of Listed Building Consent ref: HGY/2021/2203 for: internal refurbishment of Grade II listed property including internal reconfiguration to the key public-facing spaces at ground level, adaptations to the northern elevation to facilitate access to an external events area, with level access to a new Community Cafe facility with delivery access to the rear.	Emily Whittredge

Northumberland Park	Removal/variation of conditions	HGY/2022/1642	Approve with Conditions	22/02/2023	798-808, High Road, London, N17 0DH	Section 73 application for a minor material amendment to the planning permission (ref: HGY/2020/1584) for the erection of a four storey building with flexible A1/A2/A3/B1/D1/D2 uses; external alterations to 798-808 High Road; change of use of 798-808 High Road to a flexible A1/A2/A3/B1/D1/D2 uses; demolition of rear extensions to Nos. 798, 800-802, 804-806, 808 and 814 High Road; erection of new rear extensions to Nos. 798, 800-802, 804-806 and 808 High Road; hard and soft landscaping works; and associated works. The proposal seeks to vary Condition 2 (Approved Plans) and Condition 31 (Cycle Parking). Amendments include relocation of proposed cycle store to the adjacent Sainsbury's car park site (no 28-48 Northumberland Park), with part of the approved cycle storage and refuse area to revert to flexible commercial space (use Class E) and installation of new substation; installation of level 03 link between the site and level 02 of Paxton Building; internal reconfiguration of stair core, approved commercial space and refuse storage; installation of additional substation; and associated works; extended depth of proposed ground floor extension with associated excavation, rear landscaping and alterations to front ramp and internal layout of no.808	Samuel Uff
Northumberland Park	Approval of details reserved by a condition	HGY/2022/2746	Approve	15/03/2023	Public House, 102, Northumberland Park, London, N17 0TS	Approval of details pursuant to conditions 10 (Antenna) attached to application HGY/2017/2821	Gareth Prosser
Northumberland Park	Full planning permission	HGY/2022/2749	Approve with Conditions	21/03/2023	27, Tariff Road, London, N17 0DY	Replacement of existing sawtooth roof with new metal roof to match adjacent warehouse.	Josh Parker
Northumberland Park	Prior notification: Demolition	HGY/2022/2771	Not Required	02/03/2023	45-47, Garman Road, London, N17 0UN	Prior Approval: Demolition of approx. 0.25 ha of building comprises a single storey building.	Kwaku Bossman-Gyamera
Northumberland Park	Approval of details reserved by a condition	HGY/2022/2740	Approve	22/03/2023	Public House, 102, Northumberland Park, London, N17 0TS	Approval of details pursuant to conditions 12 (Remediation) attached to application HGY/2017/2821	Gareth Prosser
Northumberland Park	Full planning permission	HGY/2023/0381	Refuse	04/04/2023	36 Chalgrove Road, Tottenham, London, N17 0NS	The refurbishment of existing structure to form x1 shop for services (Class E) and installation of signage	Zara Seelig
Northumberland Park	Listed building consent (Alt/Ext)	HGY/2022/4428	Approve with Conditions	24/02/2023	808-812 High Road, London N17 0DH	Listed Building Consent for Proposed alterations to include demolition of existing extensions; erection of a single storey rear extension to no.810-812; single storey rear extension with associated basement to no.808; internal alterations including addition of a lift to no.808, removal of internal partitions; internal renovations; and re-landscaping and other works	Samuel Uff
Northumberland Park	Change of use	HGY/2022/4514	Refuse	29/03/2023	13 St Pauls Road, Tottenham, London, N17 0NB	Proposed change of use of property to a House in Multiple Occupation (HMO) for up to 6 occupants (Class C4 Use).	Zara Seelig
Northumberland Park	Full planning permission	HGY/2022/4521	Refuse	24/03/2023	17 St Pauls Road, Tottenham, London, N17 0NB	Change of use to an HMO (Use Class C4) for 5 persons.	Zara Seelig
Northumberland Park	Full planning permission	HGY/2022/4518	Approve with Conditions	29/03/2023	13 St Pauls Road, Tottenham, London, N17 0NB	Erection of a rear ground floor extension and the conversion of the property into two self-contained flats (Class C3 Use).	Zara Seelig
Northumberland Park	Lawful development: Existing use	HGY/2022/4532	Approve	23/02/2023	2 Coniston Road, Tottenham, London, N17 0EX	Certificate of Lawfulness for the existing use of a storage container on the land and its use for storage purposes.	Daniel Kwasi
Northumberland Park	Householder planning permission	HGY/2023/0005	Approve with Conditions	28/02/2023	36 Manor Road, Tottenham, London, N17 0JJ	Demolition of existing single storey rear extension. Formation of rear dormer window with associated roof-lights to the front roof - slope and erection of a part single, part two-storey rear extension.	Kwaku Bossman-Gyamera
Northumberland Park	Householder planning permission	HGY/2022/4413	Approve with Conditions	14/03/2023	29 Vicarage Road, Tottenham, London, N17 0BB	Single storey rear extension and a rear dormer extension	Gareth Prosser
Northumberland Park	Full planning permission	HGY/2022/4412	Approve with Conditions	10/03/2023	27 Vicarage Road, Tottenham, London, N17 0BB	Single Storey Rear Extension and a Rear Dormer extension	Gareth Prosser
Northumberland Park	Non-Material Amendment	HGY/2022/4439	Approve	24/02/2023	810-812 High Road, London N17 0DH	Non-Material Amendment to planning permission HGY/2017/1181 for Change of use, restoration and repair works and the erection of a single-storey rear extension to permit a multifunctional, flexible occupation (Sui Generis) to include a mix of uses within Use Classes D1, A3 and B1; demolition of a rear wall structure; associated hard and soft landscaping; and other ancillary works" to further extend approved single storey rear extension; inclusion of glazed section of roof linking this extension to main building; and revised rear landscaping	Samuel Uff
Northumberland Park	Approval of details reserved by a condition	HGY/2023/0170	Approve	15/03/2023	Lois Court, 5, Shelbourne Road, London, N17 0JZ	Approval of details pursuant to condition 4 (Secure and covered cycle parking facilities) and condition 5 (Refuse, waste storage and recycling facilities) attached to planning permission HGY/2022/1486	Kwaku Bossman-Gyamera
