

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 5th June, 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), Nicola Bartlett, John Bevan, Cathy Brennan, George Dunstall, Scott Emery, Emine Ibrahim, Sue Jameson, Sean O'Donovan, Reg Rice 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 (PAGES 1 - 36)

To confirm and sign the minutes of the Planning Sub Committee held on 6 March 2023 and 24 April 2023 as a correct record.

7. PLANNING APPLICATIONS

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

8. HGY/2022/3846 - 30-36, CLARENDON ROAD OFF HORNSEY PARK ROAD, WOOD GREEN, LONDON, N8 0DJ (PAGES 37 - 248)

Proposal: 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.

9. PRE-APPLICATION BRIEFINGS

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

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

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

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

10. PPA/2023/0017 - TOTTENHAM HOTSPUR FOOTBALL CLUB, 748, HIGH ROAD, LONDON, N17 0AP, LONDON (PAGES 249 - 280)

Proposal: Section 73 (Minor Material Amendment) to alter the design, layout and massing of the approved hotel and residential tower in Plot 3 of planning permission HGY/2015/3000 for the hybrid planning permission for THFC stadium, hotel, residential, health centre and associated development.

11. UPDATE ON MAJOR PROPOSALS (PAGES 281 - 296)

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 297 - 318)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 10 April-19 May 2023.

13. NEW ITEMS OF URGENT BUSINESS

14. DATE OF NEXT MEETING

To note the date of the next meeting as 3 July 2023.

Felicity Foley, Committees Manager
Tel – 020 8489 2919
Fax – 020 8881 5218
Email: felicity.foley@haringey.gov.uk

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

Thursday, 25 May 2023

MINUTES OF MEETING Planning Sub Committee HELD ON Monday, 6th March, 2023, 7.00 - 9.20 pm

PRESENT:

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

1. FILMING AT MEETINGS

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

2. PLANNING PROTOCOL

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

3. APOLOGIES

There were no apologies for absence. Apologies for lateness were received from Councillor Cathy Brennan.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. MINUTES

RESOLVED

That the minutes of the Planning Sub-Committee held on 7 November 2022 be confirmed and signed as a correct record.

7. PLANNING APPLICATIONS

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

8. HGY/2022/3858 - WAT TYLER HOUSE, BOYTON ROAD, HORNSEY, LONDON, N8 7AU

The Committee considered the application for the redevelopment of the car park adjacent to Wat Tyler House to provide 15 new Council rent homes in a part 4, 5 and

7 storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate.

James Mead, Planning Officer, introduced the report. In response to the points raised by councillors, the following responses were provided:

- The Planning Officer stated that the car club and Travel Plan would be secured through the planning obligations.
- In response to a question about transportation, the Transport Planning Team Manager explained that the Public Transport Accessibility Level (PTAL) assumed that services were only relevant within 640 metres, even though many people would travel further to access bus and rail services. It was noted that officers were working with Transport for London (TfL) to increase the PTAL of the site but that this was very challenging without substantial funding. It was explained that there were plans to increase connectivity as part of the proposal, including improvements for cycling and walking.
- In relation to a question about kitchen provision, it was clarified that the proposal included a combination of units with separate kitchens or with larger kitchen and dining or living areas.
- It was noted that the water use reduction target would be enforced and monitored through Building Regulations.
- In response to a query about the impact of satellite dishes, the Head of Development Management noted that the standard condition relating to satellite dishes should be included to ensure that they did not have an unacceptable impact.
- It was noted that the proposal was a smaller development which was not required to meet the target to provide 10% of dwellings for wheelchair users. The applicant team clarified that, overall, the Council's Housing Delivery Programme would provide more than 10% of dwellings for wheelchair users.
- Some members enquired how the proposal would provide dual aspect without overshadowing neighbouring properties. The Principal Urban Design Officer explained that the design involved three cubes which were slightly offset and aligned with neighbouring buildings; this was able to provide dual or triple aspect without overshadowing neighbouring properties.
- In response to a query about parking, the Transport Planning Team Manager noted that the site would not be car free but that council tenants would now have on street, rather than off street, parking. It was commented that extensive parking surveys had demonstrated that there was capacity for on street parking.
- It was noted that the report commented on bay windows on the northern elevation of Tennyson House and found that, as these did not appear to be primary openings, the proposal would have no material impact on living conditions. The Principal Urban Design Officer noted that the uses of these rooms were not known but that, as the windows were less than two metres from the corner of building, it was very likely that there would be a second window for the room; it was commented that a window near the corner of the building would still have some outlook even if a building was located immediately beside it.
- In relation to a query about parking restrictions in the area, it was confirmed that consultation for a Controlled Parking Zone (CPZ) was ongoing but that there was currently no CPZ in the area. It was noted that the scheme did not propose car

capping or car restrictions and so residents of the development could apply for a permit in any future parking scheme.

- Some members noted that the Health and Safety Executive (HSE) had raised concerns relating to fire safety and it was enquired whether this had been resolved. The Planning Officer explained that the HSE had commented on the ancillary accommodation and had expressed concerns about the cycle stores opening into the lobby. It was explained that the ground floor units had separate exits and that the upper floors had an escape door to the side of the staircase which meant that they would not have to exit through the lobby. The Head of Development Management highlighted that another fire door had been added to separate the ancillary accommodation from the fire escape and that, with the additional separation and means of escape, officers were satisfied that the measures were sufficient. It was added that the scheme would also have to satisfy the Building Regulations and that Building Control had indicated that they had no anticipated objections. It was noted that the cycle store could be accessed externally but explained that this was considered to compromise the usage of the cycle store.

The applicant team responded to questions from the Committee:

- It was stated that the green roofs were intended to be self-sustaining with some elements of biannual maintenance and that safe access for this was included as part of the building control measures for the scheme.
- The applicant team commented that service charges for residents were set at a particular level across the borough and that there would be no variation in the charges for individual residents.
- Some members acknowledged the asymmetrical design of the proposal but queried the decision to have two colours and felt that this was more visually intrusive. The applicant believed that the differentiation of materials provided some variation which reduced the visual impact and noted that the proposal had been developed alongside extensive conversations with Planning Officers. It was also commented that the materials would be subject to condition and the applicant would continue to consider the exact colour of materials.

It was confirmed that the recommendation was to grant planning permission, as set out in the report and the addendum, and including an additional condition controlling the use of satellite dishes to ensure that they did not have an unacceptable impact.

Following a vote with 10 votes in favour, 0 votes against, and 0 abstention, it was

RESOLVED

1. To GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the measures set out in the Heads of Terms below.
2. That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or

recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.

3. That the agreement referred to in resolution (1) above is to be completed no later than 30th March 2023 or within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in his sole discretion allow; and
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

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

Informatives

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

Planning Obligations

5. Planning obligations are usually secured through a S106 legal agreement. In this instance the Council is the landowner of the site and is also the local planning authority and so cannot legally provide enforceable planning obligations to itself.
6. Several obligations which would ordinarily be secured through a S106 legal agreement will instead be imposed as conditions on the planning permission for the proposed development.
7. It is recognised that the Council cannot commence to enforce against itself in respect of breaches of planning conditions and so prior to issuing any planning permission measures will be agreed between the Council's Housing service and the Planning service, including the resolution of non-compliances with planning conditions by the Chief Executive and the reporting of breaches to portfolio holders, to ensure compliance with any conditions imposed on the planning permission for the proposed development.
8. The Council cannot impose conditions on planning permission requiring the payment of monies and so the Director of Placemaking and Housing has confirmed in writing that the payment of contributions for the matters set out below will be made to the relevant departments before the proposed development is implemented.

Heads of Terms

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

Presumption in Favour of Sustainable Development

9. The Council at this present time is unable to fully evidence its five-year supply of housing land. Therefore, the 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless: (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal; or (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

9. HGY/2021/1909 - CROSS HOUSE, 7 CROSS LANE, N8 7SA

The Committee considered the application for the 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.

At 8pm, Cllr Brennan arrived but, as the item had already begun, she joined the public gallery and did not participate in the discussion or voting for this item.

Valerie Okeiyi, Planning Officer, introduced the report and responded to questions from the Committee:

- The Planning Officer confirmed that, as set out in the addendum, the majority of the units were dual aspect and the units that were single aspect were either east or west facing. It was noted that no single aspect units were north facing.
- It was noted that Council Policy DM13 stated that sites with the capacity to deliver more than 10 dwellings would need to provide affordable housing and some members suggested that the site could have this capacity. The Head of Development Management noted that the site did appear to have capacity but highlighted that the site allocation and employment policies were also considerations. It was noted that the scheme would re-provide the existing employment space and that, on balance, officers considered that the proposal was acceptable. It was noted that, if a tenth unit was provided, it was unlikely that it would be viable to provide affordable housing on the site and it was likely that there would be a payment in lieu to provide affordable housing elsewhere.
- The Chair noted that large commercial units and workspaces were needed in the borough. It was stated that additional residential provision would reduce the amount of commercial space and that it was necessary to consider the balance of these two uses. The Planning Officer commented that the existing tenants of the site intended to occupy the new development.
- Some members noted that there was a section 106 obligation which would secure affordable housing if the employment space was converted to residential. Concerns were expressed that this only applied to the commercial space and did not cover a situation where any residential units were divided and the overall provision exceeded 10 dwellings. The Head of Development Management agreed

that this wording resulted in unintended ambiguity and that the obligation should arise where there were more than 10 dwellings; it was suggested that this wording be clarified for the avoidance of doubt.

- Some members expressed concerns about the quality of the application in terms of the presence of single aspect units, the fact that density had not been maximised, the low light levels in the commercial space, and the lack of play space or green space. The Principal Urban Design Officer explained that the scheme was not large enough to meet the threshold that required play space but would still provide private, external amenity space for residents and was located near to parks. It was noted that it was important for commercial units to be retained and the development was considered to be well rounded and high quality overall. The Principal Urban Design Officer believed that the units would have good aspect overall as there would only be three flats per floor and the kitchen windows would provide some additional light through use of a lightwell. It was noted that all of the units would have external balconies and it was considered that there would be good levels of daylight and sunlight as well as good living conditions.
- In response to a query about whether the proposal could have been taller, the Principal Urban Design Officer commented that there were a number of locally listed buildings in the area and it was considered appropriate that the scheme would match the heights of neighbouring developments. It was noted that the applicant had restricted the building to six storeys and had demonstrated that the proposal would not appear in any key, local views.
- In relation to family units, the Planning Officer confirmed that two family units were proposed and both would be 3-bed units. It was clarified that the family units would have dual aspect.

Karen Holtge spoke in objection to the application. She stated that she lived opposite the site in Smithfield Square and was concerned about issues of overlooking. It was commented that there was some space above the existing building but that the proposed building would have six storeys and would have an increased impact on daylight and sunlight for residential properties and the street level. Concerns were expressed that the proposal would result in a sense of enclosure and it was asked whether the building could be set back slightly to reduce the impact; it was suggested that this could create a more interesting side road rather than a dark and windy side street. It was stated that the Juliet balconies were missing on the second floor from some of the windows but that, if these were to go all the way across, there might be some more privacy.

It was stated that there was a successful recording studio on site where operations often ceased at 2am; it was stated that this had resulted in some noise issues from people leaving the premises and talking on the external stairs area and so the removal of this element was welcomed. However, concerns were expressed that the external terrace and car park would result in noise issues which would be directly opposite a number of bedrooms in Smithfield Square. It was commented that the proposal to plant trees was welcomed and it was suggested that additional planting could be undertaken if the building was set back further. Alternatively, if it was not possible to set the building back, it was suggested that moving the parapet up higher could help to reduce noise issues.

Members of the applicant team addressed the Committee. Paul Osborne, Agent and Architect (GML Architects), stated that the key features of the application had been covered by the Planning Officer. It was noted that the Design and Access Statement set out the aspect of all units and the applicant team considered that all units were dual aspect; even if a second window was small, it was stated that it would provide some cross ventilation. In relation to the height and massing of the proposal, the applicant team noted that there was a clearly defined building line which was set by other, surrounding planning applications. It was commented that the proposal would be three metres set back compared to the existing building and would provide additional trees and landscaping which would be a tangible improvement to the street scene.

It was noted that the proposal would logically follow the line of the streetscape. It was explained that the building line was a slightly different height on either side and the proposal would transition between the two sides. In relation to amenity space, it was commented that the site was quite restricted but that there were local green spaces in the area that could be used by residents. In relation to the quantity of commercial floor space, it was noted that there was demand for this and the existing commercial tenant was expected to continue operations within the new building. It was added that the site allocation identified the site for employment-led development.

The applicant team responded to questions from the Committee:

- In response to a query about affordable housing, the applicant team stated that the Council's policy requirement to provide affordable housing applied to developments with 10 or more units; as the proposal was for nine units, the threshold had not been reached within this application. It was explained that the employment space proposed would re-provide the existing amount on the site and that some additional residential units would be introduced.
- Some members enquired how the applicant team proposed to address noise concerns, particularly on the external terrace. The applicant team suggested that it would be possible to include a restriction on the hours of use for the commercial unit in relation to the terrace. It was commented that noise issues in the area would also impact the residential units in the scheme and the applicant would want to avoid this.
- In relation to further queries about the impact on residents, the applicant team commented that a condition on hours of use for the terrace would be beneficial for all parties. Members felt that it would be appropriate to condition the external amenity space on the commercial units so that it could not be used after 10pm or 11pm, whatever time was standard in the circumstances. The Head of Development Management noted that it was considered acceptable to include a condition relating to limiting hours.
- In relation to a query about overlooking, the applicant team stated that overlooking was an inevitable result on the site, even if the building was moved slightly.
- If the existing tenants did not use the building, the applicant team explained that the site could have Class E(g)(iii) light industrial use, such as a fashion studio, which was designed to be compatible with the surrounding residential area. It was added that some potential layouts were included in the addendum.
- It was confirmed that the change to the recommendation in the addendum related to the section 106 completion date; this had originally been stated as 06/03/2023 but should have been stated as 06/05/2023.

- Some members noted that concerns had been raised about noise, particularly during the night, and it was enquired what provisions could be put in place to mitigate the impact on residents. The applicant team noted that it was possible to condition the employment hours for the light industrial use but that it would not be possible to control any noise emanating from residential units through planning conditions. The Head of Development Management commented that noise could be considered as part of a management plan.

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:

- To amend the obligations so that affordable housing contributions would be required if 10 or more dwellings were provided in any circumstances, rather than just where the commercial unit was converted into a dwelling(s).
- To include an additional condition to require that the external terrace for the commercial space was not used after 10pm in order to minimise the impact on neighbouring properties and to ensure clarity.
- To include a Condition to require a Noise Management Plan in order to minimise the impact on neighbouring properties.

Following a vote with 8 votes in favour, 1 vote against, and 1 abstention, it was

RESOLVED

1. That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the measures set out in the Heads of Terms below.
2. That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
3. That the agreement referred to in resolution (1) above is to be completed no later than **06/05/2023** within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in his sole discretion allow; and
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.

Summary Lists of Conditions, Informatives and Heads of Terms

Conditions

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

Informatives

- 1) Co-operation

- 2) CIL liable
- 3) Hours of construction
- 4) Party Wall Act
- 5) Street Numbering
- 6) Sprinklers
- 7) Water pressure
- 8) Asbestos
- 9) Secure by design
- 10) Thames Water Groundwater Risk Management Permit

Section 106 Heads of Terms:

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

total staff);

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

6. Monitoring Contribution

- 5% of total value of contributions (not including monitoring);
 - £500 per non-financial contribution;
 - Total monitoring contribution to not exceed £50,000
5. In the absence of the agreement referred to in resolution (1) above not being completed within the time period provided for in resolution (3) above, the planning permission be refused for the following reasons:
1. The proposed development, in the absence of a legal agreement securing the provision of financial contributions towards off-site affordable housing in the event that **10 or more dwellings were provided in any circumstances the commercial unit(s) is converted in to a dwelling(s)**, the proposals would fail to secure affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
 2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for the additional highway works necessary to accommodate the proposed Cross House development (including the proposed access to the basement car park, as well as relining and resigning works 2) A contribution towards CPZ contributions to the extension of existing Controlled Parking Zones 3) A contribution towards Monitoring of commercial travel plan 4) A contribution towards amendment of the local Traffic Management Order (also covering the cost of amending any existing yellow line restrictions, see further details under S.278 highway works agreement 5) Two years free car club membership and £50 driving credit and enhanced car club membership and £100 (one hundred pounds in credit) per year for the first 3 years would fail to adequately mitigate highways and transport impacts As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48
 3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.
 4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.

6. In the event that the Planning Application is refused for the reasons set out in resolution (5) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

Cllr Brennan did not vote on this item.

10. PRE-APPLICATION BRIEFINGS

Cllr Brennan joined the Committee at 9.15pm.

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

11. PPA/2021/0003 - CIVIC CENTRE, HIGH ROAD, LONDON, N22 8ZW

The Committee considered the pre-application briefing for the refurbishment of existing Civic Centre and redevelopment of the existing rear car park for the erection of a three storey building (plus roof enclosure); 2 x two storey links; creation of central courtyard; and associated landscaping.

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

- It was commented that accessibility and transparency were central to the original design of the building and members welcomed the fact that the proposals would maintain these features.
- It was enquired whether the building would be open to passers-by. The applicant team noted that areas of external landscaping and the reception area would be publicly accessible; there would also be an area that could be hired and used for events. Some members noted the importance of ensuring that some areas of the building were secure but felt that the Civic Centre should be more inclusive and should have more opportunities for the public to engage. The applicant team noted that the reception and some outdoor areas would be open to the public and could have flexible uses.
- Some members believed that the car park would be reasonably prominent and it was enquired whether this could be moved from the front of the building to somewhere less visible. The applicant team noted that the plan may be misleading as it was intended to have a pedestrianised area at the front of the building. It was explained that cars would access the area from Trinity Road and it was highlighted that disabled parking was required to be located within a maximum distance from

the main entrance. It was stated that the area outside the main entrance would be pedestrianised and would be significantly upgraded.

- In response to a query, the applicant team confirmed that the net internal area of the building was 6,000 sqm and the external area was 11,000 sqm.
- Some members noted that, in the past, the west side of the building had experienced overheating issues during the afternoon and evening. The applicant team explained that the glazing would be significantly upgraded and that the building would have mechanical ventilation.
- In response to a query, the applicant team confirmed that there were a number of memorial elements across the site, including some planting; members urged the applicant to retain or relocate these elements. It was noted that there would be engagement with the member forum and it was suggested that the reception area would be a suitable opportunity to capture some memorial elements.
- In relation to parking, it was explained that there would be eight parking spaces: three of these were disabled parking spaces and the other five would be enlarged spaces for flexible uses. It was acknowledged that some staff required vehicle access for their roles; the services with fleet vehicles would not be based at the Civic Centre and it was noted that the essential car permit policy was due to be reviewed for other staff. Some members noted that parking was important for visitors and for older people who may not be able to use the underground. The applicant team commented that the site was well-served by public transport and noted that event organisers could consider access and transportation measures, such as minibus provision. It was acknowledged that there would always be tension between parking and environmental elements. Some members commented that they did not believe that the parking provision was sufficient and that it should be reconsidered. The applicant team noted this point and stated that they would continue to work to balance these interests.
- The applicant team confirmed that the meeting rooms would have modern audio visual and presentation equipment. It was noted that, due to the heritage status of the building, the equipment would likely be sensitively designed and installed.
- In relation to refreshment facilities, it was explained that staff areas would have kitchenettes on every floor. There would also be large kitchen provision on the ground floor, including a servery counter which could be used by a caterer.
- Some members highlighted that, previously, users of the building had been required to use window blinds frequently due to sun and heat issues; it was requested that this issue be considered. It was commented that mechanical ventilation had been used but had not been effective.
- Some members noted that the Quality Review Panel (QRP) had commented that the east to west pedestrian and cycle route might not be well-used and it was enquired whether any changes would be made. The applicant team stated that some changes had been made and that provision had been made to improve the pedestrian route at the southern end of the building. The connection of the path to the woodland garden would also be improved and there would be a clear path through to Bounds Green Road.

The Chair thanked the applicant team for attending.

12. UPDATE ON MAJOR PROPOSALS

In relation to a query about the progress of Hornsey Police Station (HGY/2022/2116), the Head of Development Management noted that some transport issues were being resolved and that the viability report was being assessed; all relevant matters were being considered before the recommendation was finalised.

It was noted that the Omega Works application was currently classified as invalid. It was explained that this meant that there were insufficient plans; this had been communicated to the applicant and it was expected that the outstanding information would be submitted.

Some concerns were expressed that Arundel Court and Baldewyne Court and Osbourne Grove had been in progress for a significant time period. In relation to Osbourne Grove, the Head of Development Management believed that some amendments were awaited and, once submitted, these would be reviewed. In relation to Arundel Court and Baldewyne Court, it was noted that the Housing Team was considering the detail of the proposals before progressing with further pre-application discussions and with the application.

In relation to the Lockkeeper's Cottages (HGY/2020/0847), it was confirmed that planning permission had been granted and would be valid as long as development commenced within three years.

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

RESOLVED

To note the report.

13. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

There were no queries on the report. The Chair noted that any queries could be directed to the Head of Development Management.

RESOLVED

To note the report.

14. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

15. DATE OF NEXT MEETING

It was noted that the date of the next meeting was 24 April 2023.

CHAIR: Councillor Barbara Blake

Signed by Chair

Date

MINUTES OF MEETING Planning Sub Committee HELD ON Monday, 24th April, 2023, 7.10 - 9.20 pm

PRESENT:

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

1. FILMING AT MEETINGS

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

2. PLANNING PROTOCOL

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

3. APOLOGIES

There were no apologies for absence.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. MINUTES

RESOLVED

That the minutes of the Planning Sub-Committee held on 29 November 2022 and 5 December 2022 be confirmed and signed as a correct record.

7. PLANNING APPLICATIONS

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

8. HGY/2022/1906 - VARIOUS LOCATIONS ON THE PUBLIC HIGHWAY IN THE LONDON BOROUGH OF HARINGEY

The Committee considered an application for the installation of street furniture comprising pairs of 76mm diameter steel tubes (poles) linked with 1.6mm clear nylon filament and similar street furniture to delineate a local Jewish Eruv.

Tania Skelli, Planning Officer, introduced the report and responded to questions from the Committee:

- In relation to a query about the benefit to the Jewish community, the Planning Officer clarified that the Eruv would allow people to carry items on the Sabbath, including wheelchairs, prams, and personal items; it was noted that this would not be possible without the Eruv.
- Some members asked about the use of beads to ensure that the Eruv was visible to birds. The Planning Officer explained that, following comments from the Parks Officer, additional measures would be provided at location 22 in order to ensure the best solution for birds and bats. It was clarified that these measures were considered necessary in the nature reserve but that no other locations would have these measures.

Paul McDonald spoke in objection to the application. He stated that there were over 14 environmental conflicts relating to the proposal which had been submitted in writing. He felt that the proposal would result in the installation of a dangerous fishing line, would diminish local community gardens, and would increase the amount of street furniture. He stated that local people opposed the application as religious symbols should not be present in secular, public spaces; it was commented that the area was predominantly secular and that less than 2% of the local community was Jewish. It was added that the poles were considered to be obtrusive. Mr McDonald believed that the initial planning application was inaccurate in terms of scales and failed to consider issues such as environmental impact, particularly the effect of the proposal on birds. He stated that the planning process had been defective due to a perceived conflict of interest and the notification had been issued in August when many people were away and signs had been placed in unsafe locations on narrow roads. Mr McDonald said that there should be a compromise and existing furniture should be used to create the Eruv; he urged the Committee to preserve the local environment.

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

- In response to a query about the community gardens, Mr McDonald stated that there were two community gardens in the area near to the Crouch End rail bridge and that lots of people who walked to the station enjoyed the gardens and the accompanying biodiversity.
- In response to a query about the poles for the Eruv, Mr McDonald stated that the poles would be 5.5 metres above ground but would be 6.5 metres in total. He commented that the requirement for the poles to have a 1 metre footing had a significant energy and carbon footprint and he believed that the Eruv could be achieved using a less invasive method.
- Some members commented that religious items, such as Christmas trees, were sometimes included in public spaces and asked why the Eruv was considered to be unacceptable. Mr McDonald stated that 70-80% of the community accepted Christmas trees but that the Eruv would cover a large area and would be obtrusive. He stated that some of the images provided by the applicant had obscured the proposals and it had not been clear what was requested. He added that the proposal would introduce some elements that were 2 metres higher than existing street furniture.

- Some members asked for additional detail about the alleged conflict of interest. Mr McDonald believed that there was a conflict of interest on a religious basis. He stated that the planning consultation deadline was in August; the officer had not responded to email communications as they were away in August and they had included an incorrect email on their out of office message. It was noted that, after this issue was raised, the planning consultation period had been extended. Although not a pecuniary interest, Mr McDonald believed that there was a perceived conflict of interest. The Assistant Director of Planning, Building Standards, and Sustainability stated that he could receive evidence on any alleged conflicts of interests but highlighted that Planning Officers were professional officers and that applications were signed off by multiple officers. It was not considered that there was a conflict of interest in this case.
- Some members asked whether there were any features on the poles which identified them as religious. Mr McDonald stated that local people knew what the poles were and that 42% of the community was not religious. He commented that the key objection to the application was environmental as the large poles would be located in the conservation area and would proliferate the quantity of street furniture. He did not believe that the poles were necessary as not all Eruvs used poles. He stated that the local community did not want religious symbols in the public domain, that the public domain should not be claimed as private domain, and that the local environment should be preserved.
- In response to a further query, Mr McDonald stated that there were no markings or features that identified the poles as religious.

Members of the applicant team addressed the Committee. Daniel Rosenfelder, Agent, and Rabbi Nicky Liss, Highgate Synagogue, were in attendance on behalf of the applicant. Daniel Rosenfelder stated that the first Eruv had been installed in 2004 and there were now a number of Eruvs across London and other cities. It was noted that there were active Jewish communities in Highgate and Muswell Hill and this application would provide life changing benefits and link local areas. It was explained that the Eruv would be a notional boundary, such as poles, which would form a quasi-open gate and continuous boundary. It was highlighted that the poles would not have religious markings but would allow people to leave their houses on the Sabbath which was not possible without the Eruv. It was noted that there would be no traffic impact or effect on social cohesion. Mr Rosenfelder commented that the Eruv would be barely discernible on the streetscape and would not harm wildlife and it was noted that there would be special measures for wildlife at Parkland Walk. He stated that section 149 of the Equality Act 2010 required local authorities to support protected characteristics of minority groups and noted that Sabbath observance was a feature of traditional Judaism. He explained that the Eruv would link to key health facilities, including the Whittington Hospital and a number of care homes, which would have a positive impact on patients and would have the wider public benefit of allowing patient discharges on Saturdays. For the reasons stated and for those set out in the report, it was hoped that the Committee would support the application.

The applicant team responded to questions from the Committee:

- In relation to a query about whether the Eruv could use existing walls and houses, the applicant team noted that some people had offered the use of their properties for Eruvs but it was explained that this was generally avoided as it required legal agreements for residences. Similarly, it was noted that street furniture could be

used if there were no other options but that this could change and could invalidate the Eruv. It was added that all maintenance issues were undertaken by applicant and that this was simpler if the Eruv was a single unit.

- It was confirmed that the maximum gap allowed within an Eruv was approximately 20 centimetres. It was noted that the poles were located adjacent to the footpath and in the public domain.
- In relation to location 22 on Parkland Walk, it was enquired why there would be a small addition of fence in front of the pole and whether the pole could be installed in line with the existing wall. The applicant team explained that the pole would not be installed at the end of the wall as this was anticipated to be too close to the footing of the wall. It was added that the area between the end of the wall and the public footpath was a steep embankment. As such, it was proposed to locate the pole slightly further from the wall and with a section of picket fence which matched the fencing opposite location 22.
- In response to a query about the materials for the filament, the applicant team noted that nylon fibre was proposed as it was less likely to break and need repair. It was stated that, based on previous experience, a 1.6 millimetre clear, nylon fibre was the least visibly intrusive connection between poles. It was commented that other materials could be used but were considered to be less reliable.
- The applicant team confirmed that the Eruv would be inspected at least once per week in advance of the Sabbath. It was noted that a contractor would be available in case repairs were required and that the applicant would take full responsibility for maintenance and costs.
- In relation to the installation and remedial work for the pavement, the applicant team stated that the appointment of a contractor was subject to legal agreement but it was noted that the contractor would need to be licensed.
- It was enquired whether the heights of the filaments would be sufficient to allow all modes of transport to pass through safely. The applicant team explained that the filaments would be 5.5 metres and that this was 300 centimetres higher than the maximum recommended height for buses and vehicles. It was noted that, in some cases, the filaments would be at a height of 6 metres on Transport for London (TfL) roads where required. It was added that a filament height of 2.4 metres was generally used for footpaths and cycleways; this was considered sufficient and would be significantly higher than cycling height.
- Some members asked about the impact of poles on the community gardens that were referenced in the objection. The applicant team stated that the poles would be located to the rear of the footpath on land that was owned by the Council. It was noted that a section 106 legal agreement allowed poles to be placed in the public domain. It was added that the poles would not impede or extend into gardens.

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

Following a vote with 10 votes in favour, 0 vote against, and 0 abstentions, it was

RESOLVED

1. 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. 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, following completion of the agreement referred to in (1) within the time period provided for in resolution (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
- 5) Bird & bat boxes
- 6) Bat survey
- 7) 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.

9. HGY/2022/0708 AND HGY/2022/0709 - 550 WHITE HART LANE, LONDON, N17 7BF AND N17 7RQ

The Committee considered an application for:

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

James Mead, Planning Officer, introduced the report and responded to questions from the Committee:

- It was asked how the noise assessment had been undertaken. The Noise and Nuisance Manager explained that a Noise Survey could be carried out using a model or measured data. The noise on site could be measured, uploaded into software, and then modified to consider the impact of things such as additional vehicular movements. It was highlighted that the Noise Survey included measurements on the site for specific time periods to more accurately determine the noise impact. In relation to the effect on residents, it was explained that the data could be modelled to determine the sound impact over different distances. The Head of Development Management stated that there would be higher noise levels but that these would not be significantly above background noise levels. The Noise and Nuisance Manager added that the additional measures were set out in the Noise Management Plan and noted that there would be additional controls between 11pm and 6am.
- Some members asked whether unrestricted delivery hours were likely to result in higher noise levels and air pollution on the residential part of White Hart Lane, particularly in the early morning hours. It was noted that this was sometimes difficult to balance but that there could be a greater impact if delivery times were restricted. It was explained that providing the ability to deliver at any time could limit the impact on the road network and decrease congestion and air pollution.
- It was enquired how issues of light pollution, particularly in the early morning hours, would be managed. The Planning Officer explained that the planning permission had a condition restricting external lighting and so the applicant would need to obtain permission from the Local Planning Authority for any additional lighting. The Head of Development Management noted that the site would be lit overnight for operational and security reasons and so vehicle lights were not expected to have a significant impact.
- Some members enquired whether there could be an acoustic fence on the eastern side of the site. The Planning Officer noted that there would be an acoustic fence on the western side, adjacent to Unit 2. The Noise and Nuisance Manager explained that the noise assessment had modelled where the noise was most likely to be an issue and that this had been identified as the western site boundary. It was added that the eastern site would be significantly less impacted by noise due to the use of the units and the existing boundary and it was not considered that an acoustic fence was required in this location. It was noted that the applicant could provide more detailed information.
- In relation to the impact on residents, some members enquired whether it was possible to grant a temporary permission and then to review the arrangements. The Head of Development Management noted that planning policy supported measures that enabled businesses to operate and that it was a significant risk for a business to agree a lease where the hours of operation could be reduced. It was noted that the proposals included noise mitigation and that, if there were unforeseen impacts or recurring issues, there were measures for resident liaison; officers considered that this was an acceptable balance.

- Some members noted that the restrictions relating to delivery times and use class were considered necessary in the previous planning permission and it was enquired whether there had been any material changes to justify an extension. The Head of Development Management noted that, since the original planning permission had been granted, the site had been in operation and the market had indicated that the variations were important for operations on these sorts of units. It was added that the evidence relating to noise mitigation had also been considered and it was believed that the proposal balanced issues on the site in a different way to minimise the impact.
- Members asked about whether there were any noise complaints in relation to the site. The Noise and Nuisance Manager noted that the consideration and review of complaints was usually informative for considering these types of cases but, as there were few noise complaints, the assessment had focused on the context and the noise mitigation measures.
- It was noted that the report did not include the exact figures from the Noise Survey; it was queried whether the difference in noise would be truly imperceptible for local residents and what degree of reduction would be achieved with the acoustic barrier. The Noise and Nuisance Manager noted that the acoustician from the applicant team would likely be able to answer this question in further detail.
- Some members asked whether a trip survey had been undertaken and expressed concerns that the increase in delivery hours would result in additional trips in the area. The Transport Strategy Team Manager explained that the number of deliveries was generally related to floor space; in this case, the floor space would not be larger and so a substantial increase in trip generation was not anticipated. It was added that the site would continue to have light industrial use and parking and that the change of use class was not expected to materially impact the number of deliveries.
- It was enquired whether there had been an assessment of expected movements during the night and whether a constant movement of vehicles would be more intrusive for local residents. The Noise and Nuisance Manager explained that noise had been modelled from 12.50am over a four day period based on a 'worst case' scenario, with the quietest background noise and the loudest operational noise on the site. Members asked whether this had taken account of the number of vehicles that would be operating overnight. The Noise and Nuisance Manager stated that the survey had measured the noise impact of the units, vehicles, and forklift in the outside area to give a realistic impression of the maximum level of noise. The Head of Development Management noted that the size of the plot meant that a limited number of lorries could be on the site at any one time. The Noise and Nuisance Manager added that the number of vehicles was a restriction set out in the Noise Management Plan.

Wakako Hirose, Senior Planning Associate (Rapleys); Ed Fitch, Applicant (LaSalle Investment Management); and Adam Bamford, Noise Consultant (Cass Allen) were in attendance on behalf of the applicant. The applicant team responded to questions from the Committee:

- The applicant team stated that the landowner represented a pension fund and that it would be important to ensure that the site was commercially viable. It was explained that there would be a Managing Agent who would liaise with the tenants of the site and with residents and so noise complaints would be investigated and resolved or escalated.

- In relation to queries about the acoustic fence, Adam Bamford noted that there was no noise barrier between Units 2 and 3. It was explained that noise attenuated over distance and so it was important to consider the location of the noise source. On the eastern side, it was stated that there was effective screening from the existing buildings which would reflect noise back towards the site and there was a significant topographical change in level; with these features, there would be a good level of noise mitigation. It was commented that the introduction of a noise barrier in this location had been investigated but that, while there would be a significant visual impact and cost, there would be an imperceptible difference in noise; the difference would be 2 decibels (dB) and anything less than 3dB was considered to be imperceptible. It was confirmed that the impact on the western side of the site was 13dB which would be very noticeable to residents without the proposed noise barrier.
- Members asked about commercial viability and whether the proposed operational changes would result in additional deliveries. The applicant team explained that there was currently a requirement to make deliveries at particular times but that extending this time would allow flexibility and provide the option to avoid peak congestion issues. It was stated that there was no intention to make the site a 24 hour distribution centre. It was noted that the landowner wanted to ensure that the site was attractive for businesses and that the option to have 24 hour deliveries was more appealing and provided more options for the long term future of the site.
- In response to a query about the expected noise levels during the day and night and the impact of vehicular sounds, Adam Bamford stated that Appendix 1 of the Noise Report set out the distribution of noise levels throughout the day and night. It was commented that the original survey had been undertaken in 2013 and this had found that the impact of the site would be equal to background noise. It was noted that an updated survey had been undertaken more recently and this had found a reduction in the levels of background noise; this meant that there was some small, adverse impact but it was considered that this was mitigated by the Noise Management Plan and noise barrier. It was added that the lowest level of background noise during the night was 44dB and the lowest level of background noise during the day was around 50-55dB. It was noted that noise levels varied throughout the day and that the 'worst case' scenario, which used the lowest levels of background noise, had been assessed.
- Some members commented that, for future applications, it would be useful to have the detailed Noise Report included in the agenda pack.
- It was noted that the landlord for the site planned to monitor site usage to ensure that residents were not adversely impacted; it was enquired how this would be undertaken, particularly in relation to noise concerns. The applicant team stated that the Noise Management Plan would be included as part of any lease negotiations and that any tenants looking to work at night would have to adhere to these requirements. It was noted that the Managing Agent would be available to deal with complaints, in consultation with the Noise and Nuisance Manager, and their contact details would be provided to residents.

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

Following a vote with 6 votes in favour, 2 votes against, and 2 abstentions, and subject to the amendments above, it was

RESOLVED

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

1. To GRANT planning permission and that the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives.
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
- 11) Noise Mitigation Measures**

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
- 10) Noise Mitigation Measures**

Informatives

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

At 8.45pm, the Committee agreed a brief adjournment. The meeting resumed at 8.50pm.

10. HGY/2021/2304 - 29-33 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. - RE-CONSULTATION on design updates to accommodate an additional stair and lift for evacuation in the event of a fire.

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

- It was highlighted that the addendum included updates on procedural matters, plan changes, additional consultee responses, and updates and corrections to the report.
- The Planning Officer noted that the Committee had made a resolution to grant planning permission for a similar development on the site on 5 September 2022. It was explained that, after this resolution, the Health and Safety Executive (HSE) had updated their response from 'some concerns' to 'significant concerns' on 23 September 2022. The government had also launched a consultation in relation to Building Regulations in December 2022 which proposed a requirement for second staircases for buildings over 30 metres tall. It was noted that the Greater London Authority (GLA) now required all planning applications with buildings over 30 metres to be designed with two staircases before GLA Stage 2 referrals. It was highlighted that the applicant had amended the scheme to provide a second staircase and evacuation lift and this was now presented to the Committee for consideration.
- The Planning Officer commented that Sage Housing had circulated an additional, late letter to members on 24 April 2023; this raised similar points to those noted previously and officers considered that the issues were addressed in the report. Except for the comments received from Sage Housing and the issues relating to means of escape, it was noted that there had been no other, material changes since the Committee's resolution in September 2022.
- Some members noted that concerns had been expressed previously about whether two loading bays would be sufficient to accommodate students moving in or out of the building at the same time; it was asked whether the arrangements were still considered to be adequate. The Planning Officer confirmed that this had been discussed at the meeting in September 2022 and that the Committee had agreed to include a condition requiring the applicant to provide details relating to how the moving arrangements would be managed. The Assistant Director of Planning, Building Standards, and Sustainability noted that the applicant had explained that these arrangements were common in student accommodation blocks and it was commented that the loading arrangements for this site were not unique in London or the country.

- Some members noted that there were different classes of lifts, including passenger, evacuation, and firefighter lifts. It was understood that firefighter lifts were the best lifts for fire safety and it was enquired whether firefighter lifts could be installed throughout the building. The Planning Officer noted that the London Plan required an evacuation lift to be separate and so, to comply with policy, this could not be a firefighting lift.
- It was clarified that, although the proposed occupancy had decreased as a result of the fire safety amendments, the payment in lieu for affordable housing would remain the same. It was explained that this higher payment in lieu for affordable housing would exceed 40% which would avoid the need for a late stage viability review.
- In relation to a query about the new fire safety requirements, the Planning Officer explained that the revised proposal included an additional staircase and an evacuation lift. It was noted that, overall, there would be two staircases in the main tower and a third staircase in the seven storey section of the building. It was highlighted that the revised proposal would meet the amended requirements for means of escape.
- It was enquired whether the concerns raised by HSE were now considered to be resolved or whether there were any outstanding issues that should be raised for the Committee's attention. The Planning Officer noted that this was quite a rare situation where there had been a shift in national policy and that HSE acknowledged that they had changed their opinion. It was explained that the applicant had worked with HSE to address the concerns; this had resulted in the inclusion of a second staircase and HSE had confirmed that they were now content with the proposals. The Head of Development Management commented that a change in opinion from HSE had not been expected. It was highlighted that this would not be expected again unless there was a change in the national or GLA guidance. It was clarified that HSE had considered the revised application and now had no objection to the proposals. The Planning Officer noted that a summary of the HSE comments was included in the report but that the full consultation response was available on the website.
- Some members enquired whether the Committee would need to formally revoke the previous resolution from 5 September 2022. The Head of Development Management noted that the addendum included an amendment to the recommendation, as set out in paragraph 2.8, which stated that the resolution from 5 September 2022 should be revoked for the sake of good order and to make it clear that only the amended scheme could be granted or refused planning permission.

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

Following a vote with 10 votes in favour, 0 votes against, and 0 abstentions, it was

RESOLVED

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. 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 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
4. That, following completion of the agreement 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 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.

5. That, in the absence of the agreement referred to in resolution (1) above being completed within the time period provided for in resolution (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.
6. In the event that the Planning Application is refused for the reasons set out in resolution (5) 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 (1) above to secure the obligations specified therein.

7. That the resolution dated 05 September 2022 shall be revoked for the sake of good order, to make it clear that only the amended scheme can be granted/refused planning permission.

11. UPDATE ON MAJOR PROPOSALS

In relation to Lynton Road (Part Site Allocation SA49), it was noted that the other part of the site was undergoing consultation. In particular, it was noted that there was an application for nine residential units which would avoid the requirement for affordable housing that was relevant to proposals for 10 or more units, and it was asked how the different parts of the site allocation would be managed in a cohesive manner. The Head of Development Management explained that the policy for sites within site allocations was to encourage engagement with neighbouring landowner groups to ensure that the site allocation was delivered as a whole. It was noted that officers were liaising with the landowners and that conversations were ongoing to ensure that the sites were cohesive.

Some members commented that previous applications had included an agreement that affordable housing contributions would be required if 10 or more units were provided in future and suggested that this could be considered for Part Site Allocation SA49. It was enquired whether the proposed commercial space for one application would affect the other site within the site allocation. The Head of Development Management stated that the proposals from the two applicants had not been confirmed and so it was not possible to undertake an assessment at this stage. It was explained that there was an initial expectation that the existing commercial space would be re-provided; once the proposals were confirmed, calculations would be undertaken and the applications would be assessed against the site allocation. It was added that the applicants would need to work collaboratively.

In relation to the Lockkeeper's Cottages (HGY/2020/0847), it was reported that there were some concerns about damp on the site. The Head of Development Management stated that this issue was not known to officers but could be investigated.

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

RESOLVED

To note the report.

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS

There were no queries on the report. The Chair noted that any queries could be directed to the Head of Development Management.

RESOLVED

To note the report.

13. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

14. DATE OF NEXT MEETING

11 May 2023

CHAIR: Councillor Barbara Blake

Signed by Chair

Date

This page is intentionally left blank

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2022/3846**Ward:** Noel Park**Address:** 30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ**Proposal:** 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.**Applicant:** Paul Simon Magic Homes**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would redevelop a brownfield site, with a high-quality mixed use development which responds appropriately to the local context and is supported by the Quality Review Panel.
- The proposed development would fulfil and meet the requirements of Site Allocation SA23 'Clarendon Rd South'
- The development would provide 815sqm of good quality flexible commercial floorspace space that would potentially generate 18 jobs.
- The development would provide a total of 51 residential dwellings, contributing towards much needed housing stock in the borough.
- The development would provide 35.6% on-site affordable housing by habitable room in the form of 9 flats for affordable rent and 7 flats for intermediate tenure, which is an accepted tenure split.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have private external amenity space.
- The proposal provides good quality hard and soft landscaping.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.

- The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee resolves to GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the measures set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 05/07/2023 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

Summary Lists of Conditions, Informatives and Heads of Terms

Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels

8. Secure by design accreditation
9. Secure by design certification (commercial)
10. Unexpected Contamination
11. NRMM
12. Air Quality
13. Demolition/Construction Environmental Management Plan
14. Land Contamination
15. Arboricultural Impact Assessment
16. Cycle parking
17. Delivery and Servicing Plan
18. Piling Method Statement
19. Satellite antenna
20. Restriction to telecommunications apparatus
21. Piling Method Statement
22. Architect retention
23. Soil investigation from the site itself
24. Unexploded (UXO) bombs survey
25. Ground movement assessment and effect on adjoining structures (including the method of monitoring)
26. Wheelchair accessible dwellings
27. Detailed Management Plan of Communal amenity space
28. Restriction to use class
29. Noise Management Plan
30. Energy Strategy
31. DEN Connection
32. Overheating
33. Overheating Building User Guide
34. BREEAM Certificates
35. Living Roofs
36. Circular Economy
37. Whole Life Carbon
38. Biodiversity

Informatives

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

Section 106 Heads of Terms:

1. Affordable housing provision
 - Nine (9) flats for affordable rent, three (3) flats for London Living Rent and four (4) flats for Shared Ownership
 - Early stage viability review

2. Section 278 Highway Agreement
 - Highway works comprising, new public realm scheme, cross over and footways works proposed on Clarendon Road.

3. Sustainable Transport Initiatives
 - £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits
 - Car Club - a credit of £100 per year/per unit for the first two years.
 - £5,000 towards a Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development
 - £10,000 towards the monitoring and management of the Construction Logistics Plan
 - £2,000 (two thousand pounds) per year per travel plan for five years
£20,000 (twenty thousand pounds) in total for the monitoring of the travel plan initiatives.

4. Carbon Mitigation
 - Be Seen commitment to uploading energy data
 - Energy Plan
 - Sustainability Review
 - Estimated carbon offset contribution (and associated obligations) of £70,680 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages.
 - DEN connection (and associated obligations)
 - Heating strategy fall-back option if not connecting to the DEN

5. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan
 - Provision of a named Employment Initiatives Co-Ordinator;
 - Notify the Council of any on-site vacancies;

- 20% of the on-site workforce to be Haringey residents;
- 5% of the on-site workforce to be Haringey resident trainees;
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff);
- Provide a support fee of £1,500 per apprenticeship towards recruitment costs.

6. Monitoring Contribution

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

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

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

1. The proposed development, in the absence of a legal agreement failing to secure the provision of on-site affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.
2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for the additional highway works comprising, new public realm scheme, cross over and footways works proposed on Clarendon Road 2) A contribution towards amendment of the local Traffic Management Order 3) a credit of £100 per year/per unit for the first two years for car club membership 4) A contribution towards a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development 5)) Implementation of a travel plan and monitoring fee 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 is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48
3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.

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

CONTENTS

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

APPENDICES:

- | | |
|------------|--|
| Appendix 1 | Planning Conditions and Informatives |
| Appendix 2 | Plans and Images |
| Appendix 3 | Consultation Responses – Internal and External Consultees |
| Appendix 4 | Consultation Responses – Greater London Authority Stage 1 Response |
| Appendix 5 | QRP Reports |
| Appendix 6 | Development Forum minutes |
| Appendix 7 | Pre-application Committee minutes |

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

This is a planning application for the demolition of the existing building and erection of a part two, six, eight and eleven storey building (including a basement level) comprising 560 sqm of commercial floorspace (Use Class E) including workspace, office, retail and café use over basement and ground floor level. The proposed development would include 51 residential units located on the upper floors and would comprise of 3 x studio- flats, 19 x one-bedroom flats, 25 x two-bedroom flats and 4 x three-bedroom flats.

The residential component of the scheme is car-free, and 2 off street Blue Badge parking bays are proposed at street level. Two bicycle stores are proposed at basement level, providing 93 residential cycle parking spaces. Two larger cycle parking spaces are proposed at ground floor level for all housing tenures. A refuse store, shared entrance and lift access inclusive to all tenures will be located at ground level.

Soft and hard landscaping at roof level and around the site are proposed comprising of a bio-diverse roof, wildlife planting, new tree planting, raised planters, rain garden and permeable paving. Shared amenity space which includes child play space is located at the sixth, eight and eleventh floor.

The proposed building will be finished in brick, and the window/door frames and balcony balustrade will have an aluminium, timber and steel finish. The building will also feature decorative spandrel panels to ground floor bays and metalwork colour.

The planning application has been amended since initial submission and includes the following changes:

- A second staircase is proposed to the upper floors;
- The layout of the bin storage area at ground floor level has been altered and the number of bins increased;
- Slight reduction in the commercial floorspace of one of the units from 57sqm to 53 sqm;
- Revised housing mix;
- Revised tenure;
- Updated Fire Strategy.

3.2 Site and Surroundings

- 3.2.1 The application site forms part of the wider Haringey Heartlands area and is situated on land bounded by Clarendon Road to the north, north-east and west, Hornsey Park Road to the east and Turnpike Lane to the south.
- 3.2.2 The site is currently occupied by a two-storey 1970s industrial building known as the 'Jessica Buttons' factory on Clarendon Road. The ground floor is currently in use as a temporary nursery and church which received temporary consent under planning permission reference (HGY/2019/2664), whilst the upper floor is in use for office and storage for the Jessica Buttons factory. There is hardstanding to the west for vehicle parking. Immediately south-east of the site is the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre) and the Council's Day Centre (the Clarendon Recovery College) is to the south-west.
- 3.2.3 The wider area is predominantly characterised by a mix of residential and employment uses. To the south west of the site is the residential block known as Westpoint Apartments ranging from 6 to 7 storeys in height and 2 to 3 storeys light industrial buildings to the north and west of the site. Adjoining roads are characterised by 2 and 3 storey Victorian semi-detached properties with more modern 3 storey houses to the immediate south. Katerina House also known as 50a Clarendon Road to the north east of the site is occupied by a 3 storey mixed use building. The Clarendon Square development located further north of the site is the former gasworks site which received approval for a hybrid planning permission (part detailed, part outline under planning permission reference HGY/2017/3117) for a phased residential led mixed use development up to 20 storeys in height. Phase 1 and 2 are completed and occupied and Phase 3 of this site is currently under construction. The Railway Approach development further south ranges from 11 to 13 storeys in height.
- 3.2.4 The main vehicular routes in the area run north-south and west-east. The site is currently accessed from Clarendon Road by a short cul-de-sac that also serves a number of neighbouring sites. The site has a public transport accessibility level (PTAL) of 4-5, which is ranked as 'good' access to public transport service.
- 3.3.5 The site falls within Site Allocation SA23 'Clarendon Rd South' of the Site Allocations DPD, which allocates the site to realign Clarendon Road and create employment-led mixed-use development to complement the Clarendon Road Square development site'. The site allocation covers 27-33 and 9-70 Clarendon Road which includes the African Caribbean Cultural Centre (previously known as the West Indian Cultural Centre), the Council's Day Centre (the Clarendon Recovery College), London Alevi Cultural Centres, Civica Election Service, Hertie Ltd, Virgin Media and Katerina House.
- 3.3.6 The site is designated within the Wood Green Growth Area. The site is not listed and not within a Conservation Area.

3.3 Relevant Planning and Enforcement history

OLD/1973/0214– Erection of 2 storey industrial building – Granted 10/08/1973

HGY/2002/0340 – Change of use of property from textile storage to community social club– Refused 27/05/2002

HGY/2019/2664 – Change of use to D1 non-residential institutions use (Church & nursery) for a temporary period of three years only – Granted 05/12/2019

HGY/2020/1922 – Non-material amendment to planning permission HGY/2019/2664 for erection of mesh and picket fence within the curtilage of the site – Granted 04/09/2020

4.0 CONSULTATION RESPONSES

Planning Committee Pre-Application Briefing

A previous iteration of the scheme, which was part of a wider detailed proposal incorporating the adjacent site as presented to the Planning Sub Committee at a Pre-Application Briefing in January 2021. The minutes are attached in Appendix 7

Quality Review Panel

The scheme has been presented to Haringey's Quality Review panel on three occasions.

Following the third Quality Review Panel meeting on 17 August 2022, Appendix 5, the Panel offered their 'warm support' for the scheme, with the summary from the report below;

The panel broadly supports the proposed scheme, which it feels makes a welcome contribution to the local area and has the potential to create a prominent gateway building. The panel understands the land ownership constraints informing the wider development and supports Masterplan A, which it feels is the more deliverable option and offers greater permeability given the surrounding context. The overall scale of the development seems appropriate, as well as the proposed mix of uses, particularly the commercial space along the Clarendon Road frontage. As design work continues, the panel would encourage further work to create greater variety and texture across the scheme's facades, to improve the appearance of the building, both from a distance and at ground / podium level. It also asks for further thought about the flat layouts in terms of daylighting levels, particularly at the lower floors. The panel also feels that daylighting of the scheme's entrance, and the clarity of layout and ease of circulation within this area is problematic and would benefit from a more

generous and welcoming treatment. It also feels that the area occupied by the proposed disabled parking provision is excessive, and suggests that Highways are engaged further to consider how this might be reduced. While recognising the provision of green / amenity space at various levels throughout the building, the panel has concerns about the low level of green / amenity space at ground floor level.

Following the summary above from the third Quality Review Panel meeting held on 17 August 2022, the applicant has revised the elevational treatment of the building, the layout of the flats have been revised to improved levels of daylight/sunlight, the design and layout of the buildings main entrance at ground level has improved, the area occupied by the proposed disabled parking provision has been improved in order to better utilise this area and the low level of green/amenity space at ground floor level is justified due to the site constraints at this level.

Development Management Forum

The proposals were presented to a Development Management Forum in September 2022.

The notes from the Forum are set out in Appendix 6.

4.1 Application Consultation

The following were consulted on the planning the application:

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

INTERNAL:

Design Officer

Comments provided are in support of the development

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections

Building Control

No objection

Trees

No objection

Nature Conservation

No comments received

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Pollution

No objection, subject to conditions

Public Health

No objections

Housing

No objections

EXTERNAL

Thames Water

No objection subject to conditions and informatives

Designing out crime

No objections, subject to conditions

London Fire Brigade

No comments received

Health and Safety Executive

No objection

Greater London Authority (GLA)

Stage 1 comments can be viewed in full in Appendix 4. The GLA's summary comments are provided below:

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

Neighbouring properties

Site notices were erected in the vicinity of the site

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

No of individual responses: 9

Objecting: 8

Supporting: 0

Others: 1

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

Land Use and housing

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

Impact on Heritage assets

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

Size, Scale and Design

- Excessive height, bulk, massing and overdevelopment of site
- Overbearing and not in keeping in relation to neighbouring buildings
- The design is not in keeping with surrounding area
- The height is not in accordance with the Clarendon Square development

- The design is contrary to the Haringey Heartlands Development Framework April 2005
- Obstruction to the skyline

Impact on neighbours

- Loss of privacy/overlooking/overshadowing
- Loss of daylight and sunlight
- Noise and disturbance

Parking, Transport and Highways

- Parking pressure
- Increased traffic generated
- Concerns the development is car free
- Turnpike Lane/Hornsey Park road junction is not pedestrian friendly
- Road safety concerns
- Increased deliveries and vehicle trips per day
- Highway safety concerns
- No access for emergency vehicles

Environment and Public Health

- The development lacks greenery
- The green space improvements located at roof level does not benefit the wider local area
- Structural damage to infrastructure
- Pressure on existing infrastructure
- Noise and disturbance during construction
- Impact on quality of life
- Concerns the development provides no ground level garden to absorb heavy rainfall
- Air quality concerns

5.4 The following issues raised are not material planning considerations:

- The developer's focus is profit
(**Officer Comment:** This is not a material planning consideration)

6 MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

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

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

1. Principle of the development

2. Affordable Housing and Housing Mix
3. Tall buildings
4. Design and appearance
5. Residential Quality
6. The impact on Neighbouring Amenity
7. Parking and Highways
8. Basement development
9. Sustainability, Energy and Climate Change
10. Urban Greening, Trees and Ecology
11. Flood Risk and Drainage
12. Air Quality and Land Contamination
13. Fire Safety
14. Employment
15. Conclusion

6.2 Principle of the development

National Policy

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

Regional Policy

- 6.2.2 The London Plan 2021 Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 – 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.3 London Plan Policy H1 ‘Increasing housing supply’ states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.
- 6.2.4 London Plan Policy H4 requires the provision of more genuinely affordable housing. The Mayor of London expects that residential proposals on public land should deliver at least 50% affordable housing on each site.
- 6.2.5 London Plan Policy D6 seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation. London Plan Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in Local Plans.

Local Policy

- 6.2.6 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.2.7 Local Plan Policy SP1 states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.
- 6.2.8 Local Plan Policy SP2 states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing. The supporting text to Policy SP2 of the Local Plan specifically acknowledges the role these 'small sites' play towards housing delivery.
- 6.2.9 Local Plan Policy SP8 states that the Council will support local employment and regeneration aims and will support small and medium sized businesses in need of employment space.
- 6.2.10 The Development Management Development Plan Document 2017 (hereafter referred to as DM DPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.
- 6.2.11 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.
- 6.2.12 Policy DM49 states that the Council will protect existing social facilities unless a replacement facility is provided and supports the provision of new flexible community facilities in accessible locations.

