

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 3rd July, 2023, 7.00 pm - George Meehan House, 294 High Road, Wood Green, London, N22 8JZ (watch the live meeting [here](#), watch the recording [here](#))

Members: Councillors Barbara Blake (Chair), Reg Rice (Vice-Chair), Nicola Bartlett, John Bevan, Cathy Brennan, George Dunstall, Scott Emery, Emine Ibrahim, Sue Jameson, Sean O'Donovan 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 11 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES

To confirm and sign the minutes of the Planning Sub Committee held on 11 May 2023 and 5 June 2023 as a correct record.

To follow

7. PLANNING APPLICATIONS

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

8. HGY/2023/0261 - BEROL QUARTER, ASHLEY ROAD, N17 9LJ (PAGES 1 - 360)

Proposal: Full planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace; with associated landscaping, public realm improvements, car and cycle parking, and other associated works.

Recommendation: GRANT

9. UPDATE ON MAJOR PROPOSALS (PAGES 361 - 376)

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.

10. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 377 - 400)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 22.5.23-16.6.23.

11. NEW ITEMS OF URGENT BUSINESS

12. DATE OF NEXT MEETING

To note the date of the next meeting as 18 July 2023.

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Fiona Alderman

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Friday, 23 June 2023

Planning Sub Committee – 03 July 2023

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2023/0261

Ward: Tottenham Hale

Address: Berol Quarter, Ashley Road, London N17 9LJ

Proposal: Full planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace; with associated landscaping, public realm improvements, car and cycle parking, and other associated works.

Applicant: Berol Quarter Limited (Berkeley Square Developments)

Ownership: Private

Case Officer Contact: Philip Elliott

Date received: 24/01/2023 **Last amended date:** N/A

1.1 The application has been referred to the Planning Sub Committee for decision as the planning application is a major application

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal is a well-designed mixed-use scheme which would primarily provide Build to Rent accommodation (BtR) alongside an uplift over the existing of approximately 2900sqm (GIA) of commercial space (Use Class E(a)) that fulfils the requirements of the site allocation.
- The proposal provides 35% affordable housing consisting of London Living Rent and Discount Market Rent (DMR) housing in line with Policy H11 of the London Plan and the Council's Housing Strategy.
- The proposal provides a high-quality tall building and design that is supported by the QRP and would act as a landmark within the wider area.
- The proposal provides significant new employment opportunities.
- The proposal provides an additional community space, a new bridge head to support the delivery of a potential future bridge over Watermead Way and the railway into Hale Village and would also make substantial contributions to infrastructure through the community infrastructure levy (CIL).
- The proposal provides a high quality of BtR accommodation.
- The impact on neighbouring amenity is considered to be in line with BRE guidance and acceptable.

- The proposed development would not have any further impact on the built historic environment given the context within which it would be located.
- The proposal is a car free development (except for blue badge and interim arrangements) and the impact on transportation is acceptable.
- The proposal achieves a high level of sustainability, would be zero carbon and would provide a sustainable design with provision to connect to a future district energy network (DEN).
- The proposed landscaping would enhance tree provision and greenery.
- The Health and Safety Executive (HSE) have considered the scheme and are content with the proposals.

2. RECOMMENDATION

- 1.1 That the Committee resolve to GRANT planning permission and that following Stage II referral to the GLA, 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.
- 1.2 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.
- 1.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 01/09/2023 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
- 1.4 That, following completion of the agreement referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of conditions.

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

- 1) 3-year time limit
- 2) Approved Plans & Documents
- 3) Phasing Plan
- 4) Accessible Accommodation
- 5) Commercial Units - Opening Hours
- 6) Commercial Units – Class E Only

- 7) Quantum of development
- 8) BREEAM Certificates
- 9) Residential – Noise Attenuation
- 10) Residential – Noise Attenuation from commercial/community
- 11) Fire Statement
- 12) Landscape Details
- 13) Playspace
- 14) Surface Water Drainage
- 15) Surface Water Network (Thames Water)
- 16) Water Network Capacity (Thames Water)
- 17) Flood Warning and Evacuation Plan (FWEP)
- 18) Water Efficiency Condition
- 19) Biodiversity
- 20) Lighting
- 21) External Materials and Details
- 22) Living roofs
- 23) Landscape and ecological management plan (LEMP)
- 24) Energy Strategy
- 25) DEN Connection
- 26) Overheating
- 27) Overheating Building User Guide
- 28) Circular Economy
- 29) Whole Life Carbon
- 30) Secured by Design
- 31) Written Scheme(s) of Investigation for Archaeology
- 32) Land Contamination
- 33) Unexpected Contamination
- 34) Car & Cycle Parking Management Plan
- 35) Cycle Parking
- 36) Delivery and Servicing Management Plan
- 37) Site Waste Management Plan
- 38) Waste Management Plan
- 39) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 40) London Underground Asset Protection (PRE-COMMENCEMENT)
- 41) Public Highway Condition (PRE-COMMENCEMENT)
- 42) Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)
- 43) Updated Air Quality Assessment
- 44) Management and Control of Dust
- 45) Combustion and Energy Plant
- 46) Combined Heat and Power (CHP) Facility
- 47) Business and Community Liaison Construction Group
- 48) Telecommunications
- 49) Wind Mitigation
- 50) Noise from building services plant and vents
- 51) Anti-vibration mounts for building services plant / extraction equipment

52) Signage and wayfinding

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) Maximise Water Efficiency
- 11) Minimum Water Pressure
- 12) Paid Garden Waste Collection Service
- 13) Sprinkler Installation
- 14) Designing out Crime Officer Services
- 15) Land Ownership
- 16) Site Preparation Works
- 17) s106 Agreement
- 18) Revised Fire Statement required with any revised submission
- 19) Building Control
- 20) Building Regulations – Soundproofing
- 21) Thames Water - Sewage Pumping Station

Section 106 Heads of Terms (HoTs):

- 1) On-site affordable housing (DMR and LLR)**

Affordable Housing Scheme to be submitted for approval prior to commencement of development which shall include the following:

 - a. Minimum of 35% by habitable room (202 habitable rooms).
 - b. Tenure mix – 30% London Living Rent (LLR) Housing and 70% Discount Market Rent (DMR) Housing.
 - c. Proposed Number of Habitable Rooms by tenure: DMR = 78 (2-bed) and 64 (3-bed); LLR = 36 (2-bed) and 24 (3-bed).
 - d. Triggers for provision - No occupation of the Market Rent Housing Units until all of the Affordable units have been delivered.
 - e. Location of different tenures (a plan of the affordable housing showing where both DMR and LLR is located).
 - f. Affordable housing residents to have access to the same communal amenity and play space as Market Rent housing.

- 2) Affordability**
 - a. Tenure mix – 30% London Living Rent (LLR) Housing and 70% Discount Market Rent (DMR) Housing.

- b. DMR housing = 2 Bedroom: 75% of Market Rent and 3 Bedroom: 65% of Market Rent and a commitment to retaining rents calculated at these levels and using the same methodologies.
- c. Provide a dedicated 6-month marketing priority period for local Haringey Residents for the affordable units which shall be completed 12 to 6 months prior to Practical Completion with evidence of the marketing provided to the Council. Families shall be prioritised for the DMR family 3-bedroom units.
- d. A commitment to developing an approach to allocations jointly with the Council for both the LLR and DMR units. That process shall ensure allocations and lettings align with the Council's Intermediate Housing Policy with a commitment to prioritise households with children for the two- and three-bed DMR units, and to ringfence two- and three-bed LLR units for households with children.
- e. Evidence of the chosen tenants shall be provided to show compliance.

3) Viability Review Mechanism

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

4) Build to Rent (BtR) Obligations

- The homes shall be held under a covenant for at least 15 years (apart from affordable units, which shall be secured in perpetuity);
- A clawback mechanism if BTR homes are sold
- Unified ownership and management of the private and affordable elements of the scheme;
- BtR housing shall be provided in accordance with an approved BtR marketing and letting scheme to be submitted for approval 12 to 6 months prior to Practical Completion.
- Not to occupy or cause or permit the occupation of any BtR Housing Unit until a BtR Management Plan has been submitted to and approved by the Council. The BtR Management Plan shall incorporate the following requirements, unless otherwise agreed in writing with the Local Planning Authority:
 - a) Each BtR Housing Unit shall be self-contained and let separately for private Residential Use;
 - b) Rent and service charge certainty shall be provided for the tenancy period on a basis made clear before the tenancy agreement is signed including any annual increases, which should be formula-linked;
 - c) Longer tenancies (three years or more) shall be made available to all tenants;

- d) Each lease of each BtR Housing Unit shall contain a break clause allowing the tenant to end the lease with a month's notice any time after the first six months of the lease;
- e) Providers must not charge up-front fees of any kind to tenants or prospective tenants outside of deposits and rent-in-advance.
- f) The BtR Housing Units shall be managed as a whole by a single professional property manager which:
 - i. provides a consistent and quality level of housing management,
 - ii. has regular on-site presence,
 - iii. is part of an accredited ombudsman scheme,
 - iv. is a member of the British Property Federation or RICS;
 - v. complies with the RICS Private Rented Sector Code,
 - vi. has a complaints procedure.
- g) Details of the waste collection strategy for the BtR Housing Units, including a commitment to a period of monitoring (to be agreed but likely 1 year post occupation) and reporting of waste / recycling volumes and making a payment of £100,000.00 to the Council where twice weekly refuse collections are required (to cover the cost of an additional vehicle) subject to monitoring results. Details of the monitoring shall be submitted to the LPA and agreed prior to occupation as part of the s106 obligation.

5) Additional Affordable Workspace

In the event that the construction of Berol House has not commenced by the earlier of:

- A) June 2028, or;
- B) Practical Completion of 2 Berol Yard -

Then Retail Unit 2 (221sqm) shall be allocated as "Additional Affordable Workspace" and subject to a discount of 20% of the prevailing market rent until the later of:

- A) 3 years from the date of Practical Completion of 2 Berol Yard; or
- B) The date of Practical Completion of Berol House.

6) Commercial Strategy

Prior to the occupation of both buildings, provide an updated Commercial and Retail strategy which identifies how the proposed uses would complement and enhance the commercial offer in Tottenham Hale, considering the wider regeneration.

7) Employment & Skills

- Submission of an employment and skills plan
- No less than 20% of the peak construction workforce to be Haringey residents
- Provision of skills-based training to the 20% referenced above

- 5% of the peak workforce to be provided with traineeships
- Provision of a construction apprenticeships at one per £3m development construction cost up to a maximum of 10% of total construction workforce
- Provision of a £1,500 support contribution per apprentice
- Provision of no less than five STEM/career inspirational sessions per construction phase
- Regular liaison with the Council to allow local businesses and suppliers to tender for works
- Other requirements as agreed in discussions with the Council's Employment and Skills Officer
- A commitment to being part of the borough's Construction Programme for construction and occupation.
- Work with the Haringey Employment and Recruitment Partnership - employment and training opportunities to identify and promote construction jobs during the delivery of both Berol House and 2 Berol Yard.
- Designate a named contact to ensure efficient management and supply of local Council residents for employment and training opportunities.
- Participate in the Haringey Construction Partnership.

8) Public Art

- Not to occupy or permit the occupation of any BtR Housing Unit until a public art/lighting installation scheme has been submitted to the council, approved, and implemented.
- For a period of 10 years from the date of first occupation of the BtR Housing Units, an external space within the Berol Square, of not less than 5m x 5m shall be provided which shall be available for not less than 3 months of each year for a temporary public art installation, to showcase Tottenham talent

9) Future proofing bridge connection

- Not to occupy or permit the occupation of any BtR Housing Unit until the new public access stairway, lift, and bridgehead have been constructed as part of the 2 Berol Yard building.
- To provide a permissive path right of access for members of the public to pass, with and without bicycles to the bridge head.
- To provide a bicycle track within the public access stairway.
- To maintain the public access stairway, public access lift, and landing area at no expenses to the Council, including all lighting, cleaning, and the like.
- Prior to the construction of the future potential bridge (not by the applicant) install glazing to the external façade to provide an additional

winter garden space as an extension to the 2 Berol Yard Cultural and Arts Space (Use Class F2 Community / Affordable Workspace).

- Produce a feasibility study for the bridge over Watermead Way and the railway, the study should include design options and costings for the proposal.
- To use best endeavours to work with those constructing the bridge to ensure its delivery by guaranteeing that whenever the bridge can come forward the bridge builder can connect to their landing stairs and lift, which will be freely available for bridge users.
- Input from an accessibility expert shall be sought to determine the best arrangement of the lift and stair and a channel for bicycles should be incorporated into the stairs.

10) Cultural and Arts Space

- 161sqm of Cultural and Arts Space (Use Class F2 Community / Class E Affordable Workspace) floorspace to be constructed on the first floor of 2 Berol Yard - plus public gallery and winter garden area until the potential future bridge is opened.
- Not to occupy or permit the occupation of any BtR Housing Unit until the Cultural and Arts space has been constructed to CAT A standard and first refusal of a lease to be offered to the Council.
- Grant a 15-year Lease of the space, for use by Made by Tottenham (or other such nominated body involved with the arts, creative trade, local industry), or alternative occupier agreed in consultation with the Council with a minimum discount of 20% of the prevailing market rent and a rent-free period of 3 years. The Lease shall also include a right to renew for 2 further 5-year periods, subject to agreement by both parties.

11) Public Realm

- Public access to footpaths, cycleways, open spaces, and the Cultural and Arts Space, including the potential future bridgehead provided via a Permissive Path right for public, visitors and the like to all routes.
- Submit and implement an Approved Public Access Plan.
- Maintain development estate public realm areas in accordance with the standards of good estate practice.

12) National Health Service (NHS) Contribution

Provide a capped contribution of £25,000 prior to Practical Completion of 2 Berol Yard to support local NHS services.

13) Travel Plans (Commercial and Residential Travel Plans (£3,000 contribution per plan))

A requirement for detailed travel plans to be submitted for approval prior to occupation and must include:

- Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan) to work in collaboration with the Council for a minimum of five years
- Provision of welcome induction packs containing public transport and cycling/walking information, map, and timetables, to every new occupant.
- A commitment to liaise with Zipcar to understand utilisation of nearby Car Club bays.

14) Car Club

A commitment to provide residents with three years car club membership including a £50 annual credit for those who register.

15) Car Capping

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.

16) Construction Logistics/Monitoring contribution

A payment of £20,000.00 to be paid to the Council - payable as £10,000.00 on commencement of each building.

17) Considerate Constructors Scheme

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

18) Ultrafast broadband

All rooms of accommodation and commercial spaces must have access to ultrafast broadband connections (above 100MB/s).

19) Carbon Management & Sustainability - Future connection to District Energy Network (DEN)

- An amended energy statement is to be provided on first occupation of the development.
- Estimated carbon offset contribution, plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages (See Carbon Offsetting below for more detail).
- Be Seen commitment to uploading energy data
- 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.
- Submission of Energy Plan for approval by LPA
- Sustainability Review

20) Carbon offsetting

Provision of a contribution to offset the carbon emissions of the development where not met on site against the zero-carbon target. Estimate of the carbon offset figure is £327,750.00 for the whole development which is to be reviewed once the amended energy statement has been assessed by the Council. A management fee of 10% is also required (estimate: £32,775)

21) Monitoring costs

Based on 5% of the financial contribution total, and £500 per non-financial contribution.

22) Securing Design Quality

Retain the existing architects for both buildings as Design Guardians to safeguard the design quality.

23) Berol House Relocation Strategy

Submission of a relocation strategy to be submitted prior to construction to identify how existing occupants within Berol House would be supported to find new suitable premises.

- 1.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 1.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
1. In the absence of a legal agreement securing 1) the provision of on-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 the Build to Rent (BtR) obligations the proposals would fail to meet the requirements of London Plan policy H11 and. as such, the proposals would be contrary to that policy.
 3. In the absence of a legal agreement securing financial contributions towards infrastructure provision (the Future proofing bridge connection, Cultural & Arts Space, public art, public realm, and 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 TH6. As such, the proposals are contrary to

London Plan Policy S1, Strategic Policies SP16 and SP17, Tottenham Area Action Plan Policies AAP1, AAP11 and TH6 and DM DPD Policy DM48.