Seven Sisters	Householder planning permission	HGY/2023/0412	Approve with Conditions	06/04/2023	190 Roslyn Road, Tottenham, London, N15 5JJ	Proposed loft conversion with dormer extensions to the rear roof slope and outrigger, and a ground floor infill extension to the rear with a pitched glazed roof.	Oskar Gregersen
Seven Sisters	Householder planning permission	HGY/2023/0068	Approve with Conditions	28/02/2023	10 Franklin Street, Tottenham, London, N15 6QH	Erection of an additional storey to the existing bungalow to facilitate conversion to a two-storey dwelling. Erection of a rear dormer extension at the new roof level. Erection of front porch entrance. Alterations to existing garage including installation of skylight to roof and installation of windows and doors to front and rear elevations. Alterations to the front and rear fenestration. Installation of obscure glazed side elevation window.	Laina Levassor
Seven Sisters	Householder planning permission	HGY/2023/0242	Approve with Conditions	21/03/2023	59 Vartry Road, Tottenham, London, N15 6PS	Erection of a ground floor single storey rear extension.	Oskar Gregersen

Seven Sisters	Deemed - Regulation 3	HGY/2022/2723	Approve with Conditions	04/04/2023	Brunel Walk, London, N15 5HQ	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	Valerie Okeiyi
Seven Sisters	Approval of details reserved by a condition	HGY/2022/2363	Refuse	28/03/2023	Land at, Watts Close, London, N15 5DW	Approval of details pursuant to condition 8 (a and b) (Land Contamination) attached to planning permission ref: HGY/2022/0035 dated 9/6/2022 for the demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings	Tania Skelli
Seven Sisters	Full planning permission	HGY/2022/1223	Approve with Conditions	20/03/2023	Ground Floor Flat, 49, Vale Road, London, N4 1QA	Replacement of 4x existing single glazed timber windows to the rear of the ground floor property with double glazed uPVC casement windows. Replacement of 1x single glazed timber rear door with double glazed uPVC door.	Emily Whittredge
Seven Sisters	Full planning permission	HGY/2023/0114	Approve with Conditions	07/03/2023	Holly Court, Anchor Drive, Tottenham, London, N15 5DB	Replacement of existing hand operated gate to the car park with an electronic sliding metal powder coated roller gate with side access gate	Laina Levassor
Seven Sisters	Lawful development: Proposed use	HGY/2023/0533	Permitted Development	06/04/2023	11 Ermine Road, Tottenham, London, N15 6DB	Certificate of lawfulness for a proposed dormer extension on the property's rear roof slope and roof lights on the front roof slope.	Oskar Gregersen
Seven Sisters	Full planning permission	HGY/2023/0026	Approve with Conditions	02/03/2023	625 Seven Sisters Road, Tottenham, London, N15 5LE	Erection of a two-storey rear extension and conversion of the rear part of the ground floor commercial unit and the existing single dwelling on upper floors into 3 separate self-contained flats, comprising two studio units and one 1-bedroom unit.	Sarah Madondo
Seven Sisters	Householder planning permission	HGY/2023/0340	Approve with Conditions	30/03/2023	9 Berkeley Road, Tottenham, London, N15 6HH	Ground floor wrap-around rear extension.	Oskar Gregersen
Seven Sisters	Prior notification: Development by telecoms operators	HGY/2023/0439	Permitted Development	24/02/2023	Opposite 3 Suffield Road, Tottenham, London, N15 5JX	The Electronic Communications Code (Conditions and restrictions) Regulations 2003 (as amended) ? Regulation 5 Notice of Intention to Install Fixed Line Broadband Apparatus. To provide a new 9m medium pole	Kwaku Bossman-Gyamera
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0532	Not Required	05/04/2023	11 Ermine Road, Tottenham, London, N15 6DB	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2023/0205	Approve with Conditions	15/03/2023	13 Riverside Road, Tottenham, London, N15 6DA	Erection of a Type 3 roof extension	Zara Seelig
South Tottenham	Full planning permission	HGY/2023/0351	Approve with Conditions	06/04/2023	First Floor Flat, 93 Broad Lane, Tottenham, London, N15 4DW	Loft Conversion with two front skylight and internal alterations	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2023/0368	Approve with Conditions	03/04/2023	83 Ferndale Road, Tottenham, London, N15 6UG	Erection of "Type 3" roof extension	Laina Levassor
South Tottenham	Full planning permission	HGY/2023/0258	Approve with Conditions	22/03/2023	Shop, 109-111 Craven Park Road, Tottenham, London, N15 6BL	Erection of a first-floor rear extension, with front and rear dormer extensions, as well as alterations to the rear side elevation	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2023/0369	Refuse	03/04/2023	83 Ferndale Road, Tottenham, London, N15 6UG	Erection of first floor extension	Laina Levassor
South Tottenham	Full planning permission	HGY/2023/0138	Approve with Conditions	09/03/2023	43-45 Rostrevor Avenue, London N15 6LA	Erection of a joint first-floor rear extension; and Type 3 roof extensions at No's 43-45	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2022/2305	Approve with Conditions	15/03/2023	78, Leadale Road, Tottenham, London, Haringey, N15 6BH, London	Erection of a 'Type-3' loft extension and a front porch extension.	Neil McClellan
South Tottenham	Approval of details reserved by a condition	HGY/2022/2211	Approve	14/03/2023	Stainby Road Car Park adj, 6, Stainby Road, London, N15 4FJ	Approval of details pursuant to condition 13 (Details of the proposed air source heat pump (ASHP) system) attached to planning permission HGY/2021/0087.	Kwaku Bossman-Gyamera
South Tottenham	Full planning permission	HGY/2022/2431	Approve with Conditions	22/03/2023	33, Tynemouth Road, London, N15 4AU	Proposed 2-metre deep single storey rear extension (in addition to the infill extension approved under planning permission reference HGY/2021/2343) and a loft conversion comprising a dormer extension to the rear roof slope and two rooflights on the front slope.	Daniel Kwasi
South Tottenham	Householder planning permission	HGY/2023/0284	Approve with Conditions	03/04/2023	42 Rostrevor Avenue, Tottenham, London, N15 6LP	Erection of a Type 3 roof extension	Mercy Oruwari
South Tottenham	Full planning permission	HGY/2022/4369	Refuse	08/03/2023	11-13 Lockmead Road, London N15 6BX	Ground floor front extensions and first floor front and rear extensions at no. 13	Zara Seelig
South Tottenham	Full planning permission	HGY/2022/4656	Approve with Conditions	15/03/2023	31-33 Wargrave Avenue, London N15 6UH	Erection of a first floor rear extension to No. 31-33	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2022/4318	Approve with Conditions	17/03/2023	Basement Flat 23 Talbot Road N15 4DF.	Formation of a rear garden outbuilding	Kwaku Bossman-Gyamera