Site Allocation

- 6.2.13 The Site Allocations Development Plan Document (DPD) 2017 gives effect to the Local Plan spatial strategy by allocating sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.
- 6.2.14 The site forms part of Site allocation SA23 'Clarendon Rd North' of the Site Allocations Development Plan Document (DPD) 2017. Site Allocation SA23 designates the site for the 'Realignment of Clarendon Road' and creation of an employment led mixed use development to complement the Clarendon Square

development site. Site allocation SA23 of the Site Allocations DPD 2017 has the following Site Requirements and Development Guidelines:

Site Requirements

- Development proposals will be required to be accompanied by a site wide masterplan
- No buildings need to be retained
- Consideration should be given to how Clarendon Road can best be aligned to provide a straight alignment into Wightman Road across Turnpike Lane
- The maximum quantum of employment floorspace feasible should be provided on this site
- Residential development may be suitable on site in order to increase the viability of new workspace
- Alternative re-provision of the West Indian Cultural Centre will need to be agreed
- Affordable rent may be sought having regard to the viability of the scheme as a whole will be expected in this area in line with Policy DM38.
- The site adjoins north-south ecological corridor running along the rail line, and this should be preserved and where possible enhanced through the development

Development Guidelines

- Heights should be restricted where they adjoin the properties on Hornsey Park Road
- Taller development will be acceptable on the west side of Clarendon Rd
- This site is identified as being in an area with potential for being part of a decentralised energy network
- The design of this site should consider the impact the railway embankment will have on future occupants
- Potential contamination on site should be considered
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity
- This site is in a groundwater Source Protection Zone and therefore any development should consider this
- Business uses should respect adjacent residential.

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

Masterplanning and Site Allocation

6.2.16 SA23 of the Site Allocations DPD 2017 requires development proposals to be accompanied by a site wide masterplan. Policy DM55 of the DM DPD states that where developments form only a part of allocated sites a masterplan shall be prepared to demonstrate that the delivery of the site allocation and its wider area objectives would not be frustrated by the proposal.

- 6.2.17 The site was previously proposed to be part of a wider comprehensive development proposal within SA23 of the Site Allocations DPD 2017 for a scheme which incorporated the Clarendon Recovery College immediately south and the African Caribbean Cultural Centre further to its south east. However due to land ownership issues it has not been possible to bring forward the wider site for development and the intention now is to develop the three development parcels of land independently of each other, but within a master plan framework so to ensure each parcel can be developed independently but still coherently as a whole. This proposal focuses on the first phase of this masterplan site which is the northern most part.
- 6.2.18 This applicant has provided two masterplan options (Option A and B) both of which ensure that the African Caribbean Cultural Centre and the site allocation requirements for employment floorspace can be re-provided in the future. The Master Plans allow for a deliverable phased approach that would include the re-provision of the African Caribbean Cultural Centre; new public realm and open space; the provision of marker buildings; and active frontages to Clarendon Road.
- 6.2.19 The Master Plans (Option A and B) have been developed with reference to the surrounding Clarendon Square development which provides a suitable model for development of the whole of this allocated site. Master Plan Option A incorporates a central open space between the northern and western elements (two, six, eight and eleven storeys in height) and the southern element (twelve and fourteen storeys in height); whilst Option B infills this central area. Option A provides for a new cultural centre over two floors; whilst Option B provides for a single storey cultural centre. Both options provide for circa 1,300 sqm of commercial floorspace; circa 1,100 sqm of cultural floorspace; and 182 new homes.
- 6.2.20 The approach to layout and massing for this proposed development has been informed by these Master Plan options for the Clarendon Recovery College and the African Caribbean Cultural Centre. The master plan options can re-provide the African Caribbean Cultural Centre which is the site allocation requirement. The applicants have demonstrated that this proposal would be wholly compatible with an effective completion of the rest of the development on those two sites. The applicants have also demonstrated that a separate development on just the Clarendon Recovery College site, would be compatible with these proposals.
- 6.2.21 Other sites within the site allocation are separated by at least the width of the street and many are currently unlikely to be redeveloped in the near future. Nevertheless, it is considered that the street width separation and a pattern of development that includes courtyards off the street, will maintain a pleasant streetscape and good residential amenity. This development can be considered compatible with that pattern of development, provided neighbouring sites are

consistent in 'carrying through' that pattern, and therefore can be considered compatible with potential future developments on the northern or western sides of the neighbouring streets to this site.

6.2.22 As such, it is considered that the applicant has submitted a workable and logical indicative masterplan which demonstrates how Clarendon Road can be realigned to widen and moderately straighten the road and this site would green-up the chicane frontage, with a set-back building line, widened pavement, new street trees and raingardens. This accords with the requirements of Policy DM55 of the DM DPD and SA23 of the Site Allocations DPD 2017 and is therefore acceptable

5 Year Housing Land Supply

6.2.23 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

Land Use Principles

6.2.24 The proposed development would replace the existing Jessica Buttons factory, temporary nursery and church with a mixed-use development.

Loss of community use

6.2.25 Policy DM49 'Managing the Provision and Quality of Community Infrastructure' states that B) where a development proposal may result in the loss of a facility, evidence will be required to show that:

- a) the facility is no longer required in its current use;
- b) the loss would not result in a shortfall in provision of that use; and
- c) the existing facility is not viable in its current use and there is no demand for any other suitable community use on site

6.2.26 The existing nursery and church do not provide the land uses (and general aims) of the site allocation which seeks employment use on this site. Planning permission was granted under planning permission reference HGY/2019/2664 for the change of use of the site at ground floor level to D1 use class (under old use classes order) to operate as a church and nursery for a temporary period of three years only. The temporary relocation of the church and nursery function to this

site was permitted to ensure these important community uses continue to operate during the demolition and construction phase of another development under the applicant's ownership at nos. 423-435 West Green Road (planning permission reference HGY/2018/1806). Once the site at 423-435 West Green Road is complete the church and nursery would relocate to that new building.

6.2.27 The loss of the temporary church and nursery, which would be relocated back to West Green Road) is considered acceptable and consistent with designated site allocation (SA23) and would ensure the long term aims and regeneration aspirations of the council for this site are delivered.

Proposed mixed use – Employment and Residential Uses

Employment

6.2.28 Site Allocation SA23 identifies the site for a mixed-use development comprising employment and residential uses with an alternative re-provision of the African Caribbean Cultural Centre. The site allocation identifies an indicative capacity of 5,390 square metres of employment floor space across the allocation as a whole. The allocation specifically mentions that residential use may be necessary so that the “proceeds from residential development can contribute financially” to provision of the employment use and “to increase the viability of new workspace”.

6.2.29 This site is also subject to the requirements of Policy DM40-Non-Designated Employment Land and Floorspace of the DM DPD.

6.2.30 On non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. All proposals for mixed-use development must satisfy the requirements of Policy DM38.A(a-f) which are set out below;

- a. Maximise the amount of employment floorspace to be provided within the mixed use scheme;
- b. Provide demonstrable improvements in the site's suitability for continued employment and business use, having regard to:
 - i. The quality, type and number of jobs provided, including an increase in employment densities where appropriate;
 - ii. Flexibility of design to enable adaptability to different business uses over the lifetime of the development; and
 - iii. Environmental quality of the site.
- c. Make provision for an element of affordable workspace where viable;
- d. Ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme;

- e. Not conflict with or inhibit the continued employment function of the site and nearby employment sites; and
- f. Be designed to enable connection to ultra-fast broadband

6.2.31 The proposed development would provide 560 square metres of employment floor space which almost replaces the existing amount of employment floorspace in its entirety (595 sqm) currently on the site. The Site Allocations DPD identifies a minimum development capacity of 5,390sqm square metres of employment floor space across the allocation as a whole. The Katerina House (50a Clarendon Road) development which occupies the site to the north east also falls under the north eastern part of this site allocation received planning permission for 580 sqm of employment floor space. The proposal in conjunction with the Katerina House development would equate to 1,140sqm of re-provided employment floor space across the site allocation and the masterplan options could deliver a further 200 and 500 sqms respectively. Whilst this would not deliver the full capacity identified it would deliver a substantial increase in the overall employment floorspace within the site allocation. There are further sites within this same site allocation which are yet to come forward for development and have potential to deliver the employment capacity as set out in SA23. Furthermore, this proposal would provide good quality employment floorspace which is considered further below.

6.2.32 The proposed employment floorspace is in the form of flexible commercial floorspace (Use Class E) designed as individual duplex units comprising both a basement and ground floor level to ensure an active frontage and a good level of prominence for future commercial operators. The basement is extended with lightwells within each unit and individually accessed. It is envisaged that the basement areas will be used as ancillary space, meeting rooms, WCs and kitchenette/storage. The commercial space has been designed as small commercial units to attract small local businesses. The flexible uses are proposed to increase the opportunity for obtaining an end operator to fill the space in the long term however a condition is attached to ensure the uses are employment generating uses. The applicant has confirmed that that the commercial market is viable at present and that the proposed commercial units would be appropriate for a range of Class E uses. Notwithstanding this, the applicant has provided comparable evidence to demonstrate there is currently a high demand for flexible commercial spaces to be used as offices, studios and light industrial purposes in the area. The applicants have also stated that there is interest in the smaller units.

6.2.33 The existing building is 595 sqm in area which is understood to support 14 jobs. The existing commercial floorspace will be replaced by 560 sqm of flexible commercial floorspace (Class E). Whilst there would be a marginal net loss of employment floorspace on this portion of the site, the scheme would support a significant increase in employment opportunities. The existing site currently represents an inefficient use of land and very low employment density. The

commercial element of the proposal would provide a denser 'jobs-to floorspace' ratio and would therefore increase the potential number of jobs to 40 jobs (depending on the end user).

6.2.34 There is no affordable workspace provision proposed as part of the proposal, however, there is potential for neighbouring sites within this site allocation to provide the affordable workspace capacity of the site allocation. The development plan's site allocation does not include affordable workspace and it clearly sets out that the intention was for some residential use to financially support a straightforward employment use, on its own merit.

6.2.35 The commercial floorspace at 560 sqm is considered suitable for this portion of the site as also it strikes the right balance between employment provision and ensuring an appropriate standard of amenity to be provided for future occupants of the proposed residential units.

6.2.36 It is likely that the day to day operation of the neighbouring sites could be affected by on-going construction activities. However, redevelopment activity is temporary and the proposal would not compromise the operations of surrounding employment uses. Mitigation would be provided as part of Construction Management Plan requirements.

Residential Use

6.2.37 The proposal would introduce an additional 51 self-contained residential units that would contribute to meeting the identified housing targets and deliver the aims of the Site Allocation SA23.

Conclusion

6.2.38 The proposed development would be in accordance with the land use planning requirements of the site allocation, which is for employment-led mixed use development, as well as achieving the required wider aims and objectives. The provision of these land uses on the site is also supported by regional and local planning policy, as described above. For these reasons the proposed development is acceptable in principle in land use terms, subject to all other relevant planning policy and other considerations also being acceptable as discussed below.

6.3 Affordable Housing and Housing Mix

Housing and Affordable Housing Provision

6.3.1 The NPPF 2021 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance. The London Plan also states that boroughs may wish to prioritise

meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units.

- 6.3.2 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of 40%, based on habitable rooms, with tenures split at 60:40 for affordable rent and intermediate housing respectively. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site Development viability; and other planning benefits that may be achieved. Policy DM13 of the DM DPD highlights a preference for social and affordable rented accommodation.
- 6.3.3 Policy H4 of the London Plan seeks to maximise the delivery of affordable housing, with the Mayor setting a strategic target of 50%. Policy H5 of the London Plan and the Mayor's Affordable Housing and Viability SPG set out a 'threshold approach', whereby schemes meeting or exceeding a specific percentage of affordable housing by habitable room, without public subsidy, and other criteria such as tenure mix are eligible for the Fast Track Route (FTR). Such applications are not required to submit viability information and are also exempted from a late stage review mechanism.
- 6.3.4 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate.

Viability assessment and review

- 6.3.5 The applicant originally proposed 35% affordable housing by habitable room (based on no grant funding). Since submission, the proposals have been amended and the scheme remains over 35% affordable by habitable room (35.6 %). The applicant's offer of 35.6% affordable housing (by habitable room) means that the application benefits from London Plan Policy for "fast track" consideration and does not need to provide a Financial Viability Assessment (FVA). In order to ensure that the maximum reasonable amount of affordable housing is delivered, S106 planning obligations securing Early Stage Viability Review are recommended. These obligations would re-consider viability in the event that any planning permission is not implemented within two years and if a planning permission is implemented but then stopped before completion.

Amount, type, location

- 6.3.6 The applicant initially proposed a tenure split of 59% affordable rented housing and 41% intermediate housing. Since submission, the proposals have been amended and the tenure split has been revised to 59.6% affordable rented housing and 40.4% intermediate housing. The proposed tenure split is broadly policy compliant which seeks 60% affordable rent and 40% intermediate housing respectively. The proposed intermediate housing has also been amended to introduce 3 London Living Rent units alongside 4 Shared ownership units.
- 6.3.7 Whilst there would be fewer low cost rented units than originally proposed the scheme has a greater number of larger affordable rented units which is considered to be an acceptable 'trade off' and nevertheless remains policy compliant in terms of amount and type of housing provisions which would contribute towards the borough wide affordable housing target.
- 6.3.8 S106 planning obligation will ensure that the Council has the first right of refusal to purchase all of the Affordable Rent.
- 6.3.9 The affordable rented accommodation is located on the first and second floor with the intermediate housing located on the second and third floor. All tenures would be accessed via the same entrance and core which would use a fob controlled lift to restrict access to the dedicated floors for the different tenures.
- 6.3.10 The applicant has confirmed that the scheme is designed so that all future residents will have access to all residential parts of the development, regardless of tenures. This includes sharing the same communal entrance and lobby area accessed off Clarendon Road and the same lift access to the upper floors including the communal amenity space located on the sixth, eighth and eleventh floors.

Affordable Housing Dwelling Mix

- 6.3.11 Haringey's Housing Strategy identifies a targeted housing mix for affordable housing. The table below sets out the proposed development's dwelling mix by tenure and how this relates to the target mix for affordable housing.

Unit type	Low Cost Rent	Intermediate	Low Cost Rent Total (Target)	Intermediate (Target)
1 bed	5	0	22.2% (10%)	42.9% (30%)
2 bed	2	5	44.4% (45%)	42.9% (60%)
3 bed	3	1	33.3% (45%)	14.2% (10%)

Total units	10	6		
Total (Hab Rooms)	28	19		

6.3.12 The proposed affordable housing dwelling mix as amended is now much closer to Haringey's recommended mix. The amended scheme has a greater number of larger affordable rent units.

Overall Housing Mix

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

6.3.14 The London Plan (2021) states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low cost rented units of particular sizes.

6.3.15 Policy SP2 of the Local Plan and Policy DM11 of the Council's DM DPD adopts a similar approach.

6.3.16 Policy DM11 states that the Council will not support proposals which result in an over concentration of 1 or 2 bed units overall unless they are part of larger developments or located within neighbourhoods where such provision would deliver a better mix of unit sizes.

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

Accommodation mix			
Unit type	Total units	%	Wheelchair accessible (M4 3)
Studio	3	5.9%	
1-bed 2- person flats	19	37.3%	2
2-bed 3- person flats	9	49%	2
2-bed 4- person flats	16		
3-bed 4- person	3	13.7%	

flats			
3-bed 5- person maisonettes	1		1
Total	51	100%	5

6.3.18 The proposed mix is not considered to represent an unacceptable over-concentration of 1 and 2 bedroom units given the site's location within an area considered to be generally less suitable for family housing on a site where development is required to be employment led but also a highly sustainable location i.e. in close proximity to public transport. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.4 Tall Buildings

Suitability of Site for Tall Buildings

- 6.4.1 London Plan Policy D9 states that local development plans should define what is considered a tall building, and that buildings should not be considered 'tall' where they are less than six storeys (or 18 metres) in height. Policy D9 also states that boroughs should determine the locations where tall buildings may be an appropriate form of development and that tall buildings should be located in areas identified as suitable in local development plans.
- 6.4.2 Site Allocation SA23 states that taller development will be acceptable on the west side of Clarendon Road, however heights should be restricted where they adjoin the properties on Hornsey Park Road.
- 6.4.3 Policy SP11 of the Local Plan states that tall buildings should be assessed in accordance with area action plans, characterisation studies and the policy criteria of the DM DPD. The council prepared a borough-wide Urban Characterisation Study (UCS) in 2016.
- 6.4.4 Policy DM6 of the DM DPD states that tall buildings will only be acceptable within identified areas. Figure 2.2 of the DM DPD identifies the area around Wood Green Haringey Heartlands, as being suitable for tall buildings. It also prescribes a range of requirements for tall buildings. As well as being located in suitable areas and being acceptable in design terms, tall buildings should be a way finder or marker building indicating areas of civic importance and high visitation, should be well proportioned and visually interesting from any distance or direction and should positively engage with the street environment. Tall buildings should also consider their ecological and microclimate impacts. Clusters of tall buildings should also demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for an area.

- 6.4.5 The DM DPD defines ‘tall’ buildings as being those which are ten storeys or greater in height and ‘taller’ buildings as those which generally project above the prevailing height of the surrounding area and are lower than ten storeys.
- 6.4.6 The proposed development includes a part six, eight and eleven storey building buildings which steps down to two storeys to the east.
- 6.4.7 The location of the proposed tall building is within the area designated as being suitable for tall buildings area as identified in Table 2.2 of Policy DM6 of the DM DPD.
- 6.4.8 The proposed scheme incorporates buildings up to 11 storeys at the west, but steps down to two storeys to the east, with the two storey base providing a strong link to the immediate context. This is considered acceptable as the site falls outside any locally significant views and vistas and due to its location at the entrance to the Heartlands. Moreover, the site provides an opportunity to mark the corner with a distinctive, taller building. The building is of a similar scale to the Railway Approach development to the south of Turnpike Lane and reflects the higher buildings within the Clarendon Square development to the north.
- 6.4.9 The GLA’s Stage 1 response states that it is satisfied the proposed development complies with Part B of London Plan Policy D9 as it is located in an area identified as potentially suitable in the development plan for tall buildings.
- 6.4.10 The consideration of the tall buildings as a function of the overall development design and its impact on local character, protected views, local climatic conditions, ecology and all other relevant matters will be assessed in the sections below.

Townscape

- 6.4.11 Policy D9 of the London Plan states that where suitable tall buildings must be acceptable in terms of their visual, functional, environmental and cumulative impacts.
- 6.4.12 Policy DM6 of the DM DPD states that that all proposals for taller and tall buildings must be accompanied by an appropriate urban design analysis that explains how the buildings would fit into the local context.
- 6.4.13 The Council’s Design officer has reviewed the proposal and notes that a tall building in this local is appropriate as a “Landmark” by being a wayfinder and a marker within the proposed masterplan for this area, marking the junction in Clarendon Road and forming a subsidiary part of an intended cluster at the key junction of the Turnpike Lane crossroads (where the tallest node will be on the African Caribbean Cultural Centre site), and forming a gateway to the heart of Haringey Heartlands. He notes the proposed building 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. 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.

- 6.4.14 The applicant has demonstrated how they have considered local and more distant views within the Design and Access Statement. The local views taken are from Turnpike Lane looking east, Hornsey Park Road and Clarendon Road looking south, The Avenue looking east and the Clarendon Square development. In terms of long distance views, from Alexandra Palace the proposal is visible within the overall context of the Haringey Heartlands developments which includes Clarendon Square. In the foreground of this view is the lower New River Village development, to the west of the railway corridor. The proposed scheme, to the east of the railway, is of an overall height appropriate to the townscape scale of Heartlands. From Hillfield Avenue and Hornsey High Street which are local high points, the proposed scheme is obscured by the local townscape and has no impact. From the Waterworks which is west of New River Village the proposed scheme is just visible on the skyline in the context of New River Village. The proposal appears to be at a similar height to the development in the foreground due to the viewing distance and is considered an appropriate scale. The Design officer notes that 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.
- 6.4.15 The Design Officer notes that the significant contrast between the base, middle and top enables the design to be successfully “read” in more distant views. The GLA’s Stage 1 comments have raised no objection to the impact of the tall building on the townscape as the variation in height, stepped massing and crown would make a positive contribution to the emerging skyline. The GLA’s Stage 1 comments also note that in mid-range views the building would aid in wayfinding and legibility, with the tallest element of the building landmarking the point where the two branches of Clarendon Road intersect. Additionally, the building’s materiality blends well with the townscape given the prevalence of brick in the existing and emerging context. With respect to immediate views, the ground floor is proposed to be well animated ensuring a direct relationship with Clarendon Road; and the height and design of the base would also relate well to the nearby residential properties on Hornsey Park Road. Widened pavements, the introduction of tree planting and the overall improvement of the public realm are also going to help maintain a pedestrian scale.
- 6.4.16 Therefore, this proposed development 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.

Microclimate and Wind Assessment

6.4.17 Policy DM6 states that proposals for tall buildings should consider the impact on microclimate and that tall buildings within close proximity to each other should avoid a canyon effect and consider the cumulative climatic impact of the buildings.

6.4.18 A Microclimate Assessment has been submitted, levels of pedestrian comfort and distress were quantitatively assessed against the widely used Lawson Criteria (LDDC method), as set out in Building Aerodynamics by Tom Lawson, [Imperial College Press (2001)]. The assessment used Computational Fluid Dynamics (CFD) to simulate wind from 36 wind directions, and combined the results with meteorological data to assess the conditions against the quantitative thresholds. As a conservative measure, the simulations did not include the effect of the many proposed and existing trees and other soft landscaping. Both Wind Tunnel (WT) scale modelling and Computational Fluid Dynamics (CFD) modelling are imperfect models of real world effects, and for a building of this nature would provide near-identical assessments.

6.4.19 The assessment included the existing building in the current context, the proposed building in the current context and the existing context/cumulative developments.

6.4.20 Simulations show that the site of the proposed development is in a very sheltered location. The proposed building is likely to increase wind speeds in the adjacent roads but in all places these are likely to remain within the assessment criteria. Simulations showed no likely regions of pedestrian distress

6.4.21 It was concluded that simulations show that the impact of the proposed massing on the pedestrian wind microclimate for either comfort or distress is likely to produce conditions that are acceptable, and therefore meets the policy test referenced previously.

6.4.22 The GLA's Stage 1 comments note that given the approach to design and materials, no adverse impact from solar glare is expected. Details of a lighting strategy will be secured by a condition. As such, it is considered that the proposal would be acceptable in terms of its impact on the local microclimate.

6.5 Design and Appearance

National Policy

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

6.5.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area,

not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

- 6.5.3 The London Plan (2021) policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as taken place here with the Quality Review Panel).
- 6.5.4 Policy D6 of the London Plan seeks to ensure high housing quality and standards and notes the need for greater scrutiny of the physical internal and external building spaces and surroundings as the density of schemes increases due the increased pressures that arise. It includes qualitative measures such as minimum housing standards.

Local Policy

- 6.5.5 Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.5.6 Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 6.5.7 Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.

Assessment

Quality Review Panel (QRP) Comments:

- 6.5.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage on three occasions; firstly as a comprehensive scheme which included the Clarendon Recovery College and the African Caribbean Cultural

Centre in August 2020 and November 2020. Following this the Quality Review Panel (QRP) assessed the first phase of this comprehensive scheme independently in August 2022.

- 6.5.9 The full Quality Review Panel (QRP) report of the review on August 2020 is attached in Appendix 5. The Quality Review Panel's summary of comments is provided below;

The panel broadly supports the proposed scheme, which it feels makes a welcome contribution to the local area and has the potential to create a prominent gateway building. The panel understands the land ownership constraints informing the wider development and supports Masterplan A, which it feels is the more deliverable option and offers greater permeability given the surrounding context. The overall scale of the development seems appropriate, as well as the proposed mix of uses, particularly the commercial space along the Clarendon Road frontage. As design work continues, the panel would encourage further work to create greater variety and texture across the scheme's facades, to improve the appearance of the building, both from a distance and at ground / podium level. It also asks for further thought about the flat layouts in terms of daylighting levels, particularly at the lower floors. The panel also feels that daylighting of the scheme's entrance, and the clarity of layout and ease of circulation within this area is problematic and would benefit from a more generous and welcoming treatment. It also feels that the area occupied by the proposed disabled parking provision is excessive, and suggests that Highways are engaged further to consider how this might be reduced. While recognising the provision of green / amenity space at various levels throughout the building, the panel has concerns about the low level of green / amenity space at ground floor level.

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

Table 1

Panel Comment	Officer Response
Access strategy	
While supportive of Masterplan A's permeability, the panel has concerns about the approach to the scheme from the south / Turnpike Lane. It suggests that further thought is given to how this vista might be opened up, and how the detailing of the building at ground level might support this.	QRP comment noted, additional consideration has been given to the treatment of the ground/ first floor, particularly when viewed from the south and to give the building greater clarity in long views

<p>The panel suggests further consideration is given to the design and layout of the building's main entrance at ground level. The arrangement of the reception area, corridors and stair / lift access appears overly complex and unresolved</p> <p>The panel recommends further work with Highways to address the disabled parking provision, where creating two bays with forward-access both in and out is leading to an excessive allocation of space. Re-allocating a proportion of the current parking provision to create a more generous entrance to the building at that location would be beneficial to the scheme overall.</p>	<p>To address this, the applicant has revised the ground floor plan which now proposes a more direct route to the lift area. The entrance approach and ground floor has been opened up and a straight access to the lift area created. The cycle store has been relocated, allowing for a more generous lobby area.</p> <p>QRP comments noted however the two disabled parking spaces have been retained but the area now allows for access to the plant area at basement level in order to better utilise the area.</p>
<p>Architecture</p> <p>The panel is broadly supportive of how the building sits within its surrounding context, with the tallest element of the scheme appropriately signalling as a 'gateway' building. However, the panel recommends further consideration of the detailing of the building to increase 'elegance' and 'delight'.</p> <p>The treatment of each of the building's elevations would benefit from further thought, with a view to introducing variety across the facades. This might be achieved through changes in windows / materials / brickwork, with this detailing being sensitive to the context faced by each different elevation</p> <p>The aim should be to lighten the appearance of the building, which the</p>	<p>QRP comment noted. Regarding the detailing of the building the applicant has reviewed the detailing and the upper floor with a crown treatment to visually reduce it and increase the elegance of the building.</p> <p>To address this, the applicant has revised the elevational treatment of the building, particularly the southern elevation, where an increased rhythm has been introduced. In order to break up the vertical emphasis horizontal banding has been introduced, along with different materials and fenestration</p> <p>The applicant has given further consideration to the choice of materials in order to lighten the appearance of the</p>

<p>panel feels is currently quite heavy. The panel points to the brick textures and colours used in other recently completed buildings in the area as reference points.</p> <p>In addition, the panel would welcome further thought on the design of the building's base / podium, middle and top, with consideration given to the introduction of variety and texture through these levels.</p> <p>The panel also feels that the verticality of the building might be reduced by revisiting the current window treatment, and further consideration given to, for example, horizontal banding at junctures across its facades.</p> <p>The panel welcomes the increase in dual-aspect provision since the scheme's last review. However, the panel has concerns about daylighting to some of the deeper flats' interior spaces, particularly at the lower floors. It recommends further improvements to this aspect of the scheme are considered</p>	<p>building. This has included looking at materials being used in surrounding developments, notably the Clarendon Square development.</p> <p>To address this, the applicant has developed the design further to distinguish between the base, middle and top of the building through the choice of materials and detailed design treatment</p> <p>To address this, the applicant has proposed a greater horizontal banding and changes to the window arrangement has been introduced to reduce the verticality of the building</p> <p>To address this, the applicant has revised the layout to improve levels of daylight/sunlight. Kitchens have been relocated closer to windows; windows have been enlarged; and lightwells introduced. The scheme will maximise light from the wintergardens and by opening up balconies to the east.</p>
<p>Landscape</p> <p>The panel welcomes the access afforded to the rooftop garden spaces for all tenures. However, it still has concerns about the level of this provision given the number of residents to be accommodated</p> <p>Similarly, with the current scheme proceeding independently of prospective</p>	<p>QRP comment noted however the proposed child playspace meets the GLA standards for under 12s and the scheme offers a range of outdoor amenity spaces on 6th, 8th and 11th floor level as well as providing each home with its own private amenity space. In addition, the scheme is also close to a number of green spaces including the park in the Clarendon Square development.</p> <p>QRP comment noted however the provision of amenity/green space at ground level is constrained at this site. A</p>

future development of the College and Cultural Centre sites, the panel expresses its concern about the low level of provision of amenity / green space at ground level

series of landscaped roof terraces are proposed.

The applicant has sought to enhance the public realm around the site, with improved landscaping.

The Design officer notes how its landscaped quality would become evident and connect to the “greened up” eastern chicane of Clarendon Road



Image 2 Design in Context

Form, Bulk, Height and Massing

6.5.11 The proposed development is designed to respect the character and appearance of the surrounding area whilst optimising the use of the site for a mixed-use development having regard to its location, constraints, and opportunities. In particular, the scale and form of the proposed building successfully responds to the existing neighbouring developments as the building steps down from at 11

storeys at the west, to two storeys to the east, with the two storey base remaining a strong link to the immediate context. The Council's design officer has been consulted on the proposal and notes that the Clarendon Square development, which is a short distance to the north of this site and adjoins the northern edge of Site Allocation SA23, is the most significant and is considered to form a suitable model for development of the whole of this allocated site. In particular; the gradation of heights from low to the backs of the existing two and three storey terraced houses east, to higher to the railway embankment to the west, is followed. The site provides an opportunity to mark the corner with a distinctive, taller building. The suitability of the site for tall buildings and their townscape impact has been considered acceptable (in the relevant section above) and thus is not assessed again here.

6.5.12 The Design officer notes that the proposal is designed with a distinct two storey base, in a darker brick on a more open grid, expressing the commercial uses and residential entrances, and incorporating first floor flats behind terraces. The base will feature intricately detailed brickwork, reflecting details used in the Clarendon Square development and providing a more robust facade, where traffic and discolouration is likely to be greater. The middle is then formed by more domestically scaled windows in a two-storey grid of windows and recessed balconies, in a middle-toned brick, with the top expressed as a four-storey giant frame with infill of more textured brickwork. The form of the proposed tower is also expressed in the "cascade" of roof terraces down its eastern side, integrated into the two-storey grouping of the middle of the composition and better integrating this taller building into the lower rise buildings to its east.

6.5.13 The Council's design officer notes that the detailed design of the tower has undergone extensive revision and refinement, in conjunction with numerous workshops with Officers, at pre-submission stage, particularly in making the tower more slender and elegant.

Architectural Expression, Fenestration and Materiality

6.5.14 The architectural style of the proposed building has been carefully considered and would present an orderly, elegant and exceptionally carefully designed elevational treatment which reads successfully in local and more distant views due to the significant contrast between the base, middle and top.

6.5.15 The Council's design officer notes that in the base (ground and first floor), the darker brick frame has a textured detailing, and windows are larger, with the small areas of remaining intervening brickwork flat. Over the middle, the main expanses of brickwork are flat with textured brick spandrels between paired windows and projecting horizontal bands between each pair of floors, integrated to the steps in the eastern façade and at the top, larger expanses of textured brickwork and larger windows are between the flat brick giant four storey frame that also hides rooftop plant and lift overruns.

6.5.16 Windows are also vertically proportioned, except in the base, expressing the different residential and commercial uses. Importantly, window reveals, and brick profiling generally will be deep, giving a solidity and vibrancy to the well-considered façade modelling, and adding to residents' privacy. Roof terraces are screened behind high parapets, coordinated into the pairing of floors, supplemented by a low balustrades. Balconies are always recessed, for added privacy and to better integrate them into the building and façade composition. Balustrades are designed with vertical balusters to give light into and views out from them whilst giving some privacy and hiding clutter in more oblique views.

6.5.17 The proposed materials palette is brick-based, with a crème brick proposed for most floors and a darker grey brick for the ground and first floor base. The design officer notes that the materials are appropriate for their location. The use of high-quality materials is considered to be key to the success of the design standard. As such, a condition will be imposed that requires details and samples of all key materials and further details of the design and detailing of key junctions including cills, jambs and heads of windows, balconies and roof parapet to be agreed, prior to commencement of works on site.

Streetscape Character and Pattern of Development

6.5.18 The Council's design officer notes that although redevelopment of the two neighbouring sites immediately south i.e. Clarendon Recovery College and the African Caribbean Cultural Centre will be required to fully repair the streetscape, this proposal goes a long way to improve the streetscape. The site provides an opportunity to mark the corner with a distinctive, taller building whilst the most active frontage faces north and east comprising of the residential main entrance and shopfronts of the three commercial units. 6.5.19 No significant new public realm is created in this proposal, however a series of landscaped roof terraces, small courtyard/lightwell space are proposed within the site. The development also provides a net gain in usable public space with increased permeability across the site with wider footpaths, street furniture and planting creating opportunities for street trees and sustainable urban drainage coordinated with existing and proposed services. High quality design especially of public realm is being delivered by other developments within Heartlands, particularly Clarendon Square, and as set out in the proposed masterplan more, more is expected as part of the African Caribbean Cultural Centre development, with which this proposal will be integrated.

Design Summary

6.5.19 The architectural form, composition and materials would be of high quality and appropriate to the location and context and would encourage further development of this important part of the Haringey Heartlands Growth Area towards the anticipated landmark development at the key crossroads on Turnpike Lane.

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

6.6 Residential Quality

General Layout

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

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

Indoor and outdoor space/accommodation standards

6.6.3 All proposed dwellings meet or exceed minimum space standards including bedroom sizes. All homes would have private amenity space in the form of a recessed balcony that meets the requirements of the Mayor's Housing SPG Standard 26. Three of the flats at first floor level facing the Clarendon Road entrance approach would have winter gardens due to the double storey base to the building at this prominent southern entrance the private amenity space would have to sit within the external envelope of the building. All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard. All homes would also have access to the landscaped communal amenity space at roof level. A large majority of the dwellings (61%) are dual aspect with the remaining single aspect dwellings either east or west facing. There are no single aspect north facing flats.

Accessible Housing

6.6.4 London Plan Policy D7 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.

6.6.5 All dwellings achieve compliance with Building Regulations M4 (2) and just under 10% of units (9.8%) achieve M4 (3) compliance. Whilst this is marginally lower

than 10%, there is potential for neighbouring sites within this site allocation to provide more wheelchair accessible homes and whilst it is marginally lower than the 10%, the rest of the dwellings achieve compliance with Building Regulations M4 (2). The proposed building provides step free access throughout and incorporate a two passenger lifts suitable for a wheelchair user. Two accessible car parking spaces are provided at ground level and the applicant has confirmed that existing on street bays can provide additional accessible car parking spaces in close proximity to the site if there is demand. All routes around the site would be level access.

Child Play Space provision

- 6.6.6 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.6.7 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. The proposed development requires a total of 189.3 square metres of play space for all age groups. Of this total for under 5s there is a requirement for 89 sqm of play space and for 5-12 year olds, there is a requirement for 64 sqm of play space which equates to 153 sqm in total based on the latest GLA child playspace calculator.
- 6.6.8 The development proposes 105 sqm of communal playspace for 0-4 year olds and 45 sqm of communal amenity garden at 6th floor level. Which exceeds the policy requirement for under 5s. However there is 39sqm of communal playspace for 5-11 years olds a shortfall of 25sqm. Given the large amenity space that can be provided by the wider masterplan this shortfall is considered acceptable in this instance.
- 6.6.9 The playspace proposed will generally include play facilities and a playable landscape treatment incorporating a range of furniture and play elements for children aged from 0-11 years old. The playspace will be accessible to all tenures. For older children (12-17) the site is also well served by parks and open spaces. The closest is Hornsey Park which is in close proximity to the site and the large play area within New River Village, Wood Green Common and Alexandra Park are within walking distance.



Image 2 of communal child playspace

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

Outlook and Privacy

- 6.6.11 The development incorporates east facing windows and balconies with an outlook onto the inaccessible roof at second floor level and new communal amenity space at roof level whilst also allowing passive surveillance and animation to the playspace on the sixth and eighth floor. In expectation of the neighbouring development on the Clarendon Recovery College site coming forward for development, this scheme generally turns its back on its southern flank and all south facing windows (to bedrooms, bathrooms, kitchens and circulation), that will be set back further from the site's boundary will face onto the small lightwell.
- 6.6.12 In terms of privacy, the applicant's masterplan goes into detail of how two possible neighbouring developments could match this site's development quantum without creating any privacy concerns. The proposed development has been designed to ensure that the potential for material levels of overlooking is avoided whilst ensuring that the remaining parcels of land (within the master plan) can be developed to their optimum capacity.
- 6.6.13 As such, it is considered that appropriate levels of amenity in terms of outlook and privacy for future residents of the proposed development would be achieved for the proposed units.

Daylight/sunlight/overshadowing – Future Occupiers

- 6.6.14 Daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the proposed building. The study is based on the numerical tests in the new updated 2022 Building Research Establishment (BRE) guidance. Computer modelling software was used to carry out the assessments. It concludes that the proposals would achieve good levels of daylight to the proposed dwellings. 12 rooms in the whole development would receive less than the BRE Guide recommended daylight levels, of which seven are very close to the recommendations. Three relevant rooms (living rooms within 90° of south) fail to achieve the BRE recommended sunlight levels however these rooms are located at the north/north-west facades which allows for a reduced amount of sunlight exposure. The number of dwellings with living rooms facing solely north, northeast, or northwest has been minimised in this scheme. All of the proposed outdoor communal amenity spaces meet the recommendations.
- 6.6.15 The indicative masterplan proposals would not to have a significant impact on the quality of accommodation within this site. The western third of the application site's southern façade, covering most of the tallest part of the proposal, is completely blank and designed as a party wall. In the centre of the southern façade is a recessed "lightwell", about 3m back from the site boundary, with windows to stairs and common parts, not requiring any particular daylight levels,

and east facing second bedroom windows perpendicular to the neighbouring site, likely to have good daylight levels as long as development on the western end of the neighbouring site does not extend much beyond the application site. The eastern half of the application site's southern boundary is where this proposed development steps down in height; it contains windows facing the wider masterplan, but set back at least 2m from the boundary. Most are to bedrooms and bathrooms, with some second or third windows to living rooms at the eastern corner. As no living rooms rely on the southern façade, there will be zero effect on sunlight. Most of the rooms potentially to have their daylight affected by development on the neighbouring site are bedrooms, and most achieve more daylight than the BRE Guide recommended standard. Three of the bedrooms on the 1st floor are amongst the 12 rooms across the proposed development that fall short of the BRE Guide recommended standard. Nevertheless, it should be possible for any development, including the indicative masterplan, to not make the daylight levels significantly worse, and not to affect the assessment that overall this proposal would achieve good levels of daylight to the proposed development.

6.6.16 Overall it is considered the units would benefit from adequate levels of daylight and sunlight.

Other Amenity Considerations – Future Occupiers

6.6.17 Further details of air quality will be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition (This is covered in more detail under paragraph 6.13.2 of the report).

6.6.18 With regards to noise, the application is accompanied by a noise assessment which sets out the glazing requirements to ensure suitable internal noise levels are achieved.

6.6.19 Lighting throughout the site is proposed, details of which will be submitted by the imposition of a condition so to ensure there is no material adverse impacts on future occupiers of the development.

6.6.20 A separate communal waste store for the residential units and commercial unit is located in a dedicated area within the main building. All refuse/recycling storage facilities are conveniently located with direct and level access to either Clarendon Road or the disabled parking area to facilitate ready access for waste collection operatives. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection.

Security

- 6.6.21 The applicants met with the Metropolitan Police Secured by Design (SBD) Officer at pre-application stage and discussed their concerns around the design and layout of the scheme.
- 6.6.22 The applicant has confirmed that the lower communal terraces will be overlooked by residents, which will help to prevent any anti-social behaviour and the upper communal terrace can include CCTV as a deterrent to any anti-social behaviour. Fobs can be time managed so that there is no access to roof terraces late at night at an agreed time. A more detailed management plan for the amenity spaces is required. This can be secured by the imposition of a condition.
- 6.6.23 The Secured by Design Officer does not object to the proposed development subject to conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed requiring provision and approval of lighting details in the interests of security.

6.7 Impact on Neighbouring Amenity

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

Daylight and sunlight Impact

- 6.7.3 The applicant has submitted a Daylight and Sunlight Assessment that assesses daylight and sunlight to the windows of existing neighbouring residential properties.;
- 6.7.4 The assessment finds that overall the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with only 21 neighbouring existing residential windows found to lose a noticeable amount of daylight, and 15 neighbouring windows losing a noticeable amount of sunlight.

6.7.5 The only residential properties affected would be 16 north facing windows in Westpoint apartments, 13 of which are only marginally affected and the remaining 3 are beneath overhanging balconies, and 5 windows in Katerina House (50 Clarendon Road) which are to windows below overhanging balconies. Four relatively small windows to the rear of nos. 23 & 29 Hornsey Park Road that would lose noticeable amounts of sunlight are close to rear projections to their south making it difficult to avoid some loss. The assessment also finds that no existing neighbouring external amenity spaces would lose noticeable amounts of sunlight. Given that the existing building is a low 2 storey structure, meaning neighbours have been receiving more day and sunlight across the application site than would be expected, these results can be considered wholly acceptable.

Privacy/Overlooking and outlook

6.7.6 In terms of privacy, other neighbouring potential development sites are all separated from this site by at least a street width, with the closest separation distance 19m which would ensure privacy is maintained and notwithstanding that there is less expectation of privacy to street facing windows. It should also be noted that in many flats where bedrooms face the street, they are recessed behind balconies.

6.7.7 In terms of outlook, surrounding residents would experience both actual and perceived changes in their amenity as a result of the proposed development. Nevertheless, taking account the urban setting of the site and the established pattern and form of the neighbouring development the proposal would not result in a material adverse impact on the amenity of surrounding occupiers and residents.

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

Other Amenity Considerations

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

6.7.10 The submitted Air Quality Assessment (AQA) concludes that the development is not considered to be contrary to any of the national and local planning policies regarding air quality.

6.7.11 It is anticipated that light emitted from internal rooms would not have a significant impact on neighbouring occupiers in the context of this urban area.

6.7.12 Construction impacts are largely controlled by non-planning legislation. Nevertheless, conditions have been imposed requiring details and control over the demolition and construction methodology.

- 6.7.13 The increase in noise from occupants of the proposed development would not be significant to neighbouring occupants given the current use of the site as a temporary nursery and church and the current urbanised nature of the surroundings. A condition will be imposed ensuring a noise management strategy is provided.
- 6.7.14 Therefore, it is considered that the proposal would not have a material adverse impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

6.8 Parking and Highways

- 6.8.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.
- 6.8.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.8.3 The site has a PTAL value of 4-5, which is considered 'good' to 'very good' access to public transport services. Bus services are close by, Turnpike Lane Underground station is a 9 minute walk away, and Hornsey rail station is a 7 minute walk away. Areas of 'excellent' public transport accessibility level (PTAL) (value 6A) are also close by. The site is located within the Wood Green Outer Controlled Parking Zones, which has operating hours of 0800 – 1830. The Wood Green Inner Controlled Parking Zones boundary is close by, at the junction of Clarendon Road with Hornsey Park Road to the west of the site.
- 6.8.4 The Transport officer has been consulted and notes that in terms of trip generation, the current use of the site and the temporary use granted as a nursery and church will have to be taken into consideration. The existing temporary church and nursery use forecasted that there will be some 220 attendees attending the Church with a total of 40 cars arriving and departing during the busiest time periods. There are a total of 9 car parking spaces on site at present and the remainder of the vehicles would have parked on street. The nursery element would result in 6 car trips during the critical AM and PM periods. As a result of the proposed development fewer trips will be generated when compared to the existing temporary use as a church and nursery.

Access and Parking

- 6.8.5 In terms of access arrangements, a vehicular access will be required to the western side of the site which will require alteration to the existing crossover/access. The proposed development includes changes to the waiting and loading restrictions and public realm changes at the site on the eastern side. The applicant will need to enter into the appropriate Highways Act Agreement to facilitate access to and from the development and the associated highway alterations. This can be secured by legal agreement.
- 6.8.6 The proposal would provide two off street blue badge car parking spaces at ground level for the residential which would meet the 3% blue badge parking requirement. The applicant has proposed conversion of existing on street bays to provide additional blue badge parking in close proximity to the site if there is demand. The Transport officer notes that whilst the London Plan policy requires the ability to provide up to 10%, it is not necessarily expected that this full demand will materialise.
- 6.8.7 A plan for meeting the future demands of the occupiers of the accessible units at the site, and detail of what steps are to be taken to react to demands and implement further on street bays will need to be provided. This can be secured by legal agreement via the parking management plan which will be monitored as part of the travel plan.
- 6.8.8 Any potential parking impacts as a result from the proposed development are likely to be very minor and only result in additional parking outside of the Controlled Parking Zones operational hours. The Transport officer notes that there are sufficient parking restrictions to prevent illegal parking in this location and the proposed development will result in less parking demand when compared to the existing use as a Church. To further mitigate any potential parking impacts, a car club facility is required for the development. This can be secured by legal agreement.

Car Free

- 6.8.9 A 'car-free' development is proposed and permits would not be allocated to the new properties for on street parking. Due to the site's public transport accessibility level (PTAL) (4-5 - 'good' to 'very good' access to public transport services) the proposed development would therefore be acceptable as a car free development, in accordance with Policy DM32 of the DM DPD. The applicant will need to enter into a legal agreement to secure future parking control.

Cycle parking

- 6.8.10 Long stay cycle parking providing 93 cycle spaces is proposed in an internal cycle store at basement level for the residential component and an access lift will be provided. Short stay visitor cycle spaces providing 12 spaces are proposed

on Clarendon Road. The Transport officer notes that as the short stay/visitor cycle parking appears to be located within the highway adjacent to new areas of public realm that will be created by this development the applicant will need to enter into the appropriate Highways Act Agreement to secure detailed drawings of the public realm works.

6.8.11 Cycle parking provision for the commercial use will need to be provided. This can be secured by the imposition of a condition on any grant of planning permission.

6.8.12 The design and arrangement of all cycle parking will need to meet the requirements of TfL's London Cycle Design Standards.

6.8.13 As such, the cycle parking is acceptable subject to the relevant condition/legal agreement being imposed in respect of proposed cycle parking arrangements.

Deliveries and Servicing

6.8.14 Delivery and servicing activity will take place from the adjacent kerbside from the carriageway. Smaller service vehicles could use any available CPZ bays, larger vehicles would need to park to the perimeter of the development. A regime of adjustments to existing on street waiting and loading restrictions will be required to ensure that any proposed changes are safe and appropriate from the highway perspective. This can be secured by the imposition of a condition. The applicant will also need to enter into a legal agreement to make any alterations to the highway. In addition, an enhanced delivery and servicing plan to address the issues above will be required. This can be secured by the imposition of a separate condition.

6.8.15 In terms of refuse and recycling collection for the residential and commercial component, this will take place from both sides of the development. It is expected that all commercial waste collection will be undertaken privately which will enable a fully managed solution that can be timed outside of peak delivery times. The proposed arrangements are considered to be satisfactory and this has been confirmed by the Waste Collection team. Further details can be included in the enhanced Delivery and Servicing Plan that will be secured by the imposition of a condition.

Construction Logistics and Management

6.8.16 An outline construction logistics plan has been submitted and reviewed by the Council's Transportation Team. The applicant will need to enter into a legal agreement to monitor the development proposal and other development proposals in the Wood Green area to ensure that activities are coordinated and safety and integrity of the highways network is maintained. A detailed Construction Logistics Management Plan is also required. This can be secured by a legal agreement.

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

6.9 Basement Development

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

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

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

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

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

6.9.6 Other legislation provides further safeguards to identify and control the nature and magnitude of the effect on neighbouring properties. Specifically, the structural integrity of the proposed basement works here would need to satisfy modern day building regulations. In addition, the necessary party-wall agreements with adjoining owners would need to be in place prior to the commencement of works on site. In conclusion, the proposal is considered acceptable in this regard.

6.10 Sustainability, Energy and Climate Change

- 6.10.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.
- 6.10.2 London Plan Policy SI2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO2 emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.10.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.
- 6.10.4 The development guidelines within Site Allocation SA23 'Clarendon Road South' states that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect to the DEN, and the site's potential role in delivering a network within the local area.
- 6.10.5 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

Carbon Reduction

- 6.10.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2. Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs
- 6.10.7 The development achieves a site-wide reduction of 63.3% carbon dioxide emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, communal ASHP and future connection to the Decentralised Energy Network and a minimum 16.69kWp solar photovoltaic (PV) array. LBH Carbon Management raises no objections to the proposal subject to

some clarifications with regards to the energy, details relating to the future connection to the DEN and overheating strategies which can be dealt with via condition.

- 6.10.8 The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 63.3% in carbon emissions with SAP10 carbon factors, from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 42.7 tonnes of CO₂ from a baseline of 67.5 tCO₂/year
- 6.10.9 The applicant has proposed a site-wide saving of 9.7tCO₂ in emissions (14.3%) through improved energy efficiency standards in key elements of the build, based on SAP10 carbon factors. A total of 5.7 tCO₂ (10%) and 4.0 tCO₂ (38.6%) reduction of emissions are proposed for residential and non-residential part of the development respectively. This goes beyond the minimum 10% and 15% reduction for residential and non-residential development respectively set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.10.10 In terms of the installation of various renewable technologies, the report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 27.7 tCO₂ (47.7%) reduction of emissions are proposed under Be Green measures.
- 6.10.11 The development is expected to explore options to connect to the Council's district energy network, which will provide heating and hot water to the proposed dwellings. If the development cannot connect to the energy network it will instead be heated through the provision of air source heat pumps.
- 6.10.12 The shortfall of both the residential and non-residential will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset contribution (£70,680 (indicative) inclusive of 10% monitoring fee) will be subject to the detailed design stage. A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built. This figure of would be secured by legal agreement.

Whole Life Carbon and Circular Economy

- 6.10.13 Policy SI2 of the London Plan requires development proposals referable to the Mayor of London to calculate carbon emissions over the lifetime of the development and demonstrate that appropriate actions have been taken to reduce life-cycle carbon emissions.
- 6.10.14 SI7 of the London Plan states that referable applications should promote circular economy outcomes and should aim to be net zero-waste.

- 6.10.15 Assumptions made with respect to maintenance, repair and replacement cycles (Module B) should be stated for all materials and align to RICS PS Guidance.
- 6.10.16 The GLA notes that the applicant has provided an estimated mass (kg) of reusable and recyclable materials for each building element category. The applicant should review where the EoL scenario is recycling but the quantity is noted as reused.
- 6.10.17 The GLA requested further actions to be taken on whole-life carbon, which is strongly supported by LBH Carbon Management.
- 6.10.18 The applicant has submitted an updated Circular Economy Statement. The GLA notes that the operational waste Management Strategy demonstrates how the proposed development will achieve the relevant targets and meeting the requirements of the relevant London Plan Policies.
- 6.10.19 A pre-redevelopment audit & pre-demolition audit has been prepared for this project. Sections 1-3 of the report looks at site opportunities for the retention of existing buildings and provides reasoning that retention and refurbishment have not been pursued for this project. (and form the site redevelopment audit)
- 6.10.20 The GLA requested further actions to be taken on Circular Economy , which is strongly supported by LBH Carbon Management.
- 6.10.21 The Council's Carbon Officer and the GLA is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

Overheating

- 6.10.22 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 and TM52 with TM49 weather files, and the cooling hierarchy which includes external shading, lower g-value and cooling coil capacity as mitigation measures consecutively.
- 6.10.23 The report which has been updated has modelled all south and west facing windows including a 500mm overhang, plus all west facing windows including an additional 500mm side fin to the south side. These mitigation proposals have reduced the number of overheating hours by approximately 5%.
- 6.10.24 The applicant has confirmed that the model accounts for 12.19 W/m heat loss per metre run of pipe. The MVHR system is proposed for all dwelling with a trim-cooling capacity of 2.2kW for the largest 3-bed flats and be able to provide constant air at 18.9°C with a flow rate of 60/90/120 l/s for the 1Bed/2Bed/3Bed respectively, for the whole flat.

6.10.25 The efficiency and air changes of the proposed mechanical ventilation are as follows: Balanced whole flat MVHR: 0.7 (70%) heat recovery efficiency. SFP (1/2/3 wet rooms) = 0.42 / 0.50 / 0.61 W/l.s, respectively.

6.10.26 Air source heat pumps (ASHP) is proposed for both heating and cooling of the non-residential portions of the development (e.g., for the 3 no. commercial units at ground level). The specification of the proposed ASHP is COP = 2.6 / EER = 6.0.

6.10.27 The Council's Carbon Officer is satisfied a building user guide or a formal heatwave plan can be submitted at a later stage, and as such this matter can be secured by condition.

Summary

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

6.11 Urban Greening, Trees and Ecology

6.11.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

6.11.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.

6.11.3 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

6.11.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Policy SP13 of the Local Plan recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees.

Urban Greening Factor

6.11.5 The urban greening factor (UGF) identifies the appropriate amount of urban 'greening' required in new developments. The UGF is based on factors set out in the London Plan such as the amount of vegetation, permeable paving, tree planting, or green roof cover, tailored to local conditions. The London Plan recommends a target score of 0.4 for developments which are predominately residential. An assessment of the Urban Greening Factor (UGF) has been provided by the applicant based on the surface cover types. There is existing greening to the south-east of the site. The proposed development would include permeable paving, rain gardens and street trees with tree pits at street level and wild life planting, raised planters are proposed at roof level. In addition a bio-diverse roof at roof level is proposed. The site currently achieves an urban greening factor of 0.28 and the proposed development achieves an urban greening factor of 0.43 which exceeds the minimum target set out in the London Plan. This is a significant urban greening improvement. It is considered that the proposed development in terms of urban greening is acceptable. Details of landscaping can be secured by the imposition of a condition to secure a high-quality scheme with effective long-term management.

Trees

6.11.6 One tree will be retained to the south of the site (T2) and a total of 5 trees have been identified for removal (T3, T4, T5, T6 and T7) around the site. Of these trees, 3 are Category C. Trees classed as category C are defined as being of low quality and estimated to have a remaining life of 10 years. Two of the trees are Category B. Trees classed as category B are of moderate quality and estimated to have a remaining life of 20 years. These trees to be removed are too close to the proposed building (T3 and T4) and the proposed development will impact on the root protection area and crown (T5 and T6). Although the removal of these trees is regrettable, it is proposed that seven new trees comprising of four large semi-mature trees and one standard tree on the roof garden are provided. There are a further two small trees on the main roof garden i.e. Alamanchier or similar resulting in a net gain of 2 trees. Notwithstanding this, the masterplan in future phases allows for 6 new large trees in the central square.

6.11.7 The Council's Tree Officer has been consulted on the proposal does not raise any objections subject to adherence with the Tree Survey, Arboricultural Impact Assessment and the tree protection plans (TPP) and they are satisfied with the net gain of trees, proposed species, and aftercare programme to be planted.

Ecology and Biodiversity

6.11.8 Log piles, bat and bird boxes are proposed to utilise the proposed roof as a feeding ground for local fauna, bird bath and drinker water features are proposed to provide fresh water for invertebrates, bats and birds, exposed rock forms would provide a variety of habitats and would be installed on the-roof to support native species alongside insect walls and bee boxes. Hedge planting and shrub planting is proposed at ground and roof level. A biodiverse roof with sedum and

wildflower and biodiverse brown roofs are also proposed to maximise the number of native species assisting with achieving the highest ecological value.

6.11.9 Whilst these measures are acceptable in principle, further information is required in respect of proposed mitigation and enhancement measures. This can be secured by the imposition of a condition on any grant of planning permission.

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

6.12 Flood Risk and Drainage

6.12.1 Local Plan Policy SP5 and Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage. The site is located within Flood Zone 1 which has the lowest risk of flooding from tidal and fluvial sources. The sites boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface.

6.12.2 There are no surface water bodies in the immediate vicinity of the site. It is therefore proposed to drain surface water from the development to a surface water sewer which is owned and maintained by Thames Water.

6.12.3 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage will be addressed adequately. The proposed development includes blue roofs and an underground attenuation tank located under the basement slab. A pump is proposed adjacent the attenuation tank which also restricts the rate of flow to the Thames Water surface water sewer. It is deemed possible to design proposed site levels to direct surface water offsite in the event of a flood occurring from overland flows or a local drainage system failure without causing any unsafe flood depths inside the proposed building.

6.12.4 Thames Water raises no objection with regards to waste water network and sewage treatment works. Thames Water recommends imposing a condition regarding piling and an informative regarding groundwater discharge and water pressure.

6.13 Air Quality and Land Contamination

6.13.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for residential use and that the proposed development would not expose existing residents or future

occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would adhere with national or local planning policies.