4. In the absence of legal agreement securing 1) a 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.
 5. 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.
 6. In the absence of a legal agreement securing the implementation of an energy strategy, including the prioritisation of a connection to a DEN, 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.
 7. 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.
- 1.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning sub-committee) is hereby authorised to refuse any further application for planning permission which duplicates the Planning Application provided that:
- (i) There has not been any material change in circumstances in the relevant planning considerations, and
 - (ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreements contemplated in resolution (2.1) above to secure the obligations specified therein.

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- 8.0 RECOMMENDATION

APPENDICES:

- Appendix 1: Planning Conditions & Informatives
- Appendix 2: Plans and Images
- Appendix 3: Internal and External Consultee representations
- Appendix 4: Neighbour representations
- Appendix 5: Planning Sub-Committee Minutes 7th Nov
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- Appendix 7: QRP 19th Oct 2022
- Appendix 8: QRP 1st March 2023
- Appendix 9: DM Forum Notes
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- Appendix 11: Plans and Documents List

3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Proposed development

3.1.1. Planning permission is sought to refurbish and extend Berol House to provide workspace and retail accommodation; and build a new mixed use building comprising Build to Rent (BtR) homes and commercial, retail, and community space at 2 Berol Yard. The description of development is as follows:

“Full planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace and the redevelopment of 2 Berol Yard to provide new residential homes, Use Class E floorspace and associated landscaping, public realm improvements, car and cycle parking and other associated works.”

3.1.2. In Figure 1 below shows the application site outlined in a dashed red line with the proposed buildings highlighted red:

Figure 1 - Berol Quarter site plan



3.1.3. The proposed development has the following three main components:

1. **Berol House**,

Retained to the west of the site. The building would be refurbished, and a three-storey extension would be erected at roof level covering the full extent of the roof plane on two of the three new floors. The third floor would be set back at the north and south and to a lesser extent to the east. An undercroft pedestrian route through Berol House (known as Berol Passage) would be added to increase west-east permeability through the building.

2. **2 Berol Yard,**

Located to the east of Berol House at the eastern part of the site. The building would be 32 storeys with a lift overrun core rising above the highest part of the main building, the upper floors are rotated at an angle to the ground floor.

The western elevation of the ground floor would run parallel with Berol House with a 10.5m gap forming a new street between the two. The southern elevation would run parallel with the One Ashley Road building to the south with a minimum distance of 10.2m. The eastern elevation would run parallel with Watermead Way to the east with the northern elevation running parallel with The Gessner to the north.

3. **Public Realm.**

Comprising paving, street planting, and street furniture would connect the buildings on the ground floor. There would be a new public square located to the southwest corner of the site which would become a focal and navigation point for visitors and pedestrians.

Land use mix

- 3.1.4. The scheme proposes a mix of residential and non-residential floorspace. 2 Berol Yard would comprise 604sqm of Class E accommodation which is expected to comprise shops, cafes, and restaurants at ground floor level and 160.2sqm of community space at first floor level. It would comprise 210 homes on floors 1 to 29 and associated amenity space on the podium and at level 30 in the form of a sky terrace.
- 3.1.5. Berol House will comprise 5492sqm (GIA) of Class E floorspace (3,294sqm (existing) and 2,198sqm uplift). There would also be 428sqm of amenity space on the roof. In total, the site proposes 6,359sqm (GIA) of Class E and F2 (community) floorspace.

Housing mix

- 3.1.6. 210 Build to Rent (BtR) homes are proposed at 2 Berol Yard. Berol House would not include residential development. The total residential floorspace proposed at 2 Berol Yard is 24,016 sqm.
- 3.1.7. The proposed dwelling mix, unit size and unit quantity are set out in Table 1 below and would provide a mix of one, two, and three-bedroom homes. 10% of

the total homes would be provided as wheelchair accessible/adaptable homes. This equates to 22 wheelchair adaptable homes being proposed.

Table 1 - Proposed Dwelling Mix

| Flat type | No. of homes | % of homes | Wheelchair/accessible homes |
|----------------|--------------|-------------|-----------------------------|
| Studio | 20 | 10% | 16 |
| 1 Bed | 48 | 23% | |
| 2 Bed 3 Person | 21 | 10% | 0 |
| 2 Bed 4 Person | 93 | 44% | |
| 3 Bed 5 Person | 17 | 8% | 6 |
| 3 Bed 6 Person | 11 | 5% | |
| Total | 210 | 100% | 22 (10%) |

Affordable Housing

- 3.1.8. 35% Discount Market Rent (DMR) affordable housing (by habitable room) is proposed. A total of 60 2-bed and 3-bed affordable homes would be provided. This would result in 202 affordable habitable rooms. 33% of the total two bed homes would be affordable and 78.6% of the total three bed homes would be affordable.
- 3.1.9. 30% of the 35% total affordable housing provision would be provided at London Living Rent (LLR). The remainder would be provided at a discount to market rent with 2-beds let at 75% of market rent, and 3-beds let at 65% of market rent. There would be twenty-six 2-beds let at 75% of market rent and sixteen 3-beds let at 65% of market rent. The LLR element would include twelve 2-beds and six 3-beds.

Table 2 - Proposed Affordable numbers and rent cost

| Flat type | No. of homes | Rent % of market or LLR |
|--------------|--------------|-------------------------|
| 2 Bed LLR | 12 | Let at LLR |
| 2 Bed DMR | 26 | 75% |
| 3 Bed LLR | 6 | Let at LLR |
| 3 Bed DMR | 16 | 65% |
| Total | 60 | N/A |

Height, scale, and massing

- 3.1.10. Works to Berol House would comprise the addition of three new. Images of the proposed building can be seen below in Figure 2:

Figure 2 - Berol House CGI images



View north from Ashley Road



View of the main entrance from Berol Link



View of the south gable end from 2 Berol Yard



View from Berol Square

- 3.1.11. 2 Berol Yard would rise to 30 storeys plus the ground floor (effectively 32 storeys) with the lift overrun within the core rising above.
- 3.1.12. The building height would vary across the component blocks, details of the block heights are shown below in Table 3 with Figures 3 and 4 showing the different blocks:

Table 3 - 2 Berol Yard Block Heights

| Block | Floors | Number of Storeys | Height (m) |
|------------------|--------|-------------------|------------|
| A (SW facing) | 17 | 18 | 62.92 |
| B (West facing) | 24 | 25 | 92.42 |
| C (NE facing) | 29 | 30 | 118.07 |
| D (SE facing) | 29 | 30 | 113.12 |
| E (South facing) | 5 | 6 | 31.67 |

Figure 3 – Concept of 6 fragmented parts

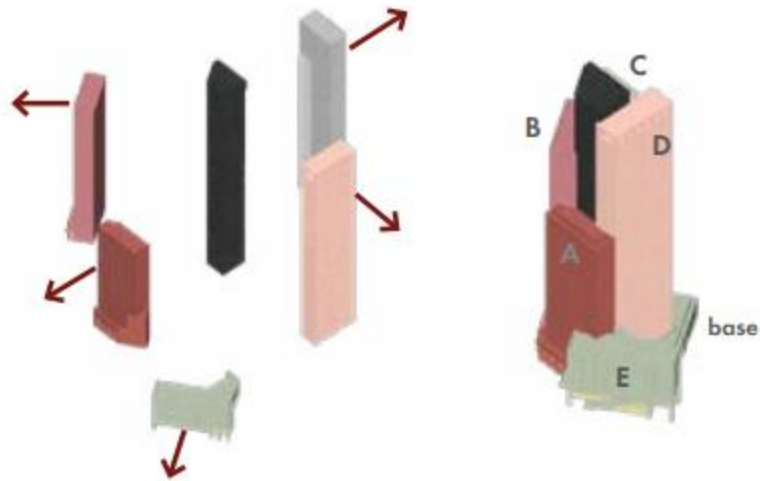


Figure 4 – Views of the different block elevations



Materials and detailed design

Berol House

- 3.1.13. Berol House would be retained and enhanced. At ground floor level a series of openings would be created to enable access between Ashley Road and Watermead Way.
- 3.1.14. A three-storey extension is proposed, the first two storeys of the extension incorporate terracotta tiling to provide a clad façade, the top floor would include a single storey glazed covering. The existing windows would be removed and replaced with powder coated metal double glazed windows.

2 Berol Yard

- 3.1.15. The design proposes a materials palette includes a range of brick colours including shades of black, red, grey, and green brick to reflect the surrounding context. The character and appearance of Berol House is referenced in the

tone of the brick used for the eastern, closest block and in the building's fenestration. The ranging building heights seek to provide a stepped form and a varied scale when viewed from the surrounding context. Figure 5 below shows a model of the proposed building looking from the northeast.

Figure 5 – Image showing a model of the proposal looking southwest from the northeast of the site.



Public realm

- 3.1.16. The proposal provides a new square and part of the west-east connection from Tottenham High Road to Hale Village and the Lea Valley beyond.
- 3.1.17. The proposal would incorporate the construction of a bridgehead, staircase, and new lift to a potential future bridge crossing over Watermead Way and the railway line to Hale Village. The bridgehead (which would include a landing platform), staircase, and new lift would be incorporated into the 6-storey south facing block situated within/alongside the west-east Link (shown below in Figure 6).

Figure 6 – Image looking east showing the West-East Link and 6-storey block with potential future bridge shown in red in the background

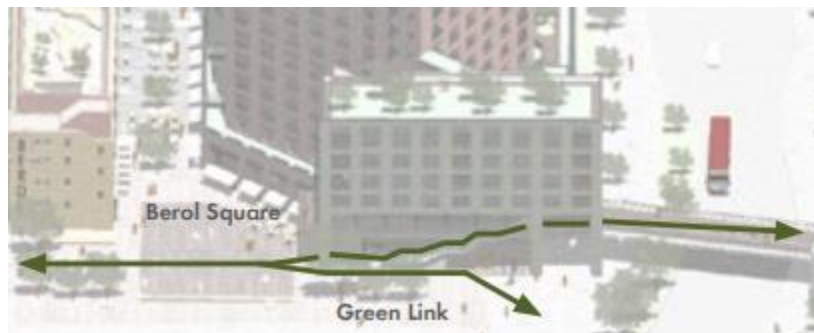


3.1.18. The proposal would provide the landing to receive the potential future bridge, public stairs, and lift within its footprint and would be managed and maintained by the landowner/managing agent. Figures 7 and 8 respectively show the proposed entrance to the public stair from Berol Square and how the link moves through the site from west to east with the potential future bridge shown.

Figure 7 – Image showing the public stair to the bridge landing from the Square



Figure 8 – Image looking north showing the stairs to the bridgehead within the site



3.1.19. The submission indicates that the public realm has the potential to support flexible uses, accommodate temporary events and art installations, facilitate movement, and potentially support socialisation. It would include tree planting, street furniture, planters, and sculptural elements to integrate with the east-west Green Link.

Amenity and play space

- 3.1.20. Communal amenity space totalling 554.2 sqm would be provided at podium level, and at levels 18 and 30 of 2 Berol Yard. The landscape design of the roof terraces seeks to create a series of different types of spaces with different functions.
- 3.1.21. The proposals include an external garden space at podium level, communal garden terrace on top of Block A at level 18 and an internal community space located at level 30. The podium level and external 18th floor rooftop gardens would be decked with raised planters with seating. The highest outdoor roof (above the eighteenth storey element) would provide a living roof beneath solar panels.
- 3.1.22. Berol House has been designed to incorporate a large private roof terrace which would be accessible to the occupants of the building.
- 3.1.23. Play provision for 2 Berol Yard would be located at the podium level and the upper roof terrace of the building accessed only by the residents. The garden would integrate 370sqm of play space for children aged 0 to 11 years old, comprising formal and informal play opportunities including, sand, balancing beams and boulders, a climbing structure and other play elements.
- 3.1.24. Play provision for over 11-year-old children would be located in Down Lane Park which is a 194m walk from 2 Berol Yard.
- 3.1.25. In addition to the communal amenity space created within the development, the homes within 2 Berol Yard would be served by private amenity space in the form of a balcony or roof terrace. Along the Watermead Way elevation of 2 Berol Yard, amenity space would be formed of internalised space.

Access, servicing, and parking

- 3.1.26. The proposal would be car-free except for accessible bays and parking. 8 accessible/blue badge parking spaces and a further 15 spaces for any potential future need. If demand increased, 12 spaces would be provided within 2 Berol Yard and three would be provided within the public realm. Car parking provision is shown in Table 4 below.

Table 4 – Proposed Car Parking

| Building | Accessible Parking Spaces | Potential Future Spaces |
|--------------|--------------------------------|-------------------------|
| Berol House | 1 (commercial) | 0 |
| 2 Berol Yard | 7 (1 commercial/6 residential) | 15 (residential) |
| Total | 8 | 15 |

Interim parking arrangements

- 3.1.27. The Application is based on a phased approach to the delivery of the car parking, reflecting the obligations to the existing tenants in Berol House who have leases which provide for rights to park cars on the estate.

Figure 9 – Interim car parking provision



3.1.28. This layout would reduce the ground floor space – it would occupy Retail unit 1 (90.7sqm) and reduce the size of Retail unit 2 by 114.9sqm.

Cycle Parking

- 3.1.29. A total of 482 cycle parking spaces will be provided at 2 Berol Yard and Berol House. These would be provided at ground floor mezzanine level within 2 Berol Yard and ground floor level within Berol House. The cycle parking spaces would be for residents, as well as visitors and employees in the commercial and office units. Sheffield stands would be incorporated into the public realm for short term use.

Deliveries and servicing

- 3.1.30. Servicing and deliveries (excluding refuse collection arrangements) to the buildings would be undertaken on the servicing bays on Ashley Road and Watermead Way.

3.2. Site and Surroundings

Site

- 3.2.1. The Site comprises 2 Berol Yard, which is currently a vacant plot of land adjacent to Watermead Way; and Berol House, the former Berol pencil factory, which is now an existing office building that runs north-south along Ashley Road. The site forms an L-shaped parcel of land with a total area of 2.67 hectares.
- 3.2.2. 2 Berol Yard is a vacant plot, most recently used as a construction site for neighbouring development and temporary car parking. Part of the car park is currently being utilised for the construction of the One Ashley Road scheme (part of the Related Argent 'Heart of Hale' development) to the south of the site.
- 3.2.3. Berol House is a three-storey locally listed building. The building was constructed in the early 1900s, having been constructed by 1913. The building was a former pencil factory owned by the Berol Company who produced Berol pencils at the site. Currently, Berol House is used as a serviced office building. The Berol Yard site has planning permission for redevelopment under HGY/2017/2044 which is described in the relevant planning history section below.
- 3.2.4. The site is bounded as follows:

To the north

by Cannon Factory which has permission for new homes and commercial space, as part of the Notting Hill Genesis/Home Ownership outline application (HGY/2016/4165). Beyond this the Harris Academy, which provides secondary education for 11–18-year-olds and is due to increase in capacity up to 1,500 students;

To the northeast

by 'the Gessner' which comprises 166 build to rent homes and commercial floorspace and was recently completed by the Applicant;

To the east

by Watermead Way and beyond this the railway line and Hale Village

To the south

by 'One Ashley Road', which has recently been constructed and was delivered by Related Argent as part of their 'Heart of Hale' development. One Ashley Road comprises two residential towers with the first three floors being retail and office space. Further south lies Tottenham Hale Station and the Tottenham Hale District Centre as well as Tottenham Hale Retail Park on the opposite side of Ferry Lane; and

To the west

by Ashley Road and the development plots of Ashley Gardens, Ashley House and Ashley Park which will provide new residential accommodation. Down Lane Park is located further west and northwest and is within a 2-minute walking distance of the site.

Transport

- 3.2.5. Vehicular access to the site is from Ashley Road to the west which connects to Hale Road (A503) / Watermead Way (A1055) to the south.
- 3.2.6. The access to Ashley Road from the south is proposed to be amended as part of wider highway improvements to the District Centre and Ashley Road. The improvement works would make the street one-way. A new loading bay adjacent to the east of the site on Watermead Way has been installed as part of works under permission HGY/2017/2044.
- 3.2.7. The site has a PTAL of 5-6a (where 1 is least accessible and 6b is most accessible). Tottenham Hale Underground Station is 180m from the site.
- 3.2.8. The site is also close to Tottenham Hale Bus Station.

Heritage

- 3.2.9. The closest Conservation Areas to the site are the High Road approximately 500m away to the west. Similarly, the nearest listed buildings are along the High Road as well as 62, High Cross Road N17 which is just off Monument Way approximately 450m away from the site.
- 3.2.10. The site is within Flood Zone 2 (the zone of moderate flood risk) and within an Air Quality Management Area (AQMA)The site is within the Tottenham Hale Growth Area and Tall Building Growth Area. It also falls within a Local Employment Area: Regeneration Area and allocated site TH6: Ashley Road South Employment Area within the Tottenham Area Action Plan (TAAP).