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0105	Not Required	22/02/2023	43 Rostrevor Avenue, Tottenham, London, N15 6LA	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.57m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0341	Approve	16/03/2023	86 Ferndale Road, Tottenham, London, N15 6UQ	Erection of a single storey extension which extends beyond the rear wall of the original house by 5.9m, for which the maximum height would be 3.30m and for which the height of the eaves would be 3m.	Oskar Gregersen

South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0080	Not Required	22/02/2023	77 Wargrave Avenue, Tottenham, London, N15 6TU	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.42m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0507	Refuse	04/04/2023	19 Norfolk Avenue, Tottenham, London, N15 6JX	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0367	Not Required	07/03/2023	83 Ferndale Road, Tottenham, London, N15 6UG	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.6m	Laina Levassor
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0069	Approve	22/02/2023	93 Fairview Road, Tottenham, London, N15 6TT	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Oskar Gregersen
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0282	Not Required	10/03/2023	42 Rostrevor Avenue, Tottenham, London, N15 6LP	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Sabelle Adjagboni
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0299	Approve	13/03/2023	86 Ferndale Road, Tottenham, London, N15 6UQ	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 3.30m and for which the height of the eaves would be 3m.	Oskar Gregersen
South Tottenham	Approval of details reserved by a condition	HGY/2022/4158	Approve	05/04/2023	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 A23 (Written Scheme of Investigation - Historic England) in relation to Plot A (North Island site) of the Tottenham Hale Centre development planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
South Tottenham	Approval of details reserved by a condition	HGY/2022/3876	Approve	07/03/2023	52-68, Stamford Road, Tottenham, London, N15 4PZ	Approval of details pursuant to condition 29 (lighting scheme) attached to planning permission HGY/2019/1401	Christopher Smith
South Tottenham; Tottenham Central	Non-Material Amendment	HGY/2022/4138	Approve	24/03/2023	45-63 Lawrence Road London N15 4EF	Non-material amendment following a grant of planning permission HGY/2016/1213 to replace the approved glass balustrade with metal balustrade to match the adjoining development (67 Lawrence Road)	Valerie Okeiyi
South Tottenham; Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4503	Approve	07/03/2023	Cannon Factory and Ashley House, Ashley Road, London, N17 9LZ	Approval of details pursuant to Condition 13 (Tree Protection Plan) of Planning Permission HGY/2019/0108 (Appeal ref. APP/Y5420/W/19/3232707)	Philip Elliott
South Tottenham; Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4472	Approve	28/03/2023	Cannon Factory and Ashley House, Ashley Road, London, N17 9LZ	Approval of details pursuant to Condition 22 (Tree Protection Meeting) of Planning Permission HGY/2016/4165	Philip Elliott
Tottenham; West Green	Full planning permission	HGY/2022/4331	Approve with Conditions	17/03/2023	2A Walpole Road London N17 6BJ	Proposed loft conversion with a rear dormer window to existing end of terrace dwelling.	Kwaku Bossman- Gyamera
St Ann's	Full planning permission	HGY/2022/4351	Approve with Conditions	17/03/2023	Seven Sisters Primary School, South Grove, Tottenham, London, N15 5QE	Refurbishment and upgrade of existing outbuildings and storage units to the rear of the main pre-school building.	Kwaku Bossman- Gyamera
St Ann's	Lawful development: Proposed use	HGY/2023/0184	Permitted Development	16/03/2023	Right Flat, 2 Woodlands Park Road, Tottenham, London, N15 3RT	Certificate of Lawfulness for proposed loft extension with the erection of a rear L-shaped dormer and the insertion of two front rooflights.	Daniel Kwasi
St Ann's	Lawful development: Proposed use	HGY/2023/0613	Permitted Development	31/03/2023	5 Southdown Villas, St Anns Road, Tottenham, London, N15 3SS	Certificate of Lawfulness for proposed rear dormer extension to facilitate loft conversion with associated rooflights and alterations to the existing rear extension	Laina Levassor
St Ann's	Householder planning permission	HGY/2023/0198	Approve with Conditions	17/03/2023	51 Station Crescent, Tottenham, London, N15 5BG	Single storey rear and side extension, with pitched and flat roofs and roof light	Emily Whittredge
St Ann's	Lawful development: Proposed use	HGY/2023/0050	Refuse	06/03/2023	12 Black Boy Lane, Tottenham, London, N15 3AR	We consider that a Lawful Development Certificate should be granted for this proposal as we are delivering a regulated service to the community, reduce risk to self and others, increasing job opportunities and providing a safe and stable environment, where young people can address past traumatic experience, develop independent skills while making the transition from adolescent to young adults.	Zara Seelig
St Ann's	Householder planning permission	HGY/2023/0046	Approve with Conditions	06/03/2023	39 Station Crescent, Tottenham, London, N15 5BG	Proposed single storey rear wraparound extension with 3nos. skylights and 1no. rooflight.	Daniel Kwasi
St Ann's	Lawful development: Proposed use	HGY/2023/0550	Permitted Development	17/03/2023	Left Flat, 2 Woodlands Park Road, Tottenham, London, N15 3RT	Certificate of Lawfulness for proposed loft extension with the erection of a rear L-shaped dormer and the insertion of two front rooflights.	Daniel Kwasi
St Ann's	Approval of details reserved by a condition	HGY/2022/3560	Approve	17/03/2023	Land adjacent to, 38-84, Cornwall Road, London, N15 5AR	Approval of details pursuant to condition 3 Part 1 (Window Details) of application ref: HGY/2021/0967	Oskar Gregersen

St Ann's	Full planning permission	HGY/2022/2538	Approve with Conditions	08/03/2023	44, Falmer Road, Tottenham, London, Haringey, N15 5BA, London	Ground Floor Rear Extension	Emily Whittredge
St Ann's	Full planning permission	HGY/2022/4425	Approve with Conditions	22/03/2023	47 Cranleigh Road, Tottenham, London, N15 3AB	Demolition of existing vacant building which was last used as a place of worship. Construction of a new built self contained 1 bedroom dwelling house with associated garden and amenity space.	Kwaku Bossman-Gyamera