6.13.2 The proposed development is considered to be air quality neutral however the applicant is required to provide an addendum Air Quality Assessment of the proposed development taken into consideration the likely operational impact on the development by its proximity to a busy road i.e. so as to be able to reach an informed decision on its significant effects on the proposed development site and the overall local air quality. The Council's Lead Pollution Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

6.13.3 Concerns have been raised about construction works however, these are temporary and can be mitigated through the requirements of the construction logistics plan to include air quality control measures such as dust suppression. The proposal is not considered an air quality risk or harm to nearby residents, or future occupiers. The proposal is acceptable in this regard.

Land Contamination

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

6.13.5 A Desk Study Basement Impact Assessment was carried out by Geotechnical & Environmental Associates Ltd and accompanies the application submission. The Assessment concludes from a review of the relevant findings, that the proposed site is likely to be suitable for a residential development, subject to further detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use secured by condition, the Council's Pollution Officer raises no objections.

6.14 Fire Safety

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

6.14.2 In line with London Plan Policy D12 and Planning Gateway One, a Fire Statement has been submitted in support of this application. As the proposed building is over 30 metres in height, the design of the building was amended to include two staircases to the upper floors following publication of the National Fire Chiefs Council statement and government consultation, and the fire strategy was amended. The fire strategy confirms the residential areas of the building will

utilise a defend-in-place evacuation strategy, whereas the non residential and ancillary areas will utilise a simultaneous evacuation strategy from the various demises.

6.14.3 All tenures access either stair or the secondary stairs only as directed by the London Fire Brigade, if the primary stair is in use for fire fighting purposes, residents who are less mobile and need to be evacuated by management will be taken down in the evacuation lift. All tenures on all floors would have access to both stair cores and lift.

6.14.4 A formal detailed assessment will be undertaken for fire safety at the building control stage.

6.14.5 The Health and Safety Executive (HSE) has reviewed the scheme following the amendments which include the two staircases and has commented on the means of escape and fire services access that will be subject to later regulatory assessment. Following a review of the information submitted HSE has confirmed that they are satisfied with the fire safety design, to the extent that it affects land use planning.

6.15 Employment

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

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

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

6.16 Conclusion

- The development would be of a high-quality design including a very well-designed tall buildings which respects the visual quality of the local area, respond appropriately to the local context, and would not impact negatively on local heritage assets. The development is also supported by the Council's Quality Review Panel.
- The proposed development would meet the requirements of Site Allocation SA23 'Clarendon Rd South' and fulfil the requirements for the site as set out in the Council's Site Allocations DPD.

- The development would provide 35.6% on-site affordable housing by habitable room in the form of 9 flats for affordable rent and 7 flats for intermediate, which is an accepted tenure split.
- The development would provide 51 residential dwellings, contributing towards much needed housing stock in the borough
- The development would provide 815sqm of good quality flexible commercial floorspace space that would potentially generate approximately 18 jobs.
- The size, mix, tenure, and quality of accommodation are acceptable and either meet or exceed relevant planning policy standards. All flats have private external amenity space and have access to communal amenity space.
- The proposal provides good quality hard and soft landscaping
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The development would be car free and provide an appropriate quantity of cycle parking spaces for this location and would be further supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements
- The proposed development will secure several measures including financial contributions to mitigate the residual impacts of the development

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be £277,403.625 (4,297.5 sqm x £ £64.55) and the Haringey CIL charge will be £1,053,274.28 (4,297.5 sqm x £245.09. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

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

APPENDIX 1 – Planning Conditions and Informatives

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

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

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

Drawings

Drawing no.	Plan Name
3572 PL(20) 001	Location Plan
3572 PL(20) 002	Site Layout Plan
3572 PL(20) D00	Demolition Plan
3572 PL(20) E01	Existing Site Plan
3572 PL(20) E01	Existing Floor plans
3572 PL(20) E02	Existing site elevations
3572_PL(20) B1 P1	Proposed Basement Level
3572 PL(20) 100 P1	Proposed Ground Floor Plan
3572 PL(20) 101 P1	Proposed First Floor
3572 PL(20) 102 P1	Proposed Second Floor
3572 PL(20) 103 P1	Proposed Third Floor
3572 PL(20) 104 P1	Proposed Fourth and Fifth Floor
3572 PL(20) 106 P1	Proposed Sixth Floor
3572 PL(20) 107 P1	Proposed Seventh Floor
3572 PL(20) 108 P1	Proposed Eighth Floor
3572 PL(20) 109 P1	Proposed Ninth and Tenth Floor
3572 PL(20) 111 P1	Roof Terrace Floor
3572 PL(20) 120 P1	Proposed Roof Plan
3572 PL(20) 200	North Elevation
3572 PL(20) 201	West Elevation
3572 PL(20) 202	East Elevation
3572 PL(20) 203	South Elevation
3572 PL(20) 210	East + West Context Elevations +MP

3572 PL(20) 210 e	East + West Context Elevations +Existing
3572 PL(20) 211	North + South Context Elevations +MP
3572 PL(20) 211 e	North + South Context Elevations +Existing
3572 PL(20) 250	Bay Study 01 - Entrance
3572 PL(20) 251	Bay Study 02 - Crown
3572 PL(20) 252	Bay Study 03 – East Base
3572 PL(20) 300	Section AA – North/South
3572 PL(20) 301	Section BB – East/West
3572 SK 001	Amenity Diagram
3572 SK 002	Tenure
3572 SK 003	Aspect
3572 SK 004	Access
3572 SK 005	Parking
3572 SK 006	Fire Strategies
3572 SK 007	Bathroom Strategies
3572 SK(70) 01	Wheelchair Accessible Unit A.01.05
3572 SK(70) 02	Wheelchair Accessible Unit A.01.06
3572 SK(70) 03	Wheelchair Adaptable Unit A.06.04 & A.07.04
3572 SK(70) 04	Wheelchair Adaptable Unit A.07.05
Schedule of Accommodation (dated 23.3.23)	Detailed schedule
Summary Schedule of accommodation (dated 23.3.23)	Schedule summaries
3572 SK(20) 004 -01	Tenure Diagrams
3572 PL(20) MP – 150 00B	Basement level Master Plan (illustrative only)
3572 PL(20) MP – 151 000	Ground floor Master Plan (illustrative only)
3572 PL(20) MP – 152 001	First Floor Master Plan (illustrative only)
3572 PL(20) MP – 153 003	Typical lower floor Master Plan (illustrative only)
3572 PL(20) MP – 154 004	Typical upper floor Master Plan (illustrative only)
3572 PL(20) MP – 155 015	Roof plan Master Plan

Documents:

Design and Access Statement prepared by Stockwool; Planning Statement prepared by DLP Planning; Landscape Strategy prepared by Standerwick Design; Preliminary Ecological Assessment prepared by Ecology & Land Management; Transport Assessment prepared by Canapero Associates; Draft Delivery and Servicing Plan prepared by Canapero Associates; Draft Framework

Travel Plan prepared by Canapero Associates; Draft Construction Logistics Plan prepared by Canapero Associates; Economic Impact Assessment prepared by SPRU; Flood Risk and SUDs Report prepared by Graphic Structures; Affordable Housing Statement (included within the Planning Statement); Energy Statement prepared by XC02 (updated April 2023); Overheating Assessment prepared by XC02 (updated May 2023); Sustainability Statement prepared by XC02; Whole Life Carbon Assessment prepared by XC02; Circular Economy Statement prepared by XC02; Arboricultural Impact Assessment and Tree Survey prepared by MJC Trees; Microclimate Assessment prepared by Hilson Moran; Noise Impact Assessment prepared by the PES; Air Quality Assessment prepared by EB7; Daylight/Sunlight Assessment (Neighbouring Properties and Proposed Scheme) prepared by XC02; Fire Statements prepared by My Studio; Basement Impact Assessment prepared by GEA; and Statement of Community Involvement prepared by Thorncliffe.

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

3. Prior to the commencement of buildings works above grade, detailed drawings, including sections, to a scale of 1:20 to confirm the detailed design and materials of the:
 - a) Detailed elevational treatment;
 - b) Detailing of roof and parapet treatment;
 - c) Details of windows, which shall include a recess of at least 115mm and obscuring of the flank windows;
 - d) Details of entrances, which shall include a recess of at least 115mm;
 - e) Details and locations of rain water pipes; and
 - f) Details of key junctions including cills, jambs and heads of windows, balconies and roof parapet shall be submitted to and approved in writing by the Local Planning Authority. Samples of cladding, windows, roof, glazing, should also be provided. The development shall thereafter be carried out solely in accordance with the approved details (or such alternative details the Local Planning Authority may approve).

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

4. Prior to occupation of the development details of exact finishing materials to the boundary treatments and site access controls shall be submitted to the Local Planning Authority for its written approval. Once approved the details shall be provided as agreed and implemented in accordance with the approval.

Reason: In order to provide a good quality local character, to protect residential amenity, and to promote secure and accessible environments in accordance with Policy D4 of the London Plan 2021, Policies DM1, DM2 and DM3 of the Development Management Development Plan Document 2017

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

Details shall include information regarding, as appropriate:

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

Soft landscape works shall be supported by:

- e) Planting plans;
- f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and
- h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees). The soft landscaping scheme shall include detailed drawings of:
 - i) Existing trees to be retained;
 - j) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and
 - k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species which shall provide 7 new trees.

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

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

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

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

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

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site in accordance with Policy D4 of the London Plan 2021, Policy DM1 of the Development Management Development Plan Document 2017, Policy SP11 of Haringey's Local Plan Strategic Policies 2017.

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

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

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

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

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

and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

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

- 11 a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.
- b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion

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

- 12 No works on site shall commence until the following details are submitted to and approved in writing by the Local Planning Authority:
- a) A written addendum to the AQ assessment which takes into consideration the proximity of the road B138 and its likely operational impacts including the overall air quality impact on the development hereby approved;
- b) Notwithstanding the submitted details of the location of the baseline monitoring and the Defra mapped background concentrations, a revised baseline monitoring scheme (and a report of the findings) shall be undertaken at / or within close proximity of the site;
- c) A revised Air Quality Neutral Assessment (and report of the findings), taking into account emissions from the installation of any boilers, transport sources and all other sources of emissions within and outside the proposed development hereby approved.

Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.

- 13 A Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority whilst
B Development shall not commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The following applies to both Parts a and b above:

a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:

i. A construction method statement which identifies the stages and details how works will be undertaken;

ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;

iii. Details of plant and machinery to be used during demolition/construction works;

iv. Details of an Unexploded Ordnance Survey;

v. Details of the waste management strategy;

vi. Details of community engagement arrangements;

vii. Details of any acoustic hoarding;

viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);

ix. Details of external lighting; and,

x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

i. Monitoring and joint working arrangements, where appropriate;

ii. Site access and car parking arrangements;

iii. Delivery booking systems;

iv. Agreed routes to/from the Plot;

v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and

vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and

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

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

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

14 Before development commences other than for investigative work:

- a. Using the information already submitted in the Desk Study & Basement Impact Assessment Report with reference J20293 prepared by GEA Ltd dated December 2020, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary
- b. The risk assessment and refined Conceptual Model 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.

- 15 The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment (AIA), Preliminary Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) prepared by MJC Tree Services Limited dated January 2023

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

- 16 The applicant shall provide long and short-stay cycle parking provision, for both residential and non-residential elements of the development, in line with the London Plan (2021), cycle parking is to be design and implemented in line with the London Cycle Design Standards

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

- 17 The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The delivery and servicing plan must also include a waste management plan which includes details of how refuse is to be collected from the site both the residential and commercial element of the development proposal

Reason: To reduce the number of trips and reduce the impacts of the development proposal on the highways network.

- 18 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.

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

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

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

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

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

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

- 22 No development shall take place, including any works of demolition, until Soil investigation from the site itself s undertaken and details are submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

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

- 23 No development shall take place, including any works of demolition, until Unexploded (UXO) bombs survey is undertaken and the details are submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

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

- 24 No development shall take place, including any works of demolition, until ground movement assessment and effect on adjoining structures (including the method of monitoring)

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

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

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

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

- 26 Prior to first occupation of the development hereby approved a detailed management plan of the communal amenity space on sixth, eighth and eleventh floor shall be submitted to and approved in writing by the local planning authority

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

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

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

- 28 The development hereby approved shall not commence until a Noise Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of the following: i. External walls of extension acoustic performance details; ii. Glazing acoustic performance details; and iii. Exit doors acoustic performance; The development shall be built in full accordance with the approved details and shall be maintained thereafter.

Reason: To safeguard residential amenity.

- 29 The development hereby approved shall be constructed in accordance with the Energy Statement prepared by XCO2 (dated May 2023) delivering a minimum 63.3% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, communal ASHP and future connection to the Decentralised Energy Network, and a minimum 16.69kWp solar photovoltaic (PV) array.

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

- Carbon reduction following the energy hierarchy for future connection to DEN and ASHP scenario;
- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction with SAP10 carbon factors;
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHP system (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions;
- A metering strategy

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

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

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

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

- 30 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.

- 31 Prior to the above ground commencement of the development, revised Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the TM52 and TM59 Overheating modelling undertaken by XCO2 (Overheating Risk Assessment dated 15th May 2023).

This report shall include:

- Revised modelling of units modelled based on CIBSE TM52/59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of distribution heat losses, external shading, crime, noise and air quality issues are assessed and mitigated appropriately evidenced by the proposed location and specification of measures;
- Modelling of mitigation measures required to pass future weather files including external shading, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of 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.

(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.

(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:

- Natural ventilation with fully inward openable windows;
- Infiltration rate of 0.15 ACH
- Window g-values of 0.4;
- External shading – overhangs and side fins;
- Mechanical ventilation with summer bypass (40l/s);

- Hot water pipes insulated to high standards.
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

Active cooling is not permitted in this development.

If the design of Blocks is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.

REASON: In the interest of reducing the impacts of climate change, 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.

- 32 Prior to occupation of the residential dwellings, a Building User Guide for new residential occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems. The Building User Guide will be issued to residential occupants upon first occupation.

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

- 33 (a) Prior to commencement on site, a design stage accreditation certificate for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM "Very Good" outcome (or equivalent), aiming for "Excellent". This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

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

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

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the

submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

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

- 34 (a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:
- i) A roof plan identifying where the living roofs will be located;
 - ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
 - iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
 - iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
 - v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);
 - vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
 - vii) Management and maintenance plan, including frequency of watering arrangements.
 - viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;
- (b) Prior to the occupation of 90% of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be

retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

35 Circular Economy (Post-Completion report)

Prior to the occupation of development, a Post-Construction Monitoring Report should be completed in line with the GLA's Circular Economy Statement Guidance.

The relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation of development.

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

36 Whole-Life Carbon

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

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

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

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

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

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

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

INFORMATIVE : CIL Based on the information given on the plans, the Mayoral CIL charge will be £277,403.625 (4,297.5 sqm x £ £64.55) and the Haringey CIL charge will be £1,053,274.28 (4,297.5 sqm x £245.09. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

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

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

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the

development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

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

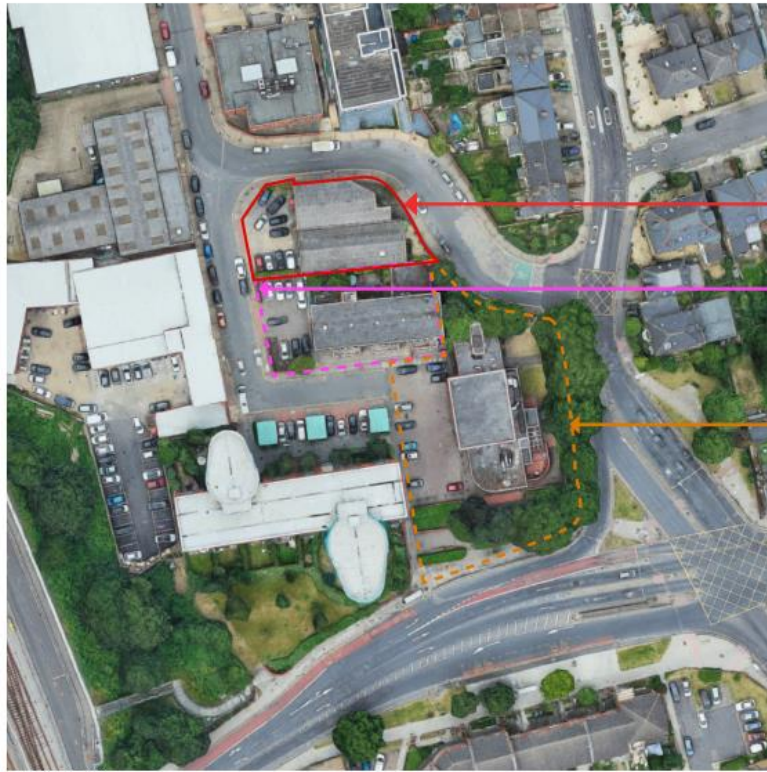
INFORMATIVE: Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development

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

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

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

Appendix 2 – Plans and images

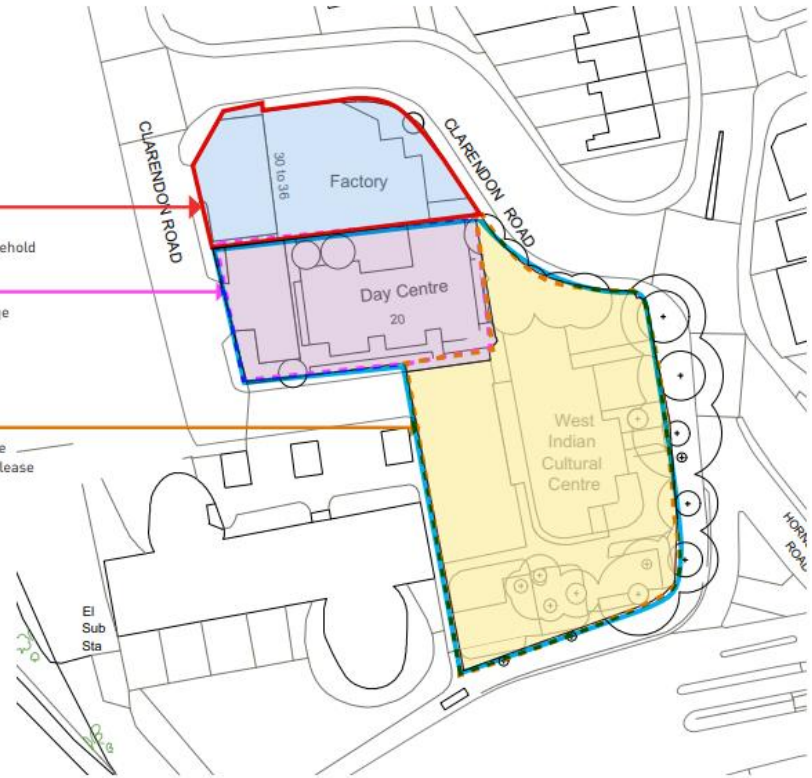


SITE BOUNDARY

THE SITE
Jessica Buttons
Paul Simon Magic Group - Freehold

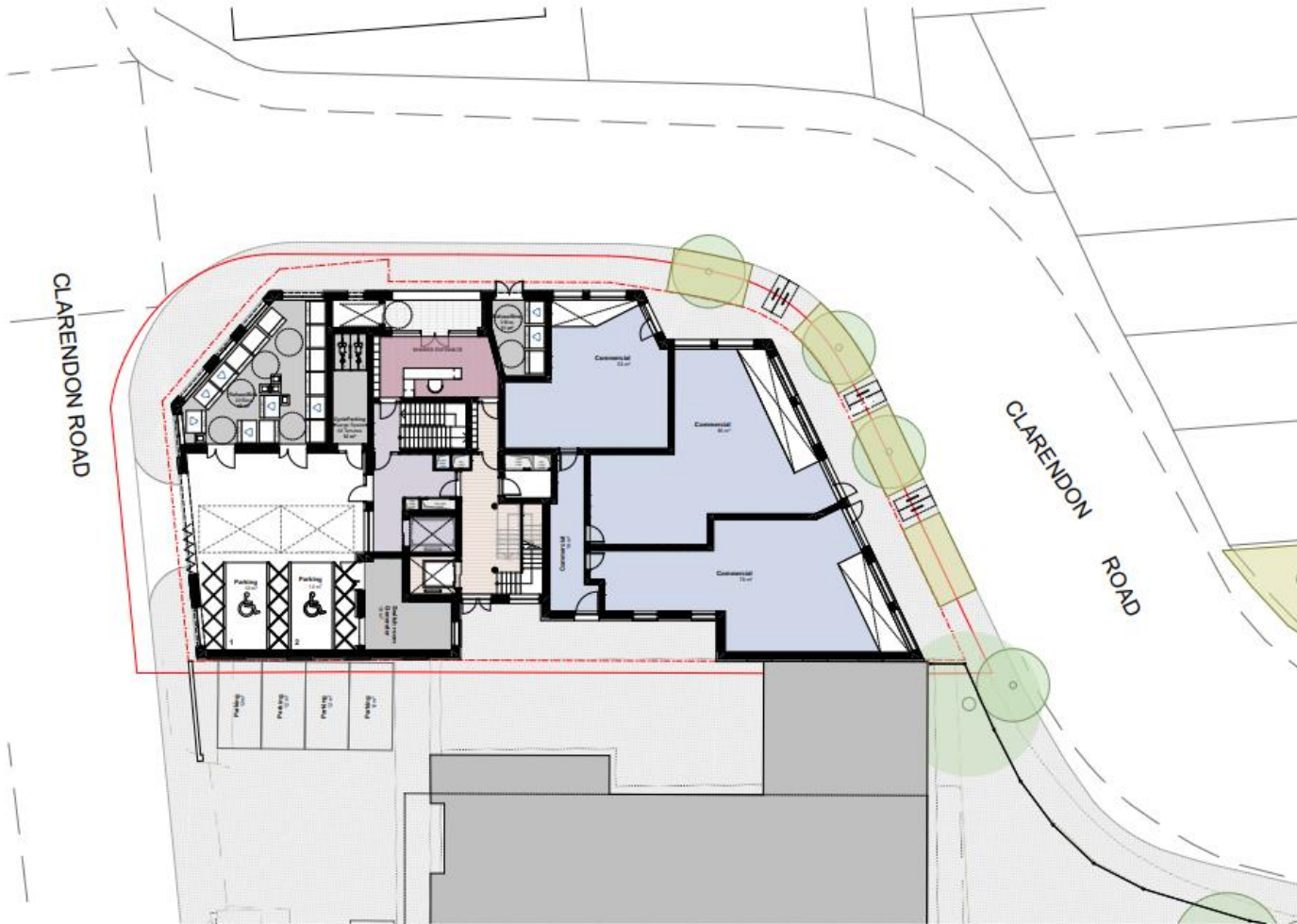
CRC
Clarendon Recovery College
Council freehold

WICC
West India Cultural Centre
Council freehold with 95 year lease
remaining to WICC.



SITE PLAN SHOWING EXISTING OWNERSHIPS

Proposed ground floor



Proposed first floor



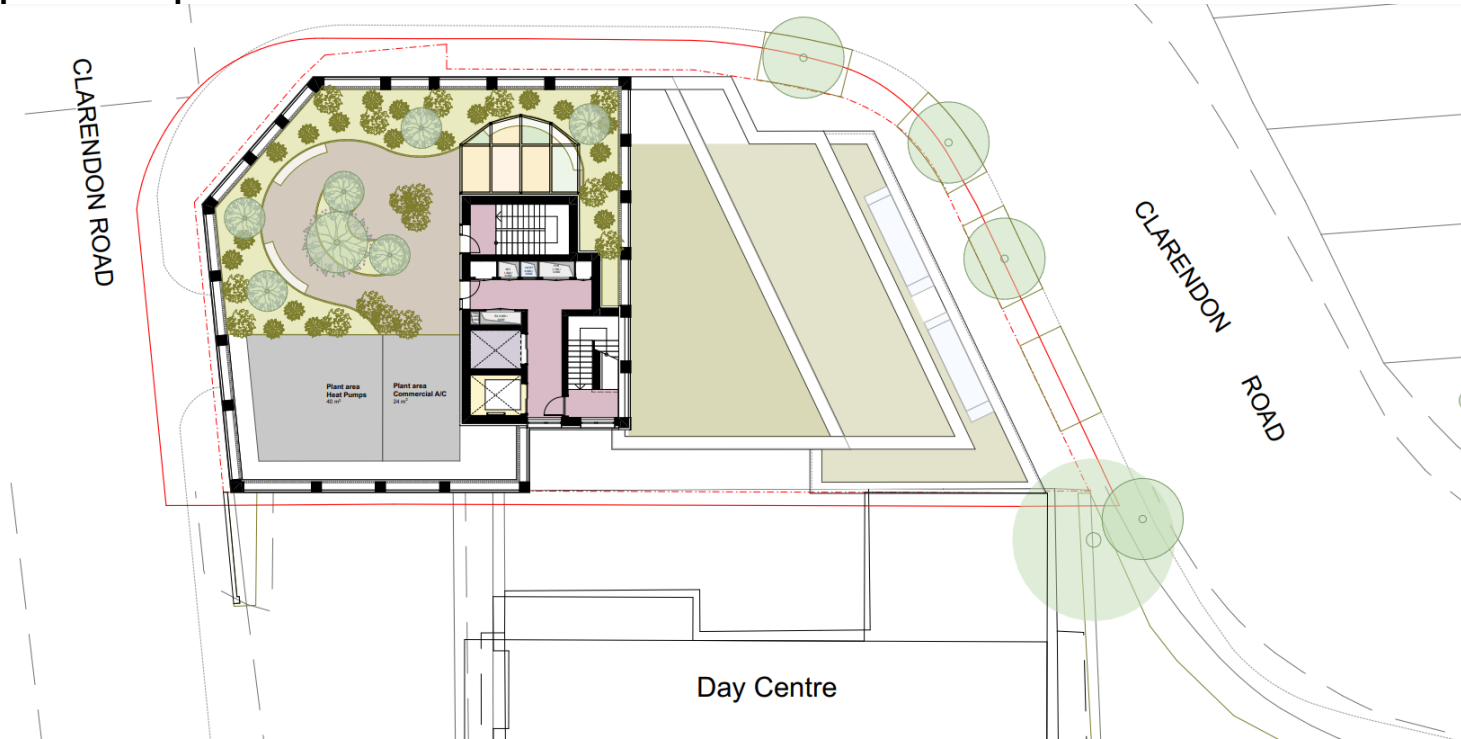
Proposed 6th floor



Proposed eighth floor



Proposed roof plan



Clarendon Road Approach View



Departing Clarendon Road



Appendix 3 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design	<p>Having been closely involved in discussions with the applicant for this development from pre-application, including for the former larger scheme that also included two neighbouring sites, I am very familiar with these proposals, the site and the relevant issues. As such I have no concerns with these proposals, which are well designed and appropriate to the site, and will provide much needed housing, new business units to increase employment and will fit in well with and help encourage the further development of this important part of the Haringey Heartlands Growth Area.</p> <p>Site Location & Context The site is towards the southern end of the Haringey Heartlands Growth Area. This London Plan and Haringey Local Plan designation covers a large area of existing and former industrial land between the Metropolitan Town Centre along Wood Green High Road to the east and the West Coast Main Line railway to the west. Butting up hard against the railway embankment, which is wooded and a designated Ecological Corridor, the Growth area only extends east as far as the back gardens of existing two and three storey, Victorian terraced housing where that exists between the town centre and industrial area, and here , towards the southern end of Heartlands, there are several such residential streets. Just south of the site, Heartlands ends at Turnpike Lane, a major east-west street connecting Turnpike Lane Station, at the southern end of Wood Green High Road, and a major transport interchange a 15 minute walk to the east, with Hornsey High Street, a 5 minute walk under the main railway line to the west.</p> <p>Surrounded by other industrial and community uses in a mixture of two and three storey buildings of up to forty years old, but generally more recent, either side of the straight, north-south spine of Clarendon Road. However, a 1990s housing block, Westpoint House, closes the end of Clarendon Road, cutting it off from Turnpike Lane, just one property south of the site. A double curving recent road connects Clarendon to Hornsey</p>	Comment noted

Stakeholder	Question/Comment	Response
	<p>Park Road, just north of its crossroads with Turnpike Lane and Wightman Road, a major interchange in a wide, nebulous space, dominated by busy traffic, turning lanes and numerous pelican crossings. Heading north, Clarendon Road becomes Mary Neuner Way where it enters the former gas works, currently being redeveloped by St William, in a large major development known as Clarendon Square, to designs by Panter Hudspith. This development has done much to firm up the model of how Heartlands should be developed, albeit that the amount of workspace and residential, and acceptable height, varies across the wider Heartlands area.</p> <p>The site is part of a Site Allocation, SA23: Clarendon Road South, for employment-led mixed-use development. The allocation requires re-provision of the West Indian Cultural Centre, maximum feasible quantum of employment floorspace (but that enabling residential will be acceptable), taller development acceptable on the west of the site, but the east side should take account of the scale of properties on Hornsey Park Road. Draft site allocation WGSA24 (consultation draft Wood Green AAP) also recognises the potential for the site to be used more intensively to create a new mixed-use development including community, employment and residential uses. An allocation in the forthcoming new draft Local Plan is likely to be similar.</p> <p>Masterplan</p> <p>As part of the site allocation requirement, given that the application site forms only a small part of a large adopted Site Allocation, itself part of a larger designated Growth Area, the applicants are required to demonstrate through masterplans that their proposals are compatible with both the existing context and likely, similar, SA23 compliant development on some or all of the other sites within this allocation and its neighbours, particularly those in closest proximity.</p> <p>The large major development at Clarendon Square, the former gas works site, a short distance to the north of this site and adjoining the northern edge of SA23 is the most significant and in many ways forms a suitable model for development of the whole of this allocated site. In particular, officers strongly recommend the model of fragmented blocks,</p>	

Stakeholder	Question/Comment	Response
	<p>forming a street edge interspersed with landscaped courts connected to the streets, with stepped and L-shaped blocks creating glimpses through to private rear courtyard amenity spaces, as well as of their gradation of heights from low to the backs of the existing two and three storey terraced houses east, to higher to the railway embankment to the west, is followed.</p> <p>Clarendon Square also includes a gentler rise of height from south to north, with their interface with the Chocolate Factory / Haringey Cultural Quarter site at Coburg Road, identified as the suitable place for Tall Buildings. This will aid wider legibility, identifying the heart of the growth area, where the cultural quarter is, be connected back to Wood Green High Road via a new east-west link and mark the Penstock Tunnel crossing under the wide barrier of the railway to the west, linking to Alexandra Park. Officers have long accepted that the Turnpike Lane interface, particularly its crossroads with Hornsey Park Road / Clarendon Road and Wightman Road, has an equally strong justification as a location for height, especially as the wide space of the crossroads is somewhat nebulous, albeit that it would be just as a point block at the southern end of the WICC site. Having said that, the only opportunity for a transition from that point block would be on this (& the CRC) site. This thinking leads to a longer north-south height profile that drops from tall to mansion-block (6-8 storey) north to south across Clarendon Square, then rises similarly gently across Clarendon South, justifying the 11-storey height proposed for this.</p> <p>This proposal has undergone a long and at times tortuous gestation, being originally part of a larger comprehensive proposal, which was also for the two neighbouring sites to its south, the Haringey Recovery College (CRC - immediately south) and West Indian Cultural Centre (WICC - beyond and to its south-east) that was developed right up to a planning application but fell through for unconnected reasons. Nevertheless, the applicants have convincingly demonstrated that this proposal would be completely compatible with an effective completion of the rest of the development on those two sites. They have also demonstrated convincingly that a separate development on just the CRC site, either as previously envisaged, with a similar height alongside the taller part of this proposal at the western end of the site, or on the most impactful alternative, with a similar</p>	

Stakeholder	Question/Comment	Response
	<p>height but pushed instead to the eastern end of the CRC site, would be compatible with these proposals.</p> <p>Other sites within the allocation are separated by at least the width of the street from this. Many are, it would appear, currently unlikely to be redeveloped in the short-to-medium term, including two that have recently been modestly extended, but we know at least one is in advanced current pre-app discussions. Nevertheless, officers are confident that the street width separation and a pattern of development that includes courtyards off the street, will maintain a pleasing streetscape and good residential amenity. This development can be considered compatible with that pattern of development, provided neighbouring sites maintain that pattern, and therefore can be considered compatible with potential future developments on the northern or western sides of the neighbouring streets to this site.</p> <p>Streetscape Character & Pattern of Development</p> <p>The site is on the corner of a junction, between the main north-south alignment of the original Clarendon Road and the point where the original' straight, north-south alignment of Clarendon Road was previously disrupted, by the construction of Westpoint Apartments closing off its previous connection to Turnpike Lane, and a new, double-curved street, also named Clarendon Road, connecting traffic to Hornsey Park Road, just north of its crossroads with Turnpike Lane and Whiteman Road. The eastward, "chicane" section of Clarendon Road is deeply unsatisfactory in urban design and streetscape terms, being pedestrian unfriendly with lack of legibility and limited active frontage, particularly at the current configuration of this application site, which very much fronts west, with side flank small windows and rear 3 high fences to the chicane portion, with CRC and the WICC doing much the same. At the same time its western frontage, like that of CRC, are set well back from the dead-end continuation of Clarendon Road, which itself peters out in residents parking for Westpoint and a car-park / service yard for WICC.</p>	

Stakeholder	Question/Comment	Response
	<p>Although redevelopment of the two neighbouring sites will be required to fully repair the streetscape here, this proposal goes a long way to improving things. The proposed building form and architectural treatment addresses the junction, with a faceted corner and the highest point marking the junction, whilst the most active frontage, with the residential main entrance and the three business units' front doors and "shopfront" windows facing north and east. The development also widens, moderately straightens and greens-up the chicane frontage, with a set-back building line, widened pavement, new street trees and raingardens.</p> <p>No significant new public realm is created in this proposal, so it does not directly contribute to creation of a courtyard garden or yard as established in the Clarendon Square precedent, but as the height cascades down in its eastern side in a series of landscaped roof terraces, providing private amenity and play space for residents of this proposal, its landscaped quality would become evident and connect to the "greenedup" eastern chicane of Clarendon Road. The small courtyard / lightwell space in the central third of this proposal's southern flank could also connect to the envisaged courtyard part of the CRC site, and the development does provide a nett gain in usable public space.</p> <p>Form, Bulk, Height, and Massing</p> <p>At eleven storeys, this proposal just meets definition of a Tall Building, defined as of 10 storeys or over in our adopted local plan, and rather more easily meets the stricter, more recent, government definition, of over six storeys. Nevertheless, the site is within a zone recognised in Haringey's Local Plan as suitable for tall buildings, and the design officer assessment is that the site and this proposal can be justified as a tall building.</p> <p>At eleven storeys, this proposal just meets definition of a Tall Building, defined as of 10 storeys or over in our adopted local plan, and rather more easily meets the stricter, more recent, government definition, of over six storeys. Nevertheless, the site is within a zone recognised in Haringey's Local Plan as suitable for tall buildings, and the design officer assessment is that the site and this proposal can be justified as a tall building.</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • The site is within the areas of both the adopted Local Plan and draft Wood Green AAP, both supporting the principle of tall buildings in this location; • 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 southern end of the Heartlands Growth Area; • High quality design especially of public realm is being delivered by other developments within Heartlands, particularly Clarendon Square, and can be further expected as part of the WICC development, with which this proposal will be integrated; • The applicants Design & Access Statement demonstrates how they have considered local and more distant views of the proposal, further discussed below; • The proposal will be capable of being considered a “Landmark” by being a wayfinder and a marker within the masterplan, marking the junction in Clarendon Road and forming a subsidiary part of a n intended cluster at the key junction of the Turnpike Lane etc crossroads (where the tallest node will be on the WICC site), 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, are assessed by others, but this proposal is not expected to have a significant impact, being well away from any protected biodiversity. 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; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • 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 applicants views; • 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. • 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. <p>For the design to be successfully “read” in more distant views, there has to be a significant contrast between the base, middle and top. This proposal is designed with a distinct two storey base, in a darker brick on a more open grid, expressing the commercial uses and residential entrances, and incorporating first floor flats behind terraces. The base will feature intricately detailed brickwork, reflecting details used in the Clarendon Square development and providing a more robust facade, where traffic & discolouration is likely to be greater. The middle is then formed by more domestically scaled windows in a two-storey grid of windows and recessed balconies, in a middle-toned brick, with the top expressed as a four-storey giant frame with infill of more textured brickwork. The form of the proposed tower is also expressed in the “cascade” of roof terraces down its eastern side, integrated into the two-storey grouping of the middle of the composition and better integrating this taller building into the lower rise buildings to its east.</p> <p>Elevational Treatment, Fenestration & Balconies</p>	

Stakeholder	Question/Comment	Response
	<p>These proposals have an orderly, elegant and exceptionally carefully designed elevational treatment, expressing the base, middle and top and the cascade of roof terraces as mentioned above. Openings, whether they are doors at ground level, or windows and recessed balconies throughout, are at least paired vertically. In the base (ground and first floor), the darker brick frame has a textured detailing, and windows are larger, with the small areas of remaining intervening brickwork flat. Over the middle, the main expanses of brickwork are flat with textured brick spandrels between paired windows and projecting horizontal bands between each pair of floors, integrated to the steps in the eastern façade. And finally, at and top, larger expanses of textured brickwork and larger windows are between the flat brick giant four storey frame that also hides rooftop plant and lift overruns. Windows are also vertically proportioned, except in the base, expressing the different residential and commercial uses. Importantly, window reveals, and brick profiling generally will be deep, giving a solidity and vibrancy to the well-considered façade modelling, and adding to residents' privacy. Roof terraces are screened behind high parapets, coordinated into the pairing of floors, supplemented by a low balustrades. Balconies are always recessed, for added privacy and to better integrate them into the building and façade composition. Balustrades are designed with vertical balusters to give light into and views out from them whilst giving some privacy and hiding clutter in more oblique views.</p> <p>Materials & Detailing</p> <p>The proposed materials palette is brick-based, with a crème brick proposed for most floors and a darker grey brick for the ground and first floor base, but a precise brick is not specified. The Design and Access Statement suggests it should be a crème and dark grey brick with a strong red-brown element and a degree of warmth and variation, which would be strongly supported on design grounds, and would be dependent on selection required by condition. Metalwork to windows, balustrades etc would be in complimentary colours, similarly agreed by condition.</p>	

Stakeholder	Question/Comment	Response
	<p>Careful consideration has been given to design of doors and ground floor windows, to give a light and airy opening to the main residential entrance, flexible “shopfronts” to the commercial units and robust but interesting solid doors to more functional doors. In particular, the decorative patterns to these solid doors will permit ventilation, to refuse stores and car parking, yet hide potentially ugly functions and still provide visual interest and a surface discouraging of and resistant to vandalism and graffiti.</p> <p>Residential Quality</p> <p>All maisonette, flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. All flats also have one or two recessed balconies providing private external amenity space, all of which are at least as large as the London Plan requirement.</p> <p>Most of the proposed flats (61%) have full dual aspect. Of the few that do not (two per floor on 1st-5th, one per floor on 6th-10th floors), all also have a side window onto their recessed balcony, all are east or west facing, the best direction for single aspect units, and all are single bedroom flats, so that all potential family sized flats have two aspects.</p> <p>In addition to each flat having at least one private balcony, there are three landscaped communal external amenity terraces, at the 6th floor, 8th floor and roof level. Those on both the 6th and 8th floors include large equipped childrens playspace, with that in the 6th floor including a large covered external play area as well as the area open to the sky; these meet the GLA policy requirement for playspace for the development for 0-4 and 5-11 year old children. The remainder of those two roof terraces and the whole of the rooftop accessible terraces will include planting beds for biodiverse ornamental plants and shrubs, seating benches, decking and potted small trees, with a pergola included on the rooftop terrace, considered a more “adult” communal amenity space.</p> <p>There will also be biodiverse green roofs to the inaccessible roofs at the 2nd floor and over the rooftop plant and lift/stair core. In addition to the new street trees, landscaping</p>	

Stakeholder	Question/Comment	Response
	<p>and raingardens to the chicane street, these will contribute to an overall high impression of verdant greenery for such a large and sitefilling development.</p> <p>Privacy & Outlook</p> <p>This proposed development will be relatively distant from any existing homes but is expected to be joined onto the neighbouring future part-residential development on the CRC site to the immediate south, and in close proximity to several others, as part of the expectation of continued intensification and redevelopment of the wider Haringey Heartlands area and the rest of this site allocation in particular.</p> <p>In expectation of the neighbouring development on the CRC site, this development generally turns its back on its southern flank, with windows to the lift and stair cores and a few secondary residential windows (to bedrooms, bathrooms, kitchens and circulation), onto the small lightwell, and no openings except the sides of west facing recessed balconies withing the flank walls against the boundary. There should be no objection to development on the CRC site being build right up to any part of their mutual boundary with no openings, or being close to any part of their mutual boundary, including some potential locations for windows to habitable rooms, that would not cause a privacy concern, in the relatively unlikely event that they needed north facing windows. These applicants' masterplan goes into detail of how a couple of possible neighbouring developments could match this site's development quantum without creating any privacy concerns.</p> <p>Other neighbouring potential development sites are all separated from this site by at least a street width, which should be close to or more than the 18m necessary to ensure privacy, notwithstanding that there is less expectation of privacy to street facing windows. It should also be noted that in many flats where bedrooms face the street, they are recessed behind balconies.</p> <p>Daylight & Sunlight</p>	

Stakeholder	Question/Comment	Response
	<p>Of relevance to this section, Haringey policy in the DM DPD DM1 requires that: "...D Development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The council will support proposals that: a. Provide appropriate sunlight, daylight and open aspects (including private amenity spaces where required) to all parts of the development and adjacent buildings and land; b. 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 residents of the development..."</p> <p>The applicants provided Daylight and Sunlight Report on their proposals and of the effect of their proposals on neighbouring dwellings. These have been prepared fully in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (2nd Edition, Littlefair, 2011), known as "The BRE Guide".</p> <p>The assessment finds that the impact of the development on existing neighbouring residential properties is generally favourable for both daylight and sunlight, with only 21 neighbouring existing residential windows found to lose a noticeable amount of daylight, and 15 neighbouring windows losing a noticeable amount of sunlight. Notably, none of the older residential properties on Hornsey Park Road or further east or south would lose a noticeable amount of daylight.</p> <p>The only residential properties affected would be 16 north facing windows in Westpoint apartments, 13 of which are only marginally affected and the remaining 3 are beneath overhanging balconies, and 5 windows in Katerina House (50 Clarendon Road), a recent conversion of workspace without planning permission that in all cases are to windows below overhanging balconies. Four relatively small windows to the rear of nos. 23 & 29 Hornsey Park Road that would lose noticeable amounts of sunlight are close to rear projections to their south making it difficult to avoid some loss, whilst the affected windows in 50 Clarendon Road (Katerina House) are again beneath projecting balconies.</p>	

Stakeholder	Question/Comment	Response
	<p>The assessment also finds that no existing neighbouring external amenity spaces would lose noticeable amounts of sunlight. Given that the existing building is a low 2 storey structure, meaning neighbours have been receiving more day and sunlight across the application site than would be expected, these results can be considered wholly acceptable.</p> <p>The applicants' assessment also finds the proposals would achieve good levels of daylight to the proposed dwellings. Only 12 rooms in the whole development would receive less than the BRE Guide recommended daylight levels, of which seven are very close to the recommendations. Just three relevant rooms (living rooms within 90° of south) fail to achieve the BRE recommended sunlight levels. All of the proposed outdoor communal amenity spaces meet the recommendations.</p> <p>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 and the fact that it is very nearly achieved here is considered an excellent performance.</p> <p>Conclusions</p> <p>This proposal is for a well-designed mixed use development that would provide a significant number of high quality new homes as well as improved workspace in and are identified as suitable for considerably increased intensity, density and height of development in adopted London and Haringey Planning Policy. The applicants have</p>	

Stakeholder	Question/Comment	Response
	<p>demonstrated it would be complimentary to a range of different likely development., or of no change, on neighbouring sites also within the Growth Area, and not be harmful to character and amenity of areas outside of the Growth Area. It would also encourage progress on development of the wider Haringey Heartlands Growth Area, form a marker of development and contribute to its extension into the Clarendon Road South site allocation, towards the anticipated landmark development at the key crossroads on Turnpike Lane. A high quality, brick based materials palette and detailing language compliment the well-considered, attractive proposed composition</p>	
Transportation	<p><u>Development proposal</u> The proposals are for the demolition of the existing building and construction of an eleven storey building to provide 51 residential Units and 560sqm of commercial floorspace.</p> <p>The breakdown of the residential units is as follows;</p> <p>19 N. 1 bedroom units 26 No. 2 bedroom units 6 No. 3 bedroom units.</p> <p>5 of the residential units will be fully accessible/wheelchair units.</p> <p>2 off street blue badge parking bays are proposed and 93 long stay, and 12 short stay cycle parking spaces as well.</p> <p><u>Location and access</u> This site is currently the 'Jessica Buttons' factory and is located on Clarendon Road.</p> <p>It has a PTAL value of 4-5, considered 'good' to very good' access to public transport. Bus services are close by, Turnpike Lane Underground station is a 9 minute walk away,</p>	<p>Observations have been taken into account. The Recommended legal agreement clauses and conditions attached.</p>

Stakeholder	Question/Comment	Response
	<p>and Hornsey National rail station a 7 minute walk away. Areas of ‘excellent’ public transport accessibility (value 6A) are close by.</p> <p>It is also located within the Wood Green Outer CPZ which has operating hours of 0800 – 1830 Monday to Saturday. The Wood Green Inner CPZ boundary is close by, at the junction of Clarendon Road with Hornsey Park Road to the west of the site.</p> <p><u>Transportation considerations</u></p> <p>In assessing this application, we have to consider the current use of the site and the temporary use granted as a nursery and church as part of the decant due to a nearby development by the same applicant.</p> <p>The existing temporary church and nursery use forecasted that there will be some 220 attendees attending the Church with a total of 40 cars arriving and departing during the busiest time periods (09:00-10:00 and 13:00-14:00) the applicant provided a total of 9 car parking spaces on site and the remainder of the vehicles would have parked on street. The nursery element would result in 6 car trips during the critical AM and PM periods.</p> <p><u>Access arrangements</u></p> <p>A vehicular access will be required to the western side of the site which will require alteration to the existing crossover/access. The applicant’s proposal includes changes to the waiting and loading restrictions and public realm changes at the site on the eastern side, the alteration to the public highways will need to be secured by a Section 278 Agreement under the Highways Act, with the applicant meeting all of the Councils and works costs.</p> <p><u>Car parking considerations and permit free status.</u></p> <p>As the site is located within a CPZ and has good to very good public transport accessibility, it meets the criteria of policy DM32 to be formally designated as a car free/permit free site. A car free s106 agreement will be required to restrict eligibility of all</p>	

Stakeholder	Question/Comment	Response
	<p>occupiers from obtaining CPZ parking permits. The developer will be responsible for cost (£4000) for amending the CPZ. Designation as a car free/permit free development accord with Haringey and London Plan policies and is appropriate.</p> <p>The TA includes details of a parking stress survey. This recorded survey wide stresses of 72% across the 500m wide/walk distance survey area. 277 spaces were recorded as available within this area. Looking at the streets closest to the site, it is noted there were only a low number of available spaces recorded in Clarendon Road and Mary Neuner Road, however 13 available spaces were recorded overnight within the Avenue.</p> <p>Given the very good access to public transport services, close proximity to local shops and services on the south side of Turnpike Lane, and car free status with comprehensive formal parking controls, it is not anticipated that there will be much car parking demand generated at all by this development proposal. Of the 51 units only 6 are family sized. There will also be a travel plan and Transportation will require and enhance car club provision to further mitigate any potential parking demands that could arise. All of these components will work together to reduce potential parking demands.</p> <p>The transport planning and highways authority is aware that there are local parking issues reported by residents, that are essentially resultant from events related parking pressures generated by the adjacent community centres and facilities. The Highways and parking team developed possible measures to address these issues following a number of requests received from residents prior to Covid 19 to increase parking controls on Clarendon Road N8. The parking team conducted a video traffic survey to understand the level of infringement of parking restrictions and on footways for a potential parking scheme in Clarendon Road N8. Results of this surveys shows a significant change in parking violations post the Covid 19 pandemic with no infringements being recorded during the duration of the surveys which were commissioned to take place whilst events were taking place at the local community centres. Ultimately the issues experienced can only be addressed by a mixture of active parking enforcement and behavioural change. Any potential parking impacts resultant from this development proposal are likely to be</p>	

Stakeholder	Question/Comment	Response
	<p>very minor and only result in additional parking outside of CPZ operational hours. It is therefore not possible for the Transportation Planning and highways authority to object to this application on parking grounds as there is sufficient parking restriction to prevent illegal parking in this location in the form of double yellow lines with blips, the issue is therefore one of enforcement. We have also concluded that the development proposal will result in less parking demand when compared to the existing use as a Church.</p> <p><u>Blue badge parking</u> The London Plan requires provision of 3% blue badge parking from the outset and the ability to provide 10% if required. The two spaces proposed for off street meet the 3% requirement. The applicant has suggested conversion of existing on street bays to provide additional blue badge parking in close proximity to the site if demands require. Whilst the London Plan policy requires the ability to provide up to 10%, it is not necessarily expected that this full demand will materialise.</p> <p>The applicant will need to provide a plan for meeting the future demands of the occupiers of the accessible units at the site, and detail what steps are to be taken to react to demands and implement further bays, which would require agreement with the highways and parking teams at Haringey. This will be secured via the parking management plan which will be monitored as part of the travel plan which will be secured by the S.106 agreement.</p> <p><u>Cycle parking</u> Cycle parking provision for 93 cycle spaces is proposed – comprising of 74 spaces (two tiered), 14 spaces (Sheffield stands) and 5 spaces for larger bicycles. These cycle spaces are located in the basement and an access lift measuring 1.2m x 2.3m will be provided. In addition, it is proposed to provide six ‘Sheffield Stands’ (12 cycle spaces) on Clarendon Road for short stay cycle parking.</p> <p>It is noted that the short stay/visitor cycle parking appears to be located within the highway adjacent to new areas of public realm that will be created by this development.</p>	

Stakeholder	Question/Comment	Response
	<p>Detailed drawing of the public realm works must be provided for approval and will be secured by the S278 Agreement.</p> <p>A pre commencement condition requiring submission of details of cycle parking provision for the commercial use (worst case for uses permitted within use Class E), for approval prior to occupation, is required. All cycle parking is to be designed and detailed to meet the London Cycle Design Standards.</p> <p><u>Delivery and servicing arrangements</u> The application is supported by a draft delivery servicing management plan (DSMP). There is reference to one delivery and servicing visit for the commercial/office floor space, and 8 for the residential units.</p> <p>The applicant envisages all delivery and servicing activity to take place from the adjacent kerbside from the carriageway. Smaller service vehicles could use any available CPZ bays, larger vehicles would need to park to the perimeter of the development. This would require removal of or adjustments to the double yellow line restrictions with double blips that prevent any loading activity at present, which have been implemented to address the event related parking issues that have arisen.</p> <p>A pre commencement condition for the developer/applicant to agree a regime of adjustments to existing on street waiting and loading restrictions will be required to ensure that any proposed changes are safe and appropriate from the highway perspective. Any changes will need to be included within the S278 Agreement. A separate pre commencement condition for an enhanced delivery and servicing plan to address this issue will be required.</p>	

Stakeholder	Question/Comment	Response
	<p>It is noted that refuse and recycling collections are envisaged as taking place from both sides of the development and the proposed storage and collection arrangements will need to be supported by the Borough's waste team. The details for these should be included in the enhanced Delivery and Servicing Plan.</p> <p><u>Car club facility</u> As commented earlier in this response, the further mitigate any potential parking impacts, the applicant should include a car club facility for the development. This must be covered by the section 106 agreement and should include the applicant providing details of the recommended provision by the car club operator. It is expected that this will include two years free membership for each unit plus a driving credit of £100 per unit.</p> <p><u>Travel Plan</u> There is reference on the application to provision and implementation of a Residential Travel Plan. This must be secured by the S106 or by condition and submitted to the council for approval no less than 3 months before the development is occupied.</p> <p><u>Construction Phase</u> The application is supported with an outline construction logistics plan, this must be secured by S106 agreement including a monitoring contribution of £10,000 (Ten thousand pounds), to monitor this development proposal and the other development proposals in the Wood Green area to ensure that activities are coordinated and safety and integrity of the highways network is maintained. We will require the applicant to submit detailed Construction Logistics Management Plan for approval prior to the start of any works. The applicant should be advised to undertake early discussions with Haringey Highways Construction Logistic Team to agree traffic management arrangements that may be required.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Summary</u> This application is for redevelopment of the site at 30 to 36 Clarendon Road, to provide 51 residential units and some commercial floor space. The development is proposed as car free except for two blue badge spaces to be located within the site.</p> <p>The development is appropriate to be dedicated as a car free development, in line with the London Plan Policy T6 Car Parking, and Haringey Development Management DPD Policy DM 32, as this location is located in an area with a high public transport accessibility level and a CPZ is in place to restrict parking. In addition any parking demands generated by the development is likely to be minor when combined with the proposed mitigation measures such as the permit free status, travel plan, car club and high-quality cycle parking provision, in addition local shops and services are located within a short distance of the development.</p> <p>It is recognised that there are existing parking issues and nuisance generated by some event activity at the community facilities located close by, this application should not worsen this situation and reduction in nuisance generated with this issue will have to come from behavioural change and ongoing parking enforcement. It is also to be noted that the proposed residential units will generate less trip and parking demand when compared to the existing use as a church and nursery.</p> <p>We will require the following section 106 obligation and conditions to be secured as part of the proposed development to ensure that the development proposal complies with the policy requirements of the London Plan, Haringey Local Plan and Haringey Development Management DPD, subject to the following conditions section 106 obligations and conditions we have no objection to this development proposal:</p> <p>1. Car-Free Agreement The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “car free” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order</p>	

Stakeholder	Question/Comment	Response
	<p>(TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.</p> <p>Reason: To ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p>2. Car Club Membership The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, which includes the provision of two years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 2 years.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>3. Construction Logistics and Management Plan The applicant / developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development , and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £5,000 (five thousand pounds). The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:</p> <ul style="list-style-type: none"> a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway; b) The estimated number and type of vehicles per day/week; c) Estimates for the number and type of parking suspensions that will be required; and d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. 	