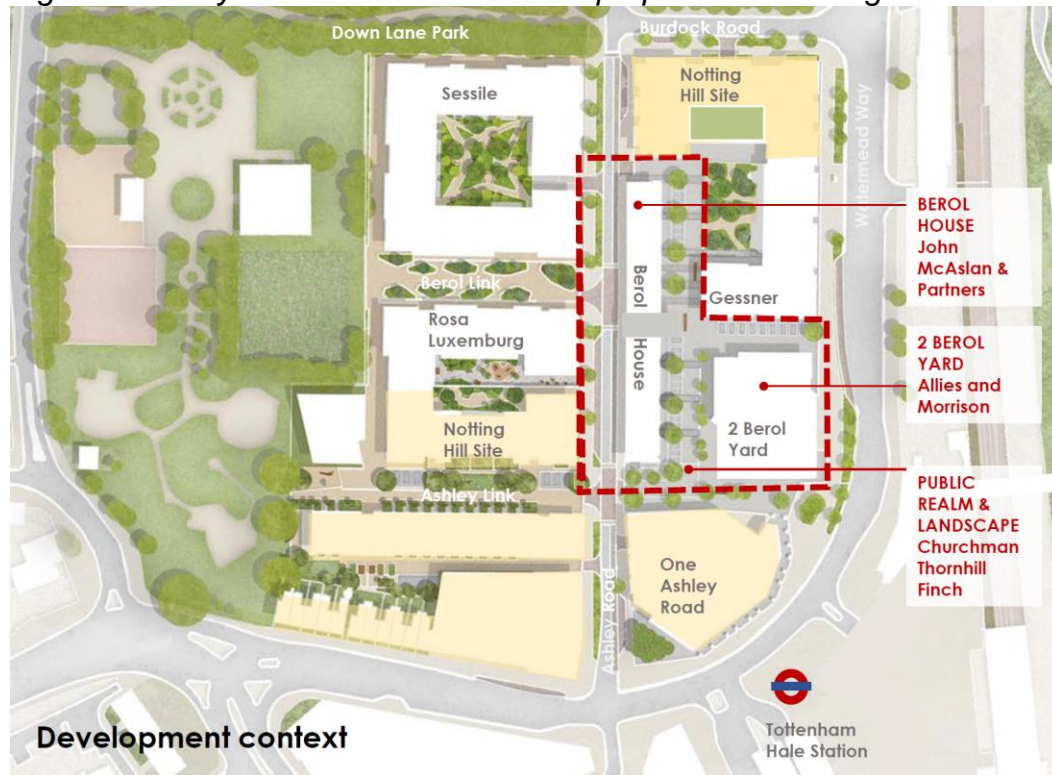
Surroundings

- 3.2.11. The surrounding area is characterised by the site's immediate context within the Ashley Road South Masterplan (ARSM) and Tottenham Hale Housing Zone. The southern end of the site (south of the southern elevation of Berol House) falls within the emerging new Tottenham Hale District Centre. Figure 10 below shows the layout of the ARSM.
- 3.2.12. The allocated sites to the south of the ARSM (Ashley Road East and West) which form allocated site TH5 have been completed; with TH4 (in part) nearing completion and under construction; and TH10 (in part – eastern end) nearing completion by Related Argent for the 'Heart of Hale' District Centre redevelopment.
- 3.2.13. The site sits within the central and southeast sections of the ARSM. The ARSM is partially bounded by Down Lane Park to the north which also wraps around the western boundary and contains a children's playground, an existing nursery, tennis courts, bowling green, and BMX track. Ashley Road runs centrally through the masterplan.
- 3.2.14. On the opposite side of Ashley Road to Down Lane Park is the Harris Academy Tottenham which provides primary and secondary education. The site has been redeveloped to provide additional educational facilities for the Harris Academy (HGY/2015/3096).
- 3.2.15. The reservoirs to the east of the site (approximately 450m away) are a Site of Special Scientific Interest (SSSI) and a Special Protection Area & Ramsar site.
- 3.2.16. The buildings which form the ARSM are developed by the applicant and Notting Hill Genesis/Home Ownership, who have worked collaboratively to deliver a masterplan for the whole site. The following permissions are in place for the masterplan:
- **Cannon Factory and Ashley House** submitted by Notting Hill Genesis/Home Ownership. Permission HGY/2016/4165 was granted outline permission in 2018, with detailed planning permission granted later in the same year under reference HGY/2018/2353. The permission includes the demolition of existing buildings across the two sites and redevelopment consisting of the erection of three buildings of up to 17 storeys in height, to provide up to 3,600sqm of commercial floorspace, up to 256 homes, new public realm, landscaped amenity, and all other associated works. Construction has recently commenced.
 - **Ashley Gardens** comprises a two residential-led mixed use buildings of up to 11 storeys, providing up to 417 homes and has been developed by the Applicant. Planning permission was approved in 2017

(HGY/2017/2045) and amended in 2019 (HGY/2019/2804) and in 2021 (HGY/2021/1170). The first phase, known as Rosa Luxemburg Apartments, was completed in December 2021, and is now owned by the Council and the remainder of the scheme is nearing completion and will be named 'The Sessile'.

- **Ashley Park** (Ashley House) comprises a part six and eight storey residential-led mixed use building by Notting Hill Genesis/Home Ownership, to deliver up to 97 homes. Planning permission was granted on appeal in April 2020 (HGY/2019/0108). Construction has recently commenced.
- **The Gessner** (1 Berol Yard) comprises a 14-storey residential-led mixed use building, developed by the applicant. The Gessner was granted in 2018 as part of a wider hybrid application (HGY/2017/2044). Works at The Gessner were completed in 2021.

Figure 10 – Layout of the ARSM with the proposal shown edged in red



Tottenham Hale District Centre Developments

3.2.17. Tottenham Hale District Centre falls within Tottenham Housing Zone which has been allocated by the Greater London Authority (GLA) to provide 1,965 homes, 560 of which would be affordable.

- 3.2.18. Tottenham Hale also falls within the GLA's Upper Lea Valley Opportunity Area. This area will provide a minimum of 15,000 jobs and 20,100 new homes. The London Plan identifies a number of key growth points throughout the Upper Lea Valley including Tottenham Hale.
- 3.2.19. Table 5 below shows developments that are coming forward or have been delivered in and around Tottenham Hale. One Station Square (Millstream Tower) has been constructed within TH4: Station Square West. The Hale has a resolution to grant and is sited within that same allocation. SDP stands for Strategic Development Partnership and is the District Centre development being delivered by Related Argent and known as 'Heart of Hale'.

Table 5 – Developments in and around Tottenham Hale

| Site | Applicant | Affordable Units | Private Homes | Student | Build to Rent | Total Homes |
|---|---|------------------|---------------|------------|---------------|-------------|
| Ashley House and Cannon Factory | Notting Hill Genesis | 133 | 123 | | | 256 |
| One Station square (aka Millstream Tower) | BSD | 117 | 11 | | | 128 |
| Hale Wharf | Muse Developments Limited and the Canal and River Trust | 177 | 220 | | 108 | 505 |
| Ashley Gardens | BSD | 141 | 276 | | | 417 |
| Berol Yard | BSD | 14 | 4 | | 166 | 184 |
| Hale Village SW Plot (Anthology) | Anthology London | 43 | 236 | | | 279 |
| Monument Way | Newlon | 54 | 0 | | | 54 |
| Ashley Park | Notting Hill Genesis | 35 | 62 | | | 97 |
| SDP site | Argent | 239 | 797 | | | 1036 |
| Ashley Road Depot | LB Haringey | 136 | 136 | | | 272 |
| The Hale | Jigsaw PMG Tottenham Ltd | | 0 | 189 | | 189 |
| | Sub Total | 1089 | 1865 | 189 | 274 | |
| | Total Housing (ex the Hale) | | | | | 3228 |
| | Total | | | | | 3417 |
| | Percentage Split | | 32% | 55% | 6% | 8% |
| | Percentage Split (ex the Hale) | | 34% | 58% | 0% | 8% |

3.3. Relevant Planning and Enforcement history

- 3.3.1. The site is subject to extant planning permission (HGY/2017/2044), which includes 1 Berol Yard, 2 Berol Yard (formerly the college site) and Berol House. Planning permission was granted on 8 June 2018 for:

“Full planning permission for the demolition of the existing buildings within the Berol Yard site and retention of Berol House. Erection of two buildings between 8 and 14 storeys providing 166 homes, 891 sqm (GEA) of commercial floorspace (Class A1/A3/B1/D1), 7,275 sqm (GEA) of education floorspace (Class D1), car and cycle parking, open space, landscaping and other associated works.

Outline proposals (all matters reserved) for the alteration/conversion of ground, first and second floors of Berol House with up to 3,685 sqm (GEA) of commercial floorspace (A1/A3/B1/D1) and the introduction of a two storey roof

level extension introducing up to 18 homes, cycle parking and other associated works. Amendments to scheme including replacement of accommodation with "build-to-rent" and reconfiguration of internal residential and commercial layout."

- 3.3.2. Reserved Matters for appearance, landscaping, layout, scale and access in relation to Berol House (pursuant to Condition 1 of planning permission HGY/2017/2044) were approved in 2020 (HGY/2020/0080). Since the original planning permission was granted there have also been several non-material amendments (under section 96a) that have been made to the scheme and conditions approved to enable part of the development.
- 3.3.3. The residential component at 1 Berol Yard (now known as The Gessner) and associated public realm has been completed and has been in operation since 2021. The remaining two plots of the original hybrid planning application, the development of which has not commenced, comprise 2 Berol Yard or the College Site (approved for education floorspace) and Berol House (approved for commercial floorspace and some residential in a roof level extension).
- 3.3.4. Case Reference HGY/2023/0241 is a linked Section 73 application for minor material amendments to the permitted scheme at Berol Yard, Ashley Road, London, N17 9LJ (planning permission ref: HGY/2017/2044). This application seeks to delete and amend existing conditions and add a condition to ensure that phases 3, 4, and 5 would be severed from HGY/2017/2044 upon implementation of any new planning permission being granted in respect of these phases.
- 3.3.5. The phasing strategy for Berol Yard was approved under HGY/2018/2164. Phases 1 and 2 involved the construction of The Gessner, hard landscaping from Ashley Road and between Berol House and The Gessner, and the delivery of the layby on Watermead Way. Phase 3 involved the Berol House refurbishment & extension, 4 completion of the public realm, and 5 construction of ADA College.
- 3.3.6. The granting of HGY/2023/0241 would effectively close off the outstanding phases of HGY/2017/2044 to allow any permission granted under this application to proceed without both applications being able to be constructed at the same time.

4.0 CONSULTATION RESPONSE

4.1. Planning Committee Pre-Application Briefing

- 4.1.1. The proposal was presented to the Planning Committee at a Pre-Application Briefing on 07 November 2022. The minutes of the meeting can be found in Appendix 5 Planning Sub-Committee Minutes 07 November 2022.

4.2. Quality Review Panel

- 4.2.1. The scheme has been presented to Haringey's Quality Review Panel on the 13 July 2022, 19 October 2022, and 01 March 2023. The written findings of the panel can be found within Appendices 6, 7, and 8.

4.3. Development Management Forum

- 4.3.1. The proposal was presented to a Development Management Forum on 06 October 2022.
- 4.3.2. The notes from the Forum are set out in Appendix 9.

4.4. Application Consultation

- 4.4.1. The following were consulted on the application:

Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation Officer
- LBH Design Officer
- LBH Lead Local Flood Authority/Drainage
- LBH Pollution/Air Quality/Contaminated Land
- LBH Transportation
- LBH Waste Management/Cleansing
- LBH Arboricultural
- LBH Education
- LBH Housing
- LBH Regeneration
- LBH Economic Regeneration
- LBH Nature Conservation
- LBH Streets and Spaces Consultant
- LBH Construction Logistics

External Consultees

- Environment Agency
- Greater London Authority
- Greater London Archaeology Advisory Service (GLAAS)
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Thames Water

- Transport for London
- London Underground/DLR Infrastructure Protection
- Network Rail
- Health and Safety Executive (HSE)
- Natural England
- NHS North Central London
- L.B. Waltham Forest
- National Grid Asset Protection Team

The following responses were received:

Internal:

1) Building Control

No comment received at time of publication. It is noted that this type of application is subject to the Planning Gateway One (PGO) service at HSE; and a full building regulations review will be undertaken as part of the Building Control process.

2) LBH Carbon Management

Conditions and heads of terms recommended.

3) LBH Conservation Officer

The proposed development would very positively retain the locally listed Berol House, would conserve, and unveil its heritage significance and would improve the urban quality of its setting, without any negative impact on the legibility, primacy, and significance of other heritage assets in the borough, and while delivering much needed improvements to the urban character of its locality. The proposed development is supported from the conservation perspective.

4) LBH Design Officer

Supports the proposal

5) LBH Lead Local Flood Authority/Drainage

Based on the details provided I can confirm that the comments raised by us (LLFA) have been adequately addressed. Conditions are recommended.

6) Pollution (Carbon Management)

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

7) Transportation

No objections subject to conditions and heads of terms recommended.

8) Waste and Street Cleansing

The operational waste plan and management strategy for Berol Quarter is a detailed plan and provides clear information about how waste will be managed within individual units and externally. Sizing of the bin store appears to have been based on a twice weekly collection of waste and recycling from the outset. The store should be sufficient to store waste for one week.

9) LBH Housing

We support the new proposals for rents on the DMR units to be set at 75% for two-beds, and 65% for three-beds as it aligns much better with our policy position on affordability. We would like to see a commitment to retaining rents calculated at these levels and using the same methodologies going forward.

We also welcome the commitment to develop an approach to allocations jointly with the Council and would like to see that approach covering both LLR and DMR units. That process will need to ensure allocations and lettings align with our Intermediate Housing Policy. We would also like a commitment to prioritise households with children for the two- and three-bed DMR units, and to ringfence two- and three-bed LLR units for households with children.

10) LBH Education

These comments are from a school place planning perspective: There is sufficient primary and secondary capacity in Planning area 4 where this development is located to fulfil the potential child yield this development may result in.

11) LBH Regeneration

Observations relate to:

- Detail of the design of the Green Link adjacent to Watermead Way, and access to the future bridge link (these must be generous and welcoming)
- Landscaping materials and specification in relation to the wider Tottenham Hale (TH) context.
- Ensuring accessibility and inclusivity through adequate and user-friendly cycle storage and accessible vehicle parking.
- Clarity required on wayfinding/signage strategies to be developed in conjunction with emerging TH strategies.

12) LBH Economic Regeneration

The team, along with the Regeneration team, seeks a 25-year lease for the Cultural and Arts Space and for the Public Art, a peppercorn rent for the space and relief on auxiliary and service costs for the full term of the

lease, as well as a payment to contribute to the staffing and activation budget for the first 5 years.

Additional Affordable Workspace is sought at a peppercorn rent (along with relief on auxiliary and service costs) for the duration of the term. A payment plan is also sought which would contribute to the staffing and activation budget for this space.

13) LBH Streets and Spaces Consultant

We hope that with further engagement with the designers and landowner we can make adaptations to ensure the scheme and the way it relates to our planter and cycle lane in Watermead Way work together. The paving within the site should also match that adopted around the rest of the Tottenham Hale public realm. Other than the above we feel that the distances provided within the highway are adequate and that the proposals will contribute positively to this section of the Tottenham Hale scheme.

External:

14) Environment Agency (EA)

This application falls outside of our remit for comment. Although this site falls within Flood Zone 2, the advice falls under our national Flood Risk Standing Advice (FRSA).

15) Mayor for London / Greater London Authority (GLA)

(See Appendix 10 for full report)

Strategic issues summary

Land use principles: The development of this brownfield site for a high-density, mixed-use development is acceptable in principle

Affordable housing: Overall, the affordable housing offering would comprise 35% Discount Market Rent housing, of which, 30% would be at London Living Rent levels and the remaining 70% at Discount Market Rent. With an appropriate tenure split between DMR and LLR the proposal is generally considered to be Fast Track compliant.

Urban design: Whilst the site is within a location identified as appropriate for tall buildings, there are some concerns about height, massing, separation distances and width of the green link, which indicates potential over-development.