St Ann's	Lawful development: Proposed use	HGY/2023/0505	Permitted Development	24/03/2023	40 Cissbury Road, Tottenham, London, N15 5QA	Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 2 x rooflights to the front roof slope.	Marco Zanelli
St Ann's	Full planning permission	HGY/2023/0220	Approve with Conditions	20/03/2023	438 St Anns Road, Tottenham, London, N15 3JH	Conversion of the existing HMO into two self-contained flats consisting of one 3-bedroom and one 1- bedroom flats.	Sarah Madondo
St Ann's	Lawful development: Proposed use	HGY/2023/0028	Permitted Development	02/03/2023	32 Etherley Road, Tottenham, London, N15 3AJ	Certificate of lawfulness for proposed rear dormer and outrigger roof extension with front roof lights.	Emily Whittredge
St Ann's	Approval of details reserved by a condition	HGY/2022/4312	Approve	23/02/2023	Former Red House Care Home, 423 West Green Road, Tottenham, London, N15 3PJ	Approval of details for Condition 15 (boilers) of HGY/2018/1806.	Christopher Smith
Stroud Green	Householder planning permission	HGY/2022/4449	Approve with Conditions	03/03/2023	Flat B, 118 Inderwick Road, Hornsey, London, N8 9JY	Enlargement of existing rear dormer including the relocation of 1x rooflight, formation of roof terrace, installation of 1 new rooflight and the creation of a juliet balcony.	Mercy Oruwari
Stroud Green	Full planning permission	HGY/2023/0212	Approve with Conditions	20/03/2023	16 Ossian Road, Hornsey, London, N4 4EA	Conversion of existing dwelling into 3no. flats. Reconstruction of existing second floor rear projection with new pitched roof, erection of single storey side/rear extension, formation of dormer, addition of 2no. rooflights and provision of bin/cycle stores.	James Mead
Stroud Green	Householder planning permission	HGY/2023/0043	Approve with Conditions	24/03/2023	28 Lancaster Road, Hornsey, London, N4 4PR	Erection of a single storey rear/infill extension.	Mercy Oruwari
Stroud Green	Householder planning permission	HGY/2022/4429	Approve with Conditions	31/03/2023	37 Florence Road, Hornsey, London, N4 4DJ	Demolition of existing extension and erection of new single storey rear extension, loft conversion with rear dormer and front and side rooflights, and alterations to front façade including front door, windows and side entrance.	Josh Parker
Stroud Green	Householder planning permission	HGY/2023/0054	Approve with Conditions	28/03/2023	5 Bridgemount Mews, Mount Pleasant Villas, Hornsey, London, N4 4AG	Addition of roof terrace to town house with new balustrade and glass roof access.	Sarah Madondo
Stroud Green	Full planning permission	HGY/2022/3574	Approve with Conditions	24/02/2023	Flat B, 63, Lancaster Road, London, N4 4PL	To replace the existing timber, single glazed sash units with timber, double glazed heritage style timber units which closely match the existing colour, style and profile of the existing units.	Michelle Mesken
Stroud Green	Consent to display an advertisement	HGY/2022/0617	Approve with Conditions	27/02/2023	73A, Stapleton Hall Road, London, N4 3QF	Display of the following advertisements: 1. Internally illuminated advertisement on the southern elevation of the retail shop building; 2. Non-illuminated advertisements on eastern elevation of retail building; 3. An internally illuminated advertisement on the southern side of the roof canopy on the petrol station forecourt; 4. An internally illuminated advertisement on the eastern side of the roof canopy on the petrol station forecourt; 5. A standalone illuminated double sided totem sign close to the pavement on Stapleton Hall Road (excluding strip blue LED lights around the edge); 6. Vinyls and minor directional / warning signage installed.	Matthew Gunning
Stroud Green	Full planning permission	HGY/2022/2774	Approve with Conditions	27/02/2023	Unit 1, 12, Victoria Terrace, London, N4 4DA	Addition of cover to terrace and shed. New roof light to existing roof over open plan kitchen/living area.	Kwaku Bossman-Gyamera
Stroud Green	Householder planning permission	HGY/2023/0283	Approve with Conditions	24/03/2023	48 Mount Pleasant Crescent, Hornsey, London, N4 4HP	Lowering pitch of roof to existing loft conversion with dormer window and roof terrace.	Zara Seelig
Stroud Green	Householder planning permission	HGY/2022/4361	Approve with Conditions	22/02/2023	38 Uplands Road, Hornsey, London, N8 9NL	Replacement of windows and doors with single window and sliding doors at rear ground floor level.	Tania Skelli
Stroud Green	Householder planning permission	HGY/2023/0120	Approve with Conditions	08/03/2023	44 Uplands Road, Hornsey, London, N8 9NL	Demolition of existing single storey rear extension and its replacement with a new extension, proposed to be the same depth as existing and 1.5m wider. Includes the extension of the existing roof terrace.	Oskar Gregersen
Stroud Green	Full planning permission	HGY/2022/4492	Refuse	09/03/2023	22 Upper Tollington Park, Hornsey, London, N4 3EL	Side and rear ground floor extension, 1st & 2nd floor rear infill extension and formation of butterfly pitched roof and loft conversion with roof terraces located at 1st floor and loft floor levels. Internal alterations to accommodate the amalgamation of six studio flats into the following: one 3-bedroom flat on the ground floor, one 2-bedroom flat on the 1st floor and one 3-bedroom maisonette flat on the 2nds and loft floors.	Zara Seelig
Stroud Green	Full planning permission	HGY/2022/3825	Refuse	31/03/2023	9, The Grove, Hornsey, London, N4 4HJ	Replacement of windows and doors with double glazed uPVC windows and doors.	Ben Coffie
Stroud Green	Householder planning permission	HGY/2022/4809	Approve with Conditions	10/03/2023	88 Florence Road, Hornsey, London, N4 4DR	Extension above rear outrigger to create a new bedroom, replacement windows (currently UPVC) with timber sash, replacement concrete roof tile with slate in the existing ground floor extension	Ben Coffie