Stakeholder	Question/Comment	Response
	<p>Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to main traffic safety.</p> <p>4. Cycle Parking The applicant will be required to provide long and short-stay cycle parking provision, for both residential and non-residential elements of the development, in line with the London Plan (2021), cycle parking is to be design and implemented in line with the London Cycle Design Standards.</p> <p>Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) standards and the London Cycle Design Standards.</p> <p>5. Delivery and Servicing Plan The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The delivery and servicing plan must also include a waste management plan which includes details of how refuse is to be collected from the site.</p> <p>Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway.</p> <p>7. Residential Travel Plan Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will</p>	

Stakeholder	Question/Comment	Response
	<p>require the following measures to be included as part of the travel plan in order to maximise the use of public transport:</p> <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident.</p> <p>c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) per year per travel plan for five years £20,000 (twenty thousand pounds) in total for the monitoring of the travel plan initiatives.</p> <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p>13. Section 278 (Highway Works) Agreement Prior to the first occupation of the development, the developer shall enter into an agreement with the Council as the Local Highway Authority under Section 278 of the Highways Act 1980 to undertake highway works comprising, new public realm scheme, cross over and footways works proposed on Clarendon Road. The applicant will be required to provide details designs for all associated works including a Stage 1 and Stage 2 Road Safety Audits being carried.</p> <p>Reason: To ensure the highway works are undertaken to high-level standards and in accordance with the Council's requirements. To enable the amendment of the Traffic Management Order enabling the reinstatement of on-street parking outside the site, as well as lining and signing works.</p> <p><u>Conditions</u></p> <p>1. Service and delivery plan, the applicant will be required to submit a service and delivery plan which includes how refuse collections will be made by both the</p>	

Stakeholder	Question/Comment	Response
	<p>residential and commercial element of the development proposal. The plan must be submitted for approval before the development is occupied.</p> <p>Reason: To reduce the number of trips and reduce the impacts of the development proposal on the highways network.</p>	
Carbon team	<p>Carbon Management Response 10/05/2023</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by XCO2 (dated May 2023) • Overheating Risk Assessment prepared by XCO2 (dated 7 October 2022) • Sustainability/BREEAM Statement prepared by XCO2 (dated 19 October 2022) • Whole Life Cycle Carbon Assessment prepared by XCO2 (dated 17 October 2022) • Circular Economy Statement prepared by XCO2 (dated 17 October 2022) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 63.3% on site, which is supported in principle. The applicant should provide further clarifications with regards to the Energy Strategy and Overheating Strategy as mentioned in the following sections. Appropriate planning conditions will be recommended once this information has been provided.</p> <p>2. Energy Strategy</p> <p>Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L 2013). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 63.3% in carbon emissions with SAP10 carbon factors,</p>	<p>Observations have been taken into account. Conditions and clauses in 106 recommended</p>

Stakeholder	Question/Comment	Response																																																																						
	<p>from the Baseline development model (which is Part L 2013 compliant). This represents an annual saving of approximately 42.7 tonnes of CO₂ from a baseline of 67.5 tCO₂/year.</p> <p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 30.8 tCO₂.</p> <table border="1" data-bbox="468 528 1668 1209"> <thead> <tr> <th></th> <th colspan="2">Residential</th> <th colspan="2">Non-residential</th> <th colspan="2">Site-wide</th> </tr> <tr> <th><i>(SAP10 emission factors)</i></th> <th>tCO₂</th> <th>%</th> <th>tCO₂</th> <th>%</th> <th>tCO₂</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Baseline emissions</td> <td>57.1</td> <td></td> <td>10.4</td> <td></td> <td>67.5</td> <td></td> </tr> <tr> <td>Be Lean savings</td> <td>5.7</td> <td>10%</td> <td>4.0</td> <td>38.6%</td> <td>9.7</td> <td>14.3%</td> </tr> <tr> <td>Be Clean savings</td> <td>0.0</td> <td>0%</td> <td>0</td> <td>0%</td> <td>0.0</td> <td>0%</td> </tr> <tr> <td>Be Green savings</td> <td>30.6</td> <td>53.7%</td> <td>2.4</td> <td>22.9%</td> <td>33.0</td> <td>48.9%</td> </tr> <tr> <td>Cumulative savings</td> <td>36.3</td> <td>63.6%</td> <td>6.4</td> <td>61.4%</td> <td>42.7</td> <td>63.3%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO₂)</td> <td colspan="6">24.8</td> </tr> <tr> <td>Carbon offset contribution</td> <td colspan="6">£95 x 30 years x 24.8 tCO₂/year = £70,680</td> </tr> <tr> <td>10% management fee</td> <td colspan="6">£7,068</td> </tr> </tbody> </table> <p>Energy Use Intensity / Space Heating Demand Applications are required to report on the total Energy Use Intensity and Space Heating Demand, in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance,</p>		Residential		Non-residential		Site-wide		<i>(SAP10 emission factors)</i>	tCO ₂	%	tCO ₂	%	tCO ₂	%	Baseline emissions	57.1		10.4		67.5		Be Lean savings	5.7	10%	4.0	38.6%	9.7	14.3%	Be Clean savings	0.0	0%	0	0%	0.0	0%	Be Green savings	30.6	53.7%	2.4	22.9%	33.0	48.9%	Cumulative savings	36.3	63.6%	6.4	61.4%	42.7	63.3%	Carbon shortfall to offset (tCO₂)	24.8						Carbon offset contribution	£95 x 30 years x 24.8 tCO ₂ /year = £70,680						10% management fee	£7,068						
	Residential		Non-residential		Site-wide																																																																			
<i>(SAP10 emission factors)</i>	tCO ₂	%	tCO ₂	%	tCO ₂	%																																																																		
Baseline emissions	57.1		10.4		67.5																																																																			
Be Lean savings	5.7	10%	4.0	38.6%	9.7	14.3%																																																																		
Be Clean savings	0.0	0%	0	0%	0.0	0%																																																																		
Be Green savings	30.6	53.7%	2.4	22.9%	33.0	48.9%																																																																		
Cumulative savings	36.3	63.6%	6.4	61.4%	42.7	63.3%																																																																		
Carbon shortfall to offset (tCO₂)	24.8																																																																							
Carbon offset contribution	£95 x 30 years x 24.8 tCO ₂ /year = £70,680																																																																							
10% management fee	£7,068																																																																							

Stakeholder	Question/Comment	Response												
	<p>including what methodology has been used. EUI is a measure of the total energy consumed annually but should exclude on-site renewable energy generation and energy use from electric vehicle charging.</p> <p>The overall energy use intensity (EUI) of the proposed development is 448,040 kWh/year. The average proposed space heating demand is 29.59 kWh/m²/year.</p> <table border="1" data-bbox="472 491 1671 679"> <thead> <tr> <th data-bbox="472 491 770 603">Building type</th> <th data-bbox="779 491 1068 603">EUI (kWh/m²/year)</th> <th data-bbox="1077 491 1366 603">Space Heating Demand (kWh/m²/year)</th> <th data-bbox="1375 491 1671 603">Methodology used</th> </tr> </thead> <tbody> <tr> <td data-bbox="472 609 770 641">Residential</td> <td data-bbox="779 609 1068 641"></td> <td data-bbox="1077 609 1366 641"></td> <td data-bbox="1375 609 1671 641"></td> </tr> <tr> <td data-bbox="472 647 770 679">Non-Residential</td> <td data-bbox="779 647 1068 679"></td> <td data-bbox="1077 647 1366 679"></td> <td data-bbox="1375 647 1671 679"></td> </tr> </tbody> </table> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - What is the calculated Energy Use Intensity (excluding renewable energy) for the residential and non-residential build? How does this perform against the GLA benchmarks, i.e. at 35 (residential) and 55 (non-residential) kWh/m²/year? Please re-submit the information in line with the GLA's reporting template and specify the methodology used to calculate these figures. - What is the calculated space heating demand for the residential and non-residential build? How does this perform against the GLA benchmark of 15 kWh/m²/year? Please submit the information in line with the GLA's reporting template and specify the methodology used to calculate these figures. <p>Energy – Lean</p> <p>The applicant has proposed a site-wide saving of 9.7tCO₂ in emissions (14.3%) through improved energy efficiency standards in key elements of the build, based on SAP10 carbon factors. A total of 5.7 tCO₂ (10%) and 4.0 tCO₂ (38.6%) reduction of emissions are proposed for residential and non-residential part of the development respectively. This goes beyond the minimum 10% and 15% reduction for residential</p>	Building type	EUI (kWh/m ² /year)	Space Heating Demand (kWh/m ² /year)	Methodology used	Residential				Non-Residential				
Building type	EUI (kWh/m ² /year)	Space Heating Demand (kWh/m ² /year)	Methodology used											
Residential														
Non-Residential														

Stakeholder	Question/Comment	Response																																	
	<p>and non-residential development respectively set in London Plan Policy SI2, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <table border="1" data-bbox="472 416 1671 1350"> <thead> <tr> <th data-bbox="472 416 680 450">Elements:</th> <th data-bbox="689 416 965 450">Residential</th> <th data-bbox="974 416 1671 450">Non-Residential</th> </tr> </thead> <tbody> <tr> <td data-bbox="472 456 680 528">Floor u-value</td> <td data-bbox="689 456 965 528">0.10 W/m²K</td> <td data-bbox="974 456 1671 528">0.10 W/m²K</td> </tr> <tr> <td data-bbox="472 534 680 606">External wall u-value</td> <td data-bbox="689 534 965 606">0.15 W/m²K</td> <td data-bbox="974 534 1671 606">0.15 W/m²K</td> </tr> <tr> <td data-bbox="472 612 680 646">Roof u-value</td> <td data-bbox="689 612 965 646">0.10 W/m²K</td> <td data-bbox="974 612 1671 646">0.10 W/m²K</td> </tr> <tr> <td data-bbox="472 652 680 724">Door u-value</td> <td data-bbox="689 652 965 724">1.30 W/m²K</td> <td data-bbox="974 652 1671 724">1.20 W/m²K</td> </tr> <tr> <td data-bbox="472 730 680 802">Window u-value</td> <td data-bbox="689 730 965 802">1.20 W/m²K</td> <td data-bbox="974 730 1671 802">1.20 W/m²K</td> </tr> <tr> <td data-bbox="472 809 680 842">G-value</td> <td data-bbox="689 809 965 842">0.50</td> <td data-bbox="974 809 1671 842">0.40</td> </tr> <tr> <td data-bbox="472 849 680 946">Air permeability rate</td> <td data-bbox="689 849 965 946">3 m³/hm² @ 50Pa</td> <td data-bbox="974 849 1671 946">2.5 m³/hm² @ 50Pa</td> </tr> <tr> <td data-bbox="472 952 680 1203">Ventilation strategy</td> <td data-bbox="689 952 965 1203">Mechanical ventilation with heat recovery (MVHR 95% efficiency; Specific Fan Power)</td> <td data-bbox="974 952 1671 1203">Mechanical ventilation with heat recovery (MVHR 80% efficiency; 0.8 W/l/s Specific Fan Power)</td> </tr> <tr> <td data-bbox="472 1209 680 1281">Thermal bridging</td> <td data-bbox="689 1209 965 1281">TBC</td> <td data-bbox="974 1209 1671 1281">TBC</td> </tr> <tr> <td data-bbox="472 1287 680 1350">Low energy lighting</td> <td data-bbox="689 1287 965 1350">100%</td> <td data-bbox="974 1287 1671 1350">100%</td> </tr> </tbody> </table>	Elements:	Residential	Non-Residential	Floor u-value	0.10 W/m ² K	0.10 W/m ² K	External wall u-value	0.15 W/m ² K	0.15 W/m ² K	Roof u-value	0.10 W/m ² K	0.10 W/m ² K	Door u-value	1.30 W/m ² K	1.20 W/m ² K	Window u-value	1.20 W/m ² K	1.20 W/m ² K	G-value	0.50	0.40	Air permeability rate	3 m ³ /hm ² @ 50Pa	2.5 m ³ /hm ² @ 50Pa	Ventilation strategy	Mechanical ventilation with heat recovery (MVHR 95% efficiency; Specific Fan Power)	Mechanical ventilation with heat recovery (MVHR 80% efficiency; 0.8 W/l/s Specific Fan Power)	Thermal bridging	TBC	TBC	Low energy lighting	100%	100%	
Elements:	Residential	Non-Residential																																	
Floor u-value	0.10 W/m ² K	0.10 W/m ² K																																	
External wall u-value	0.15 W/m ² K	0.15 W/m ² K																																	
Roof u-value	0.10 W/m ² K	0.10 W/m ² K																																	
Door u-value	1.30 W/m ² K	1.20 W/m ² K																																	
Window u-value	1.20 W/m ² K	1.20 W/m ² K																																	
G-value	0.50	0.40																																	
Air permeability rate	3 m ³ /hm ² @ 50Pa	2.5 m ³ /hm ² @ 50Pa																																	
Ventilation strategy	Mechanical ventilation with heat recovery (MVHR 95% efficiency; Specific Fan Power)	Mechanical ventilation with heat recovery (MVHR 80% efficiency; 0.8 W/l/s Specific Fan Power)																																	
Thermal bridging	TBC	TBC																																	
Low energy lighting	100%	100%																																	

Stakeholder	Question/Comment			Response
	Heating system (efficiency / emitter)	Gas boiler with 90% efficiency	Gas boiler with 90% efficiency	
	Thermal mass	TBC	TBC	
	Improvement from the target fabric energy efficiency (TFEE)	21.4% improvement, from 53.9 to 42.4 kWh/m2.yr		
	<p>Actions:</p> <ul style="list-style-type: none"> - Please identify on a plan where the MVHR units will be located within the dwellings. The units should be less than 2m away from external walls. This detail can also be conditioned. - The fabric efficiencies and thermal bridging should be improved upon to reduce heat losses. - What is the construction of the building and what is the assumed thermal mass? <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to</p>			

Stakeholder	Question/Comment	Response
	<p>supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.</p> <p>The development is within 500 meters of a planned future DEN, so the development is expected to secure connection subject to demonstration of technical feasibility and financial viability. The applicant proposes a site-wide heat network utilising ASHP allowing future connection including a single point of connection, capped off connections to non-domestic spaces and a single plant room.</p> <p>The applicant will need to demonstrate that they will provide the following details prior to the commencement of construction:</p> <ul style="list-style-type: none"> a) Buried pipe (dry and filled with nitrogen) to our specification from the GF plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point; b) A good quality network within the building – 60/40 F&R, <50W/dwelling losses from the network – ideally to an agreed standard in the S106; c) A clear plan for QA of the network post-design approval through to operation, based on CP1; d) A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set. <p><u>Actions:</u></p> <ul style="list-style-type: none"> – Please provide a Connection to the DEN scenario that shows the carbon reduction following the Energy Hierarchy, and state what carbon factor has been used. – Please submit a site plan showing the connection point at the edge of the site, location of a pipe between the connection point and plant room, and plant room layout and schematics. <p>Energy – Green</p>	

Stakeholder	Question/Comment	Response
	<p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 27.7 tCO₂ (47.7%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 16.69 kWp, with 2.8 kWp attributed to commercial area and 13.89kWp to the residential, which is estimated to produce around 12,482 kWh of renewable electricity per year, equivalent to a reduction of 2.9 tCO₂/year. The array of panels of 83.45m² will cover the roof with a southern orientation.</p> <p>A communal air-to-water ASHP system (COP of 2.6) will provide hot water and heating to the residential spaces for 100% of the demand. Individual ASHP systems (COP heating 2.6 & cooling 6.0) will provide space heating, hot water and space cooling to the non-residential spaces for 100% of demand. In total the ASHP technology will save 30.4 tCO₂/year in the development.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please provide some commentary on how the available roof space has been maximised to install solar PV. - A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels. - Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact. 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - What analysis has been undertaken to assess the costs to occupants at peak demand, and what alternative options were explored to meet some of the peak demand with other heating sources? - What thermal storage capacity will be provided within the plant room, and how much will be provided for the non-domestic spaces? Thermal storage capacity should be maximised to reduce the cost to generate heat during peak periods. <p>Energy – Be Seen</p> <p>London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment, and renewable energy technologies.</p> <p>The applicant should install metering equipment on site, with sub-metering by dwelling & non-residential unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents and businesses.</p> <ul style="list-style-type: none"> - Please confirm that sub-metering will be implemented for residential and commercial units. - What are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters, battery storage? <p>3. Carbon Offset Contribution</p> <p>A carbon shortfall of 24.8 tCO₂/year remains (based on a low-carbon heating solution). The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.</p> <p>A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built.</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant should present two carbon reduction table scenarios:</p> <ul style="list-style-type: none"> • Scenario 1: Connection to the DEN scenario (residual tCO₂ over 30 years) • Scenario 2: Low-carbon alternative heating solution (residual tCO₂ over 30 years) <p><u>Action:</u></p> <ul style="list-style-type: none"> - Energy modelling of the two scenarios is needed to calculate the deferred carbon offset contribution. Please provide the energy modelling for these scenarios. <p>4. Overheating</p> <p>London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 and TM52 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled 6 retail spaces and 42 habitable spaces including 26 habitable rooms (22 double bedroom and 4 single bedroom), 16 spaces (7no. 1-bed KLDs, 8no. 2-bed KLDs and 1no. 3-bed KLDs) and 1 corridor under the London Weather Centre files.</p> <p>The acoustic assessment has set out that all bedrooms are expected to experience increased risk of noise. Therefore, the TM59 criteria for predominantly mechanically ventilated dwellings apply (assuming windows need to remain closed). Results are listed in the table below.</p>	

Stakeholder	Question/Comment					Response	
	<u>Residential:</u>						
		TM59 – criterion A (<3% hours of overheating)	TM59 – criterion B hours >26°C (pass <33 hours)	Number of habitable rooms pass TM59	Number of spaces pass TM52		Number of corridors pass
	DSY1 2020s	42/42	26/26	26/26	16/16		1/1
	DSY2 2020s	0/42	0/26	0/26	0/16		0/1
	DSY3 2020s	0/42	0/26	0/26	0/16		0/1
	DSY1 2050s	0/21	13/13	13/13	0/8		0/0
	DSY1 2080s	1/21	8/13	1/8	0/13		0/0
	<u>Non-residential:</u>						
		Mechanical Ventilation	g-value	Design Change	Number of retail spaces pass TM5		
	DSY1 2020s	10 l/s/p	0.5	Natural Ventilation	0/6		
	DSY1 2020s	10 l/s/p	0.3	Trim cooling MVHR with cooling coil	6/6		
	DSY2 2020s	20 l/s/p	0.25	Trim cooling MVHR with cooling coil	6/6		

Stakeholder	Question/Comment				Response	
	DSY3 2020s	20 l/s/p	0.25	Trim cooling MVHR with cooling coil	6/6	
	DSY1 2050s	20 l/s/p	0.25	Trim cooling MVHR with cooling coil	6/6	
	DSY1 2080s	20 l/s/p	0.25	Active cooling MVHR	6/6	
	<p>All rooms pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Ensure a minimum opening equivalent areas of the windows as proposed in the Table 9 of the report. - Glazing g-value of 0.50 for all residential windows and glazed doors. - Use of internal shading devices e.g., curtains or blinds of low shading coefficient to be recommended to the future tenants. - External fins at level 1 - Natural ventilation option (but not for the purposes of the modelling) – side hung by 90 degrees, inward opening. - Corridors to have 10 L/s mechanical extract fans in AOV riser. - MVHR ‘trim cooling’ for all residential apartments <p>In the event of overheating, residents should make use of their balconies or the communal outdoor space at Level 6.</p> <p>Proposed future mitigation measures include:</p> <ul style="list-style-type: none"> - 800mm deep external shading (to achieve 1m in total) as a horizontal feature on south and south-west glazing - G-value of 0.40 - Higher flow rates from MVHR at night, and air conditioning for the 3-bedroom flats <p>Further retrofit plans are suggested for the more extreme weather files:</p>					

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Juliet balconies with railing to replace fixed glazing at the end of their life; - External automated blinds; - Ceiling fans on the dwellings; - Active cooling for 2080s weather file. <p><u>Overheating Actions:</u></p> <ul style="list-style-type: none"> - Why is the shading not proposed on higher levels? Why is it not integrated within the current design? - What heat loss has been assumed for the pipework? - How would the lower g-value be achieved? - To what extent MVHR is being taken into consideration? - Specify the shading strategy, including: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed. Internal blinds cannot be used to pass the weather files, but can form part of the delivered strategy to reduce overheating risk for occupants (as long as it does not compromise any ventilation requirements). - Specify the ventilation strategy, including: floorplans showing which habitable spaces will be predominantly naturally ventilated or mechanically ventilated, specification of the proposed mechanical ventilation (efficiency and air changes), window opening areas. - Specify the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m² and MY/year? Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point / any renewable sources. - Confirm who will own the overheating risk when the building is occupied (not the residents). - This development should have a heatwave plan / building user guide to mitigate overheating risk for occupants. <p>5. Sustainability</p>	

Stakeholder	Question/Comment	Response
	<p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p>The applicant proposes 100% of the timber used during construction to be sourced from accredited Forest Stewardship Council (FSC) or Programme for the Endorsement of forestry Certification (PEFC) source. Sustainable urban drainage systems (SUDS) is proposed, comprising blue roofs and below ground attenuation tanks incorporated on site. The discharge rate from the development to be restricted and achieving an 84.2% reduction on existing peak flows for the 100-year storm event.</p> <p><i>Non-Domestic BREEAM Requirement</i> Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p>The applicant has prepared a BREEAM Pre-Assessment Report for the commercial portion of the development. Based on this report, a score of 65.94% is expected to be achieved, equivalent to 'Very Good' rating.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - The submitted table should specify which targets could be achieved and which will not be met. This needs to include justification where targets are not met or 'potential' credits (where they are available under the Shell and Core assessment). This will enable better assessment of which credits. <p><i>Urban Greening / Biodiversity</i></p>	

Stakeholder	Question/Comment	Response
	<p>All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p> <p>The development aims to achieves an Urban Greening Factor of 0.4 in line with Policy G5 of the London Plan for residential-led sites.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Provide Urban Greening Factor calculation showing it achieves the minimum 0.4 for residential-led sites. - Provide the Biodiversity Net Gain calculation. <p><i>Living roofs</i></p> <p>All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.</p> <p>The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth.</p>	

Stakeholder	Question/Comment			Response																
	<p data-bbox="465 236 1715 306">Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p data-bbox="465 347 1066 379">Whole Life-Cycle Carbon Assessments</p> <p data-bbox="465 386 1680 491">Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life-Cycle Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions.</p> <p data-bbox="465 533 1617 603">The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:</p> <table border="1" data-bbox="465 641 1671 1377"> <thead> <tr> <th data-bbox="474 641 752 753"></th> <th data-bbox="761 641 1003 753">Estimated carbon emissions</th> <th data-bbox="1012 641 1366 753">GLA benchmark RESIDENTIAL</th> <th data-bbox="1375 641 1662 753">Embodied carbon rating (Industry-wide)</th> </tr> </thead> <tbody> <tr> <td data-bbox="474 759 752 970">Product & Construction Stages Modules A1-A5 (excl. sequestration)</td> <td data-bbox="761 759 1003 970">633 kgCO₂e/m²</td> <td data-bbox="1012 759 1366 970">Meets GLA benchmark (<850 kgCO₂e/m²) but misses the aspirational target (<500 kgCO₂e/m²).</td> <td data-bbox="1375 759 1662 970">Modules A1-A5 achieve a band rating of 'D', not meeting the LETI 2020 Design Target.</td> </tr> <tr> <td data-bbox="474 976 752 1161">Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)</td> <td data-bbox="761 976 1003 1161">395 kgCO₂e/m²</td> <td data-bbox="1012 976 1366 1161">Does not meet GLA target (<350 kgCO₂e/m²) and aspirational benchmark (<300 kgCO₂e/m²).</td> <td data-bbox="1375 976 1662 1161"></td> </tr> <tr> <td data-bbox="474 1168 752 1377">Modules A-C (excl B6, B7 and incl. sequestration)</td> <td data-bbox="761 1168 1003 1377">973 kgCO₂e/m²</td> <td data-bbox="1012 1168 1366 1377">Meets GLA target (<1200 kgCO₂e/m²) and the aspirational benchmark (<800 kgCO₂e/m²).</td> <td data-bbox="1375 1168 1662 1377">Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'D', not meeting the</td> </tr> </tbody> </table>				Estimated carbon emissions	GLA benchmark RESIDENTIAL	Embodied carbon rating (Industry-wide)	Product & Construction Stages Modules A1-A5 (excl. sequestration)	633 kgCO ₂ e/m ²	Meets GLA benchmark (<850 kgCO ₂ e/m ²) but misses the aspirational target (<500 kgCO ₂ e/m ²).	Modules A1-A5 achieve a band rating of 'D', not meeting the LETI 2020 Design Target.	Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)	395 kgCO ₂ e/m ²	Does not meet GLA target (<350 kgCO ₂ e/m ²) and aspirational benchmark (<300 kgCO ₂ e/m ²).		Modules A-C (excl B6, B7 and incl. sequestration)	973 kgCO ₂ e/m ²	Meets GLA target (<1200 kgCO ₂ e/m ²) and the aspirational benchmark (<800 kgCO ₂ e/m ²).	Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'D', not meeting the	
	Estimated carbon emissions	GLA benchmark RESIDENTIAL	Embodied carbon rating (Industry-wide)																	
Product & Construction Stages Modules A1-A5 (excl. sequestration)	633 kgCO ₂ e/m ²	Meets GLA benchmark (<850 kgCO ₂ e/m ²) but misses the aspirational target (<500 kgCO ₂ e/m ²).	Modules A1-A5 achieve a band rating of 'D', not meeting the LETI 2020 Design Target.																	
Use and End-Of-Life Stages Modules B-C (excl. B6 and B7)	395 kgCO ₂ e/m ²	Does not meet GLA target (<350 kgCO ₂ e/m ²) and aspirational benchmark (<300 kgCO ₂ e/m ²).																		
Modules A-C (excl B6, B7 and incl. sequestration)	973 kgCO ₂ e/m ²	Meets GLA target (<1200 kgCO ₂ e/m ²) and the aspirational benchmark (<800 kgCO ₂ e/m ²).	Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'D', not meeting the																	

Stakeholder	Question/Comment			Response
				LETI 2020 Design Target.
	Use and End-Of-Life Stages Modules B6 and B7	738 kgCO ₂ e/m ²	N/A	
	Reuse, Recovery, Recycling Stages Module D	150 kgCO ₂ e/m ²	N/A	
	<p>This shows that the majority of carbon emissions (42%) are associated with Module B6-B7 with Module A1-A5 contributing the second highest amount at 36% of WLC emissions.</p> <p>The highest embodied carbon in Modules A1-A5 is attributed to the superstructure (65%) and substructure (24%). In Modules B-C (excl B6 & B7) the highest contributors in embodied carbon are superstructure (50%), internal finishes (29%) and the services (14%). A number of areas have been identified to calculate more accurately and to reduce the embodied carbon of the buildings.</p> <p>The GLA requested further actions to be taken on whole-life carbon, which we support.</p> <p>Circular Economy Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p>			

Stakeholder	Question/Comment	Response
	<p>The principles used for this development are:</p> <ul style="list-style-type: none"> - Building in Layers - Designing Out Waste - Designing for longevity, circa 50 years of building life, and disassembly at end of life - Designing for flexibility and adaptability - Design for Disassembly - Using Systems, Elements or Materials that can be Reused and Recycled <p>The report sets Circular Economy Design Out Waste (Table 2-5), Design for Longevity (Table 6), Designing for adaptability or flexibility (Table 7), Strategies to promote the use of reusable or recyclable systems, elements or materials (Table 9), key commitments and implementation plan (Table 12). This is a fairly high level of information, and the applicant expects this to become more detailed as the detailed design progresses following permission.</p> <p>The GLA requested further actions to be taken on Circular Economy, which we support.</p> <p>6. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £70,680 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages. - DEN connection (and associated obligations) - Heating strategy fall-back option if not connecting to the DEN <p>7. Planning Conditions</p>	

Stakeholder	Question/Comment	Response												
	<p>To be secured, however amendments are expected to be submitted and outstanding items resolved before the conditions can be drafted.</p> <p>Carbon Management Response 17/05/2023</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by XCO2 (dated 11th May 2023) • Overheating Risk Assessment prepared by XCO2 (dated 15th May 2023) • BREEAM Summary of Performance & Rating dated 24th May 2023 • Biodiversity New Gain Calculation prepared by Ecology and Land Management (dated October 2022) • Basement Level Plans including District Heating. • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 63.3% on site, which is supported.</p> <p>2. Energy Strategy</p> <p>Energy Use Intensity / Space Heating Demand</p> <p>The energy use intensity (EUI) and space heating demand of the proposed development is as follows:</p> <table border="1" data-bbox="468 1098 1668 1394"> <thead> <tr> <th data-bbox="472 1098 770 1246">Building type</th> <th data-bbox="770 1098 1068 1246">EUI (kWh/m²/year)</th> <th data-bbox="1068 1098 1323 1246">Space Heating Demand (kWh/m²/year)</th> <th data-bbox="1323 1098 1664 1246">Methodology used</th> </tr> </thead> <tbody> <tr> <td data-bbox="472 1246 770 1321">Residential</td> <td data-bbox="770 1246 1068 1321">111.2</td> <td data-bbox="1068 1246 1323 1321">34.1</td> <td data-bbox="1323 1246 1664 1321">Part L Calculation (SAP)</td> </tr> <tr> <td data-bbox="472 1321 770 1394">Non-Residential</td> <td data-bbox="770 1321 1068 1394">54.8</td> <td data-bbox="1068 1321 1323 1394">1.2</td> <td data-bbox="1323 1321 1664 1394">Part L Calculation (BRUKL)</td> </tr> </tbody> </table>	Building type	EUI (kWh/m ² /year)	Space Heating Demand (kWh/m ² /year)	Methodology used	Residential	111.2	34.1	Part L Calculation (SAP)	Non-Residential	54.8	1.2	Part L Calculation (BRUKL)	
Building type	EUI (kWh/m ² /year)	Space Heating Demand (kWh/m ² /year)	Methodology used											
Residential	111.2	34.1	Part L Calculation (SAP)											
Non-Residential	54.8	1.2	Part L Calculation (BRUKL)											

Stakeholder	Question/Comment	Response
	<p>The applicant has clarified that the scheme has gone beyond the Building Regulations Part L 2013 and 2021 standards, low thermal bridging y-values and efficient MVHR systems. It is recommended to explore more options to decrease the Energy Use Intensity.</p> <p>Energy – Lean The applicant has proposed to meet and exceed the Part L 2013 thermal bridging y-value target of 0.15 by achieving a value of 0.08-0.10. An indicative thermal mass parameter of 250 kJ/m²K has been applied to all dwellings, this is based on a proposed steel frame construction with brick façade. The detail of MVHR is requested to be conditioned.</p> <p>Energy – Clean Applicant to provide the following information on DEN in later stage. The applicant will need to demonstrate that they will provide the following details prior to the commencement of construction:</p> <ul style="list-style-type: none"> e) Buried pipe (dry and filled with nitrogen) to our specification from the GF plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point; f) A good quality network within the building – 60/40 F&R, <50W/dwelling losses from the network – ideally to an agreed standard in the S106; g) A clear plan for QA of the network post-design approval through to operation, based on CP1; h) A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set. <p>In order to calculate the carbon-offset a connection to DEN scenario must be calculated. The site plan that shows the connection point and the location between the connection point and plant room is required.</p>	

Stakeholder	Question/Comment	Response
	<p><u>Actions:</u></p> <ul style="list-style-type: none"> – Please provide a Connection to the DEN scenario that shows the carbon reduction following the Energy Hierarchy, and state what carbon factor has been used. This can be conditioned. <p>Energy – Green</p> <p>The development does not propose living roofs to minimise the distance between PV arrays maximising the overall on-site renewable energy generation. The roof area is proposed to be painted in a light colour to minimise the temperature of the areas below the panels.</p> <p>The ASHP units is proposed at roof level as per the plan in appendix H of the energy statement, and acoustic attenuation is proposed to minimise noise and sheltering of the units to minimise their visual impact.</p> <p>Smart energy meters are proposed as part of the proposed scheme. The feasibility to incorporate demand side flexibility measures is proposed to be explored at the next stages.</p> <p>The applicant proposed to confirm the technical details of thermal stores during the technical design stage.</p> <p>Energy – Be Seen</p> <p>The applicant confirms a monitoring strategy to be put in place ensuring monitoring and reporting of the actual energy performance of the development post-occupation which will include sub-metering for both the domestic and non-domestic spaces individually.</p> <p>3. Carbon Offset Contribution</p> <p>A carbon shortfall of 24.8 tCO₂/year remains (based on a low-carbon heating solution). The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.</p>	

Stakeholder	Question/Comment	Response
	<p>A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built.</p> <p>The applicant should present two carbon reduction table scenarios:</p> <ul style="list-style-type: none"> • Scenario 1: Connection to the DEN scenario (residual tCO₂ over 30 years) • Scenario 2: Low-carbon alternative heating solution (residual tCO₂ over 30 years) <p><u>Action:</u></p> <ul style="list-style-type: none"> - Energy modelling of the two scenarios is needed to calculate the deferred carbon offset contribution. Please provide the energy modelling for these scenarios. This can be conditioned. <p>4. Overheating</p> <p>An updated overheating assessment is submitted which follows the cooling hierarchy which includes external shading, lower g-value and cooling coil capacity as mitigation measures consecutively.</p> <p>The report has modelled all south and west facing windows including a 500mm overhang, plus all west facing windows including an additional 500mm side fin to the south side. These mitigation proposals have reduced the number of overheating hours by approximately 5%.</p> <p>The applicant has confirmed that the model accounts for 12.19 W/m heat loss per metre run of pipe. The MVHR system is proposed for all dwelling with a trim-cooling capacity of 2.2kW for the largest 3-bed flats and be able to provide constant air at 18.9°C with a flow rate of 60/90/120 l/s for the 1Bed/2Bed/3Bed respectively, for the whole flat.</p> <p>The efficiency and air changes of the proposed mechanical ventilation are as follows:</p>	

Stakeholder	Question/Comment	Response
	<p>Balanced whole flat MVHR: 0.7 (70%) heat recovery efficiency. SFP (1/2/3 wet rooms) = 0.42 / 0.50 / 0.61 W/l.s, respectively.</p> <p>Air source heat pumps (ASHP) is proposed for both heating and cooling of the non-residential portions of the development (e.g., for the 3 no. commercial units at ground level). The specification of the proposed ASHP is COP = 2.6 / EER = 6.0.</p> <p>Applicant confirms to provide building user guide or a formal heatwave plan at later stage and requests to condition this.</p> <p>5. Sustainability</p> <p><i>Non-Domestic BREEAM Requirement</i> The applicant has prepared a BREEAM Pre-Assessment Report for the commercial portion of the development. Based on this report, a score of 64.72% is expected to be achieved, equivalent to 'Very Good' rating and a potential score of 72.47% can be achieved, equivalent to 'Excellent' rating.</p> <p><i>Urban Greening / Biodiversity</i> The development aims to achieves an Urban Greening Factor of 0.431 in line with Policy G5 of the London Plan for residential-led sites. The bio-diversity net gain calculation is submitted which shows that the development will make a net contribution of habitat biodiversity units of 431.26% and a net loss of linear biodiversity units of -100%.</p> <p><i>Living roofs</i> Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p><i>Whole Life-Cycle Carbon Assessments</i></p>	

Stakeholder	Question/Comment	Response
	<p>The GLA requested further actions to be taken on whole-life carbon, which we support.</p> <p>Circular Economy The GLA requested further actions to be taken on Circular Economy, which we support.</p> <p>6. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £70,680 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages. - DEN connection (and associated obligations) - Heating strategy fall-back option if not connecting to the DEN <p>7. Planning Conditions To be secured:</p> <p><u>Energy strategy:</u> <i>The development hereby approved shall be constructed in accordance with the Energy Statement prepared by XCO2 (dated May 2023) delivering a minimum 63.3% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, communal ASHP and future connection to the Decentralised Energy Network, and a minimum 16.69kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - Carbon reduction following the energy hierarchy for future connection to DEN and ASHP scenario; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy; - Confirmation of the necessary fabric efficiencies to achieve a minimum 10% reduction with SAP10 carbon factors; - Details to reduce thermal bridging; - Location, specification and efficiency of the proposed ASHP system (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures; - Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit; - Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid; - Specification of any additional equipment installed to reduce carbon emissions; - A metering strategy <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) The solar PV arrays must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u>DEN Connection:</u> <i>Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</i></p> <ul style="list-style-type: none"> <i>• Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);</i> <i>• Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.</i> <i>• Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;</i> <i>• A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the</i> 	

Stakeholder	Question/Comment	Response
	<p><i>phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;</i></p> <ul style="list-style-type: none"> • <i>Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;</i> • <i>Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;</i> • <i>Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;</i> • <i>Details of a future pipework route from the temporary boiler location to the plant room.</i> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p><u>Overheating</u> <i>Prior to the above ground commencement of the development, revised Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on the TM52 and TM59 Overheating modelling undertaken by XCO2 (Overheating Risk Assessment dated 15th May 2023).</i></p> <p><i>This report shall include:</i></p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Revised modelling of units modelled based on CIBSE TM52/59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile; - Demonstrating the mandatory pass for DSY1 2020s can be achieved following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of distribution heat losses, external shading, crime, noise and air quality issues are assessed and mitigated appropriately evidenced by the proposed location and specification of measures; - Modelling of mitigation measures required to pass future weather files including external shading, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; - Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of 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. <p>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</p> <p>(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</p> <ul style="list-style-type: none"> - Natural ventilation with fully inward openable windows; - Infiltration rate of 0.15 ACH - Window g-values of 0.4; - External shading – overhangs and side fins; - Mechanical ventilation with summer bypass (40l/s); - Hot water pipes insulated to high standards. 	

Stakeholder	Question/Comment	Response
	<p data-bbox="510 236 1644 306">- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.</p> <p data-bbox="463 347 1189 379"><i>Active cooling is not permitted in this development.</i></p> <p data-bbox="463 421 1682 529"><i>If the design of Blocks is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</i></p> <p data-bbox="463 571 1704 746"><i>REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i></p> <p data-bbox="463 826 936 858"><u>Overheating Building User Guide</u></p> <p data-bbox="463 865 1693 1120"><i>Prior to occupation of the residential dwellings, a Building User Guide for new residential occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems. The Building User Guide will be issued to residential occupants upon first occupation.</i></p> <p data-bbox="463 1161 1648 1270"><i>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p data-bbox="463 1311 775 1343"><u>BREEAM Certificates</u></p>	

Stakeholder	Question/Comment	Response
	<p><i>(a) Prior to commencement on site, a design stage accreditation certificate for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i></p> <p><i>The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i></p> <p><i>(b) Prior to occupation, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</i></p> <p><i>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</i></p> <p><i>Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u>Living roof(s)</u></p> <p><i>(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ul style="list-style-type: none"> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> <i>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;</i> <i>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 root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</i> <i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i> <i>vii) Management and maintenance plan, including frequency of watering arrangements.</i> <i>viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;</i> <p><i>(b) Prior to the occupation of 90% of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p><u>Circular Economy (Post-Completion report)</u> <i>Prior to the occupation of development, a Post-Construction Monitoring Report should be completed in line with the GLA’s Circular Economy Statement Guidance.</i></p> <p><i>The relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to the occupation of development.</i></p> <p><i>Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with London Plan (2021) Policies D3, SI2 and SI7, and Local Plan (2017) Policies SP4, SP6, and DM21.</i></p> <p><u>Whole-Life Carbon</u> <i>Prior to the occupation of each building, the post-construction tab of the GLA’s Whole Life Carbon Assessment template should be completed in line with the GLA’s Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any</i></p>	

Stakeholder	Question/Comment	Response
	<p><i>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.</i></p> <p><i>Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><u>Biodiversity</u></p> <p><i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> <p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p>	

Stakeholder	Question/Comment	Response
Waste Management Team	<p>Officers comments dated 12 December 2022</p> <p>I've looked at the details of this proposed development at 30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ.</p> <p>The number of household waste and recycling containers for the development are very slightly lower than calculated as they have been rounded down rather than up which I would advise against. We can't collect food waste from anything other than 140 litre bins as it is too heavy in larger containers although I appreciate this isn't reflected in the current guidance.</p> <p>Also from our perspective there is no requirement for waste and recycling from affordable housing and that for private rent or sale to be separated, being both from domestic sources. It may be more convenient to have one single waste / recycling storage room for domestic waste but this is at the developer's discretion. The only waste we would expect to be stored separately from residential is commercial waste and recycling and this is included as part of the development. The bin storage areas for all waste types are on the ground floor and accessible for servicing purposes.</p> <p>Officers comments dated 15 March 2023</p> <p>Thank you for your email and for letting me know about the changes to refuse strategy and bin provision. I note they have now been amended to 140 litre food waste bins and include an additional recycling bin as well as the reconfiguration of the commercial and residential bin storage facilities.</p> <p>Based on these changes I don't have any further comments but please let me know if there is anything else you need to check concerning waste and recycling.</p>	Comments noted
Building Control	I can confirm that the BiA provided for this scheme, meets the policy requirements subject to the following information being provided:	Comments noted.

Stakeholder	Question/Comment	Response
	<p>1 Soil investigation from the site itself; 2 Unexploded (UXO) bombs survey; and 3 Ground movement assessment and effect on adjoining structures (including the method of monitoring).</p>	Conditions included
Building Control	<p>Fire Safety matters to be considered by the HSE under Gateway</p> <p>1. A full detailed check of the fire strategy to be carried out on the submission to Building Control, or through the HSE, if submitted at a later date through the Gateway regime.</p>	
Flood & Water Management Lead	<p>Having reviewed the applicant's submitted:</p> <p>1) Flood Risk Assessment and SuDS main Report Part 1, Version 2 dated October 2022 2) Flood Risk Assessment and SuDS Appendices Part 2, dated October 2022 3) Blue Roof Area for SuDS Strategy Drawing reference number 221070-GSL-ZZ-XX-SK-C-0003 Version 02 dated 11th October 2022 4) Exceedance Flow Plan reference number 221070-GSL-ZZ-XX-SK-C-0002, version 01, dated 11th October 2022 5) Preliminary Drainage Layout drawing reference number 221070-GSL-ZZ-XX-SK-C-0001, version 01, dated 11th October 2022 along with 6) SuDS Maintenance plan reference number 220170-GSL-XX-XX-RP-C-0001 dated October 2022 as prepared by Graphics Structures 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>	Comments noted.

Stakeholder	Question/Comment	Response
<p>Pollution</p>	<p><u>Re: Planning Application HGY/2022/3846 at 30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ.</u></p> <p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the 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 floor space, with access, parking and landscaping and I will like to comment as follows.</p> <p>Having considered the applicant submitted design and access statement dated October 2022, Air Quality Assessment prepared by The PES Ltd dated 22nd September 2022 taken sections 5 (Baseline Air Quality), 6 (Potential Impacts), 7 (Air Quality Neutral Assessment), 8 (Mitigation) and 9 (Summary & Conclusions), Desk Study & Basement Impact Assessment Report with reference J20293 prepared by GEA Ltd dated December 2020 taken note of sections 2 (The Site), 3 (Screening Assessment), 4 (Scoping Assessment), 5 (Basement Impact Assessment), 6 (Development Issues) and 7 (Conclusions) and Energy Statement produced by XC02 dated October 2022 with the proposed use of PV panels and ASHP, please be advise that we have no objection to the proposed development in relation to AQ and Land Contamination but the following planning conditions and informative are recommend should planning permission be granted considering the nature of the proposed development.</p> <p>1. <u>Land Contamination</u></p> <p>Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> a. Using the information already submitted in the Desk Study & Basement Impact Assessment Report with reference J20293 prepared by GEA Ltd dated December 2020, chemical analyses on samples of the near surface soil in order to determine whether any contaminants are present and to provide an assessment of classification for waste disposal purposes shall be conducted. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing any additional remediation requirements where necessary. b. The risk assessment and refined Conceptual Model 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. <p><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. <u>Unexpected Contamination</u></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to</p> <p style="text-align: center;">1</p>	<p>Comments noted Conditions included</p>

	<p>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>1. Updated Air Quality Assessment</p> <p>Whilst the submitted Air Quality Assessment report prepared by The PES Ltd dated 22nd September 2022 is noted however, considering the distance of the proposed development to the monitoring sites used as baselines not fully representative of the development site and the fact that we have many and new closer monitoring locations in our latest AQ annual status report 2022 which the applicant has failed to consider, and the likely operational effect of the (B) road on the proposed development occupiers, an updated AQ assessment will need to be conducted so as to determine the actual existing baseline concentration in other to know the level of mitigation that will be required for the various floors of the development.</p> <p>Moreover, whilst we also take note of the use of Photovoltaic Panels (PV) and Air Source Heat Pump (ASHP) as the source of energy for the proposed development, the applicant will need to undertake a revised AQ Neutral Assessment which is based on the number of car trips generated by different land-use classes, together with the associated trip lengths and vehicle emission rates for the road transport emission and the annual gas consumption for the boilers installed in the proposed building for the building emission except the applicant is in the position to confirm explicitly that the source of energy to all the planning use class (Residential and Commercial) will be PV panels and ASHP and the planning use class will only be residential. Otherwise, the current submission of the applicant on the AQ Neutral Assessment is vague and need to be re-calculated.</p> <p>Therefore, in other to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people),</p> <ul style="list-style-type: none"> • Applicant will need to provide us an addendum AQ assessment of the proposed development taken into consideration the likely operational impact on the development by its proximity to a busy road i.e. (B138) so as to be able to reach an inform decision on its significant effects on the proposed development site and the overall local air quality. • Actual baseline monitoring will need to be undertaking at or within the close proximity of the site itself rather than relying purely on baseline monitoring farther away from the site or Defra mapped background concentrations. • A revised Air Quality Neutral Assessment, taking into account emissions from the installation of any boilers, transport sources and all other sources of emissions within and outside the proposed development must be undertaken and submitted for approval <p>Reason: To Comply with Policy 7.14 of the London Plan and the GLA SPG Sustainable Design and Construction.</p> <p>2. NRMM</p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p>	<p>Comments noted. Conditions included</p>
--	---	--

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

3. **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.

Stakeholder	Question/Comment	Response
Housing	<p>Summary Comments to the residential part of the proposed development only. The proposals have been amended following new guidance from the National Fire Chief Council's setting out the need for more than one staircase in new buildings of 18 metres or 7 storeys, as such comments from housing have been revised. Further amendments have been made tenure following comments last month and this is to reassess the plans following these amendments.</p> <p>The applicant seeks to provide 51 residential units – these are broken down by tenure as:</p> <ul style="list-style-type: none"> • 9 low-cost rent units • 7 intermediate (for sale – shared ownership) units • 34 private for sale units <p>Affordable housing provision The 9 low-cost rent units now proposed are:</p> <ul style="list-style-type: none"> • 2x 1B2P • 1x 2B3P • 3x 2B4P • 2x 3B4P • 1x 3B5P <p>The 7 intermediate (for sale – shared ownership) units proposed are:</p> <ul style="list-style-type: none"> • 3x 1B2P • 2x 2B3P • 1x 2B4P • 1x 3B4P <p style="text-align: center;">www.haringey.gov.uk</p>	Comments noted

The 35 private units proposed are:

- 3x studio
- 14x 1B2P
- 6x 2B3P
- 12x 2B4P

Affordable housing provision

Together the low-cost affordable rent and intermediate units proposed provide 16 units out of the 51 units – these are classed as the affordable housing. This represents 31.3% of total units. However, *Haringey's Housing Strategy* sets out that affordable housing provision should be measured by habitable room. On this basis, the low-cost rent units provide 28 habitable rooms out of the total 132 habitable rooms which equates to 21.2% and the intermediate units provide 19 habitable rooms which equates to 14.4%. Combined this represents 35.6% affordable housing by habitable room. Whilst this is approaching compliance with *Haringey's Housing Strategy*, the proposal is shy of meeting the 40% affordable housing by habitable room overall borough target as set out in the Local Plan. If the scheme could move closer to this, we can provide further comment.

The private for sale units total 35 units of the 51 and represent 85 habitable rooms of the 132 habitable rooms across the proposed development, this equates to 64.4%.

Dwelling and tenure mix

On dwelling mix, the recommended mix for the affordable rented housing is: 10% 1 beds, 45% 2 beds, 45% 3 beds (10% 4 beds or more).

This application proposes 22.2% 1 beds, 44.4% 2 beds and 33.3% 3 beds. The low-cost rented provision is now much closer to Haringey's recommended mix and this sees the number of family-sized low-cost (social rent/affordable rent) homes for those in the most housing need increase. Whilst we do see a reduction from 10 units to 9, as family sized homes are the priority for the council, this change is welcome.

The recommended dwelling mix for the intermediate housing (for sale – shared ownership) is:

30% 1 beds, 60% 2 beds and 10% 3 beds.

This application proposes 42.9% 1 beds, 42.9% 2 beds and 14.2% 3 beds. The intermediate provision proposed is closer to meeting Haringey's recommended mix and provides a better balance from 1 to 3 beds homes.

Haringey wishes to see as high a proportion as possible of the new affordable homes being delivered as homes for general needs. The tenure split of the affordable housing provided in the borough should be 60% general needs low-cost social rented housing to 40% intermediate housing and be measured by habitable room. In this application, 59.6% is low-cost rented housing by habitable room versus 40.4% intermediate housing; this is therefore policy compliant.

For intermediate affordable housing, we strongly prefer London Living Rent, as this will generally be the more affordable intermediate product for Haringey residents, but Shared Ownership can be acceptable and is proposed here; in each case our intermediate housing policy applies.

Rents

The Council expects providers to ensure that all new affordable homes being developed are affordable for Haringey residents. For low-cost rented housing for general needs, the Council's preference is for Social Rent, however it recognises that the general needs homes delivered by most Registered Providers on schemes funded by the Mayor of London are likely to be at London Affordable Rent. Social Rent or London Affordable Rent would be acceptable for the affordable housing units. We await further details on this.

As already stated, we await further details around the intermediate (for sale – shared ownership) units proposed.

Wheelchair accessible units

The Design and Access Statement shows that there will be x5 wheelchair units – these are x1 1B2P flat and x1 3B5P flat in the affordable rented homes, these will be accessible and then there are x1 1B2P and x2 2B3P in the private for sale homes, these will be adaptable. This represents circa 10% of the development. It does not appear that there are any wheelchair M4 (3) units in the intermediate (for sale – shared ownership) homes, it would have been good to have the wheelchair adaptable and accessible units across all tenures. Haringey's position on wheelchair accessible units is set out in *Appendix C– Affordable and Specialist/Supported Housing Guidance* and states that “a minimum of 10% of all affordable homes should be wheelchair accessible, with an aspiration of 20%”.

Intermediate Housing Policy Statement

Finally, we would like to draw the applicants' attention to the following requirements relating to the pricing, allocation, letting, and marketing of the intermediate homes:

Pricing

The Council expects providers to ensure that all new affordable homes are genuinely affordable for Haringey residents.

The Council expects that Shared Ownership housing is priced so that net housing costs, including mortgage costs, rents, and service charges, should not exceed 40% of a household's net income.

As such, developers should be aware that Shared Ownership homes should be priced so that households with a maximum income of £40,000 for one- and two-bed properties, and £60,000 for larger properties will not spend more than 40% of their net income on mortgage costs, rents, and service charges.

To be clear, that 40% threshold relates to pricing and not to allocation and letting.

London Living Rent is required to be set at one third of average local household incomes.

Allocation and letting of London Living Rent and Shared Ownership homes

The Council's Intermediate Housing Policy requires that homes for Shared Ownership and London Living Rent (LLR) are targeted at households with a maximum income of £40,000 for one- and two-bed properties, and £60,000 for larger properties.

Applicants for Shared Ownership must be first-time buyers unless they are purchasing to move into a larger home to meet their household needs.

LLR homes must be limited to applicants with a gross household income of less than £60,000. However, they must be targeted at households with a maximum income of £40,000 for one- and two-bed properties.

The Council is clear that local residents should benefit from new affordable housing and requires the use of priorities and marketing bands set out in the attached policy and summarised below. Developers are asked to note that robust mechanisms will be put in place to monitor and enforce these.

Priorities are set to allocate properties when a number of individuals who meet the eligibility criteria have expressed an interest, and are as follows:

Priority One:

- Haringey social housing tenants, including Housing Association tenants where Haringey has nominations rights to that property
- Households on the housing register
- Households who are required to move because of estate renewal,
- Children of Haringey social housing tenants who are currently living with their parents

Priority Two

- Members of the armed forces
- Applicants who live or work in the borough

Priority Three

- Any other applicants living or working in another London borough.

Where several applicants are in the same priority band, precedence will be given to households on the lowest income who meet the affordability criteria, and then to the applicant who first expressed an interest in the property.

Marketing intermediate housing

The Council sets clear guidelines for the marketing of intermediate products in order to ensure that these priorities are achieved.

The attached Intermediate Housing Policy requires that intermediate housing is marketed in a phased way, with those living or working in Haringey with a maximum annual income of £40,000 for 1 and 2 bed properties and £60,000 for larger properties being prioritised until three months after completion.

Stakeholder	Question/Comment	Response
Tree Officer	<p data-bbox="465 308 965 347">Comments dated 09 January 2023</p> <p data-bbox="465 384 1563 424">I hold no initial objections, from an arboricultural point of view to the proposal.</p> <p data-bbox="465 461 1709 676">A tree survey has been submitted with the proposal. The report has been carried out by MJC Tree Services Ltd. and is dated 26th November 2020. The document has been carried out to British Standard 5837: 2012 Trees in relation to Design, Demolition and Construction- Recommendations and includes an Arboricultural Impact Assessment (AIA), Tree Protection Plan (TPP), Tree Constraints Plans, and Arboricultural Method Statements.</p> <p data-bbox="465 713 1514 753">I concur with much of the survey including the Tree Quality Classification.</p> <p data-bbox="465 790 1709 933">14 trees have been identified for removal. The majority are low grade and replaceable trees. The plans show re planting of trees and shrubs. However, we will need to know the net gain of trees, proposed species, and aftercare programme to be planted as there is no Landscape Master plan.</p> <p data-bbox="465 970 1709 1082">Providing the above information is provided, the tree survey has every statement, drawing, and site-specific arboricultural method statements conditioned, I do not see any major issues.</p> <p data-bbox="465 1118 965 1158">Comments dated 20 January 2023</p> <p data-bbox="465 1195 1709 1267">I have no objections to the submitted details with the updated tree survey. Providing this is conditioned I have no further issues.</p>	Comment noted
Public Health	Thank you for the clarity and positive to see the entrance and lifts are accessible and inclusive to all tenures. No further comments from Public Health.	Comment noted

Stakeholder	Question/Comment	Response
EXTERNAL		
Thames Water	<p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "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>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p>	<p>Comments noted. Condition/Informative included</p>

Stakeholder	Question/Comment	Response
	<p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	

Stakeholder	Question/Comment	Response
	<p>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.</p> <p>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at https://www.gov.uk/government/publications/groundwater-protection-position-statements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p>	

Stakeholder	Question/Comment	Response
<p>Secure Design</p> <p>By</p>	<p><u>Re: Planning Application at:</u></p> <p>30-36 Clarendon Road, Off Hornsey Park Road, Wood Green, London, N8 0DJ</p> <p><u>Proposal:</u></p> <p>Demolition of the existing buildings and construction of an 11 storey plus basement mixed use development comprising 51 residential units and 560 m2 of commercial floor space, with access, parking and landscaping.</p> <p>Dear Haringey Planning,</p> <p><u>Section 1 - Introduction:</u></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We met with the original project Architects in March 2021 to discuss Crime Prevention and Secured by Design pre-application stage and discussed our concerns around the design and</p>	<p>Conditions included</p>

layout of the development. Prior to the current application there has been no consultation with our department or subsequent mention of how the development intends to prevent crime when complete. There is no mention of crime prevention or Secured by Design in the Design and Access Statement referencing design out crime. In particular there is no mention how the developments fire strategy will compliment or conflict with the security strategy which will become a particular concern at RIBA Stage 4 and into the construction phase of the development.

We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early.

At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.

Whilst in principle we have no objections to the site, in light of the changes to the original design we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.