Transport: Further information on the strategic transport issues arising from this development will be required to ensure full compliance with the London Plan.

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

The GLA Officer subsequently commented following sight of the latest QRP comments: GLA Officers are now generally satisfied that the urban design considerations in relation to height, massing, separation distances are appropriately resolved. Nevertheless, a full assessment against Policy D9 (including functional and environmental impacts) should be provided within the planning committee report and will be considered by GLA Officers at Stage 2.

The GLA Officer subsequently commented: The whole life carbon matters and circular economy matters are, on balance, considered to be largely addressed. Whilst some minor points have been raised within the attached spreadsheets, I am satisfied that these matters are acceptably resolved in this circumstance and no further work is required on behalf of the applicant team. I would recommend that the WLC Assessment Report (dated 25/05/2023) and the Detailed Circular Economy Statement (dated 25/05/2023) be included as an approved document on the draft decision notice.

16) Greater London Archaeology Advisory Service (GLAAS)

I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. Condition and Informative recommended.

17) Metropolitan Police - Designing Out Crime Officer

No comment received at time of publication – However, a secured by design condition is recommended which would ensure that the proposed development would meet the principles of secure by design.

18) Thames Water

A condition relating to surface water is recommended and an informative due to closeness to a Thames Water Sewage Pumping Station. A condition is also recommended relating to ensuring the existing water network infrastructure has sufficient capacity to accommodate the development.

19) Transport for London

Further information on the strategic transport issues arising from this development will be required to ensure full compliance with the London Plan.

20) London Underground/DLR Infrastructure Protection

Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of a site situated close to London Underground railway infrastructure. Therefore, we request that the grant of planning permission be subject to conditions to be discharged in a phased manner as and when they are completed.

21) Health and Safety Executive (HSE)

Following a review of the information provided with this consultation, HSE is content with the fire safety design, to the extent that it affects land use planning.

22) Natural England

Natural England has no comment on this application with regards to designated sites.

23) NHS North Central London

Using information on the proposed housing mix in the Planning Statement, the NHS HUDU Planning Contributions Model (HUDU Model) has been used to formulate a request for a minimum s106 contribution of £233,335.00 to “increase capacity of health infrastructure serving the proposed development”.

24) L.B. Waltham Forest

No comment.

25) Crossrail 2

No comment.

26) National Grid Asset Protection Team

No comment.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 888 Neighbouring properties
- 7 site notices were erected close to the site.

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

No of responses:

- Objecting: 2

- Supporting: 2
- Comments: 1

5.3 The issues raised in these representations are detailed in Appendix 4 (Neighbour representations).

6.0 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the proposal are:

1. Principle of the development
2. Policy Assessment
3. Housing, Affordable housing and Policy H11 (Build to Rent)
4. Impact on the amenity of adjoining occupiers
5. Design and tall building assessment
6. Impact on heritage assets including affected conservation areas
7. Quality of Residential Accommodation
8. Social and Community Infrastructure
9. Transportation, parking, and highway safety
10. Air Quality
11. Energy, Climate Change and Sustainability
12. Urban Greening and Ecology
13. Trees and Landscaping
14. Wind and Microclimate
15. Flood Risk and Drainage
16. Waste and Recycling
17. Land Contamination
18. Archaeology
19. Fire Safety and Security
20. Conclusion

6.2 Principle of the development

Policy Background

- 6.2.1 The current National Planning Policy Framework NPPF was updated in July 2021. The NPPF establishes the overarching principles of the planning system, including the requirement of the system to “drive and support development” through the local development plan process.
- 6.2.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies DPD and Tottenham Area Action Plan (TAAP) and the London Plan (2021).
- 6.2.3 A number of plans and strategies set the context for Tottenham’s regeneration. These documents should be read in conjunction with the TAAP. The application

site is located within a strategically allocated site – TH6 (Ashley Road South Employment Area).

- 6.2.4 The site allocation provides detailed site requirements and development guidelines to ensure the site's potential is realised. The TAAP states that this forms a transition site between the denser District Centre and the surrounding residential area.
- 6.2.5 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps document took place between 16 November 2020 and 1 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications.
- 6.2.6 The Council at the present time is unable to fully evidence its five-year supply of housing land. The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.
- 6.2.7 Nevertheless, decisions must still be made in accordance with the development plan unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

The London Plan

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

Upper Lea Valley Opportunity Area Planning Framework

- 6.2.9 The Upper Lea Valley Opportunity Area Planning Framework (OAPF) (2013) is supplementary guidance to the London Plan. A Development Infrastructure Study (DIFS) in relation to the OAPF was also prepared in 2015. The OAPF sets out the overarching framework for the area, which includes the application site.
- 6.2.10 The OAPF notes that Tottenham Hale is expected to be subject to substantial change, including for it to be designated as a District Centre. It notes that there is an opportunity to deliver new homes and jobs, a high-class transport interchange

with traffic calming; improved connections to the Lee Valley Regional Park and River Lee; and new retail and commercial spaces all set within a vastly improved public realm.

Strategic Policies

6.2.11 The site is located within the Tottenham Hale Growth Area as per Haringey's Spatial Strategy Policy SP1. The Spatial Strategy makes clear that in order to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of land in Haringey.

6.2.12 SP1 requires development in Growth Areas to maximise site opportunities, provide appropriate links to, and benefits for, surrounding areas and communities, and provide the necessary infrastructure whilst being in accordance with the full range of the Council's planning policies and objectives.

Tottenham Area Action Plan

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

TH6 (Ashley Road South Employment Area)

6.2.14 The site allocation seeks to create an employment-led mixed-use quarter north of a new District Centre, creation of a new east-west route linking Down Lane Park and Hale Village, and enhanced Ashley Road public realm. Residential use will be permitted to cross subsidise improvements to employment stock.

6.2.15 The commentary states that this area has the potential to become a mixed-use precinct to the north of the new Tottenham Hale District Centre. New development should complement the range of business uses already operating from Berol House and create new commercial floorspace for knowledge-based firms to operate from.

6.2.16 The introduction of a tertiary education provider linked to the IT sector is a key intervention that the Council is looking at bringing into this area. This site will also form one edge of an east-west route linking Down Lane Park and Tottenham Hale Station.

6.2.17 The TH6 site requirements are as follows:

- The site is within a Designated Employment Area: Regeneration Area and proposals for mixed-use employment-led development will be supported,

where appropriate. It is anticipated that the redevelopment of this site will not create a net reduction in employment floorspace.

- The introduction of a tertiary education provider providing education in the technology sector will be supported on this site.
- Residential development will only be acceptable for the purpose of making viable the re-provision of employment floorspace.
- The proximity of the new Harris Academy to the north and Down Lane Park to the north and west make the area particularly suitable for larger units along those edges.
- Ashley Road will form the key public and movement spine, with pedestrian access to Tottenham Hale District Centre from enhanced workspaces optimised.
- Active frontages will be expected on both sides of the Ashley Road frontage at ground floor level.
- Good quality buildings, including, but not limited to Berol House and 16 Ashley Rd should be retained and adapted for flexible, and affordable employment use. Further employment will be supported, with cross subsidization from residential.
- The site has a key role to play in laying out the Green Grid. Along the southern edge of the site and east-west link will be provided to connect into Down Lane Park to the west and to the Lee Valley in the west. Developments should positively benefit this route by providing active frontages along its length.
- The delivery of superfast broadband to the employment area will be supported.

6.2.18 The Development Guidelines are as follows:

- The most suitable use on the Watermead Way frontage is considered to be employment use, which may include an educational use.
- Development should utilise and improve the amenity and respect the character of Down Lane Park with a street edging the park, with buildings providing an edge to that street and fronting the park to the west and north-west.
- This site forms a transition site between the generally denser District Centre, and the surrounding residential environment.
- The existing industrial character on Ashley Road should be maintained and enhanced, encouraging new businesses to come into the area.
- Ashley Road itself should be pedestrian and cycle friendly and provide a legible route to the new District Centre to the south. Measures to improve the activity onto Ashley Road will be supported on this site, including the orientation of sites to open onto Ashley Road with frequent front doors.
- Additional permeability should be provided through the addition of pedestrian and local access routes passing east-west through the site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of

and improvement to local air quality and noise pollution should be made on this site.

- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- This site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning application.

Tottenham Hale District Centre Framework (DCF) 2015

6.2.19 The District Centre Framework acted as an evidence base to inform the TAAP to allow for the implementation of proposals for the Tottenham Hale District Centre. The framework helped to form the strategy for development within the Tottenham Hale District.

6.2.20 The DCF Section 4.1.1 (Building Height and Tall Buildings) identifies the site as suitable for medium rise buildings. Section 4.5.1 (Ashley Road South) identifies the TH6 site as being suitable for mixed-use schemes of high-density businesses and homes occupying converted and new purpose-built accommodation.

Policy background summary

6.2.21 National, regional and Local Planning policy is supportive of new residential and employment development which optimises delivery and makes the best use of land. Policy supports the provision of higher density development within this location given the site designations for growth, opportunity area allocation, tall building growth area and proximity to public transport, provision of employment, and other supporting infrastructure to provide suitable development to meet the housing and employment demands of the Borough.

6.3 Policy Assessment

Principle of residential use

6.3.1 Policy GG4 (Delivering the Homes Londoners Need) of the London Plan, Policy DM10 of the DPD, and policy AAP3 of the TAAP encourage the delivery of new homes. Policy GG4 supports the need to optimise the delivery of housing delivery on suitable and available brownfield land, such as the site.

6.3.2 London Plan policy GG4 requires the creation of new mixed and inclusive communities with good quality homes and high standards of design to meet

varying needs. The proposal would provide homes in the form of BtR homes including studios, 1-beds, 2-beds, and 3-beds.

London Plan Policy H11 (Build to Rent)

- 6.3.3 Policy H11 (Build to Rent) of the London Plan supports BtR development. The main components of the housing stock emerging in Tottenham Hale are conventional private sale, low-cost rent, and intermediate homes. These constitute c.87% of the 3,417 homes granted in Tottenham Hale during recent years.
- 6.3.4 BtR accommodation (and accompanying DMR homes) is approx.8% of the approved homes and the remaining 5% is for student accommodation within the area. Consequently, the introduction of c. 210 additional BtR homes would complement and balance the established and emerging housing stock in Tottenham Hale.
- 6.3.5 The site is part of a wider site allocation promoting mixed use redevelopment including employment generating workspace and housing. The proposed housing component is supported by the site allocation and would contribute meaningfully towards pressing strategic and local need. The principle of delivering new homes at the site and the delivery of BtR housing on the site are supported by the development plan.

College site (2 Berol Yard)

- 6.3.6 The college building and educational use/floorspace on the 2 Berol Yard part of the site has planning permission under HGY/2017/2044 but has not come forward. Ada, the National College for Digital Skills (NCDS) was unable to fund or deliver the building and could not fulfil the contract with the applicant to provide the facility.
- 6.3.7 The applicant has undertaken a marketing exercise in an attempt to identify an alternative occupant and operator for the approved building. The report has been submitted alongside the application and confirms there was limited interest despite marketing the building for 32 months and targeting 650 central London agents, delivering two presentations, and extending the marketing to ten life science providers.
- 6.3.8 The report indicates that in total there were 25 end users who engaged in the exercise and whilst they considered it a positive scheme, they did not consider the location to be their preferred choice as it does not have the amenities for students and users did not foresee future demand in this location.
- 6.3.9 The life science operators confirmed they prefer to cluster in Cambridge or Kings Cross and prefer to target existing buildings. Further, the bespoke nature of the college was not considered suitable for end uses who considered it would be too costly to deliver.

- 6.3.10 The report concludes there is limited appeal in the market for an educational use at this location and it poses a high risk being built out as an educational facility. Therefore, there is little prospect of the NCDS, or an alternative college facility being delivered at the site. Consequently, a more appropriate alternative use is sought for 2 Berol Yard.
- 6.3.11 The college building has not been developed and is not in established use as an education or community facility. Consequently, policies which protect against the loss of community and education facilities are not directly relevant to this proposal - including Policy S3 (Education and Childcare Facilities) of the London Plan 2021 and Policy DM49 of the DPD.
- 6.3.12 Whilst the college facility could have played an important role in the ARSM and in the regeneration of Tottenham Hale more generally as a destination and a generator of activity & vibrancy in the District Centre, the proposal would deliver the restoration/extension of Berol House, create activity and permeability at ground level, and introduce a landmark mixed-use building at 2 Berol Yard. As such, many of the benefits of the extant permission would still be realised.
- 6.3.13 Given that there is no demonstrable likelihood of an educational facility being delivered on the site, the proposed residential development is considered to be acceptable for the purpose of making viable the re-provision of employment floorspace. The proposed residential development allows for Berol House (and its industrial character) to be retained, extended & enhanced, and adapted for a significant quantum of flexible employment use.
- 6.3.14 The proposal would also introduce active frontages on Ashley Road, within, and around the site and would ensure that it plays a key role in laying out the Green Grid and increasing west-east permeability. A west-east link would be provided at the southern edge of the site alongside Berol House and through the 6-storey block which would provide the access to the potential future bridge. This would deliver on the aims and objectives of TH6

Policy DM38: Local Employment Area – Regeneration Areas

- 6.3.15 Whilst the scheme would have more residential floorspace than employment, Berol House would be at the heart of the scheme and the changes from the previous permission would maximise the employment floorspace within that building – with more E Use Class floorspace as opposed to residential units as permitted under HGY/2017/2044.
- 6.3.16 The previous permission included the following uses and floorspaces Class E 4,100 sqm and Education use 7275 sqm. The new application includes 867 sqm of Class E in 2 Berol Yard and 5492 sqm in Berol House which would be a total of 6,359 sqm.

- 6.3.17 Overall in terms of commercial floorspace there would be an additional 2,259sqm of floorspace. The allocation sought to deliver 15,300sqm across whole masterplan. There is a provision of 12,176sqm of commercial floorspace already permitted/delivered. When the proposed commercial floorspace from the new scheme is added, this increases to 18,535sqm. Whilst this is an approximate calculation, it is anticipated that the redevelopment of this site would provide a net increase in employment floorspace.
- 6.3.18 Furthermore, the additional quality of the commercial floorspace proposed in comparison to the extant scheme must be acknowledged, as well as the fact that the new scheme would result in additional employment.
- 6.3.19 Given the marketing exercise carried out by the applicant it is clear that an educational use is highly unlikely to come forward on the site. As such, the current proposals are considered to maximise the amount of employment floorspace given this context and current viability considerations.
- 6.3.20 The proposals would also deliver high quality flexible space and provide demonstrable improvements in the site's suitability for continued employment and business use through the activation across the ground floor, increase in permeability and enhancement of the public realm including the creation of the public square.
- 6.3.21 The proposals would complement and enhance the continued employment function of the site, the ARSM, and nearby employment sites within the District Centre, it would add a space with a small square and commercial uses that does not currently exist within or near to the District Centre.

Masterplanning

- 6.3.22 Policy DM55 of the DM DPD and policy AAP1 require 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.
- 6.3.23 The remainder of the site allocation has been masterplanned with permissions having been granted for all parts of the site.
- 6.3.24 The applicant has shown how the proposal has evolved the previous master plan and would complement the newly constructed development and enhance this part of the site allocation and support the delivery of its aims and objectives.

Commercial and District Centre Uses

- 6.3.25 The site is partially located within the Tottenham Hale District Centre. Local policies AAP4, DM41 & DM45 as well as London Plan Policies SD6, SD7, SD8 and SD9 support mixed use development in town centres.

6.3.26 Additionally, London Plan Policies E1 and E2 support new office provision and mixed-use development, with the focus on identified geographic areas and town centres; and states that new offices should consider the need for a range of suitable workspace, including lower cost and affordable workspace.

6.3.27 TH6 envisaged the wider site for an employment-led mixed-use quarter north of the District Centre, with capacity for 444 homes and 15,300sqm of commercial floorspace. Approximately 6,500sqm of non-residential floorspace has been constructed, or has been granted, as part of the other schemes permitted within the allocation.

6.3.28 Ground level non-residential uses would provide enhanced activation to the public realm. The increase in non-residential uses in Berol House would contribute to the site allocation aim of a mixed-use quarter. The proposals would deliver significant qualitative improvement in the commercial space on the site, replacing low grade accommodation with high quality units designed to appeal to a range of prospective end users.