Stroud Green	Householder planning permission	HGY/2023/0168	Approve with Conditions	15/03/2023	4 Mount Pleasant Villas, Hornsey, London, N4 4HD	Proposed demolition and rebuild of the existing two storey outrigger - including removal of existing chimney stack and proposed roof terrace. Erection of single storey rear extension. Alterations at rear elevation to replace window with door to enable access to terrace. Alterations to front elevation including repointing existing brickwork, reinstatement of timber roof spire and replacement of front entrance door. Replacement of windows at front and rear elevations. Installation of rooflight to flat roof. Installation of solar panels to roof. Installation of bicycle and bin store in front garden. Installation of external insulation to the rear elevation, internal insulation to the front elevation, replacement of windows at the rear elevation, and reinstatement of timber roof spire to the front elevation (amalgamation of previously assessed applications - HGY/2022/3909 & HGY/2022/3910).	Laina Levassor
Stroud Green	Consent under Tree Preservation Orders	HGY/2023/0025	Approve with Conditions	03/04/2023	Video Court, Mount View Road, Hornsey, London, N4 4SJ	Works to trees protected by a Tree Preservation Order numbered 4, 5, 6, 9, 10 and 16-22 on tree condition survey (the remainder will be dealt with under Section 211 Notice reference HGY/2023/0022 as those trees are not protected by a Tree Preservation Order but are located within a Conservation Area)	Daniel Monk
Stroud Green	Householder planning permission	HGY/2022/4014	Approve with Conditions	24/02/2023	Ground Floor Flat B, 47 Ridge Road, Hornsey, London, N8 9LJ	Garden level single storey rear extension	Michelle Meskell
Stroud Green	Consent under Tree Preservation Orders	HGY/2023/0458	Approve with Conditions	03/04/2023	55 Uplands Road, Hornsey, London, N8 9NH	T1 - ash tree (14m) - reduce crown to previous pruning points, approximately 3.5m reduction. The proposed work is part of ongoing tree management.	Daniel Monk
Tottenham Central	Lawful development: Proposed use	HGY/2022/4546	Approve	24/03/2023	33 Ranelagh Road, Tottenham, London, N17 6XZ	Certificate of Lawfulness for a proposed loft conversion comprising a rear dormer and front roof lights.	Ben Coffie
Tottenham Central	Householder planning permission	HGY/2022/4547	Approve with Conditions	20/02/2023	33 Ranelagh Road, Tottenham, London, N17 6XZ	Erection of a small single storey rear extension, 2 no. new windows on the existing side wall of the main house with a canopy and internal alterations, and repairs to the boundary garden wall with Belton Road.	Daniel Kwasi
Tottenham Central	Full planning permission	HGY/2023/0175	Approve with Conditions	20/03/2023	Ground Floor Flat, 85 Gloucester Road, Tottenham, London, N17 6DA	Proposed Ground Floor Wrap around and 3m rear extension, 2.3m height of eaves and 3.3m highest point of roof.	Oskar Gregersen
Tottenham Central	Lawful development: Proposed use	HGY/2022/4551	Permitted Development	06/04/2023	21 Sperling Road, Tottenham, London, N17 6UQ	Proposed certificate of lawfulness for an extension to the property's existing loft conversion comprising an additional dormer extension to the roof of the rear outrigger and new rooflights to the front roof slope.	Sabelle Adjagboni
Tottenham Central	Householder planning permission	HGY/2023/0056	Approve with Conditions	06/03/2023	28 Summerhill Road, Tottenham, London, N15 4HD	Proposed replacement single storey flat roof extension to the rear of No. 28 Summerhill Road, Tottenham, London - please refer to proposed drawings	Oskar Gregersen
Tottenham Central	Lawful development: Proposed use	HGY/2023/0017	Permitted Development	24/02/2023	9 Belton Road, Tottenham, London, N17 6YF	A loft conversion to include L-shaped dormer installation of roof lights and erection of outbuilding.	Michelle Meskell
Tottenham Central	Full planning permission	HGY/2022/3575	Approve with Conditions	31/03/2023	6 Garages to the rear of, 163, Philip Lane, London, N15 4HQ	Demolish 6 existing garages and replace with 6 new garages.	Daniel Kwasi
Tottenham Central	Full planning permission	HGY/2022/2310	Approve with Conditions	03/03/2023	Land adjacent to, 222 The Avenue, London, N17 6JN	Demolition of the existing building and replacement with a new 2 bedroom dwelling house	Emily Whittredge
Tottenham Central	Full planning permission	HGY/2022/2789	Approve with Conditions	23/03/2023	15-16, Felixstowe Road, London, N17 6QF	Replacement of single glazed timber windows with double glazed uPVC units on the front and rear elevations, finished in white foil to match the existing windows. Replacement of any front entrance doors with new composite doors, and replacement of any rear glass panels doors with new uPVC glass panels doors.	Emily Whittredge
Tottenham Central	Lawful development: Proposed use	HGY/2022/4371	Permitted Development	27/02/2023	98 Mount Pleasant Road, Tottenham, London, N17 6TH	Formation of L-shaped rear dormer roof extension in line with permitted development rights.	Oskar Gregersen
Tottenham Central	Householder planning permission	HGY/2023/0116	Approve with Conditions	06/03/2023	3 Ranelagh Road, Tottenham, London, N17 6XY	Loft conversion with new rear dormer	Zara Seelig
Tottenham Central	Lawful development: Proposed use	HGY/2022/4398	Approve	23/02/2023	14 Greyhound Road, Tottenham, London, N17 6XW	Certificate of Lawfulness for rear dormers and front rooflights (Proposed)	Martin Cowie
Tottenham Central	Lawful development: Existing use	HGY/2022/4235	Approve	20/03/2023	126A West Green Road, Tottenham, London, N15 5AA	Certificate of lawfulness for the use of the upper three floors of 126A West Green Road, N15 5AA as three separate self-contained flats	Sarah Madondo
Tottenham Central	Householder planning permission	HGY/2022/3449	Approve with Conditions	22/02/2023	15 Bourn Avenue, Tottenham, London, N15 4HP	Demolition of garage and erection of single storey front and side extensions.	Daniel Kwasi
Tottenham Central	Householder planning permission	HGY/2023/0021	Approve with Conditions	15/03/2023	43 Beaconsfield Road, Tottenham, London, N15 4SH	Part retrospective application for restoration of front elevation of site along with single-storey rear and side infill extensions at ground floor, loft conversion with rear dormers to main and outrigger roofs. Installation of solar panels to roofs.	Oskar Gregersen
Tottenham Central	Householder planning permission	HGY/2023/0129	Approve with Conditions	13/03/2023	Holly Cottage, Moorefield Road, Tottenham, London, N17 6QX	Demolition of existing conservatory and erection of single storey extension, along with installation of: door to north-western elevation, window to south-eastern elevation, and conservatory rooflights to south-western facing roof slopes.	Sabelle Adjagboni