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:

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

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

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


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

Informative:

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

Stakeholder	Question/Comment	Response
	<p><u>Section 3 - Conclusion:</u></p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p> <p>Yours sincerely,</p> <p>Lee Warwick 1977CO</p> <p>Designing Out Crime Officer Metropolitan Police Service</p> <p>This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to.</p>	

Stakeholder	Question/Comment	Response																		
Health and Safety Executive	<p data-bbox="528 237 1106 272">Advice to the local planning authority</p> <p data-bbox="528 292 1160 368">Advice to the local planning authority (LPA) from the Health and Safety Executive (HSE) as a statutory consultee for developments that include a relevant building.</p> <table border="1" data-bbox="528 387 1169 722"> <tr> <td data-bbox="528 387 741 411">To LPA</td> <td data-bbox="741 387 1169 411">Haringey</td> </tr> <tr> <td data-bbox="528 411 741 435">LPA planning ref no</td> <td data-bbox="741 411 1169 435">HGY/2022/3846</td> </tr> <tr> <td data-bbox="528 435 741 459">Our ref</td> <td data-bbox="741 435 1169 459">pgo-2982</td> </tr> <tr> <td data-bbox="528 459 741 512">Site address</td> <td data-bbox="741 459 1169 512">30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ</td> </tr> <tr> <td data-bbox="528 512 741 616">Proposal description</td> <td data-bbox="741 512 1169 616">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.</td> </tr> <tr> <td data-bbox="528 616 741 639">Date on fire statement</td> <td data-bbox="741 616 1169 639">17/10/2022</td> </tr> <tr> <td data-bbox="528 639 741 692">Date consultation received</td> <td data-bbox="741 639 1169 692">16/03/2023</td> </tr> <tr> <td data-bbox="528 692 741 722">Date response sent</td> <td data-bbox="741 692 1169 722">13/04/2023</td> </tr> </table> <p data-bbox="528 748 1099 772">1. Substantive response for the local planning authority</p> <p data-bbox="528 791 904 810">Thank you for consulting HSE about this application.</p> <table border="1" data-bbox="528 831 1169 916"> <tr> <td data-bbox="528 831 1169 855">Headline response from HSE</td> </tr> <tr> <td data-bbox="528 855 1169 916"> <div data-bbox="730 874 969 898" style="border: 1px solid black; padding: 2px; display: inline-block;"> Headline Response from HSE ('content') </div> </td> </tr> </table> <p data-bbox="528 935 701 954">Scope of consultation</p> <p data-bbox="528 973 1187 1011">1.1. The above consultation relates to a proposed relevant building consisting of 12 storeys served by two staircases.</p> <p data-bbox="528 1031 1187 1086">1.2. The fire statement dated 17/10/2022 states that the adopted fire safety design standards are British Standard 9991 and Approved Document B Volume 2. HSE has assessed the application accordingly.</p> <p data-bbox="528 1106 1187 1144">1.3. Following a review of the information provided with this consultation, HSE is satisfied with the fire safety design, to the extent that it affects land use planning.</p>	To LPA	Haringey	LPA planning ref no	HGY/2022/3846	Our ref	pgo-2982	Site address	30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ	Proposal description	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.	Date on fire statement	17/10/2022	Date consultation received	16/03/2023	Date response sent	13/04/2023	Headline response from HSE	<div data-bbox="730 874 969 898" style="border: 1px solid black; padding: 2px; display: inline-block;"> Headline Response from HSE ('content') </div>	<p data-bbox="1731 237 1984 261">Comments noted.</p>
To LPA	Haringey																			
LPA planning ref no	HGY/2022/3846																			
Our ref	pgo-2982																			
Site address	30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ																			
Proposal description	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.																			
Date on fire statement	17/10/2022																			
Date consultation received	16/03/2023																			
Date response sent	13/04/2023																			
Headline response from HSE																				
<div data-bbox="730 874 969 898" style="border: 1px solid black; padding: 2px; display: inline-block;"> Headline Response from HSE ('content') </div>																				

Stakeholder	Question/Comment	Response
	<p>HSE <small>Executive</small></p> <hr/> <p>2. Supplementary information</p> <p><i>The following information does not contribute to HSE's substantive response and should not be used for the purposes of decision making by the local planning authority.</i></p> <p>Means of escape</p> <p>2.1. Drawings show bedroom windows in close proximity and perpendicular to escape route windows on upper floors. Additionally, a switch gear room window is perpendicular to the fire exit on the ground floor. This proximity and angle poses a risk of fire spread to the means of escape via windows. The adopted fire safety design standard states that walls recessed from openings in escape route walls should be fire resisting within 1.8m of the opening. In this instance, however, the resolution of this matter may not affect land use planning considerations. This will be subject to later regulatory assessment.</p> <p>Fire service access</p> <p>2.2. The ground floor drawing shows that the firefighting shaft is not lobbied from the covered car park. The relevant fire safety design standard requires that a corridor leading to a firefighting shaft be lobbied from ancillary accommodation, and should not be used as circulation space. In this instance, however, the resolution of this matter may not affect land use planning considerations. This will be subject to later regulatory assessment.</p> <p>Yours sincerely</p> <p style="text-align: center;"><small>13/04/2023</small></p> <div style="text-align: center;">  <hr style="width: 100px; margin: 0 auto;"/> </div> <p><small>Signed by: jon.bryan</small></p> <p>This response does not provide advice on any of the following:</p> <ul style="list-style-type: none"> ▪ matters that are or will be subject to Building Regulations regardless of whether such matters have been provided as part of the application ▪ matters related to planning applications around major hazard sites, licensed explosive sites and pipelines ▪ applications for hazardous substances consent ▪ London Plan policy compliance 	
<p>NEIGHBOURING PROPERTIES</p>	<p>Land Use and housing</p> <p>- Concerns the commercial unit will remain vacant</p>	<p>The site allocation for the</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Excessive commercial use proposed - More housing developments are not needed in the area <p>Size, Scale and Design</p> <ul style="list-style-type: none"> - Excessive height, bulk, massing and overdevelopment of site - Overbearing and not in keeping in relation to neighbouring buildings - The design is not in keeping with surrounding area - The height is not in accordance with the Clarendon Square development 	<p>site requires provision of commercial space and the provision would deliver the aims of the site allocation.</p> <p>Delivery of housing is essential to meeting Local Plan Housing targets.</p> <p>The applicant has provided evidence to show that the commercial market is buoyant at present</p> <p>Size, Scale and Design</p> <p>The proposed design and scale of the</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The design is contrary to the Haringey Heartlands Development Framework April 2005 - Obstruction to the skyline <p>Impact on neighbours</p> <ul style="list-style-type: none"> - Loss of privacy/overlooking/overshadowing - Loss of daylight and sunlight - Noise and disturbance 	<p>development remains a high-quality design that is in-keeping with the approved development and surrounding area in line with the policies and site allocation set out above</p> <p>This proposed development is considered appropriate in this location,</p> <p>Impact on neighbours</p> <p>As noted in the neighbouring amenity section above the proposal would not have a significant impact on</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="465 790 976 826">Parking, Transport and Highways</p> <ul data-bbox="510 829 1518 1120" style="list-style-type: none"> - Parking pressure - Increased traffic generated - Concerns the development is car free - Turnpike Lane/Hornsey Park road junction is not pedestrian friendly - Road safety concerns - Increased deliveries and vehicle trips per day - Highway safety concerns - No access for emergency vehicles 	<p data-bbox="1731 236 1971 673">neighbouring properties in terms of privacy, daylight or sunlight. The proposal will not result in any greater noise or light levels than should be expected in an urban area.</p> <p data-bbox="1731 718 1989 826">Parking, Transport and Highways</p> <p data-bbox="1731 865 1973 1375">The Transportation Officer has assessed these points and which have been covered in the main body of the report and concludes that the proposed development is considered acceptable, in</p>

Stakeholder	Question/Comment	Response
	<p data-bbox="517 459 987 488">Environment and Public Health</p> <ul data-bbox="517 496 1704 858" style="list-style-type: none"> - The development lacks greenery - The green space improvements located at roof level does not benefit the wider local area - Structural damage to infrastructure - Pressure on existing infrastructure - Noise and disturbance during construction - Impact on quality of life - Concerns the development provide no ground level garden to absorb heavy rainfall - Air quality concerns 	<p data-bbox="1731 236 1861 344">regard to transport impacts</p> <p data-bbox="1731 384 1989 488">Environment and Public Health</p> <p data-bbox="1731 533 1989 1302">Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non-planning legislation. Nevertheless, the demolition and construction methodology for the development would be controlled by the imposition of a condition</p>

Stakeholder	Question/Comment	Response
		<p>The site currently achieves an urban greening factor of 0.28 and the proposed development achieves an urban greening factor of 0.43 which exceeds the minimum target set out in the London Plan</p> <p>As noted in the flood risk and drainage section, the Flood Risk Assessment and Drainage Strategy report, Officers are satisfied that the impacts of surface water drainage will be addressed adequately.</p>

Stakeholder	Question/Comment	Response
		<p>The scheme would provide CIL payment towards local infrastructure.</p> <p>As noted in the air quality section an addendum Air Quality Assessment is required which Officers are satisfied can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.</p>

Appendix 4 Consultation Response– Greater London Authority Stage 1 Response

GREATERLONDONAUTHORITY

Planning report GLA/2023/0068/S1/01

27 March 2023

30-36 Clarendon Road, Off Hornsey Park Road

Local Planning Authority: Haringey

Local Planning Authority reference: HGY/2022/3846

<p>Strategic planning application stage 1 referral Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.</p>
<p>The proposal Demolition of the existing buildings and construction of a building up to 11-storeys (plus basement) to provide 51 residential units and 560 sq.m. of commercial floorspace with access, parking and landscaping.</p>
<p>The applicant The applicant is Paul Simon Magic Group and the architect is Stockwool.</p>
<p>Strategic issues summary</p> <p>Land use principles: The redevelopment of this allocated site within the Wood Green Growth Area would contribute to the continued regeneration of this Strategic Area for Regeneration and is supported in line with London Plan Policies H1, E2, SD10 and Objectives GG1 and GG2.</p> <p>Affordable housing: The scheme is proposing 36% affordable housing by habitable room, comprised of 60% affordable rent and 40% intermediate tenure. Confirmation of the affordable rent levels and the intermediate product is required, and an early stage viability review secured.</p> <p>Heritage & urban design: Broadly supported and the proposal complies with Policy D9B and may accord with the qualitative assessment criteria set out at Policy D9C; and no harm would be caused to any nearby heritage assets.</p> <p>Transport: Car-free nature of the proposal is supported and the improvements identified in the Active Travel Zone assessment should be secured via a Section 278 agreement; the amount of commercial cycle parking should be increased and all cycle parking designed to meet LCDS standards; and, various transport-related plans to be secured.</p> <p>Other issues on the energy strategy, WLC, circular economy, water, air quality, urban greening and biodiversity also require resolution prior to the Mayor’s decision making stage.</p>
<p>Recommendation That Haringey Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 52. Possible remedies set out in this report could address these deficiencies.</p>

Context

1. On 25 January 2023 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:
 - **Category 1C:** *"Development which comprises or includes the erection of a building of (c) 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/sl/>.

Site description

5. The application site is approximately 0.08 hectares and is bound by Clarendon Road to the north, east and west and the Clarendon Recovery College to the south. Located within a Strategic Area for Regeneration in the London Plan and the Haringey Heartlands section of the Wood Green Growth Area, the application site forms part of Site Allocation SA23 – Clarendon Road South and Draft site allocation WGS27 in the Wood Green Area Action Plan. The application site is also within the boundaries of the emerging Wood Green Opportunity Area.
6. The nearest part of the Strategic Road Network (SRN) is the A105, Green Lanes approximately 550 metres to the east of the site.
7. A 1970's 2-storey industrial unit containing approximately 595 sq.m. of employment floorspace, with nine car parking spaces, currently occupies the site. The ground floor is in use as a temporary nursery and the upper floor is in use for office and storage for the Jessica Buttons factory. The site, however, is neither designated as Strategic Industrial Land (SIL) nor a Locally Significant Industrial Site (LSIS).
8. Although not within a conservation area or occupied by any listed buildings, there are a number of heritage assets in proximity of the site including the statutory listed Grade II* Church of St John The Baptist and the Grade II Turnpike Lane Underground station, Alexandra Palace Park and Garden, and 69 and 71 High Street. Locally listed heritage assets such as numbers 31, 62 and 120 High Street are also in proximity.
9. There are two bus stops located approximately 80 metres south of the site on Turnpike Lane serving the 144,41, N41 and N91 routes. The closest station is Hornsey Station located approximately 300 metres south which serves Great

Northern rail services. Turnpike Lane underground station is also approximately 570 metres east, which serves the Piccadilly line. The site therefore has a public transport accessibility level (PTAL) of 5 on a scale from 0 to 6b where 0 is the lowest and 6b is the highest. The proposed Quietway 10 cycleway extends along Cross Lane, 500 metres to the west.

Details of this proposal

8. The applicant, Paul Simon Magic Group, is seeking full planning permission for the redevelopment of the site involving the demolition of the existing building and construction of an 11-storey building to provide 51 new residential units and 560 sq.m. of commercial floorspace.

Case history

9. The applicant requested a high-level pre-application meeting with the GLA in July 2020 to discuss the redevelopment of the current application site along with two adjoining properties forming part of the wider site allocation— Clarendon Recovery College (in use as a day centre) and the West Indian Cultural Centre. The application proposed a new state of the art African Caribbean Cultural centre, 100 residential units, a co-living space (100 rooms), gym and co-working space. It is understood that this master planned approach for the delivery of the three sites has not materialised due to land ownership issues.

Strategic planning issues and relevant policies and guidance

10. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Local Plan: Development Management DPD (2017); Local Plan: Site Allocations (2017); Local Plan: Strategic Policies 2013 (with alterations 2017); Local Plan: Tottenham Area Action Plan DPD (2017); and, the London Plan 2021.
11. The following are also relevant material considerations:
 - The National Planning Policy Framework and National Planning Practice Guidance;
 - National Design Guide;
 - Draft New Local Plan, November 2020; and,
 - Draft Wood Green Area Action Plan Regulation 18 Preferred Option Consultation Draft February 2018.
12. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:
 - Good growth *London Plan;*
 - Economic development *London Plan; the Mayor's Economic Development Strategy; Employment Action Plan;*
 - Employment land *London Plan;*

- Housing *London Plan; Housing SPG; the Mayor's Housing Strategy; Play and Informal Recreation SPG; Character and Context SPG; Housing Design Standards draft LPG;*
- Affordable housing *London Plan; Housing SPG; Affordable Housing and Viability SPG; the Mayor's Housing Strategy;*
- Office *London Plan;*
- Retail *London Plan;*
- Fire Safety *London Plan; Fire Safety draft LPG;*
- Urban design *London Plan; Character and Context SPG; Public London Charter LPG; Housing SPG; Play and Informal Recreation SPG; Housing Design Standards draft LPG; Optimising Site Capacity: A Design-led Approach draft LPG; Fire Safety draft LPG;*
- Inclusive access *London Plan; Accessible London: achieving an inclusive environment SPG; Public London Charter LPG;*
- Sustainable Development *London Plan; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring Guidance LPG; Urban Greening Factor LPG; Mayor's Environment Strategy;*
- Transport and parking *London Plan; the Mayor's Transport Strategy; Sustainable Transport, Walking and Cycling draft LPG.*
- Air quality *London Plan; the Mayor's Environment Strategy; Control of dust and emissions during construction and demolition SPG; Air Quality Neutral LPG; Air Quality Positive LPG;*
- Ambient noise *London Plan; London Environment Strategy;*
- Green infrastructure *London Plan; the Mayor's Environment Strategy; Preparing Borough Tree and Woodland Strategies SPG; All London Green Grid SPG; Urban Greening Factor LPG;*

13. On 24 May 2021 a Written Ministerial Statement (WMS) was published in relation to First Homes. To the extent that it is relevant to this particular application, the WMS has been taken into account by the Mayor as a material consideration when considering this report and the officer's recommendation. Further information on the WMS and guidance in relation to how the GLA expect local planning authorities to take the WMS into account in decision making can be found [here](#).

Land use principles

14. Good Growth Objective GG2 of the London Plan promotes the optimisation of land, particularly through the redevelopment of brownfield sites, as a key part of the strategy for delivering additional homes in London.
15. The site is brownfield land falling within an area designated as a Strategic Area for Regeneration in the London Plan: and London Plan Policy SD10
-

emphasises the importance of the renewal of such designated areas to tackling spatial inequality. The application site also falls within Wood Green Growth Area and is part of Clarendon Road South site allocation in both the adopted Local Plan and the draft Wood Green Area Action Plan (WGAAP). It is identified for an employment-led mixed use development with an indicative capacity of 206 residential units and 5,390 sq.m. of employment floorspace in the Local Plan, and 201 and 8,435 sq.m. respectively in the draft WGAAP. Regarding the type of employment floorspace expected, the Local Plan does not provide any specifics; but the draft WGAAP notes that this should be a studio or SME office space.

Loss of industrial capacity

16. Although not designated as SIL or LSIS, given that the site contains an industrial building it is considered a non-designated industrial site for the purposes of London Plan Policy E4B. London Plan Policy E7C sets out three stand alone circumstances under which mixed-use or residential developments on non-designated industrial sites should be supported. One of the three instances where support should be provided is on sites that have been allocated in an adopted local development plan document for residential or mixed-use development.
17. As mentioned above, the site forms part of a wider site allocation in the adopted Local Plan and therefore the proposed redevelopment of the site accords with Policy E7C. Furthermore, it is understood that the proposed 560 sq.m. of commercial space would be used for predominantly workspace, office or retail use and marketed to local businesses. The provision of workspace and small office spaces is in keeping with the requirements of the site allocation and is also supported in line with London Plan Policy E2. The retail use is also acceptable as this would widen the scope for jobs and skills set; hence contributing aid in positively addressing spatial inequality and economic and social deprivation. In view of the site's location within a Strategic Area for Regeneration, the Council should seek to secure affordable workspace in line with London Plan Policy E3, as well an employment strategy to engender local employment and skills training as promoted in Policy SD10, Policy E11 and Good Growth Objective GG1.

Housing delivery

18. Policy H1 of the London Plan, in seeking to increase the supply of housing in London, sets borough housing targets and allocates to the London Borough of Haringey a target of 15,920 for the period 2019/20 to 2028/29. The scheme is proposing 51 new residential units, which would contribute to the above target and is therefore supported.

Conclusion on land use

19. In conclusion, the redevelopment of this allocated site within the Wood Green Growth Area would contribute to the continued regeneration of this Strategic Area for Regeneration and is supported in line with London Plan Policies H1, E2, H1, SD10 and Objectives GG1 and GG2.

Housing

20. The application is proposing 51 new homes, as set out in Table 1 below, which is supported. The applicant is encouraged to engage with the Council on the unit mix.

Table 1: Proposed housing mix

Tenure	Studio	1Bed	2Bed	3Bed	Units	Units by %	Habitable Rooms	Habitable Rooms by %
Affordable Rent	-	5	2	3	10	31%	28	36%
Intermediate	-	-	5	1	6		19	
Market	3	14	18	-	35	69%	85	64%
Total	3	19	25	4	51	100%	132	100%

Affordable housing

21. Policy H4 of the London Plan seeks to maximise the delivery of affordable housing, with the Mayor setting a strategic target of 50%. Policy H5 of the London Plan and the Mayor's Affordable Housing and Viability SPG set out a 'threshold approach', whereby schemes meeting or exceeding a specific percentage of affordable housing by habitable room, without public subsidy, and other criteria such as tenure mix are eligible for the Fast Track Route (FTR). Such applications are not required to submit viability information to the GLA and are also exempted from a late stage review mechanism.
22. On privately owned industrial land (as is the case here) where there is no net loss of industrial capacity, a minimum of 35% affordable housing by habitable room, without public subsidy, must be provided to be eligible for the Fast Track Route. In instances involving net loss of industrial capacity, a minimum of 50% affordable housing by habitable room (without public subsidy) and other criteria such as tenure mix must be met to qualify.
23. Appropriate tenure splits should be determined through the Development Plan process or by supplementary planning guidance. In this case, Haringey Local Plan sets a strategic target to achieve 60% of affordable housing as affordable rent (including social rent) and 40% as intermediate based on habitable rooms. The scheme is proposing 36% affordable housing by habitable room, comprised of 60% affordable rent and 40% intermediate tenure.
24. The applicant is advised that the proposed affordable rented units must be secured as or compare favourably with the Mayor's London Affordable Rent levels to be considered genuinely affordable. With regard to the intermediate units, the Mayor's preferred products are London Shared Ownership and London Living Rent and these should be provided in line with the household income cap set out in the London Plan and the Mayor's Affordable Homes Programme Fund. A range of rents at income caps below the £90,000 cap for London Shared Ownership (£60,000 for London Living Rent) should be secured

for the first three months of marketing in line with paragraphs 4.6.9 and 4.6.10 of London Plan Policy H6.

25. Ordinarily, as indicated at paragraph 22, a minimum of 50% affordable housing is required to qualify for the FTR where there is a net loss of industrial capacity. It is, however, acknowledged that the proposal responds to the requirements of the Local Plan site allocation in terms of the types of employment space proposed and also includes a small number of residential units (for delivery in a single phase). Therefore, subject to the affordable units being appropriately secured in line with the above requirements, the Council's acceptance of the unit mix and the application meeting all other relevant policy requirements, only an early stage viability review will need to be secured.
26. GLA officers also strongly advise proactive and early engagement on the wording of the draft S106 agreement prior to any Stage II referral being made, to ensure the wording is effective and aligns with policy requirements.

Heritage and urban design

Heritage

27. London Plan Policy HC1 states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities. The NPPF states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Policy HC1 relates to all heritage assets, including non-designated heritage assets. The NPPF states that in weighing applications that affect non-designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.
28. As stated earlier in this report, the Grade II* listed Church of St John The Baptist and the Grade II listed Turnpike Lane Underground station; Alexandra Palace Park and Garden; and 69 and 71 High Street are in proximity of the site. GLA officers, however, consider that the proposed development would not cause harm to the significance of these heritage assets in view of its physical and visual separation from the application site and the various interposing developments. The application therefore complies with London Plan Policy HC1.

Urban design

29. 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.
30. The scheme has been subject to an independent design review, having been presented to the borough's Quality Review Panel. This accords with London Plan Policy D4 and is welcomed. The Design and Access Statement submitted with the application outlines changes to the design in response to matters raised during this exercise. This is welcomed.

31. As the proposed number of units per hectare exceeds 350, a management plan detailing long-term maintenance implications, as detailed in paragraph 3.4.9 of Policy D4 will be required. This should be secured by condition.

Layout and public realm

32. The east facing and north-east corner frontages are well activated with the commercial spaces well situated. The shared entrance for all residential tenures is welcomed. The ground floor layout would benefit from more activation to the north-west corner and west facing frontage. The chamfered corner is quite prominent and should be considered for the location of the shared entrance. This would also distribute street level activation better around the base of the building.
33. The interaction of the proposed building's ground floor layout with the future phase building layout to the south should be considered carefully at the time that development comes forward.
34. The provision of new street trees and rain gardens is welcomed. It is noted these are beyond the development boundary. The LPA should ensure that new public realm paving is provided in a way that fully integrates it with the external finishes beyond the site, rather than following ownership boundaries.

Tall buildings, scale and massing

35. With a building over 10 storeys, the proposed development represents a tall building as defined by London Plan Policy D9A and paragraph 6.1.16 under Local Plan Policy SP11. Overall, the approach to height and massing distribution across the site is supported, with a downward transition in height in response to the ground plus 2-storey properties along Hornsey Park Road.
36. Notwithstanding the above, London Plan Policy D9B states that tall buildings should only be developed in locations identified as potentially suitable in development plans, and at D9C sets out a criterion against which tall buildings should be assessed. The criterion focuses on visual, functional, environmental and cumulative impacts.
37. Regarding Policy D9B, the site falls within the Wood Green Growth Area, which the Local Plan identifies as 'may be suitable' for tall buildings. This potential suitability is reiterated in the draft WGAAP, however, no specific building heights are indicated. An assessment against Policy D9C is therefore required to determine the site's suitability for the proposed tall building and this is set out below.

Visual impact

38. The development would appear in long range views as part of the emerging cluster of tall buildings along Clarendon Road. The variation in height, stepped massing and crown would make a positive contribution to the emerging skyline. In mid-range views the building would aid in wayfinding and legibility, with the tallest element of the building landmarking the point where the two branches of Clarendon Road intersect. Additionally, the building's materiality blends well with the townscape given the prevalence of brick in the existing and emerging context. With respect to immediate views, the ground floor is proposed to be well animated ensuring a direct relationship with Clarendon Road; and the height and design of the base would also relate well to the
-

nearby residential properties on Hornsey Park Road. Widened pavements, the introduction of tree planting and the overall improvement of the public realm are also going to help maintain a pedestrian scale.

39. No harm would be caused to the significance of any heritage assets or equally to the composition of any protected views. Given the approach to design and materials, no adverse impact from solar glare is expected. A high-quality standard of architecture is emerging, and the material palette aligns with the existing and emerging context. It is expected that the Council will secure a lighting strategy to ensure any light spill is appropriately mitigated.

Functional impact

40. With respect to functional impact, the building will be equipped with a suitably sized fire evacuation lift and two staircases to safeguard the safety of future occupants. In addition, parking, deliveries and servicing have been considered in the design and plans to monitor/manage these activities will be secured to ensure the building functions without causing disturbance or inconvenience to the public realm. Separate clearly defined entrances for the commercial and residential components are proposed at different points across the site, which along with the small number of homes, should prevent overcrowding.
41. The application site has a public transport accessibility level (PTAL) of 5 and the scheme promotes cycling with the inclusion of cycle parking into the scheme's design. Any potential impact on aviation, navigation and telecommunication interference should be addressed prior to the Mayor's final determination of the application.
42. With the delivery of new housing (including 36% affordable units) and replacement employment floorspace, the proposed redevelopment of the site should contribute positively to the continued regeneration of this London Plan designated Strategic Area for Regeneration. The proposal therefore does not raise any adverse functional impacts.

Environmental impact

43. In terms of the environmental impacts, the application is accompanied by a wind microclimate assessment, daylight and sunlight assessment and an acoustic assessment. As the Local Planning Authority, Haringey Council will undertake a full review of the environmental impacts as part of their assessment of the proposal and GLA officers will work with the Council to ensure that any necessary changes or environmental mitigation measures are appropriately secured prior to the Mayor's final determination.

Cumulative impact

44. Cumulatively, the proposed development would form part of an emerging cluster of tall buildings along Clarendon Road in the Haringey Heartlands locale and would contribute to its nascent diverse and hierarchical skyline. The proposal would also contribute to an enhanced streetscape, with improved active frontages, greening and pavements. The proposal therefore does not raise any significant adverse cumulative, functional and environmental impacts at this time.

Conclusion on Tall buildings

45. In conclusion, the proposal complies with Part B of Policy D9 as it is located in an area identified as potentially suitable in the development plan for tall buildings; and, the development may accord with the qualitative assessment criteria set out in Part C of Policy D9 subject to the satisfactory resolution of the outstanding impacts raised through the provision of further information and/or imposition of conditions to secure mitigation measures. Officers will draw a conclusion in relation to compliance with Policy D9 when the application is referred back to the Mayor at Stage II.

Residential quality

8. All units would meet the London Plan and Mayor's Housing SPG internal space standards. In addition, each unit would have access to its own private amenity space in the form of terraces or balconies. Communal amenity spaces are also proposed at roof level across the development. Efficient cores, with a maximum of six units per core, are proposed; and of the total number of units, 69% would be dual aspect with no single aspect north-facing units. However, it should be noted that the applicant is including homes in this figure that will be impacted by a future phase proposal of up to 8 storeys (indicative in masterplan). Therefore, as currently indicated, when this future phase comes forward the majority of homes in this stack will no longer be meaningfully dual aspect as both aspects will be looking on to the same recessed balcony only. The LPA should ensure that as the future phase design comes forward, the residential quality of this development is not compromised. The applicant should confirm whether the floor to ceiling height of the units will be at least 2.5 metres.
9. In accordance with Policy S4 of the London Plan, development proposals that include housing should provide play space for children based on the short and long-term needs of the expected child population generated by the scheme. The total play space required, using the GLA's 2019 child play space calculator, is 189 sq.m. Of this total, 153 sq.m. is required for children 11 years and under, and the application proposes to provide this amount on-site at roof level. The proposed play elements appear to be diverse; and the spaces would allow for passive surveillance and be accessible by all households regardless of tenure. The Council should ensure that the highest standards of inclusiveness design and safety are secured for these spaces. With respect to play space for children 12 years and over, the application identifies a number of existing off-site play facilities in the vicinity of the application site. The Council will determine whether these spaces are suitable in terms of their accessibility and play elements and apply seek any applicable financial contributions.

Architectural quality

10. The proposed materials palette is supported. The architectural appearance with richer detailing at the base where it will be experienced in close proximity at street level, and then variation of detailing within a common language through the middle and top of the building is appropriate. The proposal for decorative louvred doors to plant areas at ground floor level is positive to enhance their appearance.

Fire safety

11. A fire statement prepared by suitably qualified personnel at Mu.Studio has been submitted with the application and it includes a declaration of compliance stating that "*[t]he technical content produced for this planning application is considered to suitably comply with the relevant legislation and requirements of London Plan Policies D5(B5), D12A and D12B, subject to suitable development and implementation during the Building Regulations process, construction, and occupation.*"
12. An evacuation lift is proposed as required by London Plan Policy D5. With respect to D12, the strategy adequately responds to the six criteria outlined under Policy D12(B). As the proposed building is over 30 metres in height, the design of the building was amended to include two staircases subsequent to the preparation of the fire statement.

Inclusive access

13. The proposal responds positively to London Plan Policy D7 and meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and Building Regulation requirement M4 (3) 'wheelchair user dwellings'. In line with London Plan Policy D5, the private and communal amenity spaces and approaches and entrances to the buildings have been inclusively designed. This is welcomed.

Transport

Healthy Streets and Active Travel Zone Assessment

14. The Mayor's Healthy Streets approach is central to delivering good growth in London and enabling people to travel by walking, cycling and public transport. It is expected that all streets and public realm within and around the site will be designed in line with this approach. This will aid in achieving the outcomes of the Mayor's Transport Strategy relating to healthy streets and healthy people, a good public transport experience, and delivery of good growth.
15. The Active Travel Zone assessment identifies the need for maintenance and footpath repaving improvements to encourage walking, pedestrian safety and access to all. These improvements should be secured by the Council. These improvements should be secured by the Council via a Section 278 agreement.

Buses

16. TfL is developing plans in conjunction with Haringey to expand the local network to improve access to the greater Haringey Heartlands development. This includes a proposal to run a bus route on Clarendon Road to Mary Neuner Road. As such, the applicant will need to ensure that Clarendon Road is accessible and suitable for two-way bus operation based on 12-metre electric double decker buses.

Parking

17. The proposed number of residential cycle parking is in line with London Plan Policy standards—93 long-stay and 3 short-stay spaces. The provision of 5% of the total number as accessible Sheffield stands is welcomed.

18. Currently only 12 short-stay spaces are proposed for the commercial element, which is not in line with London Plan policy and should be increased to 4 long-stay and 28 short-stay spaces given the potential for various uses within Use Class E.
19. All cycle parking should be designed in line with the London Cycling Design Standards, with access to the various cycle stores clearly shown on plans. This should be secured by condition.
20. The car-free nature of the scheme, apart from 2 residential disabled parking bays, is supported in line with London Plan Policy T6.1. The applicant should also provide 1 additional disabled parking bay for the commercial element in line with London Plan Policy T6.5. GLA officers are supportive of there being a permit-free agreement to prevent future residents obtaining a parking permit.

Transport-related plans

21. A full construction logistics plan should be secured by condition in line with London Plan Policy T7 and discharged in consultation with TfL prior to commencement. The full plan should detail all logistics and construction proposals to ensure that pedestrian and cyclist movement and safety and bus operations are maintained throughout construction. This will support sustainable travel in line with London Plan policies and the Mayor's Vision Zero goal to eliminate deaths and serious injuries from London's transport networks by 2041 and ensure compliance with London Plan policy T4(F).
22. A full delivery and servicing plan should also be provided and secured by condition in line with London Plan Policy T7. Deliveries and servicing should be arranged to occur outside of peak times.
23. An outline residential travel plan has been submitted. Funding for the implementation and monitoring of a full travel plan should be secured in the Section 106 agreement in line with London Plan Policies T1 and T4(B).

Sustainable development & Environmental issues

24. Unless otherwise stated, full technical responses under each policy area set out below have been provided to the Council and applicant.

Energy strategy

25. The London Plan requires all major developments to meet a net-zero carbon target. Reductions in carbon emissions beyond Part L of the 2013 Building Regulations should be met on-site. Only where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site a contribution to a carbon offset fund or reductions provided off site can be considered.

Energy strategy compliance

26. An energy statement has been submitted with the application. The energy statement does not yet comply with London Plan Policies SI2, SI3 and SI4. The applicant is required to further refine the energy strategy and submit further information to fully comply with London Plan requirements. Full details have been provided to the Council and applicant in a technical memo that should be responded to in full; however, outstanding policy requirements include:

- Be Lean – updates to modelling for the non-domestic element;
- Be Clean – demonstration the load connected to the communal network is maximised;
- Be Green – demonstration that renewable energy has been maximised, including roof layouts showing the extent of PV provision and details of the proposed air source heat pumps;
- Be Seen – confirmation of compliance with this element of policy, with compliance to be secured within the S106 agreement;
- Energy infrastructure – further details on the design of district heating network connection is required, and the future connection to this network must be secured by condition or obligation;
- Managing heat risk – further details to demonstrate the cooling hierarchy has been followed.

Carbon savings

27. For the domestic element, the development is estimated to achieve a 71% reduction in CO₂ emissions compared to 2013 Building Regulations. For the non-domestic element, a 57% reduction is expected.

Whole Life-cycle Carbon

28. In accordance with London Plan Policy SI2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint.
29. The applicant has submitted a whole life-cycle carbon assessment. The WLC assessment does not yet comply with London Plan Policy SI2. The WLC report appears to cover much of the assessment requirements; however, an Excel version of the GLA WLC template must be submitted to allow a full review to be completed against the guidance.
30. A condition should be secured requiring the applicant to submit a post-construction assessment to report on the development's actual WLC emissions. The template and suggested condition wording are available on the GLA [website](#)¹.

Circular Economy

31. London Plan Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, following the Circular Economy Statements LPG.
32. The applicant has submitted a Circular Economy Statement in accordance with the GLA guidance. However, at the time the statement was reviewed by GLA officers the completed GLA CE template, which is required to undertake a

¹ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon->

thorough assessment, had not been submitted. The template was recently provided and detailed comments will be sent to the applicant and LPA in due course.

33. A condition should be secured requiring the applicant to submit a post-construction report. The template and suggested condition wording are available on the GLA [website](#)².

Digital connectivity

34. A planning condition should be secured requiring the submission of detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development in line with London Plan Policy SI6.

Urban greening

35. The proposed development presents a well-considered approach to integrating green infrastructure and urban greening across the masterplan. This includes the incorporation of rain gardens and biodiverse roofing which supports multifunctionality, in accordance with Policy G1 of the London Plan. The opportunity for the provision of biosolar roofing should be explored.
36. There appears to be existing greening to the south-east of the site, the applicant should consider creating a more considered green link into this network. As the site boundaries front onto the public highway, the applicant should further consider greening of the public realm. The future phasing plans within the Landscape Strategy should also further demonstrate green links and integration into London's wider green infrastructure network.
37. The applicant has calculated the Urban Greening Factor (UGF) score of the proposed development as 0.43, which exceeds the target set by Policy G5 of the London Plan. This should be treated as a minimum and any improvements to the quality and quantity of urban greening made where possible.
38. London Plan Guidance on Fire Safety restricts the use of combustible materials, limiting the use of green walls where they form part of the external wall of a building. The proposed urban greening should therefore be reviewed against this guidance and updated as appropriate. Where this review finds it necessary to remove a green wall, opportunities should be sought to make up any reduction in the UGF by improving the quality or quantity of greening across the wider masterplan. For further information on combustible materials see: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/fire-safety-lpg>

Sustainable drainage and flood risk

Flood Risk Management

39. The site is in Flood Zone 1 and is within a Critical Drainage Area (CDA). A Flood Risk Assessment (FRA) has been submitted as required under the National Planning Policy Framework (NPPF). The FRA, however, needs to demonstrate that flood risk will not be displaced/increase elsewhere due to the

development. It should be demonstrated that any flooding up to the 100-year plus 40%CC should be safely contained within site and that any excess flood water is not displaced off site. Moreover, considering the development includes a basement, further information on the groundwater flood risk to the site needs to be provided than the information provided in the council SFRA. The FRA provided for the proposed development therefore does not comply with London Plan Policy SI12.

Sustainable drainage

40. The surface water drainage strategy for the proposed development does not comply with London Plan Policy SI13.
41. The proposed discharge rate should be reduced as close as possible to the QBAR greenfield rate, the proposed impermeable area used to avoid overestimation and pumping avoided. In addition, the proposed areas of permeable paving need to be shown on the drainage plan and a robust justification for the absence of rainwater harvesting provided.
42. Finally, the FRA should demonstrate that flood risk will not be displaced/increase elsewhere due to the development, hydraulic calculations should be provided (including a range of return periods and storm durations) and permeable paving included in the maintenance plan.

Water efficiency

43. The Sustainability Statement notes that the proposed dwellings will target a maximum indoor water consumption of 105 l/person/day, in line with the optional standard in Part G of the Building Regulations. For the non-residential element, 3 Wat 01 credits are targeted, with water consumption reduced by 40%. This complies with London Plan Policy SI5. Water efficient fittings are proposed, which is welcomed; but water meters and a leak detection system should also be proposed as well as water harvesting and reuse to reduce consumption of water across the site.

Air quality

44. London Plan Policy SI1 requires applications to be accompanied by an air quality assessment, which demonstrates how the development would not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits (or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits) or create unacceptable risk of high levels of exposure to poor air quality.
45. The application is accompanied by an air quality assessment and the development would be air quality neutral. However, further clarification particularly in relation to the operational phase exposure assessment is required.

Biodiversity

46. London Plan Policy G6 states that proposals that create new or improved habitats that result in positive gains for biodiversity should be considered positively. Policy G6 further states that development proposals should aim to secure net biodiversity gain. Trading rules should also be satisfied.

47. The applicant should provide quantitative evidence that the proposed development secures a net biodiversity gain in accordance with Policy G6(D). If biodiversity net gain is not achievable on the site, the applicant should review opportunities for biodiversity offsetting in consultation with the borough.
48. Recommendations in the Preliminary Ecological Assessment should be implemented, or robust justification should be given as to why they cannot be. The applicant should prepare an Ecological Management Plan (EMP) to support long-term maintenance and habitat creation. The EMP should be secured by planning condition and approved if the proposed development is granted planning consent.

Local planning authority's position

49. In due course the Council will formally consider the application at a planning committee meeting.

Legal considerations

50. 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

51. There are no financial considerations at this stage.

Conclusion

52. London Plan policies on industrial land, strategic and local regeneration, skills and opportunities for all, housing, affordable housing, urban design, heritage, transport, sustainable development and environmental issues 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 of this allocated site within the Wood Green Growth Area would contribute to the continued regeneration of this Strategic Area for Regeneration and is supported in line with London Plan Policies H1, SD10 and Objectives GG1 and GG2.
 - **Affordable housing:** The scheme is proposing 36% affordable housing by habitable room, comprised of 60% affordable rent and 40% intermediate

tenure. Confirmation of the affordable rent levels and the intermediate product is required, and an early stage viability review secured.

- **Heritage and urban design:** Broadly supported and the proposal complies with Policy D9B and may accord with the qualitative assessment criteria set out at Policy D9C; and no harm would be caused to any nearby heritage assets.
- **Transport:** Car-free nature of the proposal is supported and the improvements identified in the Active Travel Zone assessment should be secured via a Section 278 agreement; the amount of commercial cycle parking should be increased and all cycle parking designed to meet LCDS standards; and, various transport-related plans to be secured.
- **Sustainable development & Environmental issues:** The development is estimated to achieve a 71% and 57% reduction in CO₂ emissions compared to 2013 Building Regulations for the domestic and non-domestic elements respectively; further information is required on the energy strategy as well WLC, circular economy, water, air quality, urban greening and biodiversity.

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

Andrew Payne, Principal Strategic Planner (case officer)

email: andrew.payne@london.gov.uk

Graham Clements, Team Leader – Development Management

email: graham.clements@london.gov.uk

Allison Flight, Deputy Head of Development Management

email: alison.flight@london.gov.uk

John Finlayson, Head of Development Management

email: john.finlayson@london.gov.uk

Lucinda Turner, Assistant Director of Planning

email: lucinda.turner@london.gov.uk

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

Appendix 5 QRP Reports

CONFIDENTIAL



FRAME PROJECTS

Haringey Quality Review Panel

Report of Formal Review Meeting: African Caribbean Cultural Centre

Wednesday 12 August 2020

Panel

Peter Studdert (chair)
Andrew Beharrell
Marie Burns
Andrew Taylor
Wen Quek

Attendees

Dean Hermitage	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Tobias Finlayson	London Borough of Haringey
Cindy Reriti	Frame Projects
Lana Elworthy	Frame Projects

Apologies / report copied to

Emma Williamson	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Deborah Denner	Frame Projects
Sarah Carmona	Frame Projects

Confidentiality

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

CONFIDENTIAL

2

1. Project name and site address

The African Caribbean Cultural Centre, Clarendon Road, London N8 0DD

2. Presenting team

John Woolstencroft	Stockwool Architects
Deborah Wartenberg	Stockwool Architects
Tulshi Patel	Stockwool Architects
Warren Standerwick	Standerwick Land Design
Frances Young	DLP Planning

3. Planning authority briefing

The proposed development is for the construction of a new African Caribbean Cultural Centre, B1 office space, gym floor space, 100 residential units, 100 co-living rooms, along with a new public square and amenity areas and improved access and parking. It forms part of the Haringey Heartlands growth area.

The site is located to the south west of Clarendon Road and north of Tumpike Lane. Shaped like an inverted, upside down letter L, the site wraps around the north and east flanks off the Westpoint Apartments (1 - 69 Tumpike Lane). The site is within the southernmost part of the Clarendon Road South Site Allocation (SA23) and the emerging Wood Green Area Action Plan Site Allocation (WGSA27). The site is suitable for a tall building in line with Development Management Policy DM6: Building Heights and emerging Wood Green Area Action Plan Policy WG6: Tall Buildings and Local Views Policy.

Officers welcome the panel's views on the design quality of the scheme and its potential to become a coherent part of the existing neighbourhood.

4. Quality Review Panel's views*Summary*

The Quality Review Panel considers that the scheme has a lot of potential for a rich provision of placemaking – offering a variety of uses for the local area, including a new African and Caribbean Cultural Centre (ACCC). However, it considers that the scale and massing need to be reconsidered. While panel members offer differing, equally valid, views on what they consider to be an acceptable height for the two tower blocks, the entire panel agrees that the scale and massing requires further extensive investigation and modelling, to determine the appropriate adjustments to strike a balance – hierarchy of scale and massing form – that sits comfortably within the wider site context. Continued discussion with Haringey planning officers is required, to ensure that the development is of the desired high standard of design. The panel offers comments on how the proposals can be further refined, including: architectural expression; landscape and public realm; plan, layout and use; and cycle strategy. These comments are expanded below.



CONFIDENTIAL

3

Scale and massing

- Panel members have differing views on the proposed scale of the development. It considers that the scale and massing of the buildings, the relationship of the two tower blocks to each other, and the ability of the scheme to sit comfortably in the wider site context merit reconsideration, in discussion with the Haringey officers.
- It is essential that the scheme be considered within its wider site context. The panel feels that this would provide clarity regarding both the appropriate hierarchy of scale and the form of the massing.
- It considers that the massing needs to be simplified, to break up the forms and prevent the blocks from merging into a one large mass. For example, the lower shoulders of blocks A and B might be removed; and / or the plinth simplified.
- Some panel members feel that the 'clear logic and elegant proportions' of the original concept – the two storey non residential plinth with two simple and distinct tall buildings – was more successful.
- It questions the inclusion of shoulders on the two tower blocks. It is concerned that the shoulders result from a required number of units rather than being design led elements that contribute positively to the health and wellbeing of the residents. Further, the shoulders located on top of the ACCC compromise the design team's ability to provide a future proof flexible open space.
- There is also concern that two simplified tower blocks, rising out of a two storey podium, could appear very stark without high quality materials and careful detailed design. It is crucial that the evident level of care and consideration given to the initial studies be carried through to construction.
- Acceptability of height is dependent upon the inclusion of detailed drawings, submitted as part of the planning application and subsequent approved drawings, as opposed to merely including a condition.
- The panel supports a tall building on the Turnpike Lane junction, marking the entrance to the Haringey Heartlands.
- However, some panel members feel that 14 storeys is excessive. There are concerns that the height will undermine the prominence of the marker building for Homsey Station in the Railway Approach development to the south, and overwhelm Westpoint Apartments, adjacent to the west boundary of the site, which is a significant local landmark.
- The panel agrees that block A should be the taller of the two towers but wonders if the composition of the overall scheme might be improved if the heights of the two blocks were adjusted – increasing the height of block B and lowering the height of block A?



CONFIDENTIAL

4

- An alternative approach might be to extrude the shoulders of block A to full height and remove the shoulders of block B, to provide a larger space for the podium garden?
- Greater flexibility would also result from pushing block B further toward the site's boundaries to both the north and the west. This move would increase the prominence of block B, at the south end of Clarendon Road, tighten the connection to the service courtyard and increase the site area available.
- The reconsideration of the scale and massing will require further extensive investigation and modelling, to determine the appropriate adjustments to strike a balance between the hierarchy of scale and the massing that sits most comfortably within the context of the wider site.
- The panel strongly recommends that detailed microclimate analysis be undertaken, in conjunction with the design development, to ensure that a high quality of life is assured for both future residents and the existing neighbourhood residents.

Architectural expression

- As noted above, that panel emphasises the necessity for quality materials and carefully considered detailing, to ensure that what is constructed is of the desired high standard for the site.
- The panel questions the inclusion of the metal banding – the divergence from the masonry brick and the proportions. It feels that the architectural expression of the elevations would be much stronger with the emphasis on the verticality of the building.

Landscape and public realm

- The panel wonders if one large, well managed podium garden would be more beneficial to the health and wellbeing of residents rather than five small and fragmented amenity spaces – located on the podium and the shoulders of the two tower blocks.
- The service courtyard could be further maximised. If the servicing could be controlled, there is the opportunity for a quiet spill out space for the ACCC with a favourable south / south west aspect.
- The panel also wonders if the green space along the south boundary might be better utilised as a high quality hardscape area, adjacent to the co-living and co-working entrance on Tumpike Lane.



CONFIDENTIAL

5

- Further thought is required regarding the tree planting in the centre of Clarendon Road. The panel suggests that the trees would be better located along the pavement, to the west of Clarendon Road, to extend the existing tree line on Homsey Park Road and to provide additional shade and further improve the public realm of the proposed African Caribbean community garden adjacent to the ACCC's main entrance.
- The panel urges the provision of a shared surface on the area of Clarendon Road adjoining the main entrance to the ACCC, to aid in the calming of traffic and to increase the awareness of pedestrians.
- The panel agrees that part of character of this area is the role that alleyways play within the residential neighbourhood. It wonders if more could be made of this aspect within the new development?

Plan, layout and use

- The panel questions the inclusion of three different uses – co-working, residential accommodation and co-living – within block A. It is concerned that this programme is having an adverse effect on the massing and that it will result in a building that is overly complex to design and to construct.
- The diagram could be simplified by locating the co-living in block B and the residential accommodation in block A; avoiding a reduction in co-working floor space for core access to the co-living floors.
- The panel urges careful consideration of the co-living concept. Greater generosity is required for the communal facilities, to provide the required high quality of living for individuals who will reside in the co-living accommodation. The small bedroom spaces merit a generous communal space for every five / six bedrooms, rather than every 12 as proposed.
- The panel supports the location of the ACCC at the heart of the scheme. It welcomes the provision of the African Caribbean community garden, outside the main entrance on Clarendon Road.
- As noted above, the panel feels that the shoulders of the tower blocks, located directly above the ACCC, compromise the design team's ability to provide a future proof flexible open space.
- The panel notes the location of the bus stop adjacent to the entrance to block A, on Tumpike Lane. It suggests that the public transport link supports the provision of a secondary ACCC entrance from the service courtyard.
- The panel welcomes the provision of a café and an internal colonnade / gallery within the ACCC, offering opportunities to promote integration of the cultural centre with the surrounding neighbourhood.



CONFIDENTIAL

6

- The satisfactory provision of an alternative location for the Clarendon Recovery College day centre, currently located on the site, is considered essential.

Cycle strategy

- The cycle strategy requires further development. A high demand for cycle storage is anticipated – from the ACCC, residents, co-working individuals, and visitors to the gym. It is essential that an adequate provision of easily accessible and secure cycle storage is available.
- Cycle parking should be provided at ground level to prevent individuals having to share the lifts with cyclists and their bicycles.

Next steps

- The panel encourages the design team to continue to develop the proposals taking into account the comments above, and in consultation with Haringey planning officers.
- The panel is available to review the African Caribbean Cultural Centre as the designs are developed further, if requested to do so by planning officers.



CONFIDENTIAL



FRAME PROJECTS

Haringey Quality Review Panel

Report of Formal Review Meeting: African Caribbean Cultural Centre

Wednesday 18 November 2020

Video conference

Panel

Peter Studdert (chair)
Phil Armitage
Marie Burns
Tim Pitman
Wen Quek

Attendees

Dean Hermitage	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Shamiso Oneka	London Borough of Haringey
Tobias Finlayson	London Borough of Haringey
Sarah Carmona	Frame Projects
Kyriaki Ageridou	Frame Projects

Apologies / report copied to

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

Confidentiality

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

CONFIDENTIAL

2

1. Project name and site address

The African Caribbean Cultural Centre, Clarendon Road, London N8 0DD

2. Presenting team

John Woolstencroft	Stockwool Architects
Deborah Wartenberg	Stockwool Architects
Warren Standerwick	Standerwick Land Design
Frances Young	DLP Planning
Scarlett Franklin	XCO2 Energy
Ransford Stewart	ACLC

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 proposed development is for the construction of a new African Caribbean Cultural Centre, B1 office space, gym floor space, 100 residential units, 100 co-living rooms, along with a new public square and amenity areas and improved access and parking. The site is located to the south west of Clarendon Road and north of Turnpike Lane. The site wraps around the northern and eastern flanks of Westpoint Apartments (1 - 69 Turnpike Lane). The site is within the southernmost part of the Wood Green Library Site Allocation and the emerging Wood Green Area Action Plan as Site Allocation 27. The site is suitable for a tall building in line with Development Management Policy DM6: Building Heights and emerging Wood Green Area Action Plan Policy WG6: Tall Buildings and Local Views Policy.

Integral to the site allocations is Development Management Policy DM55: Regeneration and Masterplanning. This policy requires that a masterplan for the wider site is produced that demonstrates that the proposal will not prejudice future, adjacent development. The site allocation provisions seek to secure and maximise the amount of employment floor space provided. The scheme is expected to provide 50% affordable housing and provide replacement community floor space to meet the existing need on site. The site is PTAL 5, so aside from the requirement to provide 10% 'blue badge' spaces, limited or no on-site car parking for the residential element of the development will be supported. Officers welcome the panel's views on the quality of the scheme's design overall.



CONFIDENTIAL

3

5. Quality Review Panel's views*Summary*

The panel welcomes the opportunity to review the proposals for the African Caribbean Cultural Centre as they continue to evolve. Overall, the panel applauds the work that the design team has done and feels that the revised scheme has responded well to previous feedback. The proposals promise a high-quality development subject to some further refinements. The distribution and mix of uses within the development are supported, and the panel feels that work to rationalise the configuration of the scheme has been successful. The architectural expression and landscape design are well-mannered, but there remains some scope for some further refinements. In addition, further work on the layout of the co-living accommodation, the co-working spaces, the residential entrances and the cycle parking is required, in order to improve the quality and liveability of the proposals. Subject to the comments outlined in detail below, the panel offers warm support for the scheme.

Scale and massing

- In general, the amendments to the massing and distribution of uses have been successful, and the rationalisation of how the uses are stacked has benefitted the proposals. The panel welcomes the relocation of Block B to the west and its reduction in depth, which gives more breathing space to the scheme overall.
- It considers that the scale of the scheme is acceptable but notes that it is at the limit of what is appropriate within the location. A building of 14 storeys on the corner (as proposed) would be visually commanding and would provide a strong edge to the open space of the wide corner.

Landscape and public realm

- The panel welcomes the revised landscape proposals for the scheme; the relocation of the street trees and the reconfiguration of the courtyard are both very positive improvements.
- It will be important to retain the ambition for quality in the materials, detailing and execution of the landscape proposals. The panel would like to see the ongoing involvement of a landscape architect in the project to help ensure that quality is protected.
- It welcomes the landscaped roof gardens and podium. However, adequate structure and anchoring details will be required to accommodate the types of planting proposed, and to ensure the robustness and longevity of the landscape scheme.



CONFIDENTIAL

4

- The panel would encourage the design team to identify and understand the desire lines and levels of footfall locally to the scheme. A greater definition – through design - of what is 'front' and 'back' (or what is public and private/semi-private) will help to curate how people will move around and through the site and should avoid the scheme becoming too permeable.
- Lighting will contribute significantly to the character of the scheme and will be particularly important within the courtyard space.
- Catenary lighting could be used to differentiate the character of different areas and could be very attractive within the spill-out space for the cultural centre. The panel notes that careful consideration of siting would be required to ensure that service vehicles would not damage the catenary wire.

Plan, layout and use

- The panel understands the desire for the co-working facility to have a prominent entrance at the southern end of the building, but it wonders whether it may be beneficial to locate the entrance more centrally. This would avoid a very long and deep floor plan, which will create a restricted 'bottle-neck' as the co-working circulation runs through the primary core. It notes that the current layout may prove difficult in use and management.
- The panel recognises that the design team have worked hard to increase the generosity of the individual co-living rooms. However, it thinks that further consideration – and generosity – of the communal facilities is also required. To avoid the accommodation feeling very institutional with long, narrow corridors, an approach that establishes and reinforces smaller clusters of rooms should be adopted that will underpin the hierarchies of living, which will be extremely important for sociability. Informal social spaces are also needed, which will provide for a richness of interactions; for example, when a resident steps out of the lift.
- Other schemes for co-living are coming forward within London and further afield. It remains an emerging typology, and more thought needs to be given to avoiding potential management problems, while creating a new environment for living that will endure.
- The panel has concerns about the separation of residential entrances, with the affordable accommodation entrance located at the rear. It feels this should be rethought, with both tenures accessed directly from the street. This would avoid negative perceptions and ensure that all of the residential accommodation has a clear 'address' on the street.



CONFIDENTIAL

5

Architectural expression

- The panel welcomes the crispness and quality of the detailing and of the materials proposed. This quality needs to be maintained, however, if the desired high standard for the site is to be achieved and the panel would support planning officers in securing this through planning conditions.
- The architectural language and the rhythm of brick and framed openings works well. The double order system used within the elevation is convincing and could potentially be explored further.
- The panel would encourage further thought on how the elevational treatment of the different faces of the building could vary in order to better respond to the different microclimate challenges (discussed in further detail, below).
- Further exploration of how the junction between the 14-storey element and the 12-storey element of Block A is visually conceived would also be supported. The panel would like to see a confident approach to the break in mass at the corner. For example, special folded/faceted bricks or recessed amenity spaces could help reinforce this break.
- The elevation of Block B onto Clarendon Road could be further developed and differentiated, to express its position as a 'turning point' within the form of the building.
- The lift is a significant vertical element on the west side of the scheme and will be highly visible across the railway and from Alexandra Park. The lift lobby and lightwell therefore need to be well-detailed.

Environmental design and sustainability

- The panel welcomes the general approach to sustainable environmental design but notes that the technical detailed design will be critical in ensuring that these ambitions are realised.
- While the provision of a district-wide heating network is anticipated within the London Plan, the current scheme should be designed to operate effectively and sustainably prior to establishment of this network as well as ready to connect to it in the future.
- While the fabric improvement standards proposed are acceptable, the panel would encourage the design team to look at how the energy efficiency of the building's envelope could be enhanced through passive design features. It notes that the four faces of the building are similar, yet all have different orientations and micro-climate challenges. Potential exists to refine the



CONFIDENTIAL

6

detailed design of the different elevations in order to make them more responsive to climate and orientation.

- As there are different uses within different areas of the building, it will be important to integrate user-type profiles to enhance the energy efficiency approach across the whole development. For example, deep floor plans can be improved through careful design to increase access to light.
- Heat pumps have only been relatively recently adopted within commercial development, and a careful understanding of how to optimise their use within this setting could make a difference to the overall performance of the building.
- The panel notes that there is often a tension between the goals of biodiversity and solar energy generation through the inclusion of photovoltaic panels at roof level, as overshadowing can significantly reduce performance. In this regard, it is more realistic to adopt either photovoltaic panels or a living roof, rather than both in tandem.

Cycle strategy

- The panel would encourage further consideration of the arrangements for cycle parking, to ensure that it is convenient, accessible, and secure, for both the co-living and residential accommodation, ideally at ground or basement level. Providing a ramp or a lift to the basement would improve access and convenience.

Next steps

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



CONFIDENTIAL



FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: Jessica Buttons site

Wednesday 17 August 2022

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

Panel

Peter Studdert (chair)
Louise Goodison

Attendees

Rob Krzyszowski	London Borough of Haringey
John McCory	London Borough of Haringey
Valerie Okeiyi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Kate Trant	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Aikaterini Koukouthaki	London Borough of Haringey
Elizabeth Tonazzi	London Borough of Haringey
Deborah Denner	Frame Projects

Confidentiality

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

CONFIDENTIAL

1. Project name and site address

Jessica Buttons site, 30–36 Clarendon Road, London N8 0DJ

2. Presenting team

Yan Uren	Stockwool Architects
John Woolstencroft	Stockwool Architects
Frances Young	DPL Planning
Carly Tan	Paul Simon Magic Homes
Jack Sewell	XCO2
Warren Sanderwick	Sanderwick Land Design

3. Planning authority briefing

The Jessica Buttons site comprises a two-storey 1970s industrial building, located at the north of a mixed-use site that also includes the two-storey West Indian Cultural Centre in the south-east of the site and the Council's Day Centre (the Clarendon Recovery College) to the south-west.

The wider site is bound by Clarendon Road to the north, north-east and west, Homsey Park Road to the east and Turnpike Lane to the south and forms an important gateway site to the Haringey Heartlands.

Since the previous Quality Review Panel meeting on 18 November 2020, the applicants have revised the masterplan of the larger Clarendon Road site, retaining the principles from the previous proposal. This will include re-providing the African Caribbean Cultural Centre as part of a later phase. The present scheme will focus on the first phase to the north of the site known as the Jessica Buttons site.