6.3.29 As part of previous permissions in the masterplan area Commercial and Retail strategies have been sought through the s106 legal agreement to identify how the proposed uses would complement and enhance the commercial offer in Tottenham Hale, considering the wider regeneration. This is again sought under this application.

6.3.30 A relocation strategy is also sought through the s106 for the existing businesses in Berol House to ensure that all is done to support them in finding alternative accommodation.

Additional Affordable Workspace

6.3.31 The Berol House part of the development makes a significant contribution to the employment aspect of the scheme and the realisation of the aims and objectives of the site allocation. A restriction that would prevent the occupation of 2 Berol Yard until Berol House is completed would not be possible due to existing leasing arrangements in Berol House which means works cannot come forward until these have lapsed.

6.3.32 The applicant acknowledges the importance of 2 Berol Yard, but existing lease arrangements limit their ability to implement immediately and therefore they have committed to providing additional affordable workspace within the proposed 2 Berol Yard building (Retail Unit 2 - 221sqm) in the event construction of Berol House has not commenced by the earlier of A) June 2028, or; B) Practical Completion of 2 Berol Yard. June 2028 follows the end of the existing leases in Berol House.

6.3.33 If the Additional Affordable Workspace is triggered, then it would be subject to a discount of 20% of the prevailing market rent until the later of: A) 3 years from the

date of Practical Completion of 2 Berol Yard or B) The date of Practical Completion of Berol House. This obligation would encourage the delivery of Berol House and provide a public benefit should it not come forward at the earliest feasible opportunity.

Policy assessment summary

- 6.3.34 Delivery of a mixed-use scheme including 210 homes is supported given the unlikelihood of the previously permitted educational facility being delivered. The scheme would provide a significant quantum of Class E floorspace in a refurbished and extended Berol House and at ground floor level in 2 Berol Yard with enhanced activation and permeability throughout the site.
- 6.3.35 Whilst the college would have brought benefits, this scheme would provide significant employment floorspace of a high quality as well as new public realm to complete the Ashley Road South Masterplan.
- 6.3.36 Whilst occupation restrictions cannot be put on 2 Berol Yard due to existing lease arrangements, the applicant has committed to providing additional affordable workspace should Berol House not come forward at the earliest opportunity. This would compensate for any delay.

6.4 Housing, Affordable housing and Policy H11 (Build to Rent)

- 6.4.1 The Council expects affordable housing to be provided in accordance with Policy SP2 of the Local Plan: Strategic Policies and DM13 of the Development Management DPD (40% affordable housing provision), with the exception of the affordable tenure split (DM13 A(b)) which in the Tottenham AAP area should be provided at 60% intermediate accommodation and 40% affordable rented accommodation.
- 6.4.2 London Plan Policy H4 seeks to maximise affordable housing delivery, with the Mayor setting a strategic target for 50% of all new homes to be genuinely affordable. London Plan Policy H5 states that the threshold level of affordable housing is a minimum of 35%.
- 6.4.3 London Plan Policy H5 outlines that schemes can follow the 'fast track' viability route and are not required to submit viability information nor be subject to a late-stage viability review if they meet or exceed the relevant threshold level of affordable housing on site without public subsidy; are consistent with the relevant tenure split; and meet other relevant policy requirements and obligations to the satisfaction of the Council and the Mayor.
- 6.4.4 London Plan Policy H11 and the Mayor's Affordable Housing and Viability SPG recognises the contribution of Build to Rent in addressing housing needs and increasing housing delivery, and establish a set of requirements for this tenure,

which would need to be secured in the section 106 agreement for any permission, including:

- The homes must be held under a covenant for at least 15 years (apart from affordable units, which must be secured in perpetuity);
- A clawback mechanism must be put in place to ensure that there is no financial incentive to break the covenant;
- The units must be self-contained and let separately;
- There must be unified ownership and management of the private and affordable elements of the scheme;
- Longer tenancies (three years or more) must be available to all tenants with break clauses for tenants;
- Rent and service charge certainty for the tenancy period on a basis made clear before the tenancy agreement is signed including any annual increases, which should be formula-linked;
- On-site management;
- Providers must have a complaints procedure in place and be a member of a recognised ombudsman scheme; and
- Providers must not charge up-front fees of any kind to tenants or prospective tenants outside of deposits and rent-in-advance.

6.4.5 London Plan Policy H11 states that where a Build to Rent development meets these criteria, the affordable housing offer can be solely Discounted Market Rent (DMR) at a genuinely affordable rent, preferably London Living Rent level. DMR homes must be secured in perpetuity.

6.4.6 To follow the fast-track viability route, Build to Rent schemes must deliver at least 35% affordable housing, and the Mayor expects at least 30% of DMR homes to be provided at an equivalent rent to London Living Rent, with the remaining 70% at a range of genuinely affordable rents. Schemes must also meet all the other requirements of Policy H5. Further guidance is provided in the Affordable Housing and Viability SPG.

6.4.7 35% Discount Market Rent (DMR) affordable housing (by habitable room) is proposed. A total of 60 2-bed and 3-bed affordable homes would be provided. This would result in 202 affordable habitable rooms. 33% of the total two bed homes would be affordable and 78.6% of the total three bed homes would be affordable.

6.4.8 30% of the 35% total affordable housing provision would be provided at London Living Rent (LLR). The remainder would be provided at a discount to market rent with 2-beds let at 75% of market rent, and 3-beds let at 65% of market rent. There would be twenty-six 2-beds let at 75% of market rent and sixteen 3-beds let at 65% of market rent. The LLR element would include twelve 2-beds and six 3-beds.

- 6.4.9 The proposals would therefore comply with the London Plan and would be considered to be Fast Track eligible. Qualification for fast track is subject to the other caveats being met including securing the affordability, and other requirements listed under Policy H11, these can be secured through the s106.
- 6.4.10 The 60 affordable homes would make a significant contribution to the delivery of intermediate affordable housing including family homes. The applicant has also committed to prioritise families in lettings. This meets the TAAP objective of addressing high levels of population churn by providing more family housing and long leases will be provided giving stability to tenants not available in the wider rental market.
- 6.4.11 The applicant has committed to a dedicated 6-month marketing priority period for local Haringey Residents for the affordable units which shall be completed 12 to 6 months prior to Practical Completion with evidence of the marketing provided to the Council.
- 6.4.12 The applicant has made a commitment to prioritise households with children for the two- and three-bed DMR units, and to ringfence two- and three-bed LLR units for households with children. The affordable homes would be let in accordance with the Council's Intermediate Housing Policy (as amended). This would be secured through the s106, and evidence of the chosen tenants shall be provided to show compliance.

Housing, Affordable housing, & BtR summary

- 6.4.13 The proposal would deliver 210 homes as part of a mixed-use scheme. It would provide a London Plan compliant level of affordable housing which would include intermediate homes that would be marketed to Haringey residents with priority given to families. The proposal would provide significant public benefits in terms of housing.

6.5 Impact on the amenity of adjoining occupiers

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

- 6.5.3 The Council will support proposals that provide appropriate sunlight, daylight, and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land to provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development.
- 6.5.4 All layouts have been designed to ensure that intervisibility between the proposed homes and neighbouring dwellings in adjacent buildings are minimised to provide privacy. There is approximately 12 metre separation distance to the closest point to the Gessner building which is considered acceptable on the basis that any north facing openings are secondary windows to living spaces and those facing the north-east are angled away, increasing the distance as the elevation runs southeast.
- 6.5.5 Overlooking and views between the proposal and Ashley Road East/1 Ashley Road would be commensurate with the context, with only a portion of the 6-storey building facing the building and the distances between the buildings largely reflecting those of the existing permission with similar distances. The taller tower would be angled in a way so as to make views oblique and minimise mutual overlooking.

Noise and vibration

- 6.5.6 Conditions are attached which would ensure noise and vibration would be mitigated so that neighbouring properties would not be unduly impacted by the proposals in this regard.

Daylight and sunlight

- 6.5.7 A daylight and sunlight assessment has been undertaken for the proposed development in accordance with the guidelines set out in the BRE Report (Second Edition).
- 6.5.8 There are some impacts from the proposal on existing neighbouring buildings, those under construction, and those with planning permission but not yet started. Many of these impacts must be assessed in the context of this site being currently undeveloped, so the neighbours achieve a much higher level of daylight than would reasonably be expected, although assessment comparing this proposal to the day and sunlight effect of the previously approved college shows that there is still a noticeable loss in many cases, albeit much reduced from the current undeveloped situation.
- 6.5.9 Whilst the closest developments The Gessner and Ashley Road East/1 Ashley Road have residents, it should also be noted that many of the other neighbours assessed are not yet inhabited, being under construction or merely planned, so residents would never experience the better day and sunlight levels without this development, or not for very long.

6.5.10 The Mayor of London's Housing SPG acknowledges 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.

6.5.11 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.

6.5.12 Overall, the effects of the proposed development on the neighbouring properties are in line with area expectations. Whilst some localised transgressions do occur it can be seen that they are predominantly driven by the limitations placed by the use of projecting and recessed balconies on the neighbouring buildings tested and by the comparison with the values achieved with the site undeveloped.

6.5.13 Review of the assessments undertaken with the extant scheme in place shows that the proposed development would have a limited additional impact and that the properties would maintain appropriate daylight. So whilst there would be additional harm from the proposal, the degree of harm would be limited over the extant scheme and would result in outcomes that are to be expected in a context such as this.

6.5.14 Amenity impacts must be considered in the overall planning balance, with any harm weighed against expected benefit. There would be some adverse impacts on amenity, as outlined above. However, officers consider that the level of amenity that would continue to be enjoyed by neighbouring residents is acceptable, given the benefits that the proposed scheme would deliver.

6.6 Design and tall building assessment

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

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

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

Quality Review Panel (QRP)

- 6.6.9 The scheme has been presented to Haringey's Quality Review Panel on the 13 July 2022, 19 October 2022, and 01 March 2023. The written findings of the panel can be found within Appendices 6, 7, and 8.
- 6.6.10 The full QRP Report of the latest review on 01 March 2023 is attached at Appendix 8. The Report's summary is as follows:

The proposals for Berol Quarter have been through a number of iterations and have now developed into a scheme that the panel warmly supports. Berol House sensitively safeguards the character of the area and animates the public realm. This review focused on 2 Berol Yard, which the panel is now convinced will contribute to a successful new neighbourhood.

The panel’s initial concerns about the appropriateness of the tower’s scale in this context have been addressed by creating a skilful relationship with the emerging surrounding buildings, and by the quality of residential accommodation. However, the bridge over Watermead Way, not only the landing, should be delivered to justify the height of this proposal in terms of public benefit. The bridge should be formally tied in with this scheme through a Section 106 agreement. The design of the bridge landing is developing well. Input from an accessibility expert should be sought to determine the best arrangement of the lift and stair. A channel for bicycles should be incorporated into the stairs, and two lifts could be provided to take pressure off the lift.

More mature trees with larger canopies should be included in the landscape design and enough space should be allowed for events. The panel enjoys the historical references used in the seating designs. These could also work as play structures. They should be made from robust, high-quality materials, and offer a good opportunity for co-design with local artists and the community. All private and shared rooftop amenity spaces should be analysed to ensure they are usable in windy conditions. The internal layout of the cores is working well. The panel commends the integration of sustainability considerations into the design, especially through solar shading. Overheating should be tested against extreme summer temperatures. The materials palette is promising. The revisions to the residential entrance experience are also positive improvements.

6.6.11 A summary of the QRP concerns and responses are listed below:

| QRP Comment | Officer Response |
|--|---|
| <p>The bridge over Watermead Way, not only the landing, should be delivered to justify the height of this proposal in terms of public benefit. The bridge should be formally tied in with this scheme through a Section 106 agreement.</p> | <p>The developer is contributing to the bridge through the development of the bridgehead, landing platform and access routes within their building which would be secured in the s106.</p> <p>The bridge over Watermead Way would be delivered at a later point through other means. The proposed contribution is proportionate and fair given CIL payments and given the contributions of other developments nearby.</p> |

| | |
|---|---|
| | The height of the scheme is justified by its exemplary architecture and its role in marking the Green Link and the station. |
| Input from an accessibility expert shall be sought to determine the best arrangement of the lift and stair and a channel for bicycles should be incorporated into the stairs. | This is secured in the s106. |
| More mature trees with larger canopies should be included in the landscape design and enough space should be allowed for events. | A landscaping condition is recommended that would require submission of these details. An external space within the Berol Square, of not less than 5m x 5m shall be provided which shall be available for not less than 3 months of each year for a temporary public art installation, to showcase Tottenham talent |
| All private and shared rooftop amenity spaces should be analysed to ensure they are usable in windy conditions | The wind assessment submitted alongside the application has been independently peer reviewed and found to be sound. Conditions are recommended to ensure ongoing compliance and mitigate against any undue impacts. |
| Overheating should be tested against extreme summer temperatures. | Conditions are recommended that seek a revised Overheating report that would ensure overheating risk is minimised and 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. |

Building Scale, Form and Massing

6.6.12 London Plan Policy D3 states that development proposals should provide active frontages and positive relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest. They should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes and legible entrances to buildings.

6.6.13 The existing footprint of Berol House would largely remain unchanged whilst 2 Berol Yard would form a roughly square shape building to the east. This would allow for the creation of the new public space, Berol Square. The new position of Berol Square (compared to that permitted under HGY/2017/2044) allows for the square to be activated by retail frontages and to become a destination point.

- 6.6.14 The southern footprint of the building, which projects out with a 6-storey element, has been intentionally designed to provide a more comfortable enclosed square and to draw people up into the 6-storey building into the landing platform and the potential future bridge.
- 6.6.15 The GLA Officer initially raised concerns about the projection filling the Green Link. However, they subsequently commented, following sight of the latest QRP comments, that they are now generally satisfied that the urban design considerations in relation to height, massing, and separation distances are appropriately resolved.
- 6.6.16 London Plan Policy D9 (A) calls on development plans to define what is considered a tall building for specific localities, based on local context (although this should not be less than 6-storeys or 18 metres above ground to the floor level of the uppermost storey).
- 6.6.17 The Local Plan (Strategic Policies 2013-2026) included a borough-wide definition of 'tall building' as being those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10-storeys and over (or otherwise larger than the threshold sizes set for referral to the Mayor of London).
- 6.6.18 The strategic requirement of London Plan Policy D9 (Part B) is for a plan-led approach to be taken for the development of tall buildings by boroughs and makes clear that tall buildings should only be developed in locations that are identified in development plans. The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in identified urban growth centres.
- 6.6.19 London Plan Policy D9 (Part C) sets out a comprehensive set of criteria for assessing the impacts of proposed tall buildings and these are discussed in detail below. Part D calls for free publicly accessible areas to be incorporated into tall buildings where appropriate, but officers do not consider it appropriate for residential towers.
- 6.6.20 Strategic Policy SP11 requires all new development to enhance and enrich Haringey's built environment and create places and buildings of high quality. It makes clear that applications for tall buildings will be assessed against a number of criteria, including the following: an adopted Area Action Plan or masterplan framework for a site (i.e. the Tottenham Area Action Plan and the ARSM); assessment supporting tall buildings in a Characterisation Study; compliance with the Development Management Policies; and compliance with all relevant recommendations as set out in the CABE/English Heritage "Guidance on Tall Buildings" (2007 since superseded in 2015 and 2022).

6.6.21 Policy DM6 provides further criteria for the design of tall buildings, including to conserve and enhance the significance of heritage assets, their setting and the wider historic environment that would be sensitive to taller buildings.

6.6.22 The policy also seeks to protect and preserve existing locally important and London-wide strategy views in accordance with Policy DM5 (with Figure 2.1 confirming that the site does not directly interact with any locally significant views and vistas). An urban design analysis is required to be submitted with applications for tall buildings assessing the proposal in relation to the surrounding context.

6.6.23 Policy AAP6 states that, in line with Policy DM6 (Figure 2.2), the Tottenham Hale Growth Area has been identified as being potentially suitable for the delivery of tall buildings.

Proposed Tall Building

6.6.24 Given that London Plan Policy D9 is the most up-to-date development plan policy on tall buildings and includes the most comprehensive set of impact criteria and covers nearly all the criteria covered in Haringey's own tall buildings policies, this has been used as a basis of an assessment. It incorporates most of the relevant criteria set out in Local Plan Policy DM6, although specific criteria from this policy are also addressed below.

6.6.25 Location - As stated above, there is clear and specific policy support for the principle of tall buildings in the Tottenham Hale Growth Area albeit the DCF Section 4.1.1 (Building Height and Tall Buildings) identifies the site as suitable for medium rise buildings.