Tottenham Green	Approval of details reserved by a condition	HGY/2021/3572	Approve	03/03/2023	Sterling House, 67, Lawrence Road, London, N15 4EY	Approval of details pursuant to condition 16 (boilers) attached to planning permission HGY/2018/3655	Valerie Okeiyi
Tottenham Green	Non-Material Amendment	HGY/2022/2805	Approve	27/02/2023	52-68 Stamford Road London N15 4PZ	Non-material amendment to condition 2 of planning permission reference HGY/2019/1401 to introduce revisions to layouts and elevations	Christopher Smith
Tottenham Hale	Consent to display an advertisement	HGY/2023/0711	Approve with Conditions	06/04/2023	552 High Road, Tottenham, London, N17 9SY	Replace existing signage with a new non- Internally illuminated fascia and projection box signage.	Kwaku Bosman-Gyamara

Tottenham Hale	Change of use	HGY/2023/0035	Approve with Conditions	31/03/2023	1A, Ashley Gardens, Ashley Road, London, N17 9LJ	Change of use of ground floor commercial unit fronting Ashley Road from Use Class Class E (Commercial, Business, and Service) to Sui-Generis (Drinking establishment & Shop)	Philip Elliott
Tottenham Hale	Full planning permission	HGY/2022/2440	Refuse	07/03/2023	110, Scales Road, London, N17 9EZ	Retrospective subdivision of the property into 2 self-contained flats	Kwaku Bossman-Gyamera
Tottenham Hale	Full planning permission	HGY/2022/2000	Approve with Conditions	08/03/2023	Corner of, Dawlish Road and, Scales Road, London, N17 9HN	Two new-build residential dwellings (one on each site). Including works to gardens, boundaries, hard and soft landscaping and new street tree planting	Sarah Madondo
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/3492	Approve	03/03/2023	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 B32 (Source Protection Strategy ? Thames Water) in relation to Plot B (Ferry Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/2461	Approve	03/03/2023	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 B22 (Method of Piling - LBH Environmental Health) in relation to Plot B (Ferry Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4477	Approve	05/04/2023	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 A7 (Biodiversity Plan) in relation to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/0478	Approve	05/04/2023	Cannon Factory and Ashley House, Ashley Road, London, N17 9LZ	Approval of details reserved by Condition 3 (Phasing strategy & details) of Planning Permission HGY/2016/4165	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/0342	Approve	05/04/2023	Cannon Factory and Ashley House, Ashley Road, London, N17 9LZ	Approval of details pursuant to Condition 28 (Updated Construction Logistics Plan) relating to Demolition Phase 0 only of Planning Permission HGY/2016/4165	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4139	Approve	14/03/2023	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 A11 (Cycle Parking details) relating to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4045	Approve	28/02/2023	Ashley Gardens, Ashley Road, London, N17 9LJ	Approval of details pursuant to Conditions 43a and 43b (delivery and servicing plan) for Building 1 and Building 1A attached to planning permission ref: HGY/2019/2804	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/3945	Approve	14/03/2023	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 A1 (Materials Samples) relating to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019. Approval is sought for the proposed curtain wall system, louvers, pre-cast concrete and balconies.	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/0142	Approve	13/03/2023	Cannon Factory and Ashley House, Ashley Road, London, N17 9LZ	Approval of details pursuant to Condition 26 (Air Quality Dust Management Plan) of Planning Permission HGY/2016/4165	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4465	Approve	28/03/2023	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 A17 (Open Space Management & Maintenance Plan) in relation to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4464	Approve	05/04/2023	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Partial approval of details pursuant to Sitewide Condition 20 (Hard and Soft Landscaping) in relation to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/0076	Approve	21/03/2023	Ashley House, Ashley Road, London, N17 9LJ	Approval of details pursuant to Condition 10 (Air Quality Dust Management Plan) of Planning Permission HGY/2019/0108 (Appeal ref. APP/Y5420/W/19/3232707)	Philip Elliott
Tottenham Hale	Non-Material Amendment	HGY/2022/4229	Approve	03/03/2023	Ashley House, Ashley Road, London, N17 9LJ	Non-Material Amendment (NMA) to planning permission HGY/2019/0108 (Allowed on Appeal APP/Y5420/W/19/3232707) to enable changes to be made to Conditions 12, 14, and 15 to allow for site demolition, site clearance, and proposed drainage works to be carried out prior to submission of details.	Philip Elliott

Tottenham Hale	Non-Material Amendment	HGY/2022/4230	Approve	03/03/2023	Cannon Factory and Ashley House, Ashley Road, London, N17 9LJ	Non-Material Amendment (NMA) to planning permission HGY/2016/4165 to enable changes to be made to Conditions 18, 19, 20, and 23 to allow for site demolition, site clearance, and proposed drainage works to be carried out prior to submission of details; The removal of the restrictions under Conditions 21 and 29 as they are no longer necessary; and a correction to the title of Condition 30 to reflect the wording of the main body of the Condition text.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4408	Approve	27/03/2023	Cannon Factory and Ashley House, Ashley Road, London, N17 9LZ	Approval of details pursuant to Condition 9 (Construction Environmental Management Plan (CEMP)) of Planning Permission HGY/2019/0108 (Appeal ref. APP/Y5420/W/19/3232707)	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4407	Approve	27/03/2023	Cannon Factory and Ashley House, Ashley Road, London, N17 9LZ	Approval of details pursuant to Condition 24 (Construction Environmental Management Plan) of Planning Permission HGY/2016/4165	Philip Elliott
Tottenham Hale	Non-Material Amendment	HGY/2023/0890	Approve	05/04/2023	Cannon Factory and Ashley House, Ashley Road, London, N17 9LJ	Non-Material Amendment (NMA) to planning permission HGY/2016/4165 to enable changes to be made to the wording of Condition 25 to allow for site demolition works to be carried out prior to submission of details.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/4455	Approve	28/03/2023	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 A18 (Child Playspace Strategy) in relation to Plot A (North Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/0219	Approve	03/03/2023	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 B21 (Written Consent for Piling or Other Intrusive Ground Works (Environment Agency)) of the Tottenham Hale Centre development planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Martin Cowie