CONFIDENTIAL

4. Quality Review Panel's views

Summary

The panel broadly supports the proposed scheme, which it feels makes a welcome contribution to the local area and has the potential to create a prominent gateway building. The panel understands the land ownership constraints informing the wider development and supports Masterplan A, which it feels is the more deliverable option and offers greater permeability given the surrounding context. The overall scale of the development seems appropriate, as well as the proposed mix of uses, particularly the commercial space along the Clarendon Road frontage. As design work continues, the panel would encourage further work to create greater variety and texture across the scheme's facades, to improve the appearance of the building, both from a distance and at ground / podium level. It also asks for further thought about the flat layouts in terms of daylighting levels, particularly at the lower floors. The panel also feels that daylighting of the scheme's entrance, and the clarity of layout and ease of circulation within this area is problematic and would benefit from a more generous and welcoming treatment. It also feels that the area occupied by the proposed disabled parking provision is excessive, and suggests that Highways are engaged further to consider how this might be reduced. While recognising the provision of green / amenity space at various levels throughout the building, the panel has concerns about the low level of green / amenity space at ground floor level.

Further details on the panel's views are provided below.

Access strategy

- While supportive of Masterplan A's permeability, the panel has concerns about the approach to the scheme from the south / Tumpike Lane. It suggests that further thought is given to how this vista might be opened up, and how the detailing of the building at ground level might support this.
- The panel suggests further consideration is given to the design and layout of the building's main entrance at ground level. The arrangement of the reception area, corridors and stair / lift access appears overly complex and unresolved.
- The panel recommends further work with Highways to address the disabled parking provision, where creating two bays with forward-access both in and out is leading to an excessive allocation of space. Re-allocating a proportion of the current parking provision to create a more generous entrance to the building at that location would be beneficial to the scheme overall.

Architecture

- The panel is broadly supportive of how the building sits within its surrounding context, with the tallest element of the scheme appropriately signalling as a 'gateway' building. However, the panel recommends further consideration of the detailing of the building to increase 'elegance' and 'delight'.



CONFIDENTIAL

- The treatment of each of the building's elevations would benefit from further thought, with a view to introducing variety across the facades. This might be achieved through changes in windows / materials / brickwork, with this detailing being sensitive to the context faced by each different elevation.
- The aim should be to lighten the appearance of the building, which the panel feels is currently quite heavy. The panel points to the brick textures and colours used in other recently completed buildings in the area as reference points.
- In addition, the panel would welcome further thought on the design of the building's base / podium, middle and top, with consideration given to the introduction of variety and texture through these levels.
- The panel also feels that the verticality of the building might be reduced by revisiting the current window treatment, and further consideration given to, for example, horizontal banding at junctures across its facades.
- The panel welcomes the increase in dual-aspect provision since the scheme's last review. However, the panel has concerns about daylighting to some of the deeper flats' interior spaces, particularly at the lower floors. It recommends further improvements to this aspect of the scheme are considered.

Landscape

- The panel welcomes the access afforded to the rooftop garden spaces for all tenures. However, it still has concerns about the level of this provision given the number of residents to be accommodated.
- Similarly, with the current scheme proceeding independently of prospective future development of the College and Cultural Centre sites, the panel expresses its concern about the low level of provision of amenity / green space at ground level.

Next steps

The panel is confident that its concerns can be addressed by the project team in consultation with Haringey officers and, on this basis, is happy to support the scheme.



- Query on the name of the development
- New blocks of flats already going up
- Housing crisis
- Excessive commercial space proposed
- Not enough infrastructure to support development
- Shared ownership is not affordable
- Private blocks should be affordable
- Obstruction to view from Westpoint apartment
- Loss of sunlight
- Overlooking/loss of privacy
- Will each flat in the Westpoint apartment be assessed for daylight/sunlight/overlooking
- How can neighbours have access to the above assessments
- Concerns the construction work will take place at different stages
- Concerns other site will not come forward for development
- Concerns the other 2 sites are outside the applicants ownership
- Why is the entire site not being developed
- Risky to develop the site piecemeal
- The development could look disjointed and unattractive
- A working group for the construction would be helpful
- Haringey's housing target should not be detrimental to its neighbours
- The Clarendon Square development is very disturbing
- Concerns commercial spaces are left vacant
- Concerns there would be overshadowing of gardens
- Overdevelopment
- The scheme does not accord with the masterplan
- The density of the scheme should be reduced
- Stepping down to 2 storeys at Hornsey park road is not correct
- Views are important
- The New River development is a good example

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2020/0024

Ward: Noel Park Ward

Address: West Indian Cultural Centre (to now be known as African Caribbean Cultural Centre) site, Clarendon Road off Hornsey Park Road, N8 0DD

Proposal: Demolition of the three existing buildings and construction of a part 12/14 and part 6/8/10 storey building incorporating a two storey base to provide a new cultural centre, co-workspace, gym and cafe, 85 residential units and 140 co-living units, with access, public realm improvements and landscaping and car and cycle parking.

Applicant: Paul Simon Homes

Agent: Frances Young, DLP Planning Ltd

Ownership: Public (Council) and Private

Case Officer Contact: Tobias Finlayson

2. BACKGROUND

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee in summer 2021. The applicant has engaged in pre-application discussions with Council Planning Officers as well as presenting the scheme to the Quality Review Panel (QRP) on two occasions.

3. SITE AND SURROUNDINGS

- 3.1. The site is located to the south west of Clarendon Road and north of Turnpike Lane. Shaped like an inverted, upside down letter L, the site wraps around the northern and eastern flanks of the Westpoint Apartments (1-69 Turnpike Lane).
- 3.2. The site is neither listed nor within a conservation area. However, the site is within the southernmost part of the Clarendon Road South Site Allocation (SA23) and the emerging draft Wood Green Area Action Plan Site Allocation (WGSA27).

4. PROPOSED DEVELOPMENT

- 4.1. The proposal is for demolition of the three existing buildings and construction of a part 12/14 and part 6/8/10 storey building incorporating a two storey base to provide a new cultural centre, co-workspace, gym and cafe, 85 residential units and 140 co-living units, with access, public realm improvements and landscaping and car and cycle parking.

5. PLANNING HISTORY

30-36 Clarendon Road (Jessica buttons factory site):

- 5.1. 2019: Planning permission (HGY/2019/2664) granted for change of use to D1 non-residential institution use (church and nursery) for a temporary period of three years only.
- 5.2. 2002: Planning application (HGY/2002/0340) refused for change of use of property from textile storage to community social club.
- 5.3. 1973: Planning permission (OLD/1973/0214) granted for erection of 2 storey industrial building.

20 Clarendon Road ('Day Centre' site) and West Indian Cultural Centre site:

- 5.4. No relevant planning history.

6. CONSULTATIONS

Public Consultation

- 6.1. This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken by the Local Planning Authority at this stage.

Applicant's Consultation

- 6.2. The applicant has been advised of the requirements of the National Planning Policy Framework (NPPF) and the Council's Statement of Community Involvement (SCI), which set out that a developer should engage with and consult the local community in planning and development issues on major developments prior to submitting an application.

- 6.3. Given the Covid pandemic, in lieu of in-person consultation events, the applicant held online consultation events on 14 and 16 November 2020. Any feedback/comments resulting from the applicant's own consultation will be included within its SCI submitted with any forthcoming planning application.

Development Management Forum

- 6.2. Due to the Covid pandemic, an in-person Development Forum (DMF) has not been held. It is anticipated that in lieu of the standard format DMF, an online version will be held before submission and likely early 2021. Should a formal planning application be submitted and brought to this Committee, feedback from the DMF will be included within the written report to the Planning Sub-Committee.

Quality Review Panel

- 6.4. The proposal has been reviewed twice by the Quality Review Panel (QRP), the first on 12 August 2019 and the second on 18 November 2020. The most recent QRP report is attached at **Appendix 1**. The summary of the QRP views is:

The panel welcomes the opportunity to review the proposals for the African Caribbean Cultural Centre as they continue to evolve. Overall, the panel applauds the work that the design team has done and feels that the revised scheme has responded well to previous feedback. The proposals promise a high-quality development subject to some further refinements. The distribution and mix of uses within the development are supported, and the panel feels that work to rationalise the configuration of the scheme has been successful. The architectural expression and landscape design are well-mannered, but there remains some scope for some further refinements. In addition, further work on the layout of the co-living accommodation, the co-working spaces, the residential entrances and the cycle parking is required, in order to improve the quality and liveability of the proposals.

Next steps

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

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1. Officers' initial views on the development proposals are outlined below:

Principle of Development

- 7.2. The principle of a proposed mixed-use development broadly aligns with the longer-term land-use objectives for the site and the strategic land use designations in the Local Plan Strategic Policies, Site Allocations DPD, and the emerging Wood Green Area Action Plan.

Employment, community and residential uses:

- 7.3. The site allocation requirements include re-provision of the existing cultural centre as well as maintaining employment floor space provision, both of which the proposal does. In line with the site allocation, the scheme also includes conventional residential units to increase the viability of the new workspace. The residential units including affordable housing will also contribute to meeting the borough's housing provision targets.

Co-living:

- 7.4. The scheme proposes 140 co-living rooms with associated communal facilities and amenity space. This type of accommodation can provide an alternative to traditional flat shares and includes additional services and facilities, such as room cleaning, bed linen, on-site gym and concierge service. Appropriate conditions could be imposed on a planning consent ensuring that these units could not be rented out as short term accommodation such as AirBnB and other such type land uses.
- 7.5. The council does not have a specific land use planning policy on co-living. However, the Mayor's 'Publication London Plan' Policy H16 (Large-scale purpose-built shared living) is therefore the prevailing policy for co-living schemes and can be given significant weight. The scheme should align with Policy H16 (in full below) and would also need to comply with other policies such as, but not necessarily limited to, an appropriate housing mix that supports balanced communities.

Policy H16 Large-scale purpose-built shared living

A Large-scale purpose-built shared living development⁸¹ 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) a concierge
 - f) bedding and linen changing and/or room cleaning services.
- 7) 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
- 8) a management plan is provided with the application
- 9) 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:
- a) upfront cash in lieu payment to the local authority, or
 - b) in perpetuity annual payment to the local authority
- 10) 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.

Design and Appearance

- 7.6. Adopted Local Plan policies identifies the site as being suitable for a tall building. In that policy context, whilst the detailed design is still to be finalised and assessed, at this stage, the proposed height, bulk and massing of the scheme could be considered acceptable. Further, during pre-application discussions, as part of the process, the scheme has been presented to the Quality Review Panel (refer to Appendix 2) which is broadly supportive of the scheme.
- 7.7. However, in addition to the required further detailed design, the above position is contingent on the scheme being acceptable with regard to other policy requirements such as impact on neighbouring residential amenity and microclimate, which would be fully assessed in detail should a formal planning application be submitted.

Density, Residential Mix and Quality

- 7.8. At this stage, the final density of the scheme is not yet known. However, it is noted that the London Plan density matrix is not taken forward in the new Publication London Plan, which instead takes a design led approach to site optimisation. Until formal adoption of policy, however, the density will be required to be taken into consideration as part of any scheme for the site.

Conventional residential units (C3):

- 7.9. As this stage, the mix of units would consist of 85 residential units, which would consist of 5% studio, 27% 1 bedroom, 55% 2 bedroom and 13% 3 bedroom. As the site is within an area identified in the draft Wood Green Area Action Plan as being more suitable for family sized units, the percentage of family sized units is considered low, especially when taking into account the co-living units in the overall mix. All conventional residential units will meet the space requirements set out in Policy D6 (Housing quality and standards) of the Publication London Plan and the Mayor's Housing SPG ,having individual access to amenity space in the form of balconies and communal terraces. 56% of the units will be dual aspect and where only single aspect can be achieved, these units would be east or west facing.
- 7.10. On-site child play space will be provided for ages 0-11 years with the remaining age (12+) provision being met offsite by way of financial contribution.

Co-living:

- 7.11. The size of the scheme's co-living rooms ranges from 21-35m² (average 22.5m²) and the average amenity area per person is 9.5m² (6.4m² internal and 3m² external). The amenity areas are provided within the internal co-living communal facilities such as kitchen/dining, TV/cinema room, library and club room. Additional to these areas, co-living residents will have access to the co-work café and gym. The co-living external amenity is provided in dedicated roof terraces at 6th and 8th floors. Communal areas are located on the ground floor.
- 7.12. Unlike conventional residential units (C3), there is currently no Local Llan policy standards or guidelines for co-living minimum room sizes or amenity areas. However, the proposed room and amenity sizes both compare reasonably favourably to recently approved co-living schemes in other London Boroughs.

Affordable Housing

- 7.13. The scheme proposes 40% affordable housing within the conventional residential (C3) block of 85 units, which equates to 27 units overall. The tenure split is proposed to be 59% affordable rented (16 units) and 41% intermediate (11 units).
- 7.14. Regarding the co-living element of the scheme, the London Plan Policy advocates a cash in lieu contribution towards conventional C3 affordable housing off-site. The applicant has indicated that due to cross-subsidising others parts of the scheme such as the replacement community facility (The African Caribbean Cultural Centre), the co-living aspect of the scheme will be unable to provide any financial contribution for off-site affordable housing provision. However, in accordance with the London Plan, as the scheme includes co-living, it must be subject to the Viability Test Route and not the Fast Track Route. Therefore, whether or not it is viable for the co-living element of the scheme to provide a

contribution towards off site affordable housing provision, the proposal will be subject to further detailed scrutiny upon assessment of a planning application.

Impacts on Amenity of Surrounding Residents

- 7.15. Residential properties border the site to the west and are adjacent to the north, north east and east. Whilst the site is identified in the Development Management DPD as being suitable for a tall building, this needs to be considered against other relevant policies including those related to impact on neighbouring residential amenity. Furthermore, Site Allocation SA23 states that heights should be restricted where they adjoin the properties on Hornsey Park Road.
- 7.16. The applicant has advised initial daylight/sunlight testing indicates that the proposed scheme would meet the BRE Guidelines. Any forthcoming planning application will be required to include both a full daylight/sunlight report and a microclimate report, which will be fully scrutinised as part of the planning application assessment process. The views of nearby residents will also be sought via the DM Forum and formal planning application notifications.

Transportation and Parking

- 7.17. In line with policy, given the good accessibility level (PTAL 5), to promote sustainable modes of transport, in addition to compliant levels of cycle parking, both the conventional residential units and co-living use will be 'car free' aside from the appropriate number of 'blue badge' disabled spaces. Also, in line with current policy, the co-working use will not have any car parking but will have compliant levels of cycle parking. Given the existing community use parking, the scheme proposes retaining an appropriate number of spaces so as not to result in parking stress on the surrounding area.
- 7.18. Delivery and servicing will be accommodated to the rear of the site away from close proximity to the junction where there may be conflict with other vehicles.
- 7.19. These matters will be detailed further within the Transport Statement required to be submitted with any forthcoming planning application.

Landscaping

- 7.20. The scheme proposes to improve the public realm interface at the most important 'public' frontages to the north, east and south. This improvement will be aided through keeping servicing to the rear or back of the site. Indicative landscaping and planting plans show an increase in planting to the footway as well as wider pavements and a colonnade to the south in close proximity to the at grade play space. Detailed plans and specifications for such provision will be submitted with any forthcoming planning application.

Sustainability

- 7.21. The applicant is currently working with officers on ensuring carbon reduction and overheating targets are met. It is also expected that the proposed development be able to connect to the Wood Green District Energy Network (DEN). These matters will be detailed further within the energy and overheating assessments required to be submitted with any forthcoming planning application.

This page is intentionally left blank

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2023/0017

Ward: Northumberland Park

Address: Tottenham Hotspur Football Club, 748, High Road, London, N17 0AP, London

Proposal: Section 73 (Minor Material Amendment) to alter the design, layout and massing of the approved hotel and residential tower in Plot 3 of planning permission HGY/2015/3000 for the hybrid planning permission for THFC stadium, hotel, residential, health centre and associated development.

Applicant: THFC

Agent: Richard Serra

Ownership: Private

Case Officer Contact: Samuel Uff

2. BACKGROUND

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

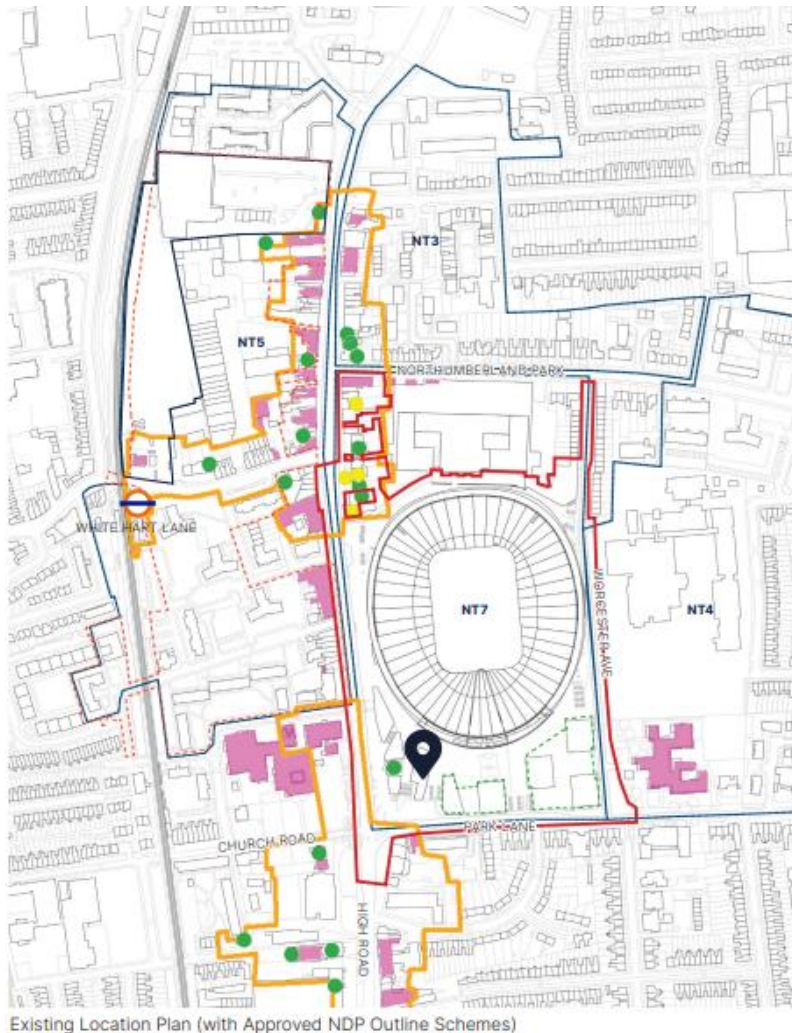
3. SITE AND SURROUNDINGS

- 3.1. The site forms part of the ongoing phased redevelopment of the THFC Stadium and associated surrounding land. This was granted as part of a hybrid planning application (part full permission and part outline permission) in 2016 (Reference: HGY/2015/3000). The redevelopment of the site was granted in phases which includes the Tottenham Hotspur Stadium (now built), Tottenham Experience, hotel and sports centre ('Extreme Sports Building').



Image 1 southern part of approved hybrid permission

- 3.2. The part of the site relevant to this proposal is the hotel and extreme sports centre, located south west of the newly built THFC football stadium on the junction of Park Lane and High Road. The site is adjacent to the Tottenham High Road / North Tottenham Conservation Area. The statutory Grade II Listed Warmington House (no.744 High Road) is located to the west of the site and has been incorporated into the Tottenham Hotspur Experience building, which formed part of the 2016 'hybrid' planning permission and has been substantially developed. There are other locally listed buildings in the vicinity, including the Corner Pin pub opposite the site. The recently approved High Road West redevelopment, is located to the west of the site and has permission for comprehensive masterplanned mixed use redevelopment, under reference planning permission reference HGY/2021/3175.



Existing Location Plan (with Approved NDP Outline Schemes)

Image 2 location of site in context

- 3.3. The hotel was referred to as 'Plot 3' in the 'hybrid' planning approval was granted full planning permission for a 22 storey tower to accommodate a new 180 bedroom hotel with an additional 49 serviced apartments. The Extreme Sports building, which would be located adjacent to the hotel, was referred to as Plot 4, adjacent eastwards of the hotel. This was approved in outline only. Reserved Matters have subsequently been approved for the scale (HGY/2021/1039) but detailed design remains outstanding for the Extreme Sports Building.
- 3.4. The detailed element of the hybrid permission granted full planning permission for the demolition of the existing THFC football stadium and club shop, three locally listed buildings (746, 748 and 750 High Road), and a terrace of seven houses (20 to 32 (evens) Worcester Avenue and the construction of the following:
- Plot 1 - A new 61,000 seat stadium and surrounding public realm works.
 - Plot 2 - 'The Tottenham Experience', a multi-use building incorporating the Grade II Listed Warmington House and comprising the club megastore,

stadium ticket office, museum, club cinema, café, stadium tour and 'Skywalk' reception area.

- **Plot 3 - A 22-storey hotel comprising 180 bedrooms and 49 serviced apartments.**

3.5. Outline planning permission was granted for the following:

- Plot 4 - The Extreme Sports building (Class D2) providing up to 2500 m² of floor space in a structure up to a maximum height of 51.2 metres. Detailed approval was granted for matters relating to "access" and "layout", with matters relating to "appearance" and "scale" reserved. (Application relating to "scale" submitted concurrently with this application Ref HGY/2021/1039)
- Plot 5 – Residential development and flexible community/office space (Class D1/B1) comprising 4 residential towers (2 blocks up to 16 storeys (69m) in height above podium level; 1 block up to 24 storeys (96m) in height above podium level; and 1 block up to 32 storeys (123m) in height above podium level) providing a maximum residential floor space of 49,000 m² or a maximum of 585 units, and the construction of 4,000 m² flexible community (Class D1)/office (Class B1) floorspace in the lower floors of the podium below the residential blocks in the SE corner of the site. Detailed approval was granted for matters relating to "access", "layout" and "scale", with matters relating to "appearance" and "landscape" reserved.
- Plot 6 - The Community Health Building (Class D1). Detailed approval was granted for matters relating to "access", "layout" and "scale" with only matters relating to "appearance" reserved. (The subject of this application)

3.6. This proposal will relate predominantly to Plot 3 for the hotel and associated podium and town plaza public realm.

4. PROPOSED DEVELOPMENT

4.1. The proposal is for a Section 73 Minor Material Amendment to the hybrid planning permission HGY/2015/3000. A subsequent amendment to that permission (HGY/2017/1183) removed reference to "serviced apartments" to allow these to be used as more conventional flats in 'residential' (C3) use class, albeit with shared access and shared use of facilities within the hotel. The proposal relates predominantly to Plot 3 for the hotel and associated podium and town plaza public realm.



Image 3 proposed design in context of approved development

- 4.2. The proposed design of the hotel will reconfigure the massing of the building and increase the height of the building by 17 metres from the approved proposal, which is estimated to equate to approximately an additional 5 storeys to the hotel building. The reconfiguration of the massing of the hotel building would create a slenderness base and greater separation from the newly built THFC stadium, as well as further defining the 'blade' like appearance and slenderness of the upper part of the hotel building.
- 4.3. The increase in proposed floor area of the upper floors would enable the provision of larger apartments when compared to those currently approved, but the number of apartments would not increase, remaining at 49 in total. The approved residential units would have been accessed from the same lobby as the hotel and shared the same internal cores and access to services but would have a separate entrance and core in the proposed re-design.
- 4.4. The layout would be altered to allow the hotel rooms to be separated from the upper floor residential by the re-siting of the restaurant from the top floor to the proposed 12th floor of the building. The approved ground floor bar / café area, which opened directly onto the plaza, would now solely be for separate lobby areas for the hotel and residential entrances. The roof terrace and bar on top of the building would be removed.
- 4.5. Podium access would be retained and improved from the proposed first floor workspace / hotel use. The podium is proposed to be used as public space, as

per the hybrid approval, with potential opening up of the Market Space area of the stadium and community events outside of events.

- 4.6. The ground floor public realm would incorporate a vehicular drop off area and landscaping. A canopy is proposed and would project forward of the main hotel entrance.
- 4.7. The rationale for the amendments to the layout and design of the hotel is in part improving the appearance of the building through achieving a more slender design whilst retaining the prominence of the hotel building. This would also allow for an improved layout of the central cores, as opposed to the northern and southern edges of the approved floor plan improving the aspect to the accommodation within the building.
- 4.8. Changes in fire regulations have also resulted in amendments to the cores and stair / lift access and by separating the residential from the hotel rooms, there is no need for all lifts to go all the way to the roof.
- 4.9. There have been two pre-applications to date between the developer team and officers. Discussions have centred around an amended design – namely there being a greater emphasis on establishing a more slender appearance for the hotel.

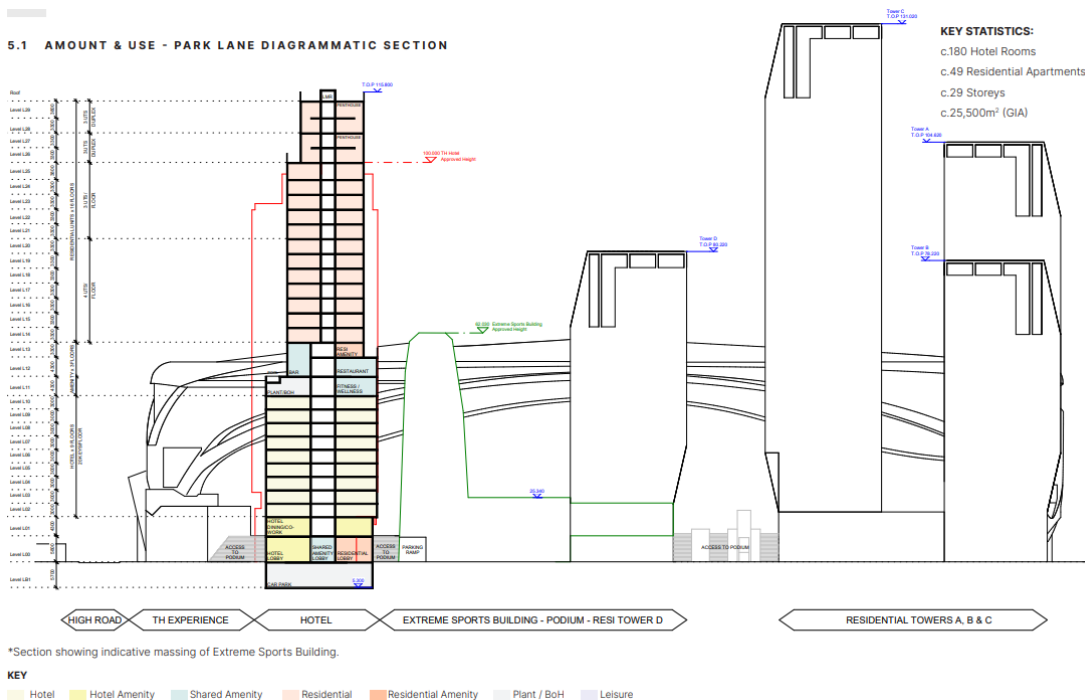


Image 4 proposed height in comparison to extant permission

5. PLANNING HISTORY

- 5.1. HGY/2015/3000 Proposed demolition and comprehensive phased redevelopment for stadium (Class D2) with hotel (Class C1), Tottenham Experience (sui generis), sports centre (Class D2); community (Class D1) and / or offices (Class B1); housing (Class C3); and health centre (Class D1); together with associated facilities including the construction of new and altered roads, footways; public and private open spaces; landscaping and related works. Details of "appearance" and "landscape" are reserved in relation to the residential buildings and associated community and / or office building. Details of "appearance" and "scale" are reserved in relation to the sports centre building. Details of "appearance" are reserved in relation to the health centre building. Proposal includes the demolition of 3 locally listed buildings and includes works to a Grade II Listed building for which a separate Listed Building application has been submitted (Ref: HGY/2015/3001). The proposal is EIA development.
- 5.2. HGY/2017/1183 Non-material amendment following a grant of planning permission HGY/2015/3000: proposed removal of 90 day restriction (Condition D16) to allow operation of hotel serviced apartments as C3, rather than C1 Use Class. Consequential amendments to Conditions A4, A7 and D1 Granted

6. CONSULTATIONS

6.1. Public Consultation

- 6.2. There has been no Development Management Forum for the proposal.

6.3. Quality Review Panel

- 6.4. The proposal was assessed by the Quality Review Panel (QRP) on 19th April 2023. The QRP's report is attached as **Appendix 2**.
- 6.5. The Panel were generally positive regarding the reduction in width and taller, slenderer tower as a landmark building. However, there should be further work on the materials and relationship with the adjacent conservation area, as well as how this relates to the public realm and the community in general.
- 6.6. The Panel would like to see further revisions and updates, particularly with regard to materials, microclimate and developments of plaza and public realm..

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1. The Planning team's initial views on the development proposals are outlined below.
- 7.2. *Policy position*

- 7.3. The extant hybrid planning permission was considered and assessed against relevant planning policies at that time. The submission of a Section 73 minor material amendment necessitates that any revised proposal is considered and assessed against current adopted planning policy mindful of the 'fallback' position established by the permission.
- 7.4. *Scope of Section 73 application*
- 7.5. An application can be made under Section 73 (referred to as S.73 from hereon in) of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. One of the uses of a S. 73 application is to seek a minor material amendment, where there is a relevant condition that can be varied. A S.73 application results in a new permission being issued.
- 7.6. Guidance for determining S.73 applications is set out in the NPPG which states that a minor material amendment is one "whose scale and nature results in a development which is not substantially different from the one which has been approved". This is not a statutory definition but the Department for Levelling Up, Housing and Communities and Local Government agree with this statement. It is further stated that the development which the application under S.73 seeks to amend will by definition have been judged to be acceptable in principle at an earlier date. Consequently, the extent of the material planning considerations are somewhat restricted and only the amendments being applied for should be considered at this stage. Having said that, when determining the application, the local planning authority (LPA) will have to consider the application in the light of current policy. The LPA therefore has to make a decision focusing on national or local policies which may have changed significantly since the original grant of planning permission as well as the merits of the changes sought.
- 7.7. *Principle of Land Use*
- 7.8. The proposed development would remain in accordance with the approved use of hotel and residential. The precise nature of the residential use and links to services within the hotel will require further scrutiny but is considered to broadly align with the approval. A restaurant will also be retained and available for hotel guests and general public use. As such the principle of land use is considered to accord with that approved in the hybrid permission and subsequent amendment.
- 7.9. *Scale, Massing and Detailed Design*
- 7.10. The approved hybrid development which includes a hotel of 22 storey's in height is approximately 100m above ground level. The proposed amendments to the hotel would seek to add an additional 17m in height and a redistribution of massing from lower levels.

2.7 HEIGHT STRATEGY: APPROVED SCHEMES HEIGHT COMPARISON

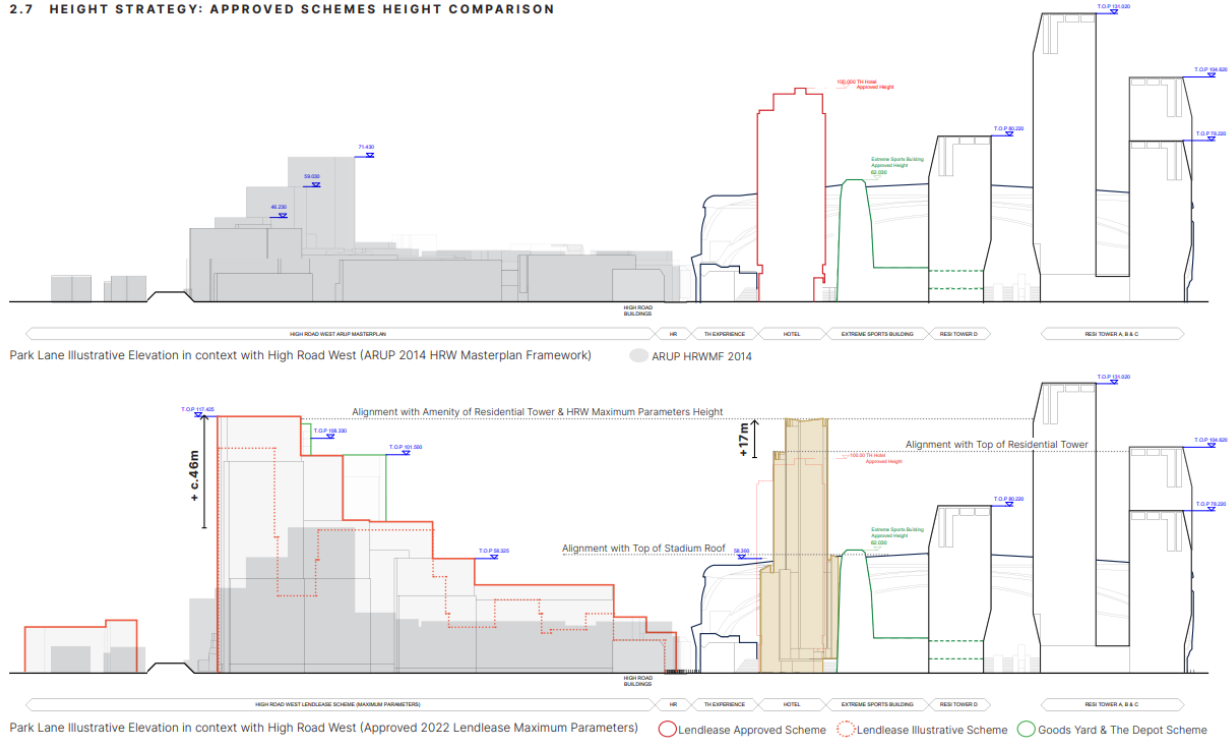


Image 5 height comparison and context

- 7.11. The proposed building would sit within the foundations and superstructure approved and which have already been constructed as part of the stadium development. The additional heights proposed in conjunction with alterations and reductions in massing at lower levels and improvements to the relationship with street and podium level.
- 7.12. The proposed design would have two distinctive but related massing elements with a tower and shoulder. The lower shoulder element seeks to respond to the street context, aligning to the kink in the High Road and reflecting the relationship with the historic built form at street level, anchoring it to the corner of Park Lane. The tower seeks to provide a more distinct slender and lighter frame, befitting the height and emerging character of tall buildings.
- 7.13. The proposed height would approximately align with the tallest tower in the High Road West development but not exceed the tallest residential tower in Plot 5 of the hybrid planning permission. The proposed upper shoulder level of the hotel building would also align with the eastern most residential tower in the extant hybrid approval (as shown in the drawing below). The lower shoulder of the hotel building would broadly align with the height of the THFC stadium. As such, this is considered to positively relate to the emerging character of new buildings.
- 7.14. The approved hybrid masterplan intended for the building on this site to have prominence in the local area as a signpost for the stadium, due to the scale and prominent corner siting. In this regard, the proposed development should act as a

wayfinder and landmark building within the emerging hierarchy of development. As such the additional scale is considered to be a positive design feature, enhanced by the more slender design.

- 7.15. The proposed design alterations have been commended by QRP as a means of enhancing the slenderness of massing and blade like design, which successfully re-provide massing from lower levels. QRP comments recognise that the approved and proposed hotel tower would sit within a family of new buildings within the hybrid permission and emerging character of this part of Tottenham with other large scale development, such as High Road West.
- 7.16. The proposed breaking up and stepping of massing would also be reflected in the materiality and appearance of these distinct parts. The lower level would respond more closely to that of High Road buildings with solid materials, whereas lighter materials and glazing would be incorporated in the tallest tower element.
- 7.17. Detailed design of the building and materiality will require further discussion as the design evolves. QRP members also questioned whether the relationship with the proposed public realm could be improved and more successfully integrated. It is important that an active frontage be retained in the hotel frontage and that this retains a genuine plaza appearance, as envisaged in the previous approval.
- 7.18. Whilst pre-application discussions are ongoing, the overall increase in height is considered broadly acceptable as a design evolution from the approved proposal. In this regard the additional height is beneficial in this acting as a landmark building in the emerging context. The slenderness also benefits the overall design as does the reduced lower massing. The detailed submission will remain subject to design detailing, to be considered further as this evolves.
- 7.19. *Heritage impact*
- 7.20. The site is no longer within the Tottenham High Road Historic Corridor/ North Tottenham Conservation Area, as a result of the amended boundary following the development of the newly built THFC football stadium. This site would however sit adjacent to the Conservation Area and the setting of the conservation area remains an important consideration.
- 7.21. The alterations in height will be seen predominantly in the context of the emerging character of the area rather than the heritage assets at street level. The proposal will have additional prominence in some longer views but will not be significantly different to the relationship with listed and locally listed buildings in the surrounding area.
- 7.22. Further discussion of the materiality and how the lower levels relate to the street level are welcomed but have been well received so far from officers.

7.23. *Layout and living conditions*

7.24. The approved serviced apartments in the HGY/2015/3000 permission were subsequently amended to a more conventional residential (C3) use, but retained the same access lobby and cores, as well as use of the services within the hotel. Among these services were a rooftop terrace, which would have provided amenity space.

7.25. The proposed layout and design would further distinguish the residential and hotel as separate, independent uses. Amenity spaces would be provided for each flat in the form of terrace / balconies and each flat would have a generous floorspace between 96-150sqm. Consideration of how these distinct uses function and layout and mix of unit sizes for this scheme will be required, as well as how this fits in with the wider hybrid permission.

7.26. *Amenity of Nearby Residents*

7.27. The scale, mass and siting are unlikely to have significant additional amenity impacts given the siting of development, but an assessment of potential impacts on proposed and existing residents will be expected with any submission.

7.28. Additional wind and microclimate studies will be required to ensure the design changes will address these issues.

7.29. *Transportation and Parking*

7.30. The site has excellent public transport connections (PTAL 6a). Parking would remain as per the approved arrangement. The additional floorspace is not considered to require any increase in parking provision but will be assessed fully.

7.31. *Sustainability, biodiversity and ecology*

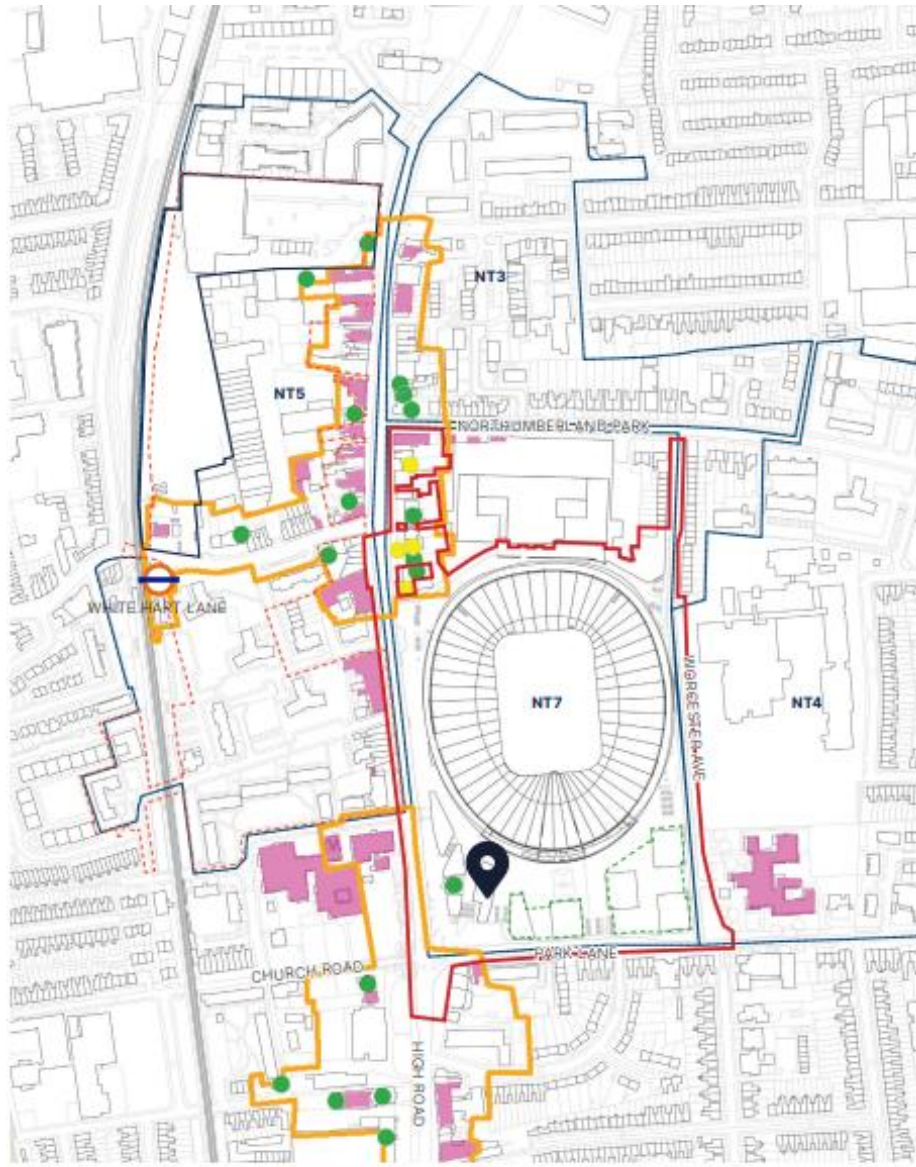
7.32. Sustainability and low carbon will be a key actor in the detailed design and of the façade treatments and should inform materiality, fenestration and layout. The proposal will require assessment against current policies.

7.33. There will be greater emphasis on ecology and urban greening in the revised submission and how this can be incorporated into design.

7.34. **All other consideration**

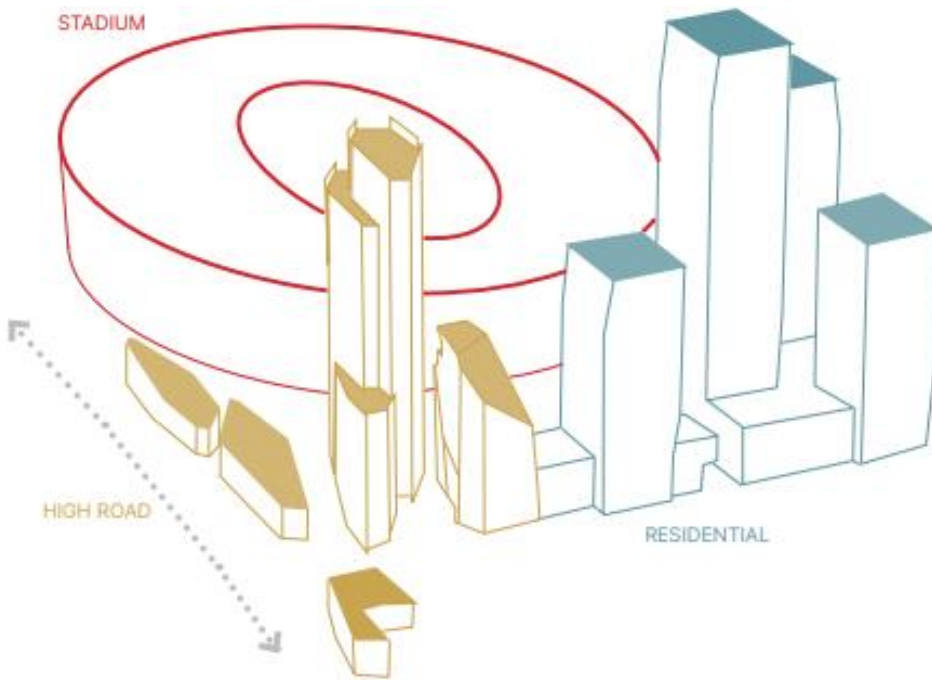
7.35. The pre-applications discussions have largely focused on the design and heritage impact but have raised other policy issues that will be discussed as detail progresses.

APPENDIX 1 - PLANS AND IMAGES



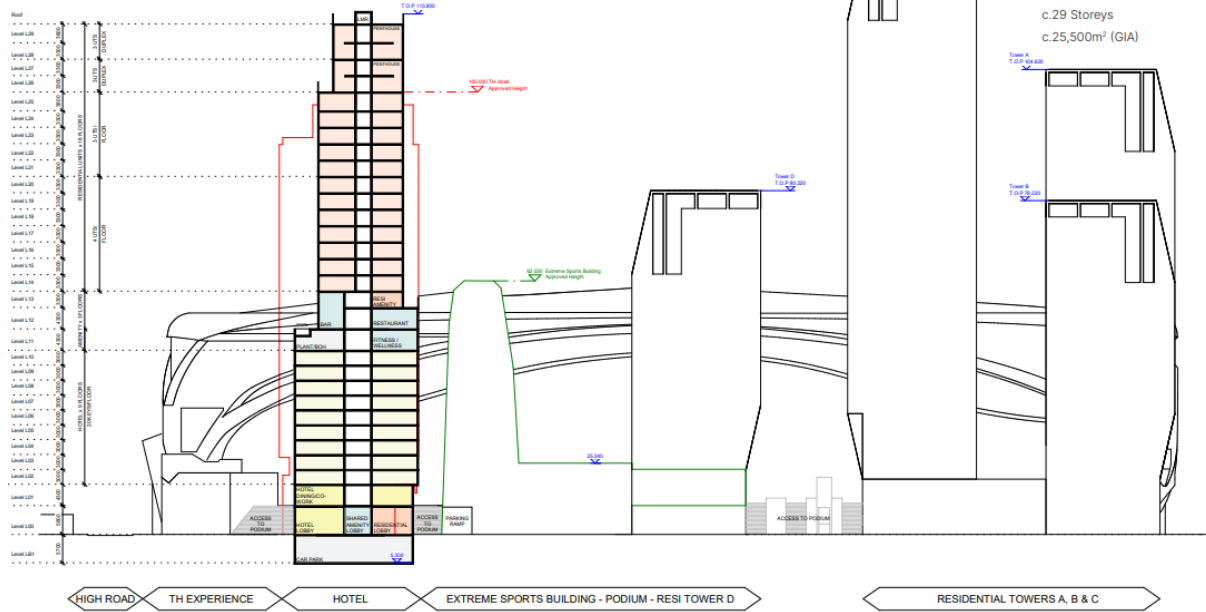
Existing Location Plan (with Approved NDP Outline Schemes)

Emerging character:



Building 'Family' Axonometric Diagram

5.1 AMOUNT & USE - PARK LANE DIAGRAMMATIC SECTION

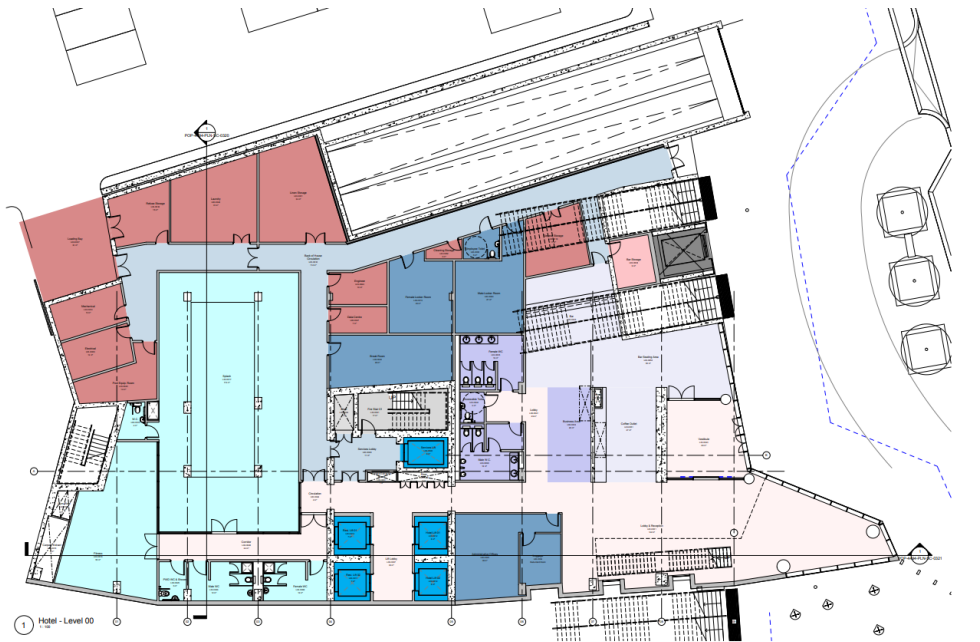


KEY STATISTICS:
 c.180 Hotel Rooms
 c.49 Residential Apartments
 c.29 Storeys
 c.25,500m² (GIA)

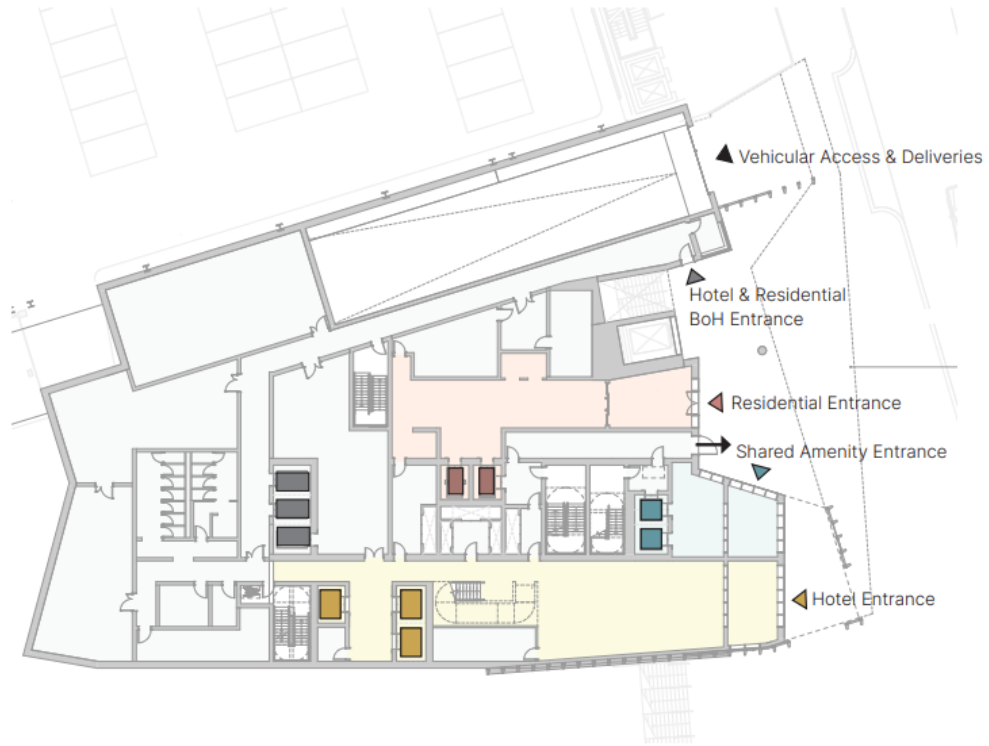
*Section showing indicative massing of Extreme Sports Building.