6.6.26 Visual impacts – Part C (1) of London Plan Policy D9 sets out the following relevant criteria that are addressed in turn.

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

(a) (ii) mid-range views - the form and proportions of tall buildings should make a positive contribution to the local townscape in terms of legibility, proportions and materiality.

The development forms part of an emerging cluster of tall buildings, including taller buildings that are already permitted, under construction, or completed around Tottenham Hale. London and Borough Strategic View Corridors all happen to be distant from this development, and therefore are not considered to be affected by this development.

Given the number of other tall buildings already approved (including some now built) in the cluster immediately around this site, there would be few locations where this proposal would be visible, but the other currently approved tall buildings would not be.

A number of close and distant views of the proposals have been produced, in each case including a version at the time of assessment and with the “cumulative impact” from other approved but unbuilt or unfinished buildings collaged in.

The applicants most recent and accurate views demonstrate that the proposal would sit within the cluster of built, under construction and planned tall buildings marking the centre of Tottenham Hale. It would not stand out but would sit assertively as one of the tallest buildings around the station square, also marking the green link and potential future bridge.

As such it would contribute appropriately to the legibility and distinctiveness of this important emerging centre and help make the cluster attractive and appealing in longer, medium, and local views.

(a) (iii) immediate views from the surrounding streets – the base of tall buildings should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy.

The application scheme would relate well with adjacent buildings within the ARSM and adjacent sites. The ground floor would be activated and support activity on the accompanying public realm. The staggered heights of the blocks would support a sympathetic transition in scale, with the taller blocks sited adjacent to Watermead Way.

(b) whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding.

The main justification for the significant height increase is in landmark creation for wayfinding, re-analysis of the tall building cluster, and the quality of architectural and landscape design. The tall building would be embedded within a podium and shoulder blocks, tying them into the wider grain and street pattern, and mitigating their scale, wind, daylight, and sunlight effects.

The 32-storey tower at 2 Berol Yard would relate to Related Argent’s tallest building (yet to be constructed) and Hale Works as a triangle of well-spaced tall buildings, straddling and pinpointing the station, with its shoulder elements relating to the medium-tall neighbours and lower shoulder to Berol House, the mansion blocks to the west and lower elements of neighbouring buildings.

It would be capable of being considered a “Landmark” by being a wayfinder or marker for the west-east Green Link, location of the potential future bridge, and the heart of the new town centre.

It would also be capable of being considered a “Landmark” by being elegant, well-proportioned, and visually interesting when viewed from any direction, by virtue of its “clustered” design of distinct angled fragments. The different fragments are designed to relate to their different context; lower ones to immediate neighbours, with matching brick colours and angles of façade, whilst taller fragments relate more to their longer views to the marshes and to central London;

(c) architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan.

The materiality of 2 Berol Yard responds to the different fragments and their differing relationships. Brick colours relate to the buildings they face, whilst the tones get lighter as their height increases, so that the lowest block will be a unique dark green brick relating to the Green Link, the second fragment a darker red relating to the Related Argent building opposite it, the third a red-buff relating to Berol House, the fourth a lighter grey-brown relating to The Gessner and the fifth a light pink buff, with the core where it rises above being a darker material uniting the composition.

The fenestration pattern is of orderly, gridded facades of identical rectangular window openings, with the modelling providing interest, but fenestration varies where the columns of larger balcony openings occur and most of all at the top floor with the larger still openings for the communal facilities. The window design may be repetitive, but it is a carefully designed window design, based on the classic “Chicago” window of a larger central pane with two narrower side panes, enlivened by louvres and sun shading relating to function and aspect to avoid overheating and allow flexible opening options to provide good daylight and ventilation levels without being difficult to use.

The overall architectural approach, especially the gridded facades and use of brick, will also match the other new high and lower rise buildings making up this vibrant new District Centre at Tottenham Hale.

Although precise materials and details will be secured by condition, those proposed in the application, would be beautiful, durable, and complementary to the existing and emerging context.

(d) proposals should take account of, and avoid harm to, the significance of London’s heritage assets and their settings. Proposals resulting in harm will

require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm.

The 2 Berol Yard building would positively contribute to the character of the area. The potential impacts on above ground heritage assets are addressed under Impact on heritage assets including affected conservation areas below. In summary, officers consider that the proposed building, when visible from the built heritage assets in the vicinity of the application site and beyond, would be seen and experienced in the context of the wider regeneration of the area and the cluster of other tall buildings.

(g) buildings should not cause adverse reflected glare.

The 2 Berol Yard building has been appropriately designed to respond to its use, the range of internal environments proposed, and the surrounding context. Given the predominately masonry elevations and staggered massing of the proposal, there is unlikely to be adverse reflected glare.

(h) buildings should be designed to minimise light pollution from internal and external lighting.

There are no proposals to externally illuminate the proposed tall buildings and officers do not consider that there would be any significant adverse effects from internal lighting for this site given the emerging form of development in the area.

6.6.27 Functional impacts – Part C (2) of London Plan Policy D9 sets out the following relevant criteria that are addressed in turn:

- *(a) the internal and external design, including construction detailing, the building's materials and its emergency exit routes must ensure the safety of all occupants.*

Fire safety is addressed below and is considered acceptable subject conditions.

- *(b) buildings should be serviced, maintained and managed in a manner that will preserve their safety and quality, and not cause disturbance or inconvenience to surrounding public realm. Servicing, maintenance and building management arrangements should be considered at the start of the design process.*

The London Plan (supporting text 3.4.9 for Policy D4) stresses the importance of these issues for higher density developments. Vehicular servicing is discussed under Transportation, parking, and highway safety below and is considered acceptable subject to a Delivery and Servicing Plan (which is recommended by planning condition).

- *(c) entrances, access routes, and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding or isolation in the surrounding areas.*

The proposed buildings would be accessed from generously sized entrances from Ashley Road and from within the site from Berol Walk and Berol Square/Green Link, which is considered acceptable. The proposed entrances are prominent and legible, which is welcomed. The retail and commercial ground floor uses would activate the adjacent public spaces.

- *(d) it must be demonstrated that the capacity of the area and its transport network is capable of accommodating the quantum of development in terms of access to facilities, services, walking and cycling networks, and public transport for people living or working in the building.*

The capacity of the transport network is addressed under Transportation, parking, and highway safety below. In summary, this is considered to be acceptable.

- *(e) jobs, services, facilities, and economic activity that will be provided by the development and the regeneration potential this might provide should inform the design so it maximises the benefits these could bring to the area and maximises the role of the development as a catalyst for further change in the area.*

The proposed ground floor commercial units and associated economic activity/job opportunities would make a positive contribution towards the regeneration of the area, as would the occupants who would use local shops and services.

- *(f) buildings, including their construction, should not interfere with aviation, navigation or telecommunication, and should avoid a significant detrimental effect on solar energy generation on adjoining buildings.*

The site is not within an 'aerodrome safeguarding' zone and subject to the inclusion of aircraft warning lights (on construction cranes and completed buildings) required by regulations, the proposed tall buildings are considered acceptable.

Proposed roof-top PV arrays are addressed under Energy, Climate Change & Sustainability below and are considered acceptable (there are no existing PV arrays on buildings in the area that would be adversely affected).

6.6.28 Environmental impacts – Part C (3) of London Plan Policy D9 sets out the following relevant criteria that are addressed in turn:

- *(a) wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces around the building.*

In summary, subject to conditions ensuring that all necessary wind mitigation measures are incorporated into the proposed scheme beyond those incorporated into the design itself; and that landscaping is managed and maintained, no likely significant residual wind effects are predicted and the likely resultant wind environment for future residents is considered acceptable.

Wind is addressed in full under the Wind and Microclimate section below.

Daylight and sunlight impacts on neighbouring properties is assessed under the *impact on the amenity of adjoining occupiers* section; and temperature conditions are assessed under *Energy, Climate Change and Sustainability*.

- *(b) air movement affected by the building(s) should support the effective dispersion of pollutants, but not adversely affect street-level conditions.*

Potential air quality impacts are addressed under Air Quality below and are considered to be acceptable.

- *(c) noise created by air movements around the building(s), servicing machinery, or building uses, should not detract from the comfort and enjoyment of open spaces around the building.*

Potential noise and vibration impacts on future occupants are addressed under *Quality of Residential Accommodation* below, with the affect on neighbours assessed under *impact on the amenity of adjoining occupiers* above and are considered to be acceptable, subject to approval of details (which is to be reserved by a recommended planning condition).

6.6.29 Cumulative impacts – Part C (4) of London Plan Policy D9 requires the cumulative visual, functional, and environmental impacts of proposed, consented and planned tall buildings in an area to be considered when assessing tall building proposals.

6.6.30 The Townscape and Visual Impact Assessment (TVIA) takes account of subsequent permissions and the application scheme. The study area for the assessment of townscape effects has been set at a 2-kilometre (km) radius from the application site and assesses impacts on 5 Townscape Character Areas surrounding the site.

6.6.31 The purpose of the assessment is to identify an area across which the proposed development would likely impact and effect the townscape and people's views. The proposed study area is considered to be proportionate to the proposed

development and whilst it may be perceived beyond the study area, it is assessed that it would not result in townscape or visual effects, due to the combination of distance and intervening features.

6.6.32 As outlined above, London Plan Policy D9 identifies most of the relevant criteria in Local Plan Policy DM6. However, a number of specific Local Plan criteria are addressed below:

- *Policy DM6 (D) (a) requires tall buildings within close proximity to each other to avoid a canyon effect and Policy DM6 (D) (c) requires tall buildings to avoid coalescence between individual buildings.*

The proposed 2 Berol Yard building, because of its fragmented form, would avoid creating a canyon effect. The tallest elements of 2 Berol Yard would be angled away from neighbouring buildings. There is also a focus on streets and public spaces within the site with the formation of Berol Walk and the 6-storey building within the Green Link.

The podium addresses the street, and the gaps create comfortable relationships and defined streets that would prevent a feeling of enclosure or a canyon effect. The distances between buildings are similar to the distances between other buildings in the District Centre and also similar to distances between buildings in other high-density locations across London.

2 Berol Yard is one of a cluster of tall buildings that are meant to be seen together to indicate the location of Tottenham Hale District Centre and mark the west-east Green Link. The variation in form, design, and materiality means that the different buildings can be distinguished. The form and gaps around the building ensures that there is relief between the nearest neighbouring buildings.

- *Policy DM6 (D) (d) requires applications for tall buildings to demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for the area.*

The submitted TVIA and DAS do this, and officers have taken account of these assessment when considering the proposals.

- *Policy DM6 (E) – requires the submission of a digital 3D model to assist assessment.*

This has been submitted and officers have used this to help them consider the proposals.

Townscape and Visual Effects

6.6.33 London Plan Policies D9 and HC4 make clear that development should not harm Strategic Views, with further detail provided in the Mayor's London View

Management Framework (LVMF) SPG. At the local level, Policy DM5 designates local views and the criteria for development impacting local view corridors.

6.6.34 The Townscape and Visual Impact Assessment (TVIA) considers likely significant townscape and visual effects across the study area. This has also helped inform the assessment of likely significant effects on built heritage, which is addressed below under 'Impact on heritage assets including affected conservation areas'.

6.6.35 As part of the TVIA, 17 verifiable or representative views have been produced. The site does not fall within any Strategic Views identified in the Mayor's London View Management Framework (LVMF) or within any Locally Significant Views as identified in Policy DM5.

6.6.36 The assessment has considered the effects on 17 representative views as summarised in Table 6 below. It is representative of the main visual receptors in the surrounding area. It found that there would be views of the proposed development in long views from open spaces on higher ground at Alexandra Palace and Springfield Park, from Markfield Park and from the open areas of wetlands and reservoirs in the Lea Valley. There would also be long views along Bruce Grove.

Table 6 – Summary of visual effects

| Ref | Location | Sensitivity | Degree of Change | Visual Effect | Cumulative Degree of change | Cumulative visual effect |
|-----|-------------------------------------|---------------|-----------------------|--------------------------------|-----------------------------|------------------------------|
| 1 | Alexandra Palace | High | Low | Minor Beneficial | Low | Minor Beneficial |
| 2 | Bruce Grove/Lordship Lane junction | Low to Medium | Medium | Neutral | Medium | Neutral |
| 3 | Bruce Grove | Low to Medium | Very Low | Negligible | Medium | Neutral |
| 4 | High Road/Chesnut Road junction | Low to Medium | Medium | Minor to Moderate Beneficial | Medium | Minor to Moderate Beneficial |
| 5 | High Road/Monument Way junction | Low to Medium | Low to Medium | Neutral | Low to Medium | Neutral |
| 6 | High Road/Broad Lane junction | Low to Medium | Nil (s)/ Low (w) | Neutral | Very Low | Neutral |
| 7 | Markfield Park | Low to Medium | Very Low (s)/ Low (w) | Negligible to Minor Beneficial | Medium | Minor to Moderate Beneficial |
| 8 | Springfield Park | Medium | Medium | Moderate Beneficial | Medium | Moderate Beneficial |
| 9 | East Warwick Reservoir | Medium | Medium | Moderate Beneficial | Medium | Moderate Beneficial |
| 10 | Forest Road | Low to Medium | Low | Minor Beneficial | Medium | Minor to Moderate Beneficial |
| 11 | Lockwood Reservoir | Medium | Medium | Moderate Beneficial | Medium | Moderate Beneficial |
| 12 | Tottenham Marshes | Medium | Medium | Moderate Beneficial | Medium | Moderate Beneficial |
| 13 | Down Lane Park | Medium | Medium | Moderate Beneficial | Medium | Moderate Beneficial |
| 14 | Chesnut Road towards Park View Road | Low | Medium | Minor Beneficial | Medium | Minor Beneficial |
| 15 | Monument Way towards Park View Road | Low | Medium | Minor Beneficial | Medium | Minor Beneficial |
| 16 | Tottenham Hale Station entrance | Low | High | Moderate Beneficial | High | Moderate Beneficial |
| 17 | Watermead Way | Low | High | Moderate Beneficial | High | Moderate Beneficial |

6.6.37 The TVIA states that in long range views the tower of 2 Berol Yard would be seen in conjunction with existing tall buildings at Tottenham Hale. There would

generally be Minor or Moderate Beneficial visual effects as a result of the improvements to the legibility of Tottenham Hale within the wider urban landscape. Along Bruce Grove, there would be Neutral visual effects where taller buildings are characteristic of the wider townscape but where the proposed development would be seen in the context of historic townscape elements in the foreground.

6.6.38 In the long range views the proposals would have an attractive slender profile, distinctive stepping form and varied materials. It would relate well to other tall and mid-rise elements in the townscape and would reinforce the location of Tottenham Hale station, surrounding regeneration area and the potential future pedestrian footbridge. In conjunction with the surrounding cumulative schemes it would create a coherent cluster of tall buildings and a clear focal point in the townscape.

6.6.39 In medium range views from the surrounding urban area, there are views along streets aligned with the proposed development and from urban open spaces such as Down Lane Park. There would be a range of Minor and Moderate Beneficial effects where the introduction of taller buildings would enhance the legibility of the area and Neutral effects where the general character of the view would remain the same. Where seen, the articulation of the built form, definition of the core and high quality of the materials would be clearly seen.

6.6.40 In local views along Watermead Way and from the station, the proposed development would be a positive addition to the frontage to Watermead Way, providing well-proportioned frontages that define the frontage and entrance to the Green Link or Ashley Link. The use of green brickwork on the lower block would further add to the distinctiveness of this element and contribute to local wayfinding.

6.6.41 The summary findings of the submitted TVIA are considered to be accurate. In that it is considered that the visual effects of the proposed development would be acceptable. It would generally be a positive element in the wider urban scene and would not harm the visual amenities of people in the surrounding area.

Townscape effects – Berol House & 2 Berol Yard

6.6.42 The TVIA notes that the site includes the historic pencil factory – Berol House – that contributes positively to the local townscape and has Medium sensitivity to change. The proposed development would successfully retain and incorporate the building within a residential-led mixed use scheme. A new connection through the centre would improve the permeability of the existing block and link to a new network of pedestrian routes and attractive areas of public realm.