West Green	Lawful development: Proposed use	HGY/2023/0480	Permitted Development	31/03/2023	72 Boundary Road, Tottenham, London, N22 6AD	Rear dormer and front roof lights (Certificate of lawfulness)	Emily Whittredge
West Green	Householder planning permission	HGY/2023/0144	Approve with Conditions	27/02/2023	290 Philip Lane, Tottenham, London, N15 4AB	Demolition of existing dormer and construction of new rear dormer.	Zara Seelig
West Green	Listed building consent (Alt/Ext)	HGY/2022/2816	Approve with Conditions	07/03/2023	Tangmere, Willan Road, Tottenham, London, N17 6NA	Listed building consent for the removal of Grade II listed mosaic mural to facilitate its re-erection in a new location	Christopher Smith
West Green	Householder planning permission	HGY/2022/4327	Approve with Conditions	21/03/2023	114 Carlingford Road, Tottenham, London, N15 3ER	Erection of a single storey rear/side infill extension	Michelle Meskinen
West Green	Full planning permission	HGY/2022/4247	Approve with Conditions	01/03/2023	49 Sirdar Road, Wood Green, London, N22 6QS	Proposed rear dormer with rooflights on front slope.	Daniel Kwasi
West Green	Lawful development: Proposed use	HGY/2023/0428	Permitted Development	06/04/2023	189 Downhills Way, Tottenham, London, N17 6AH	Construction of an outbuilding adjacent to the existing garage for purposes incidental & ancillary to the dwellinghouse including a garage workshop and music room.	Oskar Gregersen
West Green	Householder planning permission	HGY/2023/0427	Approve with Conditions	06/04/2023	65 Waldeck Road, Tottenham, London, N15 3EL	Erection of single storey side-infill and rear extensions	Oskar Gregersen
West Green	Lawful development: Proposed use	HGY/2023/0418	Permitted Development	24/03/2023	170 Westbury Avenue, Wood Green, London, N22 6RU	Certificate of lawfulness for proposed rear dormer extension, hip-to-gable roof alteration and insertion of 2 x rooflights to the front roofslope, including a single storey side extension (similar to approved HGY/2018/2979).	Daniel Kwasi
West Green	Approval of details reserved by a condition	HGY/2022/1433	Approve	06/03/2023	423-435, Lordship Lane, London, N22 5DH	Approval of details pursuant to condition 24 (EV Charging Details) attached to Appeal decision APP/Y5420/W/19/3223654 (original planning reference HGY/2017/3679).	Gareth Prosser
West Green	Approval of details reserved by a condition	HGY/2022/0436	Approve	02/03/2023	Frankum & Kaye Ltd, 38, Crawley Road, London, N22 6AG	Approval of details pursuant to condition 5 (boundary treatments) attached to planning permission HGY/2019/0938	Christopher Smith
West Green	Deemed - Regulation 3	HGY/2022/0823	Approve with Conditions	07/03/2023	Broadwater Farm Estate, London, N17	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.	Christopher Smith
West Green	Full planning permission	HGY/2022/2646	Refuse	06/04/2023	31, Waldeck Road, London, N15 3EL	Change of use of property from single dwellinghouse (class C3) to a 7 bedroom hmo for up to 9 persons (sui generis)	Emily Whittredge
West Green	Full planning permission	HGY/2022/2642	Approve with Conditions	20/02/2023	24, Graham Road, Tottenham, London, Haringey, N15 3NL, London	Removal of existing front wall. Installation of wooden bike storage box with sliding door facing street.	Emily Whittredge
West Green	Lawful development: Proposed use	HGY/2023/0143	Permitted Development	13/03/2023	290 Philip Lane, Tottenham, London, N15 4AB	Meets the requirements of the GPDO: Demolition of existing dormer and construction of new rear dormer	Zara Seelig
West Green	Householder planning permission	HGY/2023/0374	Refuse	04/04/2023	Ground Floor Flat, 462 West Green Road, Tottenham, London, N15 3PT	Erection of First Floor Rear Extension to Existing Ground Floor Flat	Zara Seelig

West Green	Householder planning permission	HGY/2022/4463	Approve with Conditions	03/03/2023	97 Carlingford Road, Tottenham, London, N15 3EJ	Installation of photovoltaic roof panels onto existing roof	Sabelle Adjagboni
West Green	Householder planning permission	HGY/2022/4462	Approve with Conditions	03/03/2023	110 Clonmell Road, Tottenham, London, N17 6JU	Erection of single storey wraparound rear extension	Mercy Oruwari
West Green	Full planning permission	HGY/2022/4528	Refuse	07/03/2023	Public House, 492 West Green Road, Tottenham, London, N15 3DA	Retrospective application for the conversion of the loft space including the erection of new mansard roof in order to provide an additional self-contained one-bedroom flat.	Kwaku Bossman-Gyamera
West Green	Householder planning permission	HGY/2022/4210	Refuse	27/02/2023	65 Walpole Road, Tottenham, London, N17 6BH	Proposed First Floor Extension Above Existing Ground Floor and Extension to Existing Rear Dormer Window	Sabelle Adjagboni
West Green	Householder planning permission	HGY/2023/0004	Approve with Conditions	21/02/2023	17 Graham Road, Tottenham, London, N15 3NH	Erection of a single storey rear extension.	Daniel Kwasi
West Green	Full planning permission	HGY/2023/0234	Approve with Conditions	21/03/2023	17 Sirdar Road, Wood Green, London, N22 6QP	Proposed conversion of a single family dwellinghouse to 2no. self-contained flats comprising 1 x 2 bedroom flat and 1 x 3-bedroom flat inc. associated bicycle and bin storage (AMENDED DESCRIPTION)	Daniel Kwasi
West Green	Lawful development: Proposed use	HGY/2023/0030	Permitted Development	01/03/2023	57 Dunloe Avenue, Tottenham, London, N17 6LB	Loft conversion with rear dormers on the main roof and the out-rigger rear projection.	Kwaku Bossman-Gyamera
White Hart Lane	Lawful development: Proposed use	HGY/2022/4505	Permitted Development	20/03/2023	8 Courtman Road, Tottenham, London, N17 7HU	Certificate of lawfulness for proposed: single storey rear extension and loft conversion/extension, including: installation of front rooflights and addition of rear dormer.	James Mead
White Hart Lane	Householder planning permission	HGY/2023/0414	Approve with Conditions	05/04/2023	80 Gospatrick Road, Tottenham, London, N17 7JA	Removal of shared chimney stack on both sides of the front elevation.	Zara Seelig