KEY
 Hotel Hotel Amenity Shared Amenity Residential Residential Amenity Plant / BoH Leisure

Approved ground floor plan (2017 amendment):



Proposed ground floorplan:



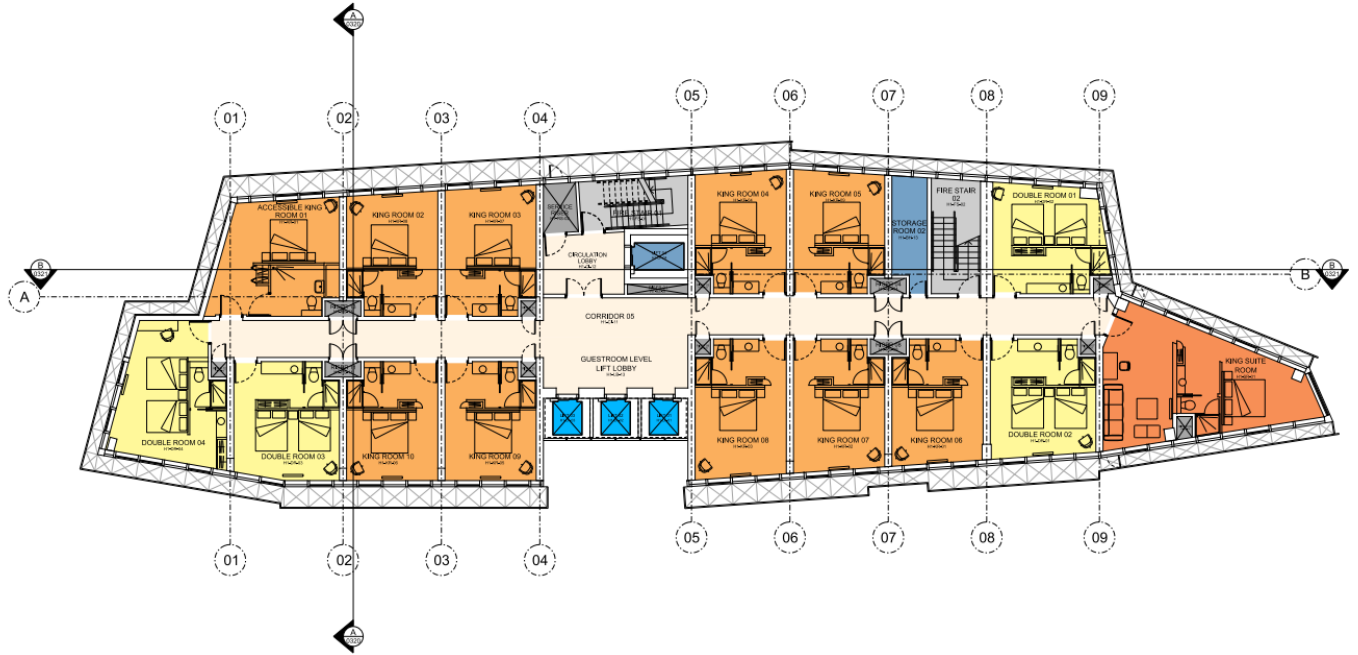
F&B Ei

Level 00 - Entrance

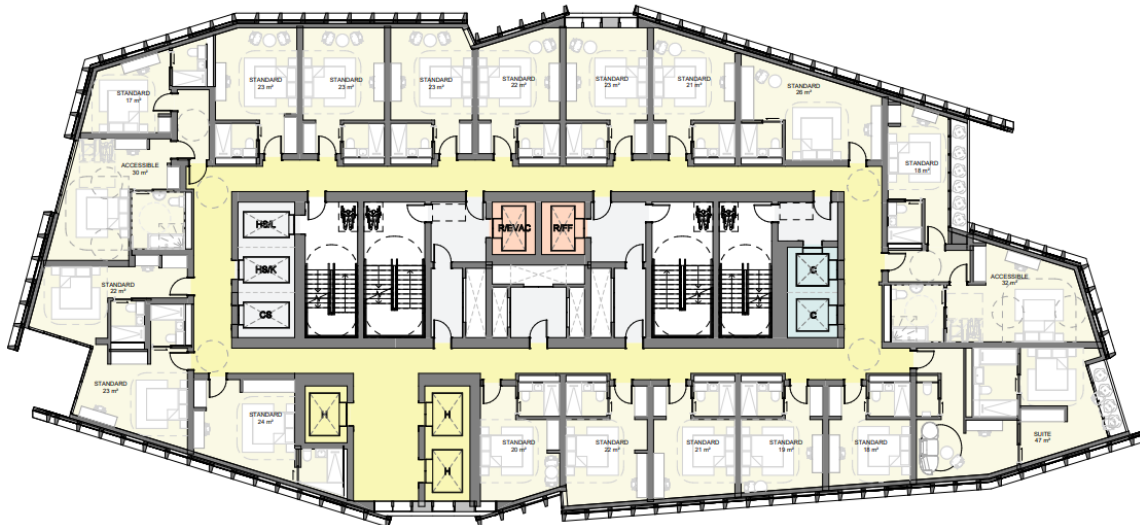
KEY

- | | | | |
|---------------|---------------------|---------------------|--------------------------|
| Hotel | Residential Amenity | Hotel Lift | BoH Lift |
| Residential | Shared Amenity | Residential Lift | Residential & Hotel Exit |
| Hotel Amenity | Plant / BoH | Shared Amenity Lift | |

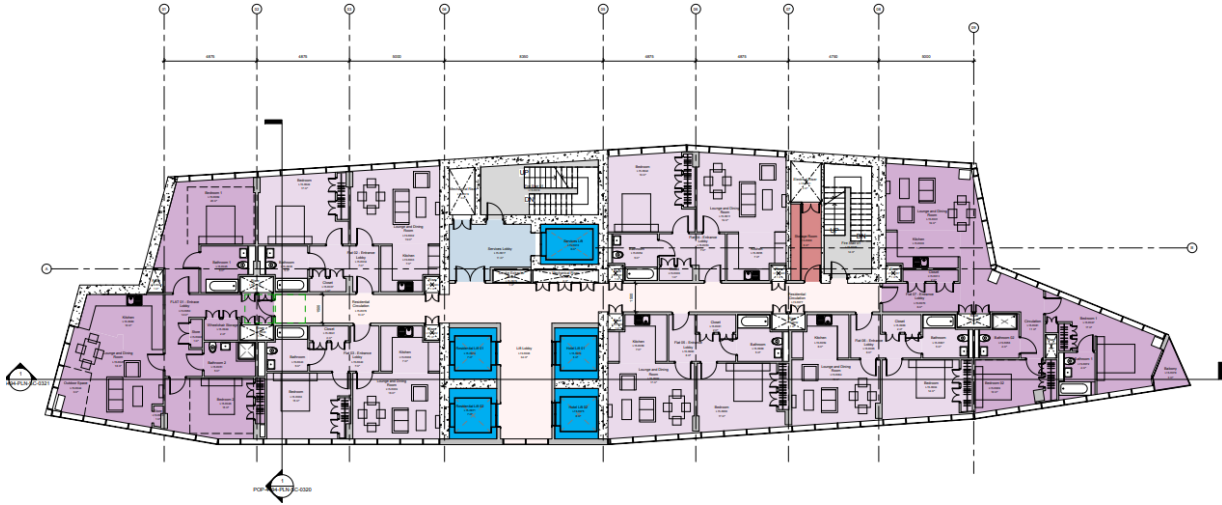
Approved hotel floor plans:



Proposed hotel floor plans:

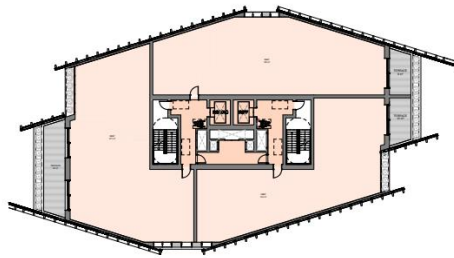


Approved 2017 residential floor plans:

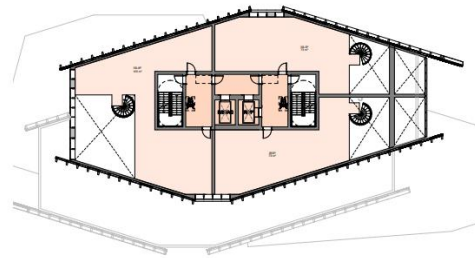


1 Typical Residential Floor - L15 to L21

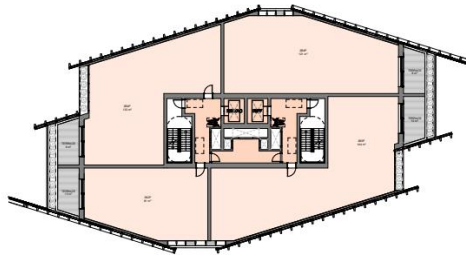
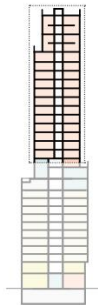
Proposed service apartments floor plans:



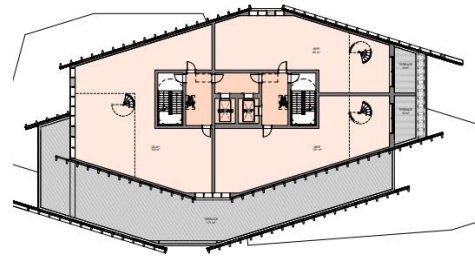
Levels 21 to 25 - Typical Residential Floor



Levels 27 & 29 - Duplex Residential Floor



Levels 14 to 20 - Typical Residential Floor



Levels 26 & 28 - Duplex Residential Floor

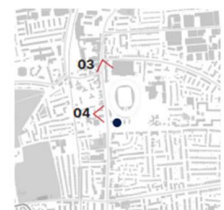
Not to Scale

Comparative views approved and proposed:

2.9 MASSING & HEIGHT: KEY TOWNSCAPE VIEWS (VUCITY)



2.10 MASSING & HEIGHT: KEY TOWNSCAPE VIEWS (VUCITY)



2.11 MASSING & HEIGHT: KEY TOWNSCAPE VIEWS



Approved Scheme
05 High Road at the Junction with Ruskin Road, Tottenham



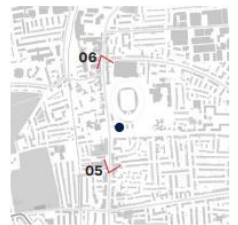
Proposed Scheme



Approved Scheme
06 View from Brantwood Road



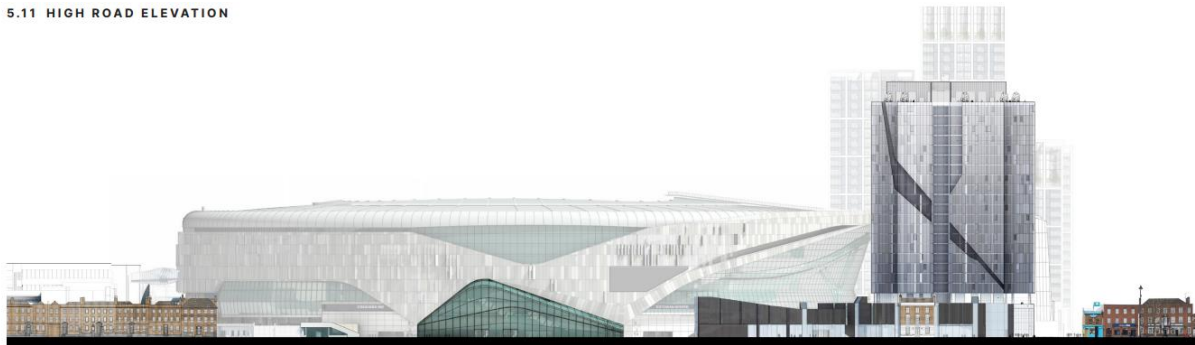
Proposed Scheme



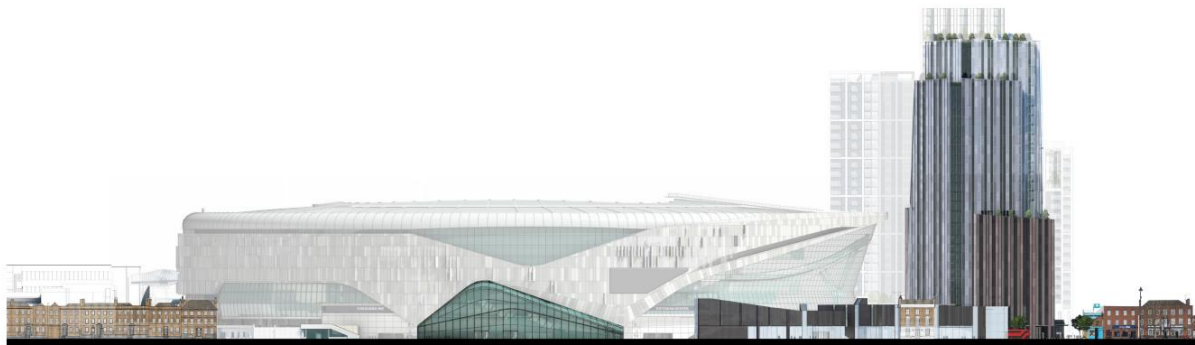
Key Plan

Comparative massing:

5.11 HIGH ROAD ELEVATION

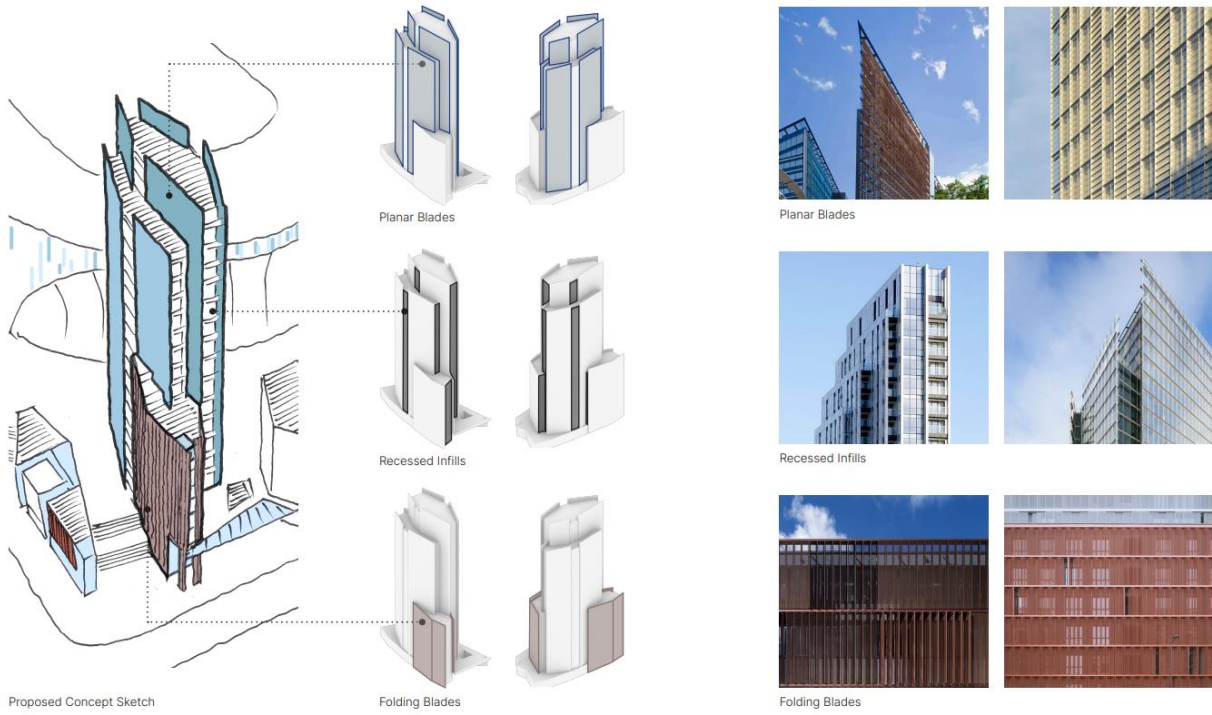


Approved Scheme



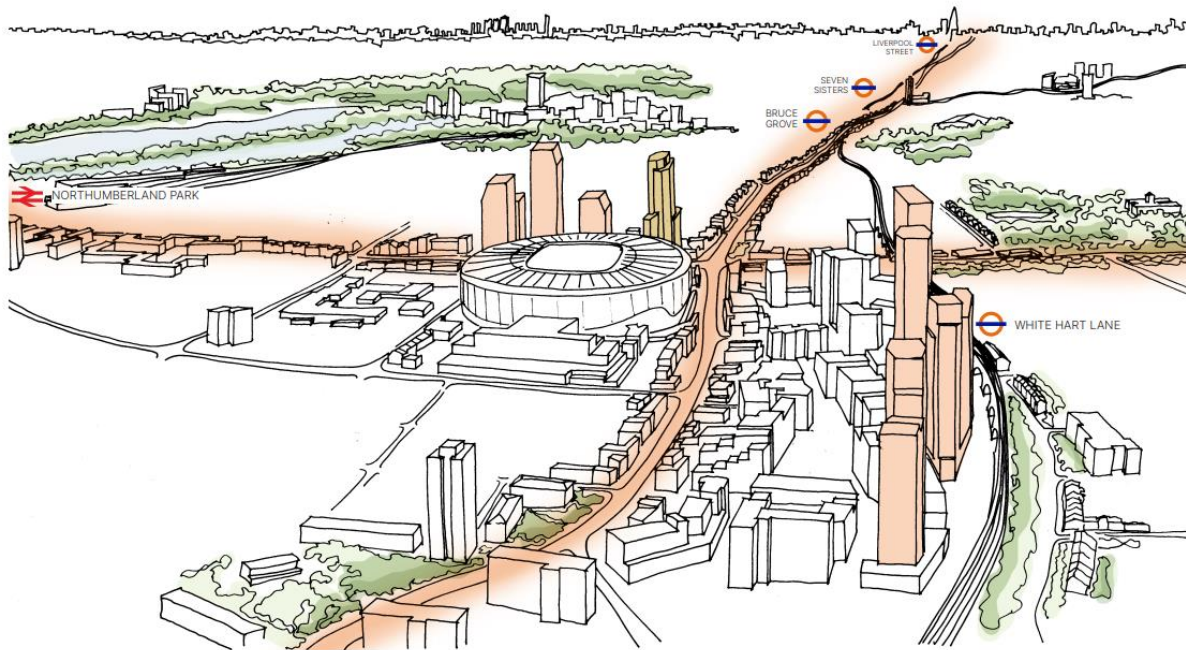
Proposed Scheme

Indicative materials / appearance:



Overview of emerging character:

2.12 BUILDING HEIGHT & STREET LEVEL: URBAN LEGIBILITY OF KEY PEDESTRIAN ROUTES





APPENDIX 2 – QRP NOTES

CONFIDENTIAL



London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Northumberland Development Project Hotel

Wednesday 19 April 2023

Tottenham Hotspur Football Club stadium board room, High Road, London N17 0AP

Panel

Esther Everett (chair)
Georgios Askounis
Louise Goodison
Catrina Stewart
Joanna Sutherland

Attendees

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
John McRory	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Samuel Uff	London Borough of Haringey
Joe Brennan	Frame Projects
Deborah Denner	Frame Projects
Kirsty McMullan	Frame Projects

Apologies / report copied to

Robbie McNaugher	London Borough of Haringey
Bryce Tudball	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.

Northumberland Development Project, Plot 3, Park Lane, London N17 0HB

2. Presenting team

Richard Serra	Tottenham Hotspur Football Club
Anabel Fernandez Rubio	F3 Architects
Ian Laurence	F3 Architects
Sean Bashforth	Quod

3. Planning authority briefing

The application site forms part of the ongoing phased redevelopment of the Tottenham Hotspur Stadium and associated surrounding land. This was granted as a hybrid permission in 2016 (HGY/2015/3000). The phased redevelopment includes the Tottenham Hotspur Stadium, Tottenham Experience, and the hotel and extreme sports centre. This review focuses on the hotel.

The site is south-west of the new stadium on the junction of Park Lane and High Road. It is adjacent to the Tottenham High Road / North Tottenham Conservation Area. The Grade II Listed Warmington House, to the west, has been incorporated into the Tottenham Hotspur Experience building. There are other locally listed buildings in the vicinity, including the Corner Pin pub opposite the site. The recently approved High Road West redevelopment is to the west of the site and has permission for substantial masterplan redevelopment (HGY/2021/3175.) The extreme sports building, which would be to the east of the approved hotel, was approved outline planning permission only. Reserved matters have subsequently been approved for the eventual scale (HGY/2021/1039) but not for detailed design.

The approved 2016 permission accepted the design but noted significant harm to the listed and locally listed buildings, failing to preserve and enhance the character of the conservation area. However, officers concluded that whilst there would be substantial and less than substantial harm caused to heritage assets, the benefits of the overall proposal would outweigh the harm as it is necessary to achieve the significant public benefits of the wider development.

The hotel was granted full permission in 2016 for a 22-storey tower to accommodate a 180-bedroom hotel with an additional 49 serviced apartments. The development has been implemented and foundations built. This revised proposal shows substantial changes to the height, layout, profile and materials. The scheme now shows a blade-like tower design with a slenderer appearance and an enlarged entrance canopy. The current scheme should be viewed in the context of the extant permission as well as the evolving character of the area.

Officers confirmed that the proposals are broadly in adherence to the 2016 approval. They would welcome the panel's thoughts on how the different sections of the building relate to the stadium and emerging context, and the proposed materiality.



4. Quality Review Panel's views

Summary

The panel notes that this scheme already has approval, but substantial changes are proposed to the layout, profile and materials. The reduction in width is a clear improvement and the panel supports the taller, slenderer tower. As this is a place of arrival at a key destination, the idea of a landmark building is supported. The design, especially at the top of the building, should be distinctive to achieve this and ensure it does not get lost in the cluster of other tall buildings proposed in the vicinity. However, the landscape and public realm must be as successful as the building. At present, the scheme appears as a corporate hotel, somewhat divorced from the diverse, creative energy of the neighbourhood it sits in. Local communities and businesses should be involved in developing the scheme to ensure that it provides clear community benefit and reflects Tottenham's character. Significant work is needed on the public realm strategy to better integrate the scheme into its surroundings, including mediating between the Tottenham Hotspur Stadium and the conservation area. How the building meets the ground and activates the podium, and the entrance sequences it creates should be interrogated and improved to create a coherent public-facing offer at all levels. Every opportunity should be taken to achieve low carbon sustainable design. This should include further exploration of materials, energy usage and renewables. The usability of all spaces inside and out should be thoroughly tested in terms of wind, sunlight / daylight, overheating and ventilation. The panel also asks for further work to develop the materiality of the building. This should be robust but tactile, especially at the lower levels. Texture should be used to find a less corporate and grey appearance that is more sensitive to the human scale, as well as the wider identity of the area.

These comments are further expanded below.

Height and massing

- The panel is broadly comfortable with the proposed 17 metre height increase on the consented scheme and supports the slenderer form of the tower.
- The scheme will be visible in long views and have an impact on the townscape, and the adjacent conservation area. However, it has already been determined through the outline consent that the public benefit of the development as a whole outweighs the harm. In addition, as this is a hotel (a place of arrival) and marks the important stadium destination, it is appropriate that this scheme acts as a landmark.
- However, the panel would encourage further work to refine the design, making it more responsive to its built and cultural context, ensuring that it is a landmark rooted in this part of Tottenham.

- The challenges associated with the loading capacity of the existing foundations and rights of light are understood, so this should be achieved through a distinctive design with particular attention to the building's crown, rather than through another increase in height.
- The panel recommends researching case studies on distinctive tall buildings with multiple levels at ground floor to inform the development of the scheme. The Shard is a good example of a successful, elegant landmark building that deals with multiple entrance levels.

Placemaking and integration

- This area and its residents have experienced significant change in recent years since the development of the Tottenham Hotspur Stadium, and this rate of change is continuing. There have been significant efforts in the wider development to reach out to the community with projects such as the Tottenham Experience.
- Considering the impact on locals and the recognised harm to the conservation area, it is essential that this tall building also provides community benefits and reflects Tottenham's character. At present, the architecture appears corporate, and somewhat divorced from the diverse, creative energy of the neighbourhood it sits in.
- The panel recommends engagement with the community to inform the design of the ground floor and podium spaces. This should help to ensure that the development meets the needs and desires of the community, alongside those of the hotel occupants and stadium visitors.
- It would encourage exploration of temporary or permanent interventions – for example the walls of the building at ground floor or podium level could be canvases for creativity, creating a point of interest with colour and materiality. This would soften the landscape and create a more playful, welcoming place.
- The council's 'Made by Tottenham' directory of local artists and businesses is a useful resource to assist with this.

Public realm

- The public realm proposals do not yet sit comfortably along Park Lane and in relation to the conservation area, as well as the emerging Allies and Morrison buildings. The landscaping strategy needs significant work to develop a more holistic response, ensuring it will support and be as successful as the building itself.
- Further work is needed on how the scheme negotiate changes between the ground and podium levels, ensuring that it contributes effectively to the public realm narrative on each level and that there is clarity of entrances.

- It is positive to hear that the podium space is already used for workshops and events on non-event days, and that the potential for market stalls is being investigated. The panel encourages further thought about opportunities for play and seating to make the podium more welcoming for the community.
- The scheme also needs to work for the thousands of people passing through on their way to the stadium. The ground floor and podium levels are currently dominated by hard landscaping. The ground floor vehicle drop-off area in particular is given too much prominence.
- The provision of greenery should be increased and there should be clear signage to cycle storage to make sure the public realm invites sustainable transport and is pedestrian friendly.
- More detail is needed to understand how the building activates the podium. The aim should be to create a fluid relationship between inside and outside.
- The planting shown on the upper levels also feels exotic and out of place in Tottenham. The panel would encourage use of species native to the UK.

Sustainable design

- Best practice and statutory requirements for sustainable low carbon design have changed significantly since the scheme was granted planning permission in 2016. The panel therefore welcomes the applicant's commitment to addressing this in the current designs.
- It notes that the 35% reduction against Part L mentioned in the presentation is a minimum GLA target and would encourage the scheme to go beyond this. For example, the panel would encourage ambitious targets for U-values and air tightness.
- The panel welcomes the thought being given to designing façades that respond to their orientation. The panel asks the project team to continue to develop this thinking as design work continues, alongside other considerations such as embodied energy.
- The current façade concept appears to rely on high embodied carbon materials such as steel. The panel encourages embodied carbon calculations as early as possible and for materiality to be optimised, including reducing the amount of steel needed in the structure.
- The panel is concerned about daylight and overheating challenges, particularly in west facing units where the ventilation strategy may not work as well due to orientation, height and windy conditions. This needs further work.
- In terms of health and wellbeing, the scheme would benefit from a thorough check of how usable all spaces are. The north facing balconies and the

ground level public realm require particular attention as they currently appear likely to be windy and shaded most of the time.

- The scheme should maximise opportunities for on-site renewable energy production, for example, considering photovoltaic panels on the roof levels.
- The panel understands that the intention is to connect to a district heating network, but in the future the scheme may need to accommodate heat pumps or adapt in other ways to achieve net zero carbon operation. A strategy is needed to future-proof the scheme for easy electrification. This may require space to be allocated that could become plant rooms if required.
- In terms of energy usage, many aspirational projects are now pushing for a target of 95 kilowatt hours/square metre. It would be interesting to see how this scheme compares, particularly as hotels have a constant demand for hot water. The project team should carry out energy analysis and look for opportunities for heat re-use, particularly regarding hot water.

Architecture

- The panel thinks that the architecture should better integrate into its context and soften the human experience of the building at lower levels.
- A clear set of 'rules' have been established in terms of planes, breaks and stepping of the façade. The panel understands the rationale of this approach but would encourage a return to different geometry and materials at lower levels as previously proposed.
- The external visuals of the scheme are crisp and attractive in the sunshine, but the panel is concerned that the powder coated metal and glass fibre reinforced concrete proposed will appear flat and grey on a normal cloudy day.
- The cast iron cladding of the Tottenham Experience building on the High Road is successful and the panel would encourage exploration of alternative materials with similar warmth. This could also help to tie the scheme into its surrounding context.
- In general, the panel encourages the project team to choose materials that feel more tactile and approachable.
- The National Theatre refurbishment in 2015 by Haworth Tompkins could be a useful precedent. The painted external frame has panels that reflect light and capture a sense of graininess and movement.
- The panel welcomes the idea of greening the façade, but questions how easy this will be to achieve, if it relies on residents to maintain planting on balconies.

- A lighting strategy should be developed to accentuate the strip element of the façade, especially at night and on the north and south elevations. This could help to highlight the gardens that the management team can control.

Internal layout

- Further work is needed on the internal layout, especially to develop detail on the circulation.
- The project team should carry out 'day in the life' studies of different users (such as a hotel guest, a local resident and a member of staff) to think through all arrival sequences and journeys through the building.
- The panel is concerned about long internal corridors. These have little or no natural light or views out, which can be very disorientating.
- It suggests finding opportunities to add more openings, such as in the far south-eastern corner on the typical hotel floor plans, and through the side of the external stair to the hotel lobby at ground floor level.

Next steps

The panel would welcome an opportunity to review the scheme again at the next stage of design development. It would be helpful if the proposals could be seen alongside plans for the extreme sports centre to ensure that it works well with this important neighbouring context.

This page is intentionally left blank



Report for:	Planning Sub Committee Date: 5th June 2023	Item Number:	
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 but nearing completion. Once agreed in draft the stage 2 referral will be sent to The Mayor of London.	Phil Elliott	John McRory
Barbara Hucklesby Close, N22 HGY/2022/0859	Demolition of existing eight bungalows and the construction of a part one, two and three-storey building to provide supported living accommodation (Use Class C2) comprising 14 one-bedroom homes, a support office and communal garden. Provision of two wheelchair accessible parking bays, refuse/recycling and cycle stores and landscaping.	Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations on legal agreement are ongoing.	Gareth Prosser	Kevin Tohill
313-315 Roundway and 8-12 Church Lane, N17 HGY/2022/0967	Demolition of existing buildings and erection of a three to five storey building with new Class E floorspace at ground floor and residential C3 units with landscaping and associated works.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Kevin Tohill	Kevin Tohill
St Ann's Hospital, St Ann's Road, N15 HGY/2022/1833	Circa 995 residential dwellings, commercial and community uses, retention of existing historic buildings, new public realm and green space,	Members resolved to grant planning permission subject to the signing of legal agreement	John McRory	John McRory

	new routes into and through the site, and car and cycle parking.	Negotiations on legal agreement are ongoing.		
45-47, Garman Road, London, N17 HGY/2022/2293	Redevelopment of the site to provide a self-storage facility (Use Class B8) with associated car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Kwaku Bossman-Gyamera	Kevin Tohill
175 Willoughby Lane London, N17 HGY/2022/0664	Redevelopment of vehicle storage site for industrial uses (seven medium-large warehouse units)	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Sarah Madondo	Kevin Tohill
Cross House, 7 Cross Lane, N8 HGY/2021/1909	Demolition of existing building; redevelopment to provide business (Class E(g)(iii)) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement, provision of 7 car parking spaces and refuse storage.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
Wat Tyler House, Boyton Road, Hornsey, London, N8 HGY/2022/3858	Redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part 4, 5 and 7- storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boyton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	James Mead	John McRory

<p>44 Hampstead Lane, N6 HGY/2022/2731</p>	<p>Demolition of existing dwellings and redevelopment to provide a care home (Use Class C2); associated basement; side / front lightwells with associated balustrades; subterranean and forecourt car parking; treatment room; detached substation; side access from Courtenay Avenue; removal 8 no. trees; amended boundary treatment; and associated works</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>Samuel Uff</p>	<p>John McRory</p>
<p>APPLICATIONS SUBMITTED TO BE DECIDED</p>				
<p>Civic Centre, High Road, Wood Green, London, N22 8ZW HGY/2023/1043</p>	<p>Redevelopment of the existing rear car park for the erection of a three storey building (plus roof enclosure) comprising of Class E floorspace; 2 x two storey links; creation of central courtyard; parking and landscaping; and refurbishment and external alterations of the existing Civic Centre and offices, including alterations to entrance facade and fenestration; and associated works (Listed Building Consent Ref: HGY/2023/1044)</p>	<p>Application submitted and under assessment.</p>	<p>Samuel Uff</p>	<p>John McRory</p>
<p>Former Car Wash, Land on the East Side of Broad Lane, London N15 4DE HGY/2023/0464</p>	<p>Construction of a new office block, including covered bin and cycle stores.</p>	<p>Application submitted and under assessment.</p>	<p>Sarah Madondo</p>	<p>Kevin Tohill</p>
<p>312, High Road, London, N15 4BN</p>	<p>Proposed addition of 42 emergency new short-term self-contained residential units, 6</p>		<p>Kwaku Bossman-Gyamera</p>	<p>Kevin Tohill</p>

HGY/2022/2594	residential flat units and refurbishment of commercial space.			
Former Petrol Filling Station 76 Mayes road, N22 HGY/2022/2452	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace.	Application submitted and under consideration	Valerie Okeiyi	John McRory
Tottenham Hotspur Football Club, 748, High Road HGY/2022/4504	Reserved matters approval is sought in respect of 'landscaping' associated with Plot 5 (residential and B1/D1) associated with planning permission HGY/2015/3000	Application submitted and under assessment.	Samuel Uff	John McRory
The Goods Yard and The Depot 36 & 44-52 White Hart Lane (and land to the rear), and 867-879 High Road, N17 HGY/2022/0563	Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use.	Revised information submitted 22 May 2023 and under assessment. Previous version of scheme refused in November 2021 – which was appealed, and the appeal upheld (allowed).	Philip Elliott	John McRory

<p>Hornsey Police Station, 94-98 Tottenham Lane, N8</p> <p>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 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.</p>	<p>Application submitted and under assessment.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8</p> <p>HGY/2022/3846</p>	<p>Demolition of the existing buildings and construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential units and 560 sqm of commercial floorspace, with access, parking and landscaping.</p>	<p>Application submitted and under assessment – to be reported to Members at June planning sub committee</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p>Drapers Almshouses, Edmansons Close, Bruce Grove, N17</p> <p>HGY/2022/4320</p>	<p>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.</p>	<p>Application submitted and under assessment.</p>	<p>Gareth Prosser</p>	<p>John McRory</p>
<p>Baptist Church, Braemar Avenue, N22</p> <p>HGY/2022/4552</p>	<p>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</p>	<p>Application submitted and under assessment.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>

	storage, cycle parking facilities including landscaping improvements.			
Berol Quarter Berol Yard, Ashley Road, N17 HGY/2023/0261	<u>Berol House</u> 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. <u>2 Berol Yard</u> 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. And associated public realm and landscaping within the quarter.	Application submitted and under assessment.	Phil Elliott	John McRory
Highgate School, North Road, N6 HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316	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	Applications submitted and under assessment.	Tania Skelli	John McRory

<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 Elliott</p>	<p>John McRory</p>
<p>Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4</p> <p>HGY/2022/4310</p>	<p>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</p>	<p>Application submitted and under assessment.</p>	<p>Phil Elliott</p>	<p>John McRory</p>
<p>Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4</p> <p>HGY/2023/0570</p>	<p>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.</p>	<p>Application submitted and under assessment.</p>	<p>Phil Elliott</p>	<p>John McRory</p>
<p>Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15</p> <p>HGY/2023/0728</p>	<p>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</p>	<p>Application submitted and under assessment.</p>	<p>Phil Elliott</p>	<p>John McRory</p>

	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 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.			
26 Lynton Road, N8 HGY/2023/0218	Demolition of existing building and erection of a new part four part five storey building to create a high quality, mixed-use development. The proposed development will comprise 1,200 sqm GIA of commercial floorspace (Class E), and 9 new homes (Class E)	Application submitted and under assessment.	Gareth Prosser	John McRory
IN PRE-APPLICATION DISCUSSIONS				
THFC NDP Hotel	S.73 (MMA) for redesign of approved hotel tower; additional 17m height; reduction in lower massing; reconfiguration of internal layout.	Pre-application discussion and QRP held 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 18/11/2022 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
50 Tottenham Lane, Hornsey, N8 Council Housing led project	Council House scheme	Initial pre-app meeting held	Gareth Prosser	Matthew Gunning
Sir Frederick Messer Estate, South Tottenham, N15 Council Housing led project	Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market.	Initial pre-app meetings and QRP held. Discussions ongoing.	TBC	John McRory
Reynardson Court, High Road, N17 Council Housing led project	Refurbishment and /or redevelopment of site for residential led scheme – 10 units.	Pre-application discussions taking place	TBC	John McRory
Arundel Court and Baldewyne Court,	Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and	Pre-application discussions taking place	Kwaku Bossman-Gyamera	Kevin Tohill

Lansdowne Road, N17 Council Housing led project	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.			
Gourley Triangle, Seven Sisters Road, N15	Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space.	Pre-app meetings held. QRP review held. Greater London Authority (GLA) meeting held. Discussions ongoing.	TBC	John McRory
25-27 Clarendon Road, N22	Residential-led redevelopment of site, including demolition of existing buildings.	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory
Selby Centre, Selby Road, N17	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory
Ashley House and Cannon Factory, Ashley Road, N17	Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges.	Agreed PPA – Submission likely in the Summer/Autumn.	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	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	Pre-app advice issued Discussions ongoing	Tania Skelli	John McRory

14-16 Upper Tollington Park N4	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.			
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 100m ² 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 Oddbins building and retail and residential parade of nos.141-143 and construction of 5 storey building with 26 flats; 207sqm commercial floorspace; and 11 car park spaces in basement	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	Pre-app advice note issued.	Valerie Okeiyi	John McRory

	upper floors together with cycle and refuse storage at ground floor level.			
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				

Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
Alexandra Park	Householder planning permission	HGY/2023/0708	Approve with Conditions	18/05/2023	67 Grosvenor Road, Hornsey, London, N10 2DU	Replacement and relocation of existing bike storage in the front garden.	Mercy Oruwari
Alexandra Park	Householder planning permission	HGY/2023/0012	Approve with Conditions	21/04/2023	34 The Avenue, Hornsey, London, N10 2QL	Erection of a single storey rear extension and rear outbuilding, and installation of PV panels on roof, heat pump and external insulation (AMENDED PLANS).	Matthew Gunning
Alexandra Park	Householder planning permission	HGY/2023/0650	Approve with Conditions	16/05/2023	13-15 Harcourt Road, London N22 7XW	Joint application for Nos T3 & T5 to erect single storey rear extensions with associated internal alterations to both properties	Laina Levassor
Alexandra Park	Householder planning permission	HGY/2023/0097	Approve with Conditions	21/04/2023	100 Alexandra Park Road, Hornsey, London, N10 2AE	Re-location of existing fridge compressor/vent units (plant equipment) and installation of acoustic enclosure and screen	Mercy Oruwari
Alexandra Park	Full planning permission	HGY/2023/0468	Approve with Conditions	14/04/2023	Flat A, 1 The Avenue, Hornsey, London, N10 2QE	Demolition and rebuilding of two brick piers on the property's side boundary in order to widen the existing vehicular access.	Oskar Gregersen
Alexandra Park	Householder planning permission	HGY/2023/0752	Approve with Conditions	15/05/2023	139 Victoria Road, Wood Green, London, N22 7XH	Loft extension with a hip to gable roof extension and rear dormer and a Juliet balcony. Replacement of Side Lean-to and WW2 Shelter for the erection of a single story rear and side extensions	Daniel Kwasi
Alexandra Park	Householder planning permission	HGY/2022/4466	Refuse	11/05/2023	86 Grosvenor Road, Hornsey, London, N10 2DS	Conversion of loft comprising a hip-to-gable side extension, rear dormer extension and the installation of rooflights to the front roof slope.	Kwaku Bossman-Gyamera
Alexandra Park	Lawful development: Proposed use	HGY/2023/0906	Permitted Development	16/05/2023	136 Victoria Road, Wood Green, London, N22 7XQ	Certificate of lawfulness for the proposed erection of a rear dormer with a Juliet balcony.	Daniel Kwasi
Alexandra Park	Householder planning permission	HGY/2022/4481	Approve with Conditions	03/05/2023	29 Thirlmere Road, Hornsey, London, N10 2DL	Refurbishment of ground floor including demolition of existing canopy/lean-to structures at the rear and side, new glazing arrangement at rear and the addition of a ground floor rear, side-infill extension. Remedial works to front garden walls and construction of a new bin store.	Sabelle Adjagbor
Alexandra Park	Householder planning permission	HGY/2023/0937	Approve with Conditions	17/05/2023	Flat A, 70 Alexandra Park Road, Hornsey, London, N10 2AD	Erection of single-storey rear extension and garden outbuilding	Tania Skelli
Alexandra Park	Householder planning permission	HGY/2023/0436	Approve with Conditions	18/04/2023	147 Alexandra Park Road, Wood Green, London, N22 7UL	Construction of hip-to-gable roof extension with rear dormer and 3 x front slope rooflights above main roof and first floor side extension. Replacement of existing rear extension with single storey wraparound rear extension with 3 x rooflights inc. internal alterations. Alterations to rear 1st floor fenestration and removal of stairs to side rear. New side entrance with canopy. Replacement windows for front fenestration. (Reconfiguration of approved application HGY/2020/2137) (AMENDED DESCRIPTION)	Daniel Kwasi
Alexandra Park	Full planning permission	HGY/2023/0729	Approve with Conditions	19/05/2023	Ground Floor Flat, 42 Alexandra Park Road, Hornsey, London, N10 2AD	Construction of new garden building, demolition of existing garden building	Emily Whittredge
Alexandra Park	Householder planning permission	HGY/2023/0548	Approve with Conditions	28/04/2023	Garden Flat, 53 Dukes Avenue, Hornsey, London, N10 2PY	Erection of a single storey rear garden outbuilding (Eco garden room).	Mercy Oruwari
Alexandra Park	Full planning permission	HGY/2023/0702	Approve with Conditions	05/05/2023	First Floor Flat, 31 Dagmar Road, Wood Green, London, N22 7RT	Formation of dormer roof extensions to the main roof slope and to the outrigger roof slope and the installation of three rooflights to the front slope	Kwaku Bossman-Gyamera

Alexandra Park	Approval of details reserved by a condition	HGY/2022/4294	Approve	27/04/2023	Shop, 20 Crescent Road, Wood Green, London, N22 7RS	Approval of details reserved by a Condition 3 (Materials) and Condition 4 (elevation and section drawing) attached to planning reference HGY/2018/3155.	Matthew Gunning
Alexandra Park	Approval of details reserved by a condition	HGY/2023/0561	Approve	16/05/2023	64 Victoria Road, Wood Green, London, N22 7XF	Approval of details reserved by a condition 5 (Appointment of a Chartered Civil Engineer (MICE) or Chartered Structural Engineer (MI Struct.E) to supervise the construction works throughout) attached to planning consent HGY/2021/2191.	Mercy Oruwari
Alexandra Park	Approval of details reserved by a condition	HGY/2023/0859	Approve	16/05/2023	64 Victoria Road, Wood Green, London, N22 7XF	Approval of details reserved by a condition 8 (Written Construction Management Plan) attached to planning consent HGY/2021/2191	Mercy Oruwari
Bounds Green	Full planning permission	HGY/2023/0364	Approve with Conditions	20/04/2023	Glencairn Bowls Club, Blake Road, London N11 2AF	Repair of building following fire damage	Josh Parker
Bounds Green	Householder planning permission	HGY/2022/2671	Approve with Conditions	10/05/2023	41, Maidstone Road, London, N11 2TR	Erection of single storey rear extension and first floor rear extension; loft extension/conversion with hip to gable extension, rear dormer and front rooflights; other external alterations to main property; removal of substandard garage and installation of side gates.	James Mead
Bounds Green	Removal/variation of conditions	HGY/2022/3514	Appeal Withdrawn	28/04/2023	10, Buckingham Road, London, N22 7SR	Variation of condition 3 (Materials) attached to planning permission ref: HGY/2021/1512 to change the external facing material from Yellow Stock brickwork to STYRO STONE to improve the insulation values.	Cameron Sturges
Bounds Green	Lawful development: Existing use	HGY/2022/4516	Approve	25/04/2023	13 Cornwall Avenue, Wood Green, London, N22 7DA	Certificate of lawfulness for the existing use of the property as two separate self-contained flats comprising a 1-bedroom ground-floor flat with access to the rear garden and a 1-bedroom first-floor flat.	Sabelle Adjagboni
Bounds Green	Householder planning permission	HGY/2023/0215	Approve with Conditions	13/04/2023	Flat A, 114 Myddleton Road, Wood Green, London, N22 8NQ	Alteration to existing loft space to include new rear dormer and rear extension above existing outrigger and internal alterations	Mercy Oruwari
Bounds Green	Lawful development: Proposed use	HGY/2023/1288	Permitted Development	17/05/2023	41 Maidstone Road, Wood Green, London, N11 2TR	Certificate of lawfulness for the erection of an outbuilding in the property's rear garden under the Town and Country Planning (General Permitted Development) (England) Order 2015, Schedule 2, Part 1, Class E ?buildings etc incidental to the enjoyment of a dwellinghouse?.	Cameron Sturges
Bounds Green	Householder planning permission	HGY/2023/0758	Approve with Conditions	16/05/2023	Flat A, 59 Trinity Road, Wood Green, London, N22 8XU	Loft extension with an L-shaped rear dormer with an obscure glazed side window above main roof and outrigger. Conversion of roof space into habitable space to create a bedroom and a home office.	Daniel Kwasi
Bounds Green	Full planning permission	HGY/2022/3857	Approve with Conditions	05/05/2023	105, Truro Road, Wood Green, London, N22 8DH	Conversion of existing dwelling house into x5 self contained flats including erection of rear /side dormers and insertion of rooflights to front elevation, alterations to the front elevation including secure/sheltered refuse/recycle stores, car parking, secure/sheltered cycle stores and private and shared amenity spaces.	Sarah Madondo

Bounds Green	Lawful development: Existing use	HGY/2023/0849	Approve	19/04/2023	113 Whittington Road, Wood Green, London, N22 8YR	Certificate of lawfulness for the existing use of the property as four separate self-contained flats comprising a two-bedroom flat on the ground floor and three one-bedroom flats on the first and second floors.	Oskar Gregersen
Bounds Green	Lawful development: Proposed use	HGY/2023/0942	Permitted Development	13/04/2023	78 Woodfield Way, Wood Green, London, N11 2NT	Certificate of lawfulness for the proposed conversion of garage into habitable room and a loft conversion with rear & side dormers and roof lights.	Neil McClellan
Bounds Green	Prior notification: Development by telecoms operators	HGY/2023/1121	Permitted Development	09/05/2023	Bounds Green Court, Bounds Green Road, Wood Green, London, N11 2EX	In accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003, formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications. The proposed installation comprises: Removal and replacement of 3no antennas, internal upgrade of existing equipment room and associated ancillary works thereto	Kwaku Bossman-Gyamera
Bounds Green	Approval of details reserved by a condition	HGY/2023/0195		28/04/2023	Garages, Partridge Way, Wood Green, London	Approval of details pursuant to the discharge of condition 23 (considerate contractors) attached to planning permission with ref: HGY/2021/2075 dated 21/03/2022.	Ben Coffie
Bruce Castle	Consent to display an advertisement	HGY/2023/1202	Approve with Conditions	19/05/2023	Shop, 155 Mount Pleasant Road, Tottenham, London, N17 6JH	Proposed new fascia sign and associated signs to front and side elevation.	Kwaku Bossman-Gyamera
Bruce Castle	Householder planning permission	HGY/2023/0190	Approve with Conditions	11/04/2023	54 Bruce Castle Road, Tottenham, London, N17 8NJ	This proposal seeks to add a rear side extension to the ground floor level. this proposal also adds 3 no. Velux windows to the existing rear extension proper. The proposed internal re-modelling of internal walls gives a more usable set of spaces for the clients need to house elderly parents on the ground floor with an ensuite toilet.	Sabelle Adjagbor
Bruce Castle	Lawful development: Proposed use	HGY/2023/0835	Permitted Development	19/05/2023	364 White Hart Lane, Tottenham, London, N17 8LN	Formation of a hip-to-gable dormer roof extension. Installation of two roof lights on front slope and one roof light on flat roof of dormer.	Oskar Gregersen
Bruce Castle	Full planning permission	HGY/2023/0703	Approve with Conditions	05/05/2023	Shop, 155 Mount Pleasant Road, Tottenham, London, N17 6JH	Proposed ground floor rear infill extension with a new staircase to first floor flat.	Kwaku Bossman-Gyamera
Bruce Castle	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0948	Refuse	15/05/2023	364 White Hart Lane, Tottenham, London, N17 8LN	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.45m and for which the height of the eaves would be 3m	Oskar Gregersen
Bruce Castle	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0738	Refuse	11/04/2023	26 Barkham Road, Tottenham, London, N17 8JR	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.6m and for which the height of the eaves would be 3m	Oskar Gregersen
Bruce Castle	Approval of details reserved by a condition	HGY/2023/0530	Approve	21/04/2023	St John's Church and Hall, Acacia Avenue, London, N17 8LR, London	Approval of details pursuant to condition 3 (Parking Management Plan) attached to planning permission HGY/2016/4095	Kwaku Bossman-Gyamera

Crouch End	Removal/variation of conditions	HGY/2022/4537	Approve with Conditions	11/04/2023	9, Gladwell Road, London, N8 9AA	variation of condition 2 (approved drawings) pursuant to planning permission ref. HGY/2021/0583 granted on 7th May 2021 for the extension by excavation to existing basement with lightwell in association with existing ground floor flat; namely to excavate a front lightwell and insert windows to the front elevation basement level	Josh Parker
Crouch End	Lawful development: Proposed use	HGY/2023/0990	Approve	27/04/2023	4 Broughton Gardens, Hornsey, London, N6 5RS	Certificate of Lawfulness establishing that the proposed demolition of a concrete walled planter at ground floor level at the front of the property, would constitute the carrying out of a ?material operation? comprised in the development granted planning permission under application reference: HGY/2020/2352 on the 18 November 2020, and for the purposes of Section 56 (1) of the of the Town and Country Planning Act 1990 would represent the initiation of the development.	Neil McClellan
Crouch End	Lawful development: Proposed use	HGY/2023/1030	Permitted Development	18/05/2023	173 Park Road, Hornsey, London, N8 8JJ	Certificate of lawfulness proposed: Replace rear conservatory roof with a flat roof.	Cameron Sturges
Crouch End	Lawful development: Existing use	HGY/2023/0745	Approve	11/05/2023	42A Topsfield Parade, Tottenham Lane, Hornsey, London, N8 8QA	Certificate of Lawfulness for the existing use of the property as 3 studio flats / bedsits at 1st, 2nd & 3rd Floor above shop at 42 Topsfield Parade, N8 8QA.	Oskar Gregersen
Crouch End	Full planning permission	HGY/2022/4226	Approve with Conditions	24/04/2023	Ground Floor Flat, 27 Dickenson Road, Hornsey, London, N8 9ER	Erection of single-storey side infill extension. Alterations to existing rear extension.	Oskar Gregersen
Crouch End	Householder planning permission	HGY/2023/0322	Refuse	18/05/2023	Flat 2, 13 Dashwood Road, Hornsey, London, N8 9AD	Loft extension to the front facade of the building	Mercy Oruwari
Crouch End	Consent under Tree Preservation Orders	HGY/2023/1159	Appeal Withdrawn	27/04/2023	17 Christchurch Road, Hornsey, London, N8 9QL	Works to tree protected by a TPO. Large Oak - Reduce the large limb growing towards the south by 5-6m to alleviate the weight of the limb overhanging the garden. Remove major deadwood (removing deadwood over 25mm). Maintenance works in line with good Arboricultural practice.	
Crouch End	Consent under Tree Preservation Orders	HGY/2023/1163	Appeal Withdrawn	27/04/2023	17 Christchurch Road, Hornsey, London, N8 9QL	Works to tree protected by a TPO. Large Oak - Reduce the large limb growing towards the south by 5-6m to alleviate the weight of the limb overhanging the garden. Remove major deadwood (removing deadwood over 25mm). Maintenance works in line with good Arboricultural practice.	
Crouch End	Householder planning permission	HGY/2023/0416	Approve with Conditions	20/04/2023	11 Birchington Road, Hornsey, London, N8 8HR	Replacement of existing PVC and aluminium casement windows with new wooden double-glazed casement windows.	Ben Coffie
Crouch End	Full planning permission	HGY/2022/3445	Approve with Conditions	17/05/2023	28, Coolhurst Road, London, N8 8EL	Erection of a single storey rear extension.	Eunice Huang
Crouch End	Full planning permission	HGY/2022/0281	Not Determined	11/05/2023	2C, Landrock Road, London, N8 9HP	Erection of dwelling house with associated excavation of basement accommodation; Associated amenity space and space for external bin and cycle storage.	Matthew Gunning

Crouch End	Full planning permission	HGY/2022/1250	Approve with Conditions	11/05/2023	Garage, 93-113, Park Road, London, N8 8JN	Demolition of the existing sales building and forecourt including canopy and pump islands, car wash and former MOT building and car rental cabins and the erection of a new sales building, forecourt and canopy, provision of car parking, provision of a new EVC Hub with associated canopies and infrastructure, a bin store and associated works.	Josh Parker
Crouch End	Full planning permission	HGY/2022/4437	Approve with Conditions	25/04/2023	Flat 4, 13 Fairfield Road, Hornsey, London, N8 9HG	Erection of a single storey rear outbuilding.	Josh Parker
Crouch End	Lawful development: Existing use	HGY/2023/0410	Approve	26/04/2023	Garden Flat, 1 Wolsey Road, Hornsey, London, N8 8RR	Certificate of Lawfulness to confirm that the provision of private music tuition/lessons within the outbuilding is not a change of use but is ancillary and incidental to the residential use.	Mercy Oruwari
Crouch End	Householder planning permission	HGY/2023/0435	Approve with Conditions	11/04/2023	11 Gladwell Road, Hornsey, London, N8 9AA	Installation of zinc cladding to existing rear dormer roof extension, erection of a rear outrigger roof extension, insertion of roof lights in rear dormer, and alteration to front roof light.	Ben Coffie
Crouch End	Full planning permission	HGY/2023/0437	Approve with Conditions	10/05/2023	Flat A, 46 Palace Road, Hornsey, London, N8 8QP	Construction of garden outbuilding for home office use incidental to dwelling	Laina Levassor
Crouch End	Lawful development: Existing use	HGY/2023/0654	Approve	18/05/2023	Flat in roofspace, Stanhope House, 38-40 Shepherds Hill, London N6 5RR	Certificate of Lawfulness for the existing use of the building's roof space (known as Flat 19 Caretakers) as a self-contained flat.	Laina Levassor
Crouch End	Full planning permission	HGY/2023/0700	Approve with Conditions	05/05/2023	Midhurst Court, Haslemere Road, Hornsey, London, N8 9QR	Erection of a bin store for block of Flats.	Zara Seelig
Crouch End	Prior notification: Development by telecoms operators	HGY/2023/0825	Refuse	19/05/2023	Hornsey Cricket Club, Tivoli Road, London N8 8RG	The installation of a 20m high monopole supporting 6no. antennas and 2no. 300mm dishes along with 2no. ground based equipment cabinets and development ancillary thereto, (Prior Notification- Development by telecoms operators)	Kwaku Bossman-Gyamara
Crouch End	Approval of details reserved by a condition	HGY/2023/0095	Refuse	12/04/2023	Broadway Annexe, Hornsey Town Hall, The Broadway, Hornsey, London, N8 9JJ	Approval of details reserved by a condition 10a (details of structural repair and methodology) only of Listed Building Consent approved under HGY/2020/1327 (original permission HGY/2017/2223)	Samuel Uff
Crouch End	Consent under Tree Preservation Orders	HGY/2023/0534	Approve with Conditions	09/05/2023	Melisa Court, 21 Avenue Road, Hornsey, London, N6 5DH	Trees labelled T1 T2 T3 in sketch plan provided are large mature oak trees which require full crown reductions of 3meters. This will increase light-flow in surroundings, improve tree maintenance and reduce any risk of decaying or failing limbs. There is significant amounts of deadwood within the trees canopies which will of course be removed, but this indicates further a need for a crown reduction to relieve some stress on the lateral limbs in particular. The cuts will be made to sufficient growth points to encourage good regrowth keeping aesthetic look of the trees in keeping with its current form and surroundings. There is also quite a large amount of ivy growth which should be removed to prevent any issues.	Daniel Monk
Crouch End	Approval of details reserved by a condition	HGY/2023/0513	Approve	18/04/2023	44 Shepherds Hill, Hornsey, London, N6 5RR	Approval of details reserved by condition 3 (Details of the Green Roof) attached planning permission Ref: HGY/2022/4131	Kwaku Bossman-Gyamara

Crouch End	Consent under Tree Preservation Orders	HGY/2023/0718	Approve with Conditions	02/05/2023	63 Weston Park, Hornsey, London, N8 9SY	Works to tree protected by a TPO. 11- Lime tree- (18m)- crown reduction back to most recent pruning points (approximately 5m reduction).	Daniel Monk
Crouch End	Non-Material Amendment	HGY/2023/0385	Approve	28/04/2023	6 Clifton Road, Hornsey, London, N8 8HY	Non-material amendment following grant of planning permission ref: HGY/2022/4065, to alter the existing ground floor extension to the terraced house with bifold doors on one side and sliding doors on the other and replacing the 2 existing skylights with one skylight.	Sabelle Adjagboni
Crouch End	Approval of details reserved by a condition	HGY/2023/0280	Approve	26/04/2023	Jameson Lodge, 58 Shepherds Hill, Hornsey, London, N6 5RW	Approval of details pursuant to Condition 7 (Construction Management Plan) and Condition 9 (Site levels) attached to planning reference HGY/2019/1139.	Matthew Gunning
Crouch End	Approval of details reserved by a condition	HGY/2022/4187	Approve	26/04/2023	Jameson Lodge, 58 Shepherds Hill, Hornsey, London, N6 5RW	Approval of details pursuant to Condition 4 (landscaping) and Condition 6 (tree protection) attached to planning reference HGY/2019/1139.	Matthew Gunning
Fortis Green	Lawful development: Proposed use	HGY/2022/4527	Permitted Development	11/05/2023	1 Barrenger Road, Hornsey, London, N10 1HU	The proposed works comprising the installation of solar panels and 1 x Air Source Heat Pump.	Ben Coffie
Fortis Green	Full planning permission	HGY/2023/0334	Approve with Conditions	11/04/2023	9 Alexandra Park Road, Hornsey, London, N10 2DD	Construction of timber clad rear extension to existing property on footprint of previously demolished conservatory with pergola affixed to side.	Sarah Madondo
Fortis Green	Full planning permission	HGY/2022/2697	Approve with Conditions	10/05/2023	108-110, Colney Hatch Lane, London, N10 1EA	Change of use to 2no.dwellings (Use Class C3), extension to create lower ground floor level (basement) and lightwells, rear and side roof and dormer extensions and alterations, single storey rear extension, replacement of single storey front extensions, new canopy entrances on side elevation, new/altered/replacement windows and doors, new rooflights, alterations to cladding and rear terraces, other external alterations, landscaping works and provision of cycle stores.	James Mead
Fortis Green	Lawful development: Proposed use	HGY/2023/0616	Approve	27/04/2023	19 Woodberry Crescent, Hornsey, London, N10 1PJ	Certificate of lawfulness for the proposed replacement of existing rear roof light with a larger 'Cabrio' style roof light.	Neil McClellan
Fortis Green	Householder planning permission	HGY/2023/0469	Approve with Conditions	21/04/2023	25 Muswell Road, Hornsey, London, N10 2BS	Demolition of an existing UPVC conservatory at ground floor rear (garden level). Erection of a full width single storey rear extension from outrigger rear wall at ground floor (garden) level with 2no. skylights, and creation of a courtyard. Loft extension with a half width rear dormer above main roof, insertion of 4no. rooflights, and installed flush with the roof plane.	Daniel Kwasi
Fortis Green	Householder planning permission	HGY/2023/0001	Approve with Conditions	04/05/2023	82 Twyford Avenue, Hornsey, London, N2 9NN	Erection of two storey rear extension, installation of side and rear dormers, removal of rear chimney stack, installation of front/side rooflights and alterations to fenestration.	James Mead
Fortis Green	Lawful development: Proposed use	HGY/2023/0584	Permitted Development	25/04/2023	21 Beech Drive, Hornsey, London, N2 9NX	Certificate of lawfulness: Proposed alterations to garage to facilitate incidental use to main dwellinghouse.	Oskar Gregersen
Fortis Green	Full planning permission	HGY/2023/0502	Refuse	18/04/2023	First Floor Flat, 1 Annington Road, Hornsey, London, N2 9NB	Enlargement of existing outrigger over approved roof terrace approval HGY/2022/4343 as issued on 1 February 2023.	Ben Coffie