6.6.43 These would tie into connections to the wider area including the Ashley Link and a potential future pedestrian footbridge. The development would provide active frontages to Ashley Road and high-quality new pedestrian areas with a mix of

retail, community, and commercial uses as well as the entrances to the flats above. The residential and commercial uses would contribute to the vitality of the surrounding public realm. Berol House would be enhanced through sympathetic refurbishment and the roof level extension.

6.6.44 2 Berol Yard has been carefully designed in its form, massing, details, and materials to create a distinctive and high-quality new addition to the townscape that would help to positively define the new streets and spaces. The TVIA has found that the proposed development would have a Major Beneficial effect on the site itself and would retain and enhance a positive townscape receptor.

6.6.45 There would be a range of beneficial changes to the townscape character of the surrounding area. There would be a Moderate Beneficial effect as a result of a range of improvements to the permeability, legibility and public realm of the site and the way it connects to the wider area. The 2 Berol Yard building would help to provide orientation and wayfinding to Tottenham Hale Station as well as marking Ashley Link, Berol Square, and the potential future bridge link.

6.6.46 In combination with existing buildings and consented schemes the proposed development would create a coherent townscape reflecting the mix of uses and accessible location.

Visual effects

6.6.47 The assessment found that the visual effects of the proposed development would be acceptable. It would generally form a positive addition to the wider urban scene and would not harm the visual amenities of people in the surrounding area.

6.6.48 The proposals would have an attractive slender profile, distinctive stepping form and varied materials. It would relate well to other tall and mid-rise elements in the townscape and would reinforce the location of Tottenham Hale station, surrounding regeneration area and potential future pedestrian footbridge.

6.6.49 In conjunction with the surrounding cumulative schemes it would create a coherent cluster of tall buildings and a clear focal point in the townscape. The nature of change arising from the proposed development in combination with the cumulative schemes would generally be of the same order with only a few locations increasing the extent of development seen.

Inclusive Design

6.6.50 London Plan Policies GG1, D5 and D8 call for the highest standards of accessible and inclusive design, people focused spaces, barrier-free environment without undue effort, separation, or special treatment.

- 6.6.51 The proposed scheme has been designed to meet inclusive design principles and good practice. All external routes, footway widths, gradients and surfacing would respect the access needs of different people. The proposed amenity spaces are designed to be safe at different times of the year.
- 6.6.52 Building access, internal corridors and vertical access are capable of meeting Building Regulations. Blue badge parking has been incorporated into the scheme and proposed cycle parking includes spaces for 'adaptive' and large bikes/mobility scooters.
- 6.6.53 Overall, officers are satisfied that the proposed scheme would be accessible and inclusive. The particular requirements in relation to wheelchair accessible accommodation is discussed under Quality of Residential Accommodation below.

Secured by Design

- 6.6.54 London Plan Policies D1-D3 and D8 stress the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages and minimising inactive frontages.
- 6.6.55 The proposed layout incorporates a good front to back relationship and includes active ground floor frontages in the form of commercial units, concierge/reception with front doors on the streets. This should all help ensure a safe and secure development and an active public realm.
- 6.6.56 The detailed design of the public realm, including proposed landscaping and lighting, are also considered acceptable. The proposed roof top private communal amenity spaces have been suitably designed to safeguard safety and security.
- 6.6.57 A condition is recommended which would require Secured by Design accreditation and ensure The Metropolitan Police's Designing Out Crime Officer's (DOCO) continued involvement in detailed design issues.

Development Design – Summary

- 6.6.58 The proposed scheme would refurbish and extend a locally listed building in a sensitive way that would put it at the heart of the development and celebrate its industrial heritage. It would also include a well-designed and architecturally interesting tall building that would provide a wayfinding function for the station and the Green Link.
- 6.6.59 The proposal would make significant improvements to the public realm, introducing a new public square and new streets that would activate this part of Tottenham Hale and increase permeability. The proposal would contribute to a potential future bridge and would help realise the aims and objectives of the site allocation with high quality buildings and public spaces.

6.7 Impact on heritage assets including affected conservation areas

- 6.7.1 Paragraph 196 of the revised NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.7.2 Policy SP12 of the Local Plan seeks to maintain the status and character of the borough's conservation areas. Policy DM6 continues this approach and requires proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest.
- 6.7.3 Policy AAP5 speaks to an approach to Heritage Conservation that delivers "well managed change", balancing continuity and the preservation of local distinctiveness and character, with the need for historic environments to be active living spaces, which can respond to the needs of local communities.
- 6.7.4 Policy HC1 of the London Plan states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.
- 6.7.5 The policy further states that development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions.
- 6.7.6 In relation to listed buildings, all planning decisions should "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses" and in relation to conservation areas, "special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area".
- 6.7.7 The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.
- 6.7.8 This application follows previous permissions for tall buildings in the wider area of the application site, including buildings within the Argent Masterplan Area, adjacent to the site. The impact of these buildings on the built historic environment has been assessed as part of the relevant applications.

- 6.7.9 The Conservation Officer notes that the comprehensive townscape visual assessment supporting the application provides a clear understanding of the changing character of The Hale as experienced in the background of views across and out of Alexandra Palace Park, South Tottenham CA and Markfield park.
- 6.7.10 The visual impact views include the cumulative schemes located within Tottenham Hale East as will be seen, among others, in views taken from various viewpoints along the Bruce Grove and Tottenham Green conservation areas along the Tottenham historic corridor.
- 6.7.11 It is evident that there is already an ongoing high degree of change in scale and built form in the background of those views taken across the Tottenham Conservation areas and looking towards the Tottenham Hale station, and the transformation of this area is due to continue.
- 6.7.12 The Conservation notes that the proposed development would only be visible in the far background of the views across and out of the conservation areas and related heritage assets as part of a group of tall new elements of various heights and taller built forms such as the Millstream Tower, will be more prominent than the proposed development in some of these views, and particularly in the winter.
- 6.7.13 In views along Bruce Grove, where taller buildings are already characteristic of the wider townscape, the proposed development would be seen without harm in the context of historic townscape elements in the foreground.
- 6.7.14 In the long range views the new development would have a slender profile, stepping form and varied materials it would create a coherent cluster of tall buildings and a clear focal point in the townscape thus reinforcing the location of Tottenham Hale station.
- 6.7.15 The Conservation Officer notes that the 2 Berol Yard building would signpost, in conjunction with an emerging townscape of taller buildings around Tottenham Hale, the new urban character and spatial hierarchy of the area, where the proposed development would become part of a new, varied skyline that will define Tottenham Hale town centre through a 'wave' skyline profile as envisaged in the council vision for the area.
- 6.7.16 The Conservation Officer concludes that The District Centre has and is experiencing extensive redevelopment, including the construction of tall new buildings, some of which have already been constructed or are in the process of construction.
- 6.7.17 The proposed building, when visible from the built heritage assets in the vicinity of the application site and beyond, would be seen and experienced in the context

of the wider regeneration of the area and the cluster of other tall buildings, some of which are taller than the proposed development.

- 6.7.18 In terms of the proposed refurbishment and three storey roof extension to Berol House, to provide office uses and an external terrace the Conservation Officer notes that this constitutes an opportunity to sustainably retain, enhance and put into beneficial use the locally listed building while carefully reconfiguring it within its emerging new context.
- 6.7.19 The building will be provided with new entrances and new internal route at ground level to improve permeability and will host retail and commercial uses at ground and first floor thus offering a more active frontage to Ashley Road.
- 6.7.20 The Conservation Officer notes that the proposed additional two storeys will be sympathetically clad in terracotta tiles with dark powder coated frames and detailing and will be crowned by a further, setback, top floor with double glazed curtain walling that will positively complement and improve the design of the host building and will sustain its use.
- 6.7.21 The urban regeneration of this area will rest on a careful and integrated reconfiguration of buildings and places, such as the new pedestrian link 'Berol Walk' with trees connecting Berol House and 2 Berol Yard with The Gessner and One Ashley Road, or the new 'Gessner Lane' to the north, or the new public space designed to the south of Berol House and 2 Berol Yard that will host a winter garden until when it will connect in the future to a bridge link across Watermead Way as part of the masterplan aspiration to connect the Lea valley and Tottenham High Road.
- 6.7.22 The Conservation Officer concludes that the proposed scheme will altogether contribute to define the new urban character of the area through both the creation of a tall building on the existing car park backing Berol House and by conserving the built memory of the historic industrial use of the area as exemplified by Berol house.
- 6.7.23 The re-design and extension of Berol House respects and complements the industrial heritage character of the host building while providing distinctive and well-composed improvements to the host building. The new building at 2 Berol Yard building would successfully complement both the existing and emerging context through its articulated elevations, materials and variations in height that would help to break up the scale and form of the building and would frame, together with Berol House, new public spaces, and pedestrian routes.
- 6.7.24 The new public realm would benefit from high quality finishes and hard and soft landscaping. The new frontages and uses proposed to ground floor will provide increased activity and visual interest with an overall positive effect on the

townscape character of the development site and on the setting of the locally listed Berol House.

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

- 6.7.31 The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the strong statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.7.32 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and conclude on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.7.33 The proposed development would very positively retain the locally listed Berol House, would conserve, and unveil its heritage significance and would improve the urban quality of its setting, without any negative impact on the legibility, primacy, and significance of other heritage assets in the borough, and while delivering much needed improvements to the urban character of its locality.
- 6.7.34 For the reasons above, it is considered that the proposed development would not have any further impact on the built historic environment given the context within which it would be located. Therefore, the proposed development would not result in any further harm to the significance of the built heritage assets in the borough.

6.8 Quality of Residential Accommodation

- 6.8.1 London Plan Policy D6 sets out housing quality, space, and amenity standards, with further detail guidance and standards provided in the Mayor's Housing SPG. Strategic Policy SP2 and Policy DM12 reinforce this approach at the local level.

Accessible Housing

- 6.8.2 London Plan Policy D7 and Local Plan Policy SP2 require that all housing units are built with a minimum of 10% wheelchair accessible housing or be easily adaptable to be wheelchair accessible housing. London Plan Policy D5 requires safe and dignified emergency evacuation facilities, including suitably sized fire evacuation lifts.
- 6.8.3 The proposal is compliant with the London Plan policy D7 (Accessible housing). Of the 210 homes, 90% would be in accordance with Part M (2) of Approved Document M of the Building Regulations and 10% (21 dwellings) would be in accordance with Part M4(3) as wheelchair adaptable homes. A condition is recommended that would secure this and proportional distribution across the tenures.

- 6.8.4 Level pedestrian access would be provided to the residential and commercial units in and around the site within 2 Berol Yard and Berol House in accordance with requirements of Building Regulations, Part M.

Indoor and Outdoor Space Standards

- 6.8.5 All of the proposed homes would meet the minimum internal space and floor to ceiling heights (2.5m) standards require by London Plan Policy D6. Proposed layouts are generally good and the number of homes per core would be in accordance with the adopted Mayoral guidance.

- 6.8.6 All flats would have private amenity space in the form of a balcony or roof terrace. Along the Watermead Way elevation amenity space would be provided in the form of internalised space. In addition, all homes would also have access to a proposed communal amenity space provided at podium level, and at levels 18 and 30 of 2 Berol Yard.

Unit Aspect, outlook, and privacy

- 6.8.7 The majority of the homes would be dual aspect and the remaining single aspect homes would be enhanced through additional windows facing onto their recessed balconies. 33% of the units would be single aspect (albeit all enhanced with glazing located on a second facade to the balcony), 65% would be dual aspect, with the remaining 2% being triple aspect.

- 6.8.8 This approach is considered acceptable in line with Policy D6 (Housing quality and standards) of the London Plan which requires proposals to maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings.

- 6.8.9 The approach to providing some single aspect homes is considered appropriate given the site constraints. Single aspect dwellings have only been provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 (Optimising site capacity through the designed approach).

Daylight/Sunlight – 2 Berol Yard

- 6.8.10 The layouts of the new homes maximise access to daylight in living, dining, working, and sleeping areas with the bathrooms, storage, and utility areas being located in the deeper parts of the plan. This arrangement, alongside repeated floors, allows for the stacking of uses to safeguard against neighbouring noise impacts. This is promoted by Policy D6 of the London Plan and in the Mayor of London's Housing SPG (March 2016).

- 6.8.11 Analysis of the proposed residential accommodation shows that daylight and sunlight levels are appropriate for this type of development with the majority of rooms seeing full compliance with the BRE Report daylight guidance. Sunlight levels must be considered in the context of the urban nature of the site and the

area intentions. As with most urban sites of this nature direct sunlight amenity within some rooms will be limited.

6.8.12 Given the character and form of the property and its urban location the daylight and sunlight amenity of the proposed development is considered to be acceptable. The assessment demonstrates that the development is appropriate in the context of the BRE guide and relevant policy, particularly having regard to the flexibility inherent to the BRE guide and its suburban basis, the urban character of the site and its surroundings and the character of the proposed development.

6.8.13 Additionally, analysis of the DLSL of the internal space within the proposed scheme concludes that the daylight and sunlight amenity is above expectations with the majority of rooms seeing compliance with the BRE Report guidance. The proposed development therefore accords with the London Plan policy D6 (Housing quality and standards).

Noise

6.8.14 The applicant's Noise Impact Assessment sets out sound insulation requirements to ensure that the internal noise environment of homes meets the relevant standards and recommends that background ventilation is provided by mechanical ventilation with heat recovery. It is recommended that further details of the proposed system and mechanical ventilation are secured by way of a planning condition to ensure acceptable internal noise levels.

6.8.15 It is recommended that conditions are attached to a planning permission to control mechanical plant noise by way of a standard planning condition (calibrated to reflect the site-specific noise environment).

6.8.16 Conditions are also recommended to secure adequate mitigation to prevent undue noise transmission between the proposed ground floor commercial units and the proposed homes above and to limit the hours of use of any commercial use to 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

Amenity space and play space

6.8.17 Communal amenity space totalling 554.2 sqm would be provided at podium level, and at levels 18 and 30 of 2 Berol Yard. The landscape design of the roof terraces seeks to create a series of different types of spaces with different functions.

6.8.18 The proposals include an external garden space at podium level, communal garden terrace on top of Block A at level 18 and an internal community space located at level 30. The podium level and external 18th floor rooftop gardens would be decked with raised planters of informal plantings of grasses and perennials. Seating would be integrated with the planter edges. The highest

outdoor roof (above the eighteenth storey element) would provide extensive wildflowers growing beneath solar panels.

6.8.19 Internal community space will be provided at roof level 30. The space would be enclosed and glazed offering views to the north, south and east of the site. The room would provide immediate access to an inset balconied area providing external amenity space to the northeast and southwest of the floor. Berol House has been designed to incorporate a large private roof terrace which will be accessed by occupiers.

Play Space

6.8.20 In accordance with the requirements of GLA's Play and Informal Recreation Supplementary Planning Guidance, suitable play space provision is proposed. A child yield and play space calculation has been applied to the 210 homes proposed. Play provision for over 11-year-old children is located in Down Lane Park which is a 194m walk from 2 Berol Yard and soon to undergo substantial investment funded by recent developments in the area.

6.8.21 Play provision for 2 Berol Yard is located at the podium level and the upper roof terrace of 2 Berol Yard accessed only by the residents. The garden integrates 370sqm of play space for children aged 0 to 11 years old, comprising formal and informal play opportunities including, sand, balancing beams and boulders, a climbing structure, and other play elements.

6.9 Social and Community Infrastructure

6.9.1 The NPPF (Para. 57) makes clear that planning obligations must only be sought where they meet the tests of necessity, direct relatability and are fairly and reasonably related in scale and kind to the development. This is reflected in Community Infrastructure Levy (CIL) Regulation 122.

6.9.2 London Plan Policy S1 states adequate provision for social infrastructure is important in areas of major new development and regeneration. This policy is supported by a number of London Plan infrastructure related policies concerning health, education, and open space. London Plan Policy DF1 sets out an overview of delivering the Plan and the use of planning obligations.

6.9.3 Strategic Policy SP16 sets out Haringey's approach to ensuring a wide range of services and facilities to meet community needs are provided in the borough. Strategic Policy SP17 is clear that the infrastructure needed to make development work and support local communities is vital, particularly in the parts of the borough that will experience the most growth.

6.9.4 This approach is reflected in the Tottenham Area Action Plan in Policies AAP1 and AAP11. DPD Policy DM48 notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The

Planning Obligations SPD provides further detail on the local approach to obligations and their relationship to CIL.

- 6.9.5 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through CIL and use of planning obligations addressing relevant direct impacts. The Council's Annual Infrastructure Funding Statement (December 2021) sets out what Strategic CIL can be used for (infrastructure list) and how it will be allocated (spending criteria).