White Hart Lane	Change of use	HGY/2023/0211	Refuse	20/03/2023	112 Granville Road, Wood Green, London, N22 5LX	Planning permission to retain existing use as an HMO (small size)	Zara Seelig
White Hart Lane	Lawful development: Proposed use	HGY/2023/0777	Permitted Development	23/03/2023	21 New Road, Wood Green, London, N22 5ET	Loft Conversion with Rear Dormer (Lawful development Certificate)	Emily Whittredge
White Hart Lane	Lawful development: Proposed use	HGY/2022/4345	Permitted Development	08/03/2023	97 The Roundway, Tottenham, London, N17 7HD	Single storey rear extension (Certificate of lawfulness)	Emily Whittredge
White Hart Lane	Consent to display an advertisement	HGY/2022/4418	Approve with Conditions	14/03/2023	Unit 2, 550 White Hart Lane, Tottenham, London, N17 7BF	Application for advertisement consent to display an internally illuminated sign on the front elevation of the building.	Sabelle Adjagboni
White Hart Lane	Lawful development: Proposed use	HGY/2023/0421	Approve	31/03/2023	62 Perth Road, Wood Green, London, N22 5YQ	Certificate of Lawfulness for a proposed single-storey rear extension.	Martin Cowie
White Hart Lane	Approval of details reserved by a condition	HGY/2022/2203	Approve	03/03/2023	Land rear of, 15-29, Risley Avenue, London, N17 7HJ	Approval of details pursuant to condition 5 (surface water drainage works) attached to planning permission HGY/2022/0018	Emily Whittredge
White Hart Lane	Approval of details reserved by a condition	HGY/2022/2334	Approve	20/02/2023	Lordship Lane Primary School, Eilenborough Road, London, N22 5PS	Approval of details reserved by a condition 4 a&b (Biodiversity Enhancements) attached to planning application reference HGY/2021/3145	Sarah Madondo
White Hart Lane	Lawful development: Existing use	HGY/2023/0277	Approve	22/03/2023	36 Devonshire Hill Lane, Tottenham, London, N17 7NG	Certificate of Lawfulness for the existing use of outbuilding to the rear of No.36 as a self-contained residential unit	Laina Levassor
White Hart Lane	Lawful development: Proposed use	HGY/2023/0229	Approve	16/03/2023	14 Perth Road, Wood Green, London, N22 5RB	Certificate of lawfulness for a proposed loft conversion comprising the formation of a rear dormer and two front rooflights.	Ben Coffie
White Hart Lane	Householder planning permission	HGY/2022/4106	Approve with Conditions	27/02/2023	11, Deyncourt Road, Tottenham, London, N17 7ED	First floor side and rear extension. Loft conversion with erection of rear dormer and front roof light. Alterations to fenestration.	Emily Whittredge
White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0553	Approve	06/04/2023	21 New Road, Wood Green, London, N22 5ET	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.	Oskar Gregersen
White Hart Lane	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2023/0265	Refuse	23/03/2023	21 Great Cambridge Road, Tottenham, London, N17 7LH	Application to determine if prior approval is required for the proposed change of use of the property from Commercial, Business and Service use (Use Class E) to Dwellinghouse use (Use Class C3). Application made under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).	Neil McClellan
White Hart Lane	Approval of details reserved by a condition	HGY/2022/4406	Approve	09/03/2023	555 White Hart Lane, Tottenham, London, N17 7RP	Approval of details pursuant to condition 11 (Secure by Design) attached to planning permission HGY/2020/0635	Valerie Okeiyi
Woodside	Lawful development: Proposed use	HGY/2022/4323	Refuse	23/02/2023	84 Station Road N22 7SY	Certificate of Lawfulness: Use of single detached garage to be constructed at the rear of 84 Station Road (granted Ref HGY/2003/0420) by persons other than the occupants of the three flats at 84 Station Road.	Michelle Meskill
Woodside	Full planning permission	HGY/2023/0085	Approve with Conditions	07/03/2023	Flat B, 350 High Road, Wood Green, London, N22 8JW	Loft conversion with rear dormer to top floor flat.	Daniel Kwasi
Woodside	Householder planning permission	HGY/2023/0346	Approve with Conditions	28/03/2023	99 Woodside Road, Wood Green, London, N22 5HR	Erection of single storey wraparound rear extension.	Daniel Kwasi
Woodside	Full planning permission	HGY/2023/0081	Approve with Conditions	22/03/2023	First Floor Flat, 38 Maryland Road, Wood Green, London, N22 5AN	Loft conversion comprising a rear dormer extension and the installation of roof lights to the front of the property.	Sabelle Adjagboni
Woodside	Lawful development: Proposed use	HGY/2022/4336	Permitted Development	17/03/2023	23 Fortar Road, Wood Green, London, N22 5QE	Hip to gable roof extension with rear dormer and front roof lights (Certificate of lawfulness)	Emily Whittredge

Woodside	Full planning permission	HGY/2023/0057	Approve with Conditions	15/03/2023	746-748 Lordship Lane, Wood Green, London, N22 5JP	Conversion of offices on the first and second floor into 4no residential units incorporating extensions to the rear	Kwaku Bossman-Gyamera
Woodside	Full planning permission	HGY/2022/1472	Approve with Conditions	22/02/2023	708, Lordship Lane, London, N22 5JN	Change of use from a dwelling (C3 use) to a 6-bedroom 6-person HMO (C4 use) including a single storey rear extension, hip to gable roof extension, rear dormer and installation of three rooflights in front roof slope.	Sarah Madondo
Woodside	Full planning permission	HGY/2022/2007	Approve with Conditions	29/03/2023	292, High Road, London, N22 8JZ	Retrospective planning application for construction of a single storey side canopy extension, alterations to the façade	Laina Levassor
Woodside	Lawful development: Existing use	HGY/2022/4410	Approve	15/03/2023	57 Arcadian Gardens, Wood Green, London, N22 5AG	Certificate of lawfulness for the existing use of the property as four self-contained 1-bedroom flats (Use Class C3).	Michelle Meskill
Woodside	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0446	Refuse	20/03/2023	25 Warberry Road, Wood Green, London, N22 7TQ	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.11m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Woodside	Approval of details reserved by a condition	HGY/2022/4509	Approve	23/03/2023	Wood Green Underground Station, High Road, London, N22 8HH	Approval of details reserved by a condition 3 (site investigation with schedule of works and method statement) in relation to Listed Building Consent HGY/2022/0460	Emily Whittredge

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