Fortis Green	Full planning permission	HGY/2022/4164	Approve with Conditions	10/05/2023	186 Creighton Avenue, Hornsey, London, N2 9BJ	Demolition of existing dwelling and outbuildings, construction of two-storey, five-bedroom dwellinghouse with associated landscaping and parking, rear outbuilding and front boundary treatment.	Josh Parker
Fortis Green	Householder planning permission	HGY/2023/0235	Approve with Conditions	27/04/2023	31 Ringwood Avenue, Hornsey, London, N2 9NT	Single storey rear extension with roof glazing. Replacement of a door with a window to the side elevation, and replacement of existing windows to front, side and loft.	Josh Parker
Fortis Green	Prior approval Part 20 Class A: New dwellinghouses on detached block of flats	HGY/2022/4286	Refuse	09/05/2023	Mansfield Heights, Great North Road, Hornsey, London, N2 0NY	Application for prior approval of a proposed: New dwellinghouses on detached blocks of flats. Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 20, Class A. A proposal for 2 new homes within a roof extension to the existing central tower	Tania Skelli
Fortis Green	Non-Material Amendment	HGY/2023/1157	Approve	18/05/2023	Flat B, 56 Coniston Road, Hornsey, London, N10 2BN	Non-Material Amendments to planning reference HGY/2022/1994 to make small adjustments for the flat roof of the extension to feature a change in material to glass, change in shape of the side window from triangular to rectangular and change in the roof pitch, making it slightly steeper.	Cameron Sturges
Fortis Green	Consent under Tree Preservation Orders	HGY/2023/0730	Approve with Conditions	05/05/2023	145 Muswell Avenue, Hornsey, London, N10 2EN	Cypress tree: temporary TPO not be confirmed on this tree.	Daniel Monk
Harringay	Householder planning permission	HGY/2023/0349	Approve with Conditions	21/04/2023	73 Seymour Road, Hornsey, London, N8 0BJ	Single storey side and rear extension	Josh Parker
Harringay	Full planning permission	HGY/2023/0510	Refuse	18/04/2023	70 Duckett Road, Hornsey, London, N4 1BW	Replacement of existing rear extension with a wraparound ground floor extension and replacement of rear windows on first floor level with the addition of Juliette balconies.	Ben Coffie
Harringay	Householder planning permission	HGY/2022/4700	Approve with Conditions	28/04/2023	104 Beresford Road, Hornsey, London, N8 0AH	Single storey ground floor side and rear infill extension. Loft conversion with a rear dormer window on the main roof and the out-rigger roof slopes.	Kwaku Bossman-Gyamera
Harringay	Full planning permission	HGY/2022/4254	Approve with Conditions	24/04/2023	First Floor Flat, 46 Seymour Road, Hornsey, London, N8 0BE	Erection of proposed rear dormer over existing outrigger, installation of 3no front sloping roof lights (AMENDED DESCRIPTION)	Daniel Kwasi
Harringay	Lawful development: Existing use	HGY/2023/0936	Appeal Withdrawn	11/05/2023	60 Frobisher Road, Hornsey, London, N8 0QX	60 Frobisher road, N8 0QX has been used as and rented out continuously as 7 self contained studio flats since 2011. The property was council taxed as such in April 2014.	Laina Levassor
Harringay	Full planning permission	HGY/2022/2596	Approve with Conditions	16/05/2023	Restaurant, 501, Green Lanes, London, N4 1AL	Planning permission to allow for restaurant use of existing 1st floor conservatory. Hours of use: 09:00-20:00 Sunday to Thursday and 09:00- 21:00 Fridays and Saturdays.	Kwaku Bossman-Gyamera
Harringay	Lawful development: Proposed use	HGY/2022/3472	Approve	18/05/2023	100, Warham Road, London, N4 1AU	Certificate of lawfulness for a proposed single storey rear extension and for internal changes to the existing property.	Ben Coffie
Harringay	Lawful development: Proposed use	HGY/2022/4501	Permitted Development	12/04/2023	1 Atterbury Road, Hornsey, London, N4 1SF	Certificate of lawfulness for the proposed erection of an outbuilding to be used for purposes incidental to the enjoyment of the dwellinghouse.	James Mead
Harringay	Full planning permission	HGY/2023/0852	Approve with Conditions	15/05/2023	95 Burgoyne Road, Hornsey, London, N4 1AB	Conversion of the existing dwelling house in to 3 self-contained flats.	Kwaku Bossman-Gyamera

Harringay	Full planning permission	HGY/2023/0447	Approve with Conditions	16/05/2023	70 Duckett Road, Hornsey, London, N4 1BW	L-shaped loft conversion with a roof terrace above the first floor outrigger, extension of the front roof over the bay window, installation of one roof light to the front slope and two small roof lights to either side of the front roof element.	Ben Coffie
Harringay	Householder planning permission	HGY/2023/0659	Approve with Conditions	02/05/2023	38 Beresford Road, Hornsey, London, N8 0AJ	Erection of single storey side/rear infill extension.	Laina Levassor
Harringay	Lawful development: Proposed use	HGY/2023/0882	Permitted Development	09/05/2023	79 Lothair Road North, Hornsey, London, N4 1ER	Certificate of Lawfulness Proposed: Outrigger dormer extension of 40 cubic meters.	Matthew Gunning
Hermitage & Gardens	Full planning permission	HGY/2022/2342	Approve with Conditions	19/04/2023	42, Beechfield Road, London, N4 1PE	Erection of single storey rear and side extension.	James Mead
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2022/1830	Approve	10/05/2023	Land adjoining, Remington Road and, Pulford Road, London, N15	Approval of details pursuant Condition 11 (Construction Environmental Management Report) pursuant 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.	Daniel Kwasi
Hermitage & Gardens	Full planning permission	HGY/2022/3358	Refuse	03/05/2023	1, Beechfield Road, London, N4 1PD	Erection of external lift on west elevation and alterations to main roof including the provision of 3no. solar panels and 2no. rooflights to the front elevation. Loft conversion to include door within encased lift and 2no. windows. First floor extension on top of side garage.	Cameron Sturges
Hermitage & Gardens	Lawful development: Existing use	HGY/2023/0380	Approve	11/05/2023	38 Eade Road, Tottenham, London, N4 1DH	Certificate of Lawfulness for the existing use of the property as six self-contained flats	Laina Levassor
Hermitage & Gardens	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0925	Not Required	12/05/2023	15 Suffolk Road, Tottenham, London, N15 5RN	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3.4m and for which the height of the eaves would be 2.5m	Sabelle Adjagboni
Hermitage & Gardens	Prior notification: Development by telecoms operators	HGY/2023/1138	Permitted Development	09/05/2023	Eckington House, Fladbury Road, Tottenham, London, N15 6SH	Formal notification in writing of 28 days' notice in advance, of the intention to install electronic communications, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003. The proposed installation comprises: 1) The removal of 1no. Cabinets to be replaced with 1no. Cabinet 2) The removal and replacement of 9no. ERS?s 3) The removal and replacement of 3no. antenna 4) The removal and replacement of 1no. GPS Node 5) Development ancillary reworks thereto.	Kwaku Bossman-Gyamera
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/0182	Approve	10/05/2023	Roeder House, Vale Road, Tottenham, London, N4 1QE	Approval of details reserved by condition 5 (Cycle Storage) of planning permission HGY/2020/0001 for first and second floor office (B1) use.	Samuel Uff

Hermitage & Gardens	Approval of details reserved by a condition	HGY/2022/4423	Approve	19/04/2023	Pacific House, Vale Road, Tottenham, London, N4 1FQ	Approval of details reserved by a condition 6 (forecourt layout & parking management) of planning permission HGY/2017/2172 (approved at appeal APP/Y5420/W/19/3220232) for extensions to be used as office (B1) use.	Samuel Uff
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2023/0476	Approve	10/05/2023	Roeder House, Vale Road, Tottenham, London, N4 1QE	Approval of details reserved by a condition 3 (materials) of HGY/2020/0001 for "First and second floor extensions for use as self-contained office (B1 use class) accommodation; partial demolition of the northern corner of the building; reconfiguration of parking layout; and insertion of first and second floor side windows"	Samuel Uff
Highgate	Full planning permission	HGY/2023/1103	Appeal Withdrawn	28/04/2023	373 Archway Road, Hornsey, London, N6 4EJ	Replacement of existing shop front.	Josh Parker
Highgate	Householder planning permission	HGY/2023/0204	Approve with Conditions	18/04/2023	Woodlands, Courtenay Avenue, Hornsey, London, N6 4LR	Erection of first floor rear extension; reconfiguration of integrated glass extension with new roof, glazing and stone surround canopy; addition of new first floor side window; alterations to fenestration, works to outdoor terrace area including new balustrades and external alterations.	James Mead
Highgate	Householder planning permission	HGY/2022/4430	Approve with Conditions	15/05/2023	37 North Hill, Hornsey, London, N6 4BS	Relocation of front entrance door and windows, alterations to front steps, and replacement of three front windows and side door at first floor level.	Cameron Sturges
Highgate	Householder planning permission	HGY/2023/0250	Approve with Conditions	05/05/2023	19 Claremont Road, Hornsey, London, N6 5DA	Proposed construction of a bicycle storage box in the front garden.	Ben Coffie
Highgate	Full planning permission	HGY/2022/2332	Approve with Conditions	11/05/2023	Bloomfield Court, Bloomfield Road, London, N6 4ES	Additional single storey roof extension to accommodate 4 x 1 bedroom flats.	Matthew Gunning
Highgate	Full planning permission	HGY/2022/3531	Approve with Conditions	25/04/2023	66, Cromwell Avenue, London, N6 5HQ	Rebuild of existing front boundary wall.	Tania Skelli
Highgate	Householder planning permission	HGY/2022/3500	Approve with Conditions	05/05/2023	9, View Road, London, N6 4DJ	Erection of a greenhouse structure and an outbuilding/studio in the rear garden (Part-retrospective).	Cameron Sturges
Highgate	Approval of details reserved by a condition	HGY/2022/1786	Approve	16/05/2023	Garages Rear Of 2-12 Wembury Road, Wembury Mews, London, N6	Approval of details pursuant to Condition 3 (Materials), Condition 5 ((Cycle Parking), Condition 7 (Construction Logistics & Management Plan), Condition 8 (Waste Storage), Condition 9 (Energy Statement) & Condition 10 (Land Contamination) attached to planning permission ref. HGY/2021/1549	Matthew Gunning
Highgate	Approval of details reserved by a condition	HGY/2022/2454	Approve	11/05/2023	Woodside Works, Summersby Road, London, N6 5UH	Approval of details pursuant to conditions 3 (Travel Plan) attached to planning permission HGY/2022/1442.	Matthew Gunning
Highgate	Approval of details reserved by a condition	HGY/2022/1445	Approve	25/04/2023	Land At, Townsend Yard, London, N6 5JF	Approval of details reserved by conditions attached to planning permission HGY/2020/1326: Condition 3 (Materials), Condition 7 (Refuse Storage facilities) and Condition 8 (Cycle Storage)	Matthew Gunning
Highgate	Householder planning permission	HGY/2023/0535	Approve with Conditions	19/04/2023	16 Parkgate Mews, Stanhope Road, Hornsey, London, N6 5NB	Insertion of two additional rooflights in rear roof slope and internal layout changes to existing loft accommodation.	Daniel Kwasi
Highgate	Householder planning permission	HGY/2023/0145	Refuse	09/05/2023	62 Cromwell Avenue, Hornsey, London, N6 5HL	Erection of a single storey, lean-to side infill extension to the ground floor.	Sabelle Adjagboni
Highgate	Full planning permission	HGY/2022/4232	Refuse	21/04/2023	Flat B, 98 Talbot Road, Hornsey, London, N6 4RA	Replacement of two existing first-floor front timber windows with new uPVC windows.	Sabelle Adjagboni
Highgate	Householder planning permission	HGY/2023/0407	Approve with Conditions	14/04/2023	39 Milton Avenue, Hornsey, London, N6 5QF	Single storey ground floor side extension.	Oskar Gregersen
Highgate	Householder planning permission	HGY/2023/0544	Approve with Conditions	05/05/2023	Flat D, 14 Hampstead Lane, Hornsey, London, N6 4SB	Extension of the heights of Window 1 (front elevation) and Window 2 (side elevation).	Zara Seelig

Highgate	Householder planning permission	HGY/2023/0768	Approve with Conditions	15/05/2023	21 Parklands, Cholmeley Park, Hornsey, London, N6 5FE	i) replace two existing 2 x flush velux rooflights like for like, colour match roof tiles ii) addition of 2 x flush velux rooflights, colour match roof tiles	Matthew Gunning
Highgate	Householder planning permission	HGY/2022/4491	Approve with Conditions	27/04/2023	Flat 3, 36 Langdon Park Road, Hornsey, London, N6 5QG	Replacement of rear pitched roof above outrigger with a roof terrace with a 1.9m high hit-and-miss timber slatted privacy screen, planted trellis, black powder-coated steel safety railings, and a new timber French door to access roof terrace.	Daniel Kwasi
Highgate	Removal/variation of conditions	HGY/2022/3845	Approve with Conditions	12/05/2023	1A, View Road, Hornsey, London, N6 4DJ	Application under Section 73 for the variation of Condition 2 (Approved Drawings) of planning permission HGY/2021/0453 for the construction of a single storey rear extension, rear glazed canopy, garage conversion, external link replacement, front entrance canopy, window replacement and front porch alterations. The changes being sought are to change the approved sash windows to single pane windows.	Ben Coffie
Highgate	Householder planning permission	HGY/2023/0449	Approve with Conditions	21/04/2023	2 Dukes Point, Dukes Head Yard, Hornsey, London, N6 5JQ	Proposed third floor extension to existing dwelling.	Ben Coffie
Highgate	Householder planning permission	HGY/2023/0581	Approve with Conditions	24/04/2023	23 Bancroft Avenue, Hornsey, London, N2 0AR	Ground and First Floor Extensions (Front & Rear) and Internal Alterations.	Matthew Gunning
Highgate	Full planning permission	HGY/2023/0651	Approve with Conditions	20/04/2023	Walden Lodge, 48 Wood Lane, London N6 5UU	Replacement of existing timber frame windows and patio doors (and existing uPVC windows in one flat) with uPVC units of the same dimension, design and colour.	Zara Seelig
Highgate	Householder planning permission	HGY/2023/0269	Refuse	26/04/2023	51 Cholmeley Crescent, Hornsey, London, N6 5EX	Formation of a vehicular crossover including alterations to steps, creation of new brick retaining wall and installation of electric charging point. Works to front garden will include soft landscaping with new planting area and new channel drain.	Mercy Oruwari
Highgate	Householder planning permission	HGY/2023/0131	Refuse	12/04/2023	17 Holmesdale Road, Hornsey, London, N6 5TH	Loft conversion including the raising of the roof's ridge, the enlargement of the hip and the installation of a dormer extension to the rear.	Mercy Oruwari
Highgate	Non-Material Amendment	HGY/2023/1104	Approve	17/05/2023	59 Holmesdale Road, Hornsey, London, N6 5TH	Non-material amendment following the grant of planning permission reference HGY/2022/1686 for the erection of a ground floor rear and side infill extension and alterations to rear fenestration. The amendments sought comprise the change of the previously approved rear bifold door to a french window style door and window, and the change of the glazed part of the infill extension roof from a cranked glass roof to a flat glass roof.	Oskar Gregersen
Highgate	Approval of details reserved by a condition	HGY/2023/0382	Approve	15/05/2023	92 Cromwell Avenue, Hornsey, London, N6 5HQ	Approval of details reserved by condition 4 (Brickwork) attached to planning permission HGY/2022/1168.	James Mead
Highgate	Approval of details reserved by a condition	HGY/2023/0789	Approve	17/05/2023	2 Courtenay Avenue, Hornsey, London, N6 4LP	Approval of details reserved by condition 7 (Arboricultural Method Statement & Tree Protection Plan) of HGY/2022/4316.	James Mead
Highgate	Consent under Tree Preservation Orders	HGY/2023/1133	Appeal Withdrawn	25/04/2023	16 Bishopswood Road, Hornsey, London, N6 4NY	1 x Lime - Remove all major deadwood from the crown Maintenance works in line with good Arboricultural practice	
Hornsey	Householder planning permission	HGY/2022/4325	Approve with Conditions	14/04/2023	122C North View Road, Hornsey, London, N8 7LP	Single storey side / rear extension	Emily Whittredge
Hornsey	Lawful development: Proposed use	HGY/2023/0323	Permitted Development	11/05/2023	72 Priory Road, Hornsey, London, N8 7EY	Proposed 3m rear extension and loft conversion comprising rear dormer.	Ben Coffie

Hornsey	Householder planning permission	HGY/2023/0675	Refuse	04/05/2023	106 Priory Road, Hornsey, London, N8 7HR	Proposed Installation of 3 x AC units to existing family dwelling above the flat roof on side flank wall. (Retrospective application)	Kwaku Bossman-Gyamera
Hornsey	Lawful development: Proposed use	HGY/2023/0525	Permitted Development	11/04/2023	40 Rectory Gardens, Hornsey, London, N8 7PJ	Rear hip-to-gable roof extension with installation of roof lights on the front slope.	Oskar Gregersen
Hornsey	Lawful development: Existing use	HGY/2023/1067	Approve	25/04/2023	5 Montague Road, Hornsey, London, N8 9PJ	Certificate of lawfulness for the property's existing single storey rear and infill extensions.	Neil McClellan
Hornsey	Householder planning permission	HGY/2023/0302	Approve with Conditions	24/04/2023	59 Hillfield Avenue, Hornsey, London, N8 7DS	Construction of single-storey rear extension with associated roof terrace, provision of new handrails and alterations to rear patio area.	James Mead
Hornsey	Lawful development: Proposed use	HGY/2023/0643	Permitted Development	10/05/2023	6 Park Avenue South, Hornsey, London, N8 8LT	Certificate of lawfulness for formation of dormer on rear roof slope with Juliet balcony and installation of three roof lights on front roof slope.	Marco Zanelli
Hornsey	Prior notification: Development by telecoms operators	HGY/2023/1066	Permitted Development	04/05/2023	Hornsey Fire Station, 108 Park Avenue South, Hornsey, London, N8 8LS	Formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications apparatus, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposed development comprises the removal of 3no. existing antennas to be replaced with 3no. new antennas enclosed within a new GRP shroud and ancillary works thereto.	Kwaku Bossman-Gyamera
Hornsey	Prior notification: Development by telecoms operators	HGY/2023/0957	Permitted Development	18/04/2023	Hornsey Fire Station, 108 Park Avenue South, Hornsey, London, N8 8LS	Formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications apparatus, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposed works comprise the removal 5no. existing antennas to be replaced with 5no. new antennas and ancillary works thereto.	Kwaku Bossman-Gyamera
Hornsey	Approval of details reserved by a condition	HGY/2022/4424	Approve	16/05/2023	7 Cross Lane, Hornsey, London, N8 7SA	Approval of details pursuant to condition 6 (external lighting) attached to planning permission HGY/2020/1724	Valerie Okeiyi
Muswell Hill	Householder planning permission	HGY/2023/0707	Refuse	05/05/2023	23 Elms Avenue, Hornsey, London, N10 2JN	Demolition of existing first floor side orangery and single storey ground floor rear extension. New enlarged first floor side orangery. Three storey rear extension with re-alignment of existing roof.	Oskar Gregersen
Muswell Hill	Removal/variation of conditions	HGY/2022/4297	Approve with Conditions	09/05/2023	Flat D, 31 Woodland Gardens, Hornsey, London, N10 3UE	variation of condition 2 (Approved Plans) attached to planning permission HGY/2022/2193 dated 03/10/2022. Alterations to include replacing the existing and approved rear dormers with a full width rear dormer inc. 2no. Juliet balconies with sliding doors and metal balustrading, 1no. rooflight on the rear dormer, and 2no. additional rooflights to front slope of the main roof.	Daniel Kwasi
Muswell Hill	Householder planning permission	HGY/2023/0430	Approve with Conditions	11/04/2023	57 Woodland Gardens, Hornsey, London, N10 3UE	Proposed lower ground floor rear extension. Refurbishment and alterations to the rear façade and associated works. Changes to existing fenestration.	Oskar Gregersen
Muswell Hill	Lawful development: Proposed use	HGY/2022/3547	Permitted Development	05/05/2023	36, Connaught Gardens, London, N10 3LB	Certificate of lawfulness for the proposed erection of a rear dormer extension.	Oskar Gregersen
Muswell Hill	Full planning permission	HGY/2022/2382	Approve with Conditions	24/04/2023	24, Muswell Hill, London, N10 3TA	Erection of two storey side extension and single storey rear extension.	James Mead

Muswell Hill	Approval of details reserved by a condition	HGY/2022/2775	Approve	02/05/2023	Cranwood, 100, Woodside Avenue, London, N10 3JA	Approval of details pursuant to condition 19 (Demolition Environmental Management Plan / Construction Environmental Management Plan) attached to planning permission HGY/2021/2727	Tania Skelli
Muswell Hill	Lawful development: Proposed use	HGY/2022/4458	Permitted Development	28/04/2023	21 Connaught Gardens, Hornsey, London, N10 3LD	Certificate of Lawfulness for a proposed roof extension including a rear dormer and hip to gable extension.	Cameron Sturges
Muswell Hill	Householder planning permission	HGY/2023/0540	Approve with Conditions	09/05/2023	13 Onslow Gardens, Hornsey, London, N10 3JT	Construction of an outbuilding	Laina Levassor
Muswell Hill	Householder planning permission	HGY/2023/0384	Approve with Conditions	20/04/2023	23 Elms Avenue, Hornsey, London, N10 2JN	Rear dormer with Juliette balcony. Side dormer with pitched front roof. Velux roof lights to front roof. Solar Panels to side dormer roof.	Oskar Gregersen
Muswell Hill	Lawful development: Proposed use	HGY/2023/0470	Permitted Development	12/04/2023	41 Queens Avenue, Hornsey, London, N10 3PE	Certificate of lawfulness for proposed insertion of one rooflight on the rear slope of the main roof.	Daniel Kwasi
Muswell Hill	Full planning permission	HGY/2023/0216	Approve with Conditions	16/05/2023	30 Church Crescent, Hornsey, London, N10 3NE	Renewal of previous permission to create a single off-street parking space to the front of the property accessed from Church Crescent.	Josh Parker
Muswell Hill	Full planning permission	HGY/2022/4487	Approve with Conditions	11/05/2023	124A Muswell Hill Broadway, Hornsey, London, N10 3RU	Alterations to shopfront including infilling of entrance to bring it inline with the rest of the shopfront facade.	Daniel Kwasi
Muswell Hill	Full planning permission	HGY/2023/0721	Approve with Conditions	09/05/2023	Ground Floor Flat, 72 Woodland Gardens, Hornsey, London, N10 3UA	Alterations to existing rear extension, roof light with new external windows	Ben Coffie
Muswell Hill	Householder planning permission	HGY/2023/0451	Approve with Conditions	28/04/2023	Flat 2, 10 Dukes Avenue, Hornsey, London, N10 2PT	Replacement timber windows to the property's ground floor front bedroom.	Mercy Oruwari
Muswell Hill	Householder planning permission	HGY/2023/0737	Appeal Withdrawn	27/04/2023	74-76 Alexandra Gardens, Hornsey, London, N10 3RL	REAR EXTENSION	Oskar Gregersen
Muswell Hill	Lawful development: Proposed use	HGY/2023/0587	Permitted Development	18/04/2023	65 Cranley Gardens, Hornsey, London, N10 3AB	Certificate of lawfulness for proposed loft extension including: hip to gable extension, rear dormer and front rooflights.	James Mead
Muswell Hill	Householder planning permission	HGY/2023/0484	Approve with Conditions	17/05/2023	59 Cranley Gardens, Hornsey, London, N10 3AB	Erection of single storey rear extension with proposed raised rear garden terrace.	Laina Levassor
Muswell Hill	Non-Material Amendment	HGY/2023/1201	Approve	04/05/2023	36 Connaught Gardens, Hornsey, London, N10 3LB	Non-material amendment following a grant of planning permission reference HGY/2022/2308 to amend the drawings and details approved under Condition 2 (Approved Plans) to allow alterations to the approved extensions footprint on the northern elevation, to allow it to be built flush with the boundary, and to secure the flank/staircase window to be obscure glazed.	Oskar Gregersen
Muswell Hill	Non-Material Amendment	HGY/2023/0910	Approve	27/04/2023	36 Connaught Gardens, Hornsey, London, N10 3LB	Non-material amendment following a grant of planning permission reference HGY/2022/2308 to amend the drawings and details approved under Condition 2 (Approved Plans) to allow alterations to the approved extensions footprint on the northern elevation to allow it to be built flush with the boundary.	Oskar Gregersen
Noel Park	Householder planning permission	HGY/2023/0512	Approve with Conditions	21/04/2023	16 Farrant Avenue, Wood Green, London, N22 6PB	Loft conversion including the insertion of a conservation style roof light in the rear roof slope.	Oskar Gregersen
Noel Park	Householder planning permission	HGY/2023/0360	Approve with Conditions	19/04/2023	4 Ravenstone Road, Wood Green, London, N8 0JT	Loft conversion, including the erection of dormer extensions to the main rear slope and outrigger.	Josh Parker
Noel Park	Householder planning permission	HGY/2023/0359	Approve with Conditions	16/05/2023	4 Ravenstone Road, Wood Green, London, N8 0JT	Demolition of existing single storey ground floor extension and the erection of a new single storey side and rear extension.	Josh Parker
Noel Park	Lawful development: Proposed use	HGY/2023/0749	Permitted Development	14/04/2023	36 Cobham Road, Wood Green, London, N22 6RP	Rear dormer and outrigger extension, front roof lights (Certificate of lawfulness)	Emily Whittredge

Noel Park	Approval of details reserved by a condition	HGY/2022/0287	Approve	16/05/2023	Garages Adjacent to, 200, Morley Avenue, London, N22 6NP	Approval of details pursuant to condition 3 (materials) attached to planning permission ref: HGY/2021/0054	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/2736	Approve	11/05/2023	Garages Adj to, 208, Farrant Avenue, London, N22 6PG	Approval of details pursuant to conditions 11 (Refuse and recycling) & 12 (Cycle Parking) pursuant to planning application ref: HGY/2021/0095 (Demolition of existing garages, erection of one x three-bed four-person, two-storey dwelling house, associated front and rear gardens, refuse/recycling and cycle storage)	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/2729	Approve	17/05/2023	Garages Adjacent to, 67, Bury Road, London, N22 6HS	Approval of details pursuant to conditions 7 (Cycle Parking) & 13 (Refuse) attached to application HGY/2021/0059	Gareth Prosser
Noel Park	Approval of details reserved by a condition	HGY/2022/2726	Approve	09/05/2023	Garages Adjacent to, 67, Bury Road, London, N22 6HS	Approval of details pursuant to condition 14 (Secured by Design) attached to application HGY/2021/0059	Gareth Prosser
Noel Park	Lawful development: Proposed use	HGY/2022/4076	Permitted Development	11/04/2023	15, Coombe Road, Wood Green, London, N22 5LB	Proposed increase in roof volume is less than 40m ³ for an end of terrace house.	Sabelle Adjagboni
Noel Park	Lawful development: Proposed use	HGY/2023/1001	Appeal Withdrawn	10/05/2023	155A Hornsey Park Road, Wood Green, London, N8 0JX	Construction of a new porch. Area= 2.26 sq m	Mercy Oruwari
Northumberland Park	Full planning permission	HGY/2023/0477	Approve with Conditions	05/05/2023	Land to the east of High Road and north of Park Lane, London N17 0AP	Erection of freestanding lamppost with attached clock and gold leaf cockerel, heritage plaque and associated works	Samuel Uff
Northumberland Park	Consent to display an advertisement	HGY/2023/0629	Approve with Conditions	05/05/2023	Land to the east of High Road and north of Park Lane, London N17 0AP	Display of externally illuminated clock with supporting lamppost	Samuel Uff
Northumberland Park	Lawful development: Proposed use	HGY/2023/0744	Refuse	11/04/2023	13 St Pauls Road, Tottenham, London, N17 0NB	Certificate of lawfulness for the proposed erection of an outbuilding in the rear garden.	Neil McClellan
Northumberland Park	Full planning permission	HGY/2022/2293	Approve with Conditions	12/04/2023	45-47, Garman Road, London, N17 0UN	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.	Kwaku Bossman-Gyamara
Northumberland Park	Full planning permission	HGY/2022/1093	Approve with Conditions	19/05/2023	60, Beaufoy Road, London, N17 8BU	Demolition of garage and the erection of a new two-bedroom bungalow.	Neil McClellan
Northumberland Park	Householder planning permission	HGY/2023/0780	Refuse	15/05/2023	130 Manor Road, Tottenham, London, N17 0JE	Two storey side extension, roof extensions and ancillary outbuilding	Zara Seelig
Northumberland Park	Lawful development: Proposed use	HGY/2023/0652	Permitted Development	14/04/2023	4 Glendish Road, Tottenham, London, N17 9XT	Rear dormer, front roof lights, window and door alterations (Certificate of lawfulness)	Emily Whittredge
Northumberland Park	Lawful development: Proposed use	HGY/2023/0644	Permitted Development	09/05/2023	48 Chalgrove Road, Tottenham, London, N17 0JD	Certificate of lawfulness for proposed: installation of rear dormer.	James Mead
Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0813	Not Required	04/05/2023	219 Lansdowne Road, Tottenham, London, N17 0NU	Erection of single storey extension which extends beyond the rear wall of the original house by 3.5m, for which the maximum height would be 3.8m and for which the height of the eaves would be 2.99m	Laina Levassor
Northumberland Park	Approval of details reserved by a condition	HGY/2022/3997	Approve	17/05/2023	11, St Pauls Road, Tottenham, London, N17 0NB	Approval of details pursuant to condition to 3 (Cycle Storage) pursuant to planning permission ref: HGY/2022/2267 granted on 31/10/2022 for the conversion of house into 2 self-contained 3-bedroom flats.	Daniel Kwasi
Seven Sisters	Full planning permission	HGY/2022/4450	Approve with Conditions	19/04/2023	691 Seven Sisters Road, Tottenham, London, N15 5LA	Demolition, extension and reconfiguration of existing ground floor extension to first floor outriggers and addition/replacement of dormer windows at second floor level.	Kwaku Bossman-Gyamara
Seven Sisters	Lawful development: Proposed use	HGY/2022/4420	Permitted Development	11/04/2023	32 Ermine Road, Tottenham, London, N15 6DD	Certificate of lawfulness for the proposed erection of a ground floor rear extension, front porch, rear roof dormer and front rooflights.	Neil McClellan
Seven Sisters	Householder planning permission	HGY/2022/1274	Approve with Conditions	10/05/2023	22, Riverside Road, London, N15 6DA	Single storey rear infill extension and alteration to front entrance	Emily Whittredge

Seven Sisters	Approval of details reserved by a condition	HGY/2022/1902	Approve	16/05/2023	Land adjacent to, 1, Lealand Road, London, N15 6JS	Approval of details reserved by a condition 8 (Secured by Design) attached to planning reference HGY/2020/2393	Sarah Madondo
Seven Sisters	Full planning permission	HGY/2022/1199	Approve with Conditions	14/04/2023	47, Grovelands Road, London, N15 6BT	Extension of existing synagogue	Zara Seelig
Seven Sisters	Lawful development: Proposed use	HGY/2023/0892	Permitted Development	05/05/2023	20 Ermine Road, Tottenham, London, N15 6DB	Rear dormer and front roof lights (Certificate of lawfulness)	Emily Whittredge
Seven Sisters	Prior approval Part 20 Class AB: New dwellinghouses on terrace building in commercial or mixed use	HGY/2022/2787	Approve with Conditions	14/04/2023	718, Seven Sisters Road, Tottenham, London, Haringey, N15 5NH, London	Application for prior approval of a proposed: New dwellinghouses on terrace buildings in commercial or mixed use Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 20, Class AB Prior Approval for four new flats on top of terraced commercial building under Permitted Development Class AB, comprising 2x 1B1P and 2x 1B2P flats.	Kwaku Bossman-Gyamera
South Tottenham	Full planning permission	HGY/2023/0595	Approve with Conditions	25/04/2023	1 Tottenham Green East, Tottenham, London, N15 4DQ	Listed Building Consent for reconstruction of the damaged roofing. Proposed alteration to replace concrete tiles with slates. To match the existing original character of the building.	Sarah Madondo
South Tottenham	Lawful development: Proposed use	HGY/2023/0933	Permitted Development	11/05/2023	14 Crowland Road, Tottenham, London, N15 6UT	Rear roof extension (Certificate of lawfulness)	Emily Whittredge
South Tottenham	Householder planning permission	HGY/2023/0140	Approve with Conditions	17/05/2023	60 Leadale Road, Tottenham, London, N15 6BH	Erection of a type 3 loft conversion with 7no. rooflights, single storey ground floor extension with a succah rooflight, erection of part first floor extension, and erection of three-storey side extension.	Daniel Kwasi
South Tottenham	Householder planning permission	HGY/2023/0682	Refuse	04/05/2023	4 Antill Road, Tottenham, London, N15 4AS	Proposed ground floor wrap around extension and mansard roof extensions.	Zara Seelig
South Tottenham	Householder planning permission	HGY/2023/0002	Approve with Conditions	25/04/2023	1 Tottenham Green East, Tottenham, London, N15 4DQ	Reconstruction of the damaged roofing. Proposed alteration to replace concrete tiles with slates. To match the existing original character of the building.	Sarah Madondo
South Tottenham	Full planning permission	HGY/2023/0003	Refuse	10/05/2023	Christ Apostolic Church, High Road, Tottenham, London, N15 4BN	Perimeter security railings, gates and vehicle crossovers to the road facing areas	Sabelle Adjagboni
South Tottenham	Householder planning permission	HGY/2023/0571	Approve with Conditions	24/04/2023	17& 19 Norfolk Avenue, London N15 6JX	Ground and First-floor Rear extension to No 17 and 19	Sarah Madondo
South Tottenham	Householder planning permission	HGY/2023/0582	Approve with Conditions	25/04/2023	77 and 79 Wargrave Avenue, Tottenham, London, N15 6TU	Joint First floor rear extension at 77 & 79	Zara Seelig
South Tottenham	Householder planning permission	HGY/2023/0667	Approve with Conditions	03/05/2023	19 Lockmead Road, Tottenham, London, N15 6BX	Erection of a ground floor rear extension	Sarah Madondo
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0625	Refuse	12/04/2023	76 Lealand Road, Tottenham, London, N15 6JT	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 3m	Laina Levassor
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0855	Refuse	03/05/2023	44 Wellington Avenue, Tottenham, London, N15 6BA	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.62m 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/2023/0586	Not Required	11/04/2023	92 Wargrave Avenue, Tottenham, London, N15 6UA	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 2.9m	Laina Levassor
South Tottenham	Approval of details reserved by a condition	HGY/2023/0500	Approve	17/04/2023	Unit F Tottenham Hale Retail Park, Broad Lane, London N15 4QD	Approval of details pursuant to condition 5 (Detail of size, species, and location of replacement trees) attached to planning permission HGY/2022/2575	Kwaku Bossman-Gyamera

St Ann's	Approval of details reserved by a condition	HGY/2022/2580	Approve	17/05/2023	Land adjacent to, 38-84, Cornwall Road, London, N15 5AR	Approval of details pursuant to Condition 12 (Details of internal Blinds) to attached to planning permission HGY/2021/0967.	Kwaku Bossman-Gyamera
St Ann's	Householder planning permission	HGY/2023/0771	Approve with Conditions	12/05/2023	26 Clarendon Road, Tottenham, London, N15 3JX	Single storey side and rear extension.	Oskar Gregersen
St Ann's	Full planning permission	HGY/2023/0781	Appeal Withdrawn	17/04/2023	441 West Green Road, Tottenham, London, N15 3PL	2 x Ground floor duplex apartments converted from existing ground and basement commercial unit	Kwaku Bossman-Gyamera
St Ann's	Lawful development: Proposed use	HGY/2023/0790	Permitted Development	21/04/2023	46 Ritches Road, Tottenham, London, N15 3TB	Rear dormer and outrigger extension, front roof lights (Certificate of lawfulness)	Emily Whittredge
St Ann's	Lawful development: Proposed use	HGY/2023/0830	Approve	18/05/2023	20 Clarendon Road, Tottenham, London, N15 3JX	Certificate of lawfulness: proposed loft conversion comprising a dormer and outrigger rear extension.	Matthew Gunning
St Ann's	Approval of details reserved by a condition	HGY/2023/0699	Approve	05/05/2023	Land adjacent to, 38-84, Cornwall Road, London, N15 5AR	Submission of details pursuant to condition 7 (cycle store details) of planning permission HGY/2021/0967.	Oskar Gregersen
St Ann's	Non-Material Amendment	HGY/2023/0837	Approve	15/05/2023	32 North Grove, Tottenham, London, N15 5QP	Non-material amendment following a grant of planning permission HGY/2020/0224. Amendment to simplify the studios, reducing their height and scale by removing the mezzanine floor from both studios.	Kwaku Bossman-Gyamera
Stroud Green	Full planning permission	HGY/2023/0186	Approve with Conditions	15/05/2023	21 Ferme Park Road, London N4 4DS	Ground floor rear extension to Commercial Unit, part first floor extension and conversion into two self-contained flat units.	Josh Parker
Stroud Green	Householder planning permission	HGY/2023/0597	Approve with Conditions	17/05/2023	80 Uplands Road, Hornsey, London, N8 9NJ	Erection of single storey rear extension and formation of first floor roof terrace	Laina Levassor
Stroud Green	Full planning permission	HGY/2023/0542	Refuse	19/04/2023	97 Stapleton Hall Road, Hornsey, London, N4 4RH	Excavation of basement to form studio flat	Kwaku Bossman-Gyamera
Stroud Green	Full planning permission	HGY/2023/0214	Approve with Conditions	03/05/2023	Flat C, 38 Upper Tollington Park, Hornsey, London, N4 4BX	Erection of rear dormer and insertion of 2 x rooflights to front elevation to facilitate a loft conversion.	Michelle Meskell
Stroud Green	Full planning permission	HGY/2023/0126	Approve with Conditions	28/04/2023	156 Stapleton Hall Road, Hornsey, London, N4 4QJ	Proposed internal loft alterations, installation of conservation roof lights at front side of roof and construction of outbuilding at rear garden.	Oskar Gregersen
Stroud Green	Lawful development: Proposed use	HGY/2023/0799	Approve	27/04/2023	101 Woodstock Road, Hornsey, London, N4 3EU	Certificate of lawfulness for a proposed outbuilding (garden room) in the rear garden of the property.	Neil McClellan
Stroud Green	Full planning permission	HGY/2023/0006	Approve with Conditions	02/05/2023	Flat C, 4 Oakfield Road, Hornsey, London, N4 4NL	The proposal is to convert the loft of this top floor flat into a habitable space with rear dormer (AMENDED DESCRIPTION).	Cameron Sturges
Stroud Green	Full planning permission	HGY/2022/3849	Refuse	27/04/2023	Flat C, 56 Upper Tollington Park, Hornsey, London, N4 4BX	Installation of rear dormer window, addition of two front rooflights, replacement of second floor windows and re-roofing with natural slates.	James Mead
Stroud Green	Full planning permission	HGY/2023/0496	Approve with Conditions	18/04/2023	6 Stapleton Hall Road, Hornsey, London, N4 3QD	Exchange of existing single-glazed timber windows and double-glazed uPVC windows for new fit for purpose double-glazed timber and uPVC window units.	Zara Seelig
Stroud Green	Full planning permission	HGY/2023/0498	Approve with Conditions	20/04/2023	126 Stapleton Hall Road, Hornsey, London, N4 4QB	exchange of existing single-glazed timber windows and double-glazed uPVC windows for new fit for purpose double-glazed timber and uPVC window units	Zara Seelig
Stroud Green	Full planning permission	HGY/2023/0494	Approve with Conditions	17/04/2023	65 Stapleton Hall Road, Hornsey, London, N4 3QF	Exchange of existing single-glazed timber windows and double-glazed uPVC windows for new fit for purpose double-glazed timber and uPVC window units	Ben Coffie
Stroud Green	Full planning permission	HGY/2023/0495	Approve with Conditions	17/04/2023	30 Stapleton Hall Road, Hornsey, London, N4 3QD	Replacement of existing single-glazed timber windows and double-glazed uPVC windows with new double-glazed timber and uPVC windows.	Ben Coffie
Stroud Green	Full planning permission	HGY/2023/0493	Approve with Conditions	17/04/2023	63 Stapleton Hall Road, Hornsey, London, N4 3QF	Replacement of existing single-glazed timber windows and double-glazed uPVC windows for new fit for purpose double-glazed timber and uPVC window units.	Daniel Kwasi

Stroud Green	Householder planning permission	HGY/2023/0492	Approve with Conditions	26/04/2023	7 Ennis Road, Hornsey, London, N4 3HD	Erection of double-storey front bay window extension, installation of new windows and entrance door to replace existing on the front elevation together with new brickwork to the front façade.	Mercy Oruwari
Stroud Green	Non-Material Amendment	HGY/2023/0515	Approve	18/05/2023	2A Lancaster Road, Hornsey, London	Application for a Non-Material Amendment Following Grant of Planning Permission HGY/2018/3294 to replace approved timber cladding with a slate finish across the whole roof.	Matthew Gunning
Stroud Green	Approval of details reserved by a condition	HGY/2022/4114	Approve	15/05/2023	46, Blythwood Road, Hornsey, London, N4 4EX	Approval of details reserved by conditions 3 (materials), 4 (cycle parking), 5 (refuse) and 8 (hydrological and hydro-geological impact assessment) of HGY/2021/2612.	James Mead
Tottenham Central	Full planning permission	HGY/2023/0518	Refuse	18/04/2023	143-145 Philip Lane, Tottenham, London, N15 4HQ	Retractable canopy to shopfront (Retrospective)	Kwaku Bossman-Gyamera
Tottenham Central	Listed building consent (Alt/Ext)	HGY/2023/0139	Approve with Conditions	16/05/2023	Flat 8, Elm Court, 15-16 Bruce Grove, Tottenham, London, N17 6UU	The proposal seeks to knock down two interior plaster boards inside the flat property to make space an open kitchen-living area. These two walls encloses the kitchen from the living room and by the hallway through a door.	Kwaku Bossman-Gyamera
Tottenham Central	Householder planning permission	HGY/2023/0016	Approve with Conditions	02/05/2023	9 Belton Road, Tottenham, London, N17 6YF	A single storey wrap around extension	Sabelle Adjagboni
Tottenham Central	Full planning permission	HGY/2022/1931	Approve with Conditions	16/05/2023	142, Philip Lane, Tottenham, London, Haringey, N15 4JN, London	Erection of ground floor extensions in association with conversion of single-family dwelling into 3 self-contained flats (1 x three bedroom flat and 2x 1-person flats), including cycle parking, refuse and recycling storage	Emily Whittredge
Tottenham Central	Householder planning permission	HGY/2022/2586	Approve with Conditions	09/05/2023	61, Napier Road, London, N17 6YG	The erection of a single storey side return infill extension, the erection of rear dormer extensions to the main rear roof slope and to the outrigger roof, and the erection of bike and bin storage in the front garden.	Neil McClellan
Tottenham Central	Full planning permission	HGY/2022/2790	Approve with Conditions	20/04/2023	1, Felixstowe Road, London, N17 6QF	Replacement of single glazed timber windows with double glazed uPVC units on the front and rear elevations. Replacement of any front entrance doors with new composite doors, and replacement of any rear glass panel doors with new uPVC glass panels doors.	Emily Whittredge
Tottenham Central	Full planning permission	HGY/2022/2792	Approve with Conditions	20/04/2023	13, Felixstowe Road, London, N17 6QF	Replacement of single glazed timber windows with double glazed uPVC units on the front and rear elevations. Replacement of any front entrance doors with new composite doors, and replacement of any rear glass panel doors with new uPVC glass panels doors.	Emily Whittredge
Tottenham Central	Householder planning permission	HGY/2023/0568	Approve with Conditions	21/04/2023	140 The Avenue, Tottenham, London, N17 6TG	Replacement of single glazed timber windows with double glazed uPVC units on the front and rear elevations, finished in white to match the existing windows. Replacement of front entrance door with new timber 4-Panel door, and replacement of any rear glass panels doors with new uPVC glass panels doors.	Oskar Gregersen
Tottenham Central	Full planning permission	HGY/2023/0782	Approve with Conditions	19/05/2023	Shop, 40 West Green Road, Tottenham, London, N15 5NP	Display of fascia sign and projecting sign, change of shop front and ground floor rear extension	Oskar Gregersen

Tottenham Central	Householder planning permission	HGY/2023/0720	Not Determined	16/05/2023	138 Winchelsea Road, Tottenham, London, N17 6XQ	Erection of a first-floor side extension	Sarah Madondo
Tottenham Central	Lawful development: Proposed use	HGY/2023/0841	Refuse	17/05/2023	54 The Avenue, Tottenham, London, N17 6TD	Certificate of Lawfulness for proposed change of use from a C3(a) single family dwelling to C3(c) for use by a religious community (allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger).	Laina Levassor
Tottenham Central	Householder planning permission	HGY/2023/0588	Approve with Conditions	02/05/2023	26 Bedford Road, Tottenham, London, N15 4HA	Replacement of single glazed timber windows with double glazed timber units on the front and rear elevations, finished in white to match the existing windows. Replacement of front entrance door with new timber 4-Panel door, and replacement of any rear glass panels doors with new timber glass panels doors; for the exception of rear door D03 that will replicate rear bedroom window W14.	Zara Seelig
Tottenham Central	Householder planning permission	HGY/2023/0589	Approve with Conditions	02/05/2023	28 Grove Park Road, Tottenham, London, N15 4SN	Replacement of single glazed timber windows with double glazed timber units on the front and rear elevations, finished in white to match the existing windows. Replacement of front entrance door with new timber 4-Panel door, and replacement of any rear glass panels doors with new timber glass panels doors.	Zara Seelig
Tottenham Central	Lawful development: Existing use	HGY/2023/0669	Approve	03/05/2023	22 Moorefield Road, Tottenham, London, N17 6PY	Certificate of lawfulness for the existing mixed use of the site for purposes within Class F1 (learning and non-residential institutions) and Class F2 (local community).	Daniel Kwasi
Tottenham Central	Full planning permission	HGY/2023/0163	Approve with Conditions	17/04/2023	First Floor Flat, 8 Moorefield Road, Tottenham, London, N17 6PY	Loft conversion with rear dormer windows.	Sabelle Adjagbor
Tottenham Hale	Lawful development: Proposed use	HGY/2023/0742	Permitted Development	11/05/2023	12 Thackeray Avenue, Tottenham, London, N17 9DY	Certificate of Lawfulness for proposed single storey rear extension (following a determination under application reference HGY/2022/0222 that Prior Approval Not Required for a larger single storey rear extension).	Laina Levassor
Tottenham Hale	Non-Material Amendment	HGY/2021/1915	Approve	16/05/2023	1 Station Square, Station Road, London, N17 9JZ	S.96 Application for a Non-Material Amendment (NMA) to amend Condition 15 (Combined Heat and Power) and delete Condition 16 (Combined Heat and Power) attached to planning permission ref. HGY/2016/3932, relating to development at 1 Station Square dated 10.08.2017.	Martin Cowie
Tottenham Hale	Approval of details reserved by a condition	HGY/2022/2201	Approve	11/04/2023	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 C11 (Cycle Parking) in relation to Plot C (Welbourne 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/2021/1269	Approve	15/05/2023	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 Condition A6 (Overheating and Model Report) 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	Householder planning permission	HGY/2023/0383	Approve with Conditions	18/05/2023	Palm Tree Court, 4 Factory Lane, Tottenham, London, N17 9FL	Change the use of one B1 office space to a C3 residential apartment with associated works, the conversion of another B1 office space into a small office and residents communal lounge and the conversion of a small first floor communal lounge into a resident visitors guest suite.	Sarah Madondo
Tottenham Hale	Full planning permission	HGY/2023/0404	Approve with Conditions	04/05/2023	552 High Road, Tottenham, London, N17 9SY	Alterations to shop-front.	Kwaku Bossman-Gyamera
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/0746	Approve	27/04/2023	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 A2 (Waste Management Plan) for both residential and non-residential elements 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/2023/0680	Approve	17/04/2023	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 Sitewide Condition 21 (Public Lighting 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/2023/0951	Approve	17/04/2023	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 A12 (Service and Delivery 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/2022/4091	Approve	17/05/2023	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 A30 (Roof Top PV Panels) 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
Unknown	Removal/variation of conditions	HGY/2022/1340	Approve with Conditions	12/04/2023	374, Alexandra Park Road, London, N22 7BD	Variation of condition 2 (approved plans) attached to planning permission HGY/2021/2713 to amend the approved scheme to include a first floor external balcony with associated rear balustrade and side privacy screens.	Matthew Gunning

Unknown	Observations for Adjoining Borough	HGY/2022/2572	Not Determined	11/05/2023	The O2 Masterplan Site, Finchley Road, London, NW3 6LU	AMENDMENTS Detailed planning permission for Development Plots N3-E, N4, and N5 including demolition of existing above ground structures and associated works, and for residential development (Class C3) and commercial, business and service (Class E) uses in Development Plot N3-E, residential development (Class C3) and local community (Class F2) and commercial, business and service (Class E) uses in Development Plot N4, and residential development (Use Class C3) and commercial, business and service uses (Class E) uses in Development Plot N5 together with all landscaping, public realm, cycle parking and disabled car parking, highway works and infrastructure within and associated with those Development Plots. AMENDMENTS NAMELY: reconfiguration of commercial space and flats (including amendments to housing mix) and residential space, additional plant at Plot N3E podium level, façade and entrance amendments, changes to blue badge parking and cycle stores, introduction of pressurised plant and associated fire related amendments, reconfiguration of PV panels, full basement to plot N3E, localised basement/semi depressions to Plots N4 and N5 to accommodate pressurisation system (no significant changes to the height and	Christopher Smith
West Green	Full planning permission	HGY/2023/0594	Appeal Withdrawn	16/05/2023	419 Lordship Lane, Tottenham, London, N17 6AG	Change of use of a vacant ground floor commercial premises for professional services (Use Class E(c)(ii)) to a beauty salon (Sui Generis use).	Daniel Kwasi
West Green	Full planning permission	HGY/2023/0508	Approve with Conditions	18/04/2023	17 Frome Road, Tottenham, London, N22 6BP	Reversion from two flats to single family dwelling	Sarah Madondo
West Green	Householder planning permission	HGY/2023/0687	Approve with Conditions	04/05/2023	Flat A, 45 Langham Road, Tottenham, London, N15 3QX	Erection of rear outbuilding	Zara Seelig
West Green	Lawful development: Proposed use	HGY/2023/0689	Permitted Development	11/04/2023	67 Walpole Road, Tottenham, London, N17 6BH	Certificate of lawfulness for the proposed erection of an outbuilding in the rear garden.	Neil McClellan
West Green	Lawful development: Proposed use	HGY/2023/0673	Permitted Development	03/05/2023	81 Carlingford Road, Tottenham, London, N15 3EJ	Certificate of lawfulness for the formation of an "L-shaped" rear dormer roof extension.	Oskar Gregersen
West Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0965	Approve	16/05/2023	6 Lismore Road, Tottenham, London, N17 6LE	Erection of single storey extension which extends beyond the rear wall of the original house by 3.5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Oskar Gregersen
West Green	Non-Material Amendment	HGY/2023/0605	Approve	10/05/2023	Flat B, 98 Carlingford Road, Tottenham, London, N15 3ER	Non-material amendment following the grant of planning permission (HGY/2022/2012). The alterations sought comprise alterations to the approved dormer to build it on the property's existing raised parapet walls, removal of the proposed roof terrace and the change of the approved roof terrace access door to a window.	Laina Levassor
West Green	Approval of details reserved by a condition	HGY/2023/0619	Approve	27/04/2023	Frankum & Kaye Ltd, 38, Crawley Road, London, N22 6AG	Approval of details pursuant to condition 8 (hard and soft landscape works) attached to planning permission HGY/2019/0938	Christopher Smith

West Green	Non-Material Amendment	HGY/2022/4161	Approve	26/04/2023	255, Lordship Lane, Tottenham, London, N17 6AA	Application for a Non-Material Amendment to vary Condition 17 attached to planning permission HGY/2017/1097 to remove reference to shutter strategy	Samuel Uff
West Green	Approval of details reserved by a condition	HGY/2023/0736	Approve	10/05/2023	423-435, Lordship Lane, London, N22 5DH	Submission of details pursuant to condition 8a (Revised desktop study) of planning permission HGY/2017/3679 (granted in appeal decision APP/Y5420/W/19/3223654 on the 25 February 2020).	Josh Parker
West Green	Non-Material Amendment	HGY/2023/0631	Approve	09/05/2023	Frankum & Kaye Ltd, 38, Crawley Road, London, N22 6AG	Non-material amendment following a grant of planning permission HGY/2019/0938 to allow the modification of a Block B ground floor window to plot 9 to the south elevation. The modification is to omit the fixed panel to the window but retain the main body of the window and the upper opening panel. A similar condition already exists on the same elevation.	Samuel Uff
White Hart Lane	Full planning permission	HGY/2023/0862	Appeal Withdrawn	05/05/2023	550-552 Lordship Lane, Wood Green, London, N22 5BY	Change of Use from Sui Generis to C1 Hotel, with the replacement of existing storage-shed in the rear garden and erection of an outbuilding to accommodate a kitchen, a dining area, an office space and storage, ancillaries to the hotel use, together with the provision of a cycle parking hangar for 6 bicycles at the rear.	Kwaku Bossman-Gyamera
White Hart Lane	Prior notification: Development by telecoms operators	HGY/2023/1137	Permitted Development	09/05/2023	Corner of Rivulet Road, Great Cambridge Road, London, N17	Formal notification in writing of 28 days notice in advance, of the intention to install electronic communications, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003. The proposed installation comprises: removal and replacement of 3no antennas and 1no equipment cabinet with associated ancillary works thereto.	Kwaku Bossman-Gyamera
White Hart Lane	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2023/0638	Not Required	20/04/2023	55 Sandford Avenue, Wood Green, London, N22 5EJ	Erection of single storey extension which extends beyond the rear wall of the original house by 5.6m, for which the maximum height would be 4m and for which the height of the eaves would be 3m	Sabelle Adjagboni
White Hart Lane	Approval of details reserved by a condition	HGY/2023/0174	Approve	21/04/2023	Land to the Rear of, 163-173, The Roundway, London, N17 7HE	Partial discharge of details reserved to condition 9 (c) and (d) Land Contamination attached to planning permission ref: HGY/2022/0238.	Kwaku Bossman-Gyamera
White Hart Lane	Approval of details reserved by a condition	HGY/2023/0559	Approve	21/04/2023	Land to the Rear of 163-173 The Roundway, London N17 7HE	Approval of details reserved by a condition 6 (Details of secure cycling storage facilities) attached to planning permission ref: HGY/2022/0238	Kwaku Bossman-Gyamera

White Hart Lane	Non-Material Amendment	HGY/2023/0871	Approve	28/04/2023	555 White Hart Lane, Tottenham, London, N17 7RP	Non-material amendment following the grant of planning permission HGY/2020/0635 to combine units 6 and 7 to create a single unit with removal of internal partition, creation of 2 new openings to the front elevation and amendment to the retaining walls, creation of small customer service point area, removal of planting area, fence and gates at the operational yard, the installation of low level fans to the rear elevation, and addition of a Utilities Cabinet	Valerie Okeiyi
White Hart Lane	Approval of details reserved by a condition	HGY/2023/0556	Approve	21/04/2023	Land to the Rear of 163-173, The Roundway, London, N17 7HE	Approval of details pursuant to condition 7 (S278 Agreement) attached to planning permission ref: HGY/2022/0238	Kwaku Bossman-Gyamera
Woodside	Householder planning permission	HGY/2023/0466	Approve with Conditions	12/04/2023	728 Lordship Lane, Wood Green, London, N22 5JN	Construction of a rear loft extension	Zara Seelig
Woodside	Full planning permission	HGY/2022/4435	Refuse	16/05/2023	45 Bounds Green Road, Wood Green, London, N22 8HB	Construction of rear outbuilding to facilitate enlargement of existing 7 bedroom HMO (sui generis) to 8 bedrooms.	Eunice Huang
Woodside	Householder planning permission	HGY/2023/0560	Approve with Conditions	21/04/2023	37B Palmerston Road, Wood Green, London, N22 8QH	Erection of a single storey side extension (15sqm) for use as a workspace/office.	Daniel Kwasi
Woodside	Householder planning permission	HGY/2023/0653	Refuse	02/05/2023	25 Lascotts Road, Wood Green, London, N22 8JG	PROPOSED SINGLE STOREY REAR EXTENSION	Oskar Gregersen
Woodside	Householder planning permission	HGY/2023/0585	Approve with Conditions	19/05/2023	17 Warberry Road, Wood Green, London, N22 7TQ	Single storey rear extension	Oskar Gregersen
Woodside	Householder planning permission	HGY/2023/0554	Approve with Conditions	14/04/2023	156 Maryland Road, Wood Green, London, N22 5AP	Formation of dormer roof extensions to the main roof slope and to the outrigger roof slope, with 1No. rooflight to the front slope & a Juliette balcony to the rear dormer, to create a Loft Conversion to an existing first floor flat	Sarah Madondo
Woodside	Prior notification: Development by telecoms operators	HGY/2023/1105	Permitted Development	04/05/2023	606 Lordship Lane, Wood Green, London, N22 5JH	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The proposal consists of the replacement of 2no. existing antennas with 2no. new antennas, internal cabinet works and ancillary works thereto.	Kwaku Bossman-Gyamera
Woodside	Prior notification: Development by telecoms operators	HGY/2023/1032	Permitted Development	04/05/2023	Thomas Hardy House, Commerce Road, Wood Green, London, N22 8EE	Notification under the Electronic Communications Code Regulations 2003 (as amended) to utilise permitted development rights for a proposed H3G Ltd Rooftop-based upgrade at proposed base station upgrade. The proposal will include the removal of 3 No. antenna to be replaced by 3 No. antenna, the removal of 1 No. cabinet to be replaced by 1 No. cabinet and development ancillary reworks thereto.	Kwaku Bossman-Gyamera
Woodside	Prior notification: Development by telecoms operators	HGY/2023/0807	Permitted Development	18/04/2023	New River Sports Centre, White Hart Lane, London, N22 5QJ	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: ? The proposal consists of the replacement of 3no. existing antennas with 3no. new antennas, internal cabin works and ancillary works thereto. ? To improve 5G network coverage in the local area.	Kwaku Bossman-Gyamera

This page is intentionally left blank