Health – NHS Contribution request

- 6.9.6 The NHS has requested a S106 contribution of £233,335.00 to “increase capacity of health infrastructure serving the proposed development” based on calculations from their HUDU Planning Contributions Model (HUDU Model).
- 6.9.7 The NHS acknowledge that the primary care element of the demand created by the development would be able to be accommodated within the new Welbourne Centre which would serve 20,000 registered patients. However, the concern is with the other demands on health infrastructure including acute, mental health, and community infrastructure.
- 6.9.8 Whilst the need for such expansion of capacity for acute, mental health, and community infrastructure is acknowledged, it is noted that the adopted Community Infrastructure Levy (CIL) Charging Schedule (2022) sets a rate of £100.00 per square metre for the proposed development on the basis it is Build to Rent.
- 6.9.9 This is double the charge for a conventional residential scheme composed of housing for sale. The evidence base supporting the CIL charging schedule is found in the Community Infrastructure Levy: Eastern Haringey Viability Update Study (2021), prepared by BNP Paribas (BNPP) on behalf of the Council.
- 6.9.10 In setting the adopted CIL rate for Build to Rent schemes, BNPP included an allowance of £1,000 per unit for s106 costs. Para. 4.28 of BNPP's evidence states that “the figure [£1,000 per unit] is considered by the Council to be a reasonable proxy for the likely sums to be sought.” Any material increases above this level could potentially render the scheme unviable and affect the provision of affordable housing and/or other public benefits.
- 6.9.11 Given the proximity of the new Welbourne Centre to the proposal (within Tottenham Hale District Centre to the southwest of the site) and its potential to offer services other than primary care, the requested contribution from the NHS is considered to be disproportionate.
- 6.9.12 Given this context it would be unreasonable to seek the full requested NHS contribution. However, the applicant has committed to providing a capped

contribution of £25,000 prior to Practical Completion of 2 Berol Yard to support local NHS services.

Future proofing bridge connection

- 6.9.13 It is not yet possible to deliver the bridge over Watermead Way and the railway into Hale Village given that the station and railway is safeguarded for Crossrail 2. The costs of the entire bridge will need funding from a wide range of sources beyond this single project.
- 6.9.14 Whilst the development would not warrant such a significant infrastructure contribution, the height of the tower and the key role the proposed building would play in marking the Green Grid does warrant a contribution to it. As such, the developer has committed to delivering a public access stairway, lift, and bridgehead constructed as part of the 2 Berol Yard building.
- 6.9.15 The contribution would provide a permissive path right of access for members of the public to pass, with and without bicycles to the bridgehead. A bicycle track within the public access stairway would also be provided. The applicant would also maintain the public access stairway, lift, and landing area at no expense to the Council (including all lighting, cleaning, etc.).
- 6.9.16 Prior to the construction of the future potential bridge, glazing to the external façade to provide an additional winter garden space as an extension to the 2 Berol Yard Cultural and Arts Space (Use Class F2 Community / Affordable Workspace) would be installed.
- 6.9.17 The applicant has submitted costings for the works which are equivalent to £518,700.00. This contribution is considered to be proportionate to the scheme and would not include the management and maintenance costs which would also be covered by the applicant/landowner.

Cultural and Arts Space

- 6.9.18 The Regeneration team has requested a 25-year lease for the Cultural and Arts Space and for the Public Art, as well as a peppercorn rent for the space and relief on auxiliary and service costs for the full term of the lease, as well as a payment to contribute to the staffing and activation budget for the first 5 years.
- 6.9.19 Whilst there is no policy requirement for such a space or for the length of leases and rents requested the applicant acknowledges the need for a community use. The proposal includes 161sqm of Cultural and Arts Space (Use Class F2 Community) floorspace to be constructed on the first floor of 2 Berol Yard. The space also has the potential to be used as Affordable Workspace should that better suit the needs of the community at the time.
- 6.9.20 The space would also be extended to include the public gallery and winter garden area until the potential future bridge is opened. The Cultural and Arts

space would be constructed to CAT A standard, and a lease would be offered to the Council and other prospective operators prior to occupation of the BtR element.

6.9.21 The proposed 15-year lease reflects the lease associated with BtR covenant; the applicant has stated that they would be unable to viability provide a longer lease which is accepted given the policy context.

6.9.22 In any event a lease would be offered to Haringey Council for use by Made by Tottenham (or other such nominated body involved with the arts, creative trade, or local industry) with a discount of 20% of the prevailing market rent and a rent-free period of 3 years. The Lease would also include a right to renew for 2 further 5-year periods after the initial 15 year period, subject to agreement by both parties.

6.9.23 These commitments, to be secured through the s106, would support the delivery of a community space that would provide a decent rent-free period to a well-fitted out space at the heart of the new development. This would be a public benefit to the scheme and the wider area.

Public Art

6.9.24 In addition to the Cultural and Arts Space the applicant has committed to delivering public art within the proposed new square for a period of ten years from the date of occupation of the BtR element. The public art would include lighting and would be of a suitable size (5m x 5m) to be sufficiently impactful.

6.9.25 The space for the public art would be available for not less than 3 months of each year to showcase Tottenham talent.

Social and Community Infrastructure summary

6.9.26 The proposal would make proportionate contributions to infrastructure in terms of a new bridgehead and associated access, and through a Cultural and Arts Space and Public Art in the proposed public square. A contribution would also be made to the NHS. These contributions, secured by s106, would deliver public benefits that fairly and reasonably related in scale and kind to the development. There has been significant investment in the area from other developments to improve the public realm and Down Lane Park to deliver the ambitions of the Tottenham AAP.

6.10 Transportation, parking, and highway safety

6.10.1 The NPPF (Para. 110) makes clear that in assessing applications, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up and that the design of streets and other transport elements reflect national guidance (including the National Design Guide).

- 6.10.2 London Plan Policy T1 sets a strategic target of 80% of all trips in London to be by foot, cycle, or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 set out car parking standards.
- 6.10.3 Other key relevant London Plan policies include Policy T2 – which sets out a ‘healthy streets’ approach to new development and requires proposals to demonstrate how it will deliver improvements that support the 10 Healthy Street Indicators and Policy T7 – which makes clear that development should facilitate safe, clean, and efficient deliveries and servicing and requires Construction Logistics Plans and Delivery and servicing Plans.
- 6.10.4 Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.
- 6.10.5 DM Policy (2017) DM32 states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development, parking is provided for disabled people, and parking is designated for occupiers of developments specified as car capped.

Transport Assessment

- 6.10.6 The site has a PTAL of 5-6a (where 1 is least accessible and 6b is most accessible). Tottenham Hale Underground Station is 180m from the site. The site is also located in The Hale CPZ. The application is supported by a Transport Assessment (TA), Residential and Commercial Framework Travel Plan, a Delivery and Servicing Plan and an Outline Construction Logistics Plan.

Car Parking

- 6.10.7 The proposed development would be car free (not including blue badge and the interim scenario) which would be acceptable given the excellent public transport accessibility of the site. This is supported both by London Plan policy T6 (Car parking) and the Tottenham Area Action Plan (site allocation TH6).
- 6.10.8 2 Berol Yard includes the provision of 8 accessible car parking spaces (one for retail and 6 for residential), with a further 15 accessible residential parking spaces designed into the scheme, should the demand for additional accessible spaces be required. Berol House provides one accessible parking space.

6.10.9 The Transport Planning team have raised concerns regarding the proposed level of Blue Badge Parking for Berol House (1 space). However, the GLA in their stage 1 response have confirmed that this would be policy compliant. The provision is therefore accepted.

6.10.10 The Applicant has highlighted that it expects the residential Blue Badge parking provision not to exceed demand, based on the results of Blue Badge parking surveys for other sites that show low utilisation of such bays. This provides a potential opportunity to increase Blue Badge parking for the commercial use by converting unused residential Blue Badge parking spaces, if required. A condition is recommended which would seek details of the works.

6.10.11 The scheme therefore accords with the London Plan policies T6 (Car parking), T6.1 (Residential parking), T6.2 (Office parking), T6.3 (Retail parking) and T6.5 (non-residential disabled persons parking). Further to this, the provision of car parking spaces also accords with the Local Plan policies SP7 (Transport), DM32 Parking and the Tottenham AAP (TH6) site allocation requirements.

6.10.12 The Application is based on a phased approach to the delivery of the car parking, reflecting the obligations to the existing tenants in Berol House who have leases which provide for rights to park cars on the estate. The temporary car parking arrangements have been designed to be removed and replaced with additional retail spaces, including a new unit facing Watermead Way.

6.10.13 Once the leases have expired, car parking would be removed from the ground floor to create Retail unit 1 (90.7sqm) and increase the size of Retail unit 2 by 114.9sqm. A condition is recommended which would seek details of the works.

Cycle parking

6.10.14 The proposed development provides a total of 482 cycle parking spaces. The proposed level of provision would be in accordance with London Plan standards and policy T5 (Cycling).

6.10.15 The Transport Planning team have highlighted that they would not support proposals for two-tiered cycle parking with aisle widths less than 2.5m. The proposals currently assume an aisle width of 2.5m which would be sufficient given the proposed type of stacking system (Josta® 2-Tier Cycle Rack) which requires less space than older 2-tier stacking systems.

Servicing & Cyclist/Pedestrian access

6.10.16 All servicing (excluding refuse collection arrangements) of the buildings would be undertaken on the servicing bays on Ashley Road and Watermead Way, with the majority of deliveries to be made by LGV's (Large Goods Vehicles). In order to ensure compliance and management of servicing and deliveries, this

would be monitored and reviewed regularly and would be implemented in line with a Delivery and Servicing Plan.

- 6.10.17 Monitoring would be provided as part of the Travel Plans (one for the commercial and one for the residential elements) secured through the s106. A Delivery and Servicing Management Plan would also be required through the recommended conditions which would set out the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures.
- 6.10.18 This would ensure that delivery and servicing activities are adequately managed such that the local community, pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance, and so that deliveries and servicing are as efficient as possible to comply with London Plan policy T7 (Deliveries, servicing, and construction).
- 6.10.19 The infrastructure works under HGY/2017/2044 have already been fully delivered. This included an oversized loading bay on Watermead Way. The large length was delivered on the premise that it was going to host coaches for the college. The loading bay provided would be sufficient for any loading requirements of this scheme as outlined in the Transport Assessment.
- 6.10.20 As such, there are no proposed changes that would affect the existing section 278 / 106 Highways obligations relating to HGY/2017/2044. The use of a booking system for delivery slots would be used to minimise instances whereby multiple deliveries arrive at the same time, serving the same unit.
- 6.10.21 Further detail on management of deliveries would be provided within the detailed Delivery & Servicing Plan, that would be secured via the recommended conditions. This would include commentary on opportunities to liaise with other surrounding businesses with a view to minimising any adverse impacts associated with deliveries.
- 6.10.22 The proposal would introduce the undercroft pedestrian route through Berol House (known as Berol Passage) and deliver the pedestrian boulevard (known as Berol Walk) located along the eastern side of Berol House. The improvements to the Green Link or Ashley Link to the south of Berol House would also enhance pedestrian movement.
- 6.10.23 The accesses for the site would integrate and fall on desire lines with the pedestrian and cycle improvements on Ashley Road that are being delivered. The integrated approach takes into consideration the emerging developments and proposed works around the site, whilst improving the access and provision within the site area.

- 6.10.24 Public access to footpaths, cycleways and open spaces and the community space, including the future bridgehead would be provided via a Permissive Path right for public, visitors and the like. This would be secured through the s106. The s106 would also require the submission and implementation of an Approved Public Access Plan. Furthermore the landowner or their managing agent would be required to maintain the public realm areas in accordance with the standards of good estate practice.
- 6.10.25 TfL have requested that all year-round access is provided, and all routes are made to be public rights of way. Berol Passage, and the wider Berol Yard estate roads / public realm (including the Berol Square) are already subject to the existing Section 106 agreement which has secured public access, via the Public Access Plan – this was part of the existing planning permission granted in 2018 (HGY/2044/2018).
- 6.10.26 The Public Access Plan includes permissive path rights and allows for good estate management practice, whilst also enabling the Freeholder to comply with the rights of the Leaseholders who are already tenants on the remainder of the Estate.
- 6.10.27 All of the public realm is part of the wider estate management strategy which is carefully managed by the Freeholder to provide safe pedestrian access, whilst also maintaining servicing, deliveries, parking, and emergency access, along with retained rights by the Leaseholders for access and use.
- 6.10.28 Due to these existing rights, it is not legally possible for the applicant to formerly commit to the Public London Charter. Nevertheless, the principles established in the Charter are reflected in the existing Public Access Plan and secured through the existing Section 106 Agreement and the proposed Section 106 Heads of Terms include a commitment to extend this.

Healthy Streets TA and Active Travel Zone (ATZ) Assessment

- 6.10.29 The applicant has provided a Healthy Streets TA and ATZ assessment as part of the submission document. The ATZ assessment has chosen several key routes from the site to an array of locations.
- 6.10.30 After requests from TfL the applicant updated the ATZ assessment to include an 'onsite on street' assessment (undertaken 9th June 2023) which included a new route to Bright Gem Nursery (Journey 6). This updated ATZ assessment concludes that the route is attractive, easy to access, and appropriate for pedestrians and cycles. TfL also sought an on-site assessment which the applicant has now carried out.
- 6.10.31 As part of the on-site request TfL sought a reconsideration of routes to Cycleway 1 and assess whether these meet the TfL Cycle Route Criteria. The updated ATZ assessment has included an onsite review of this route and also

includes alternative routes to Cycleway 1 (Journeys 2,3 & 4). The ATZ assessment findings conclude that the quality of the route is suitable to accommodate pedestrians and cycle trips.

Trip generation and impact

- 6.10.32 TfL has requested that the applicant should conduct link load analysis of Tottenham Hale Station as the cumulative impact of all small-scale developments may cause a major impact to the system. The applicant has identified that the proposed development would have a negligible impact on the operation of Tottenham Hale Station, particularly when compared to the number of trips that were permitted to use the station as part of the previously permitted scheme.

Safeguarding and Infrastructure Protection

- 6.10.33 London Underground Infrastructure protection team have no objection in principle to the planning application. There are a number of potential constraints on the redevelopment of a site situated close to London Underground railway infrastructure. Conditions are recommended to ensure the infrastructure is protected.

Construction Logistics Plan

- 6.10.34 The applicant has provided an Outline Construction Logistics Plan (CLP). A further plan is required by recommended condition which would ensure that construction details including the expected number of trips, vehicle routing, working hours and practices are provided. The plan would ensure the safety of road users and minimise disruption to the transport network.

Car Club

- 6.10.35 The applicant has confirmed that it intends to provide residents with three years car club membership including a £50 annual credit for those who register. This would be secured through the s106.
- 6.10.36 The Applicant highlights that Chapter 4 (Part 8) of the Transport Assessment (TA) includes an overview of nearby Car Club bays and likely walking routes to access these bays. In addition to those listed, it is important to note that as part of the original application (HGY/2017/2044), an agreement to provide an additional Car Club bay on Ashley Road is also proposed, that future residents of the site can benefit from. These are to be delivered by the Local Authority as part of the funded improvements to Ashley Road and the surrounding area associated with the original application.
- 6.10.37 The applicant has obtained feedback from Zipcar who operate the nearby Car Clubs. They recommend that the provision of the Car Club bay on Ashley Road which was agreed under the original consented scheme would be sufficient, based on a review of utilisation of the existing Car Club bays. It is proposed that as part of the Travel Plan process, there is a commitment to liaise with Zipcar to

understand utilisation of nearby Car Club bays. As such, the level of car club provision is considered to be acceptable.

Transport Conclusion

6.10.38 Taking account of the exceptional (and improving) public transport accessibility of the site, the proposed restraint-based approach to car parking, its high level of cycle parking provision, and the enhancement of the pedestrian environment, the proposal would encourage sustainable travel behaviour amongst all residents, employees, and visitors. This would be further encouraged through the adoption of the Framework Travel Plan secured through the s106.

6.10.39 Other conditions and s106 obligations would ensure that the scheme meets the Transport requirements of local and London planning policy.

6.11 Air Quality

6.11.1 London Plan Policy SI1 requires development proposals to meet a number of requirements to tackle poor air quality, protect health and meet legal obligations. Policy DM23 of the Haringey 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.

6.11.2 The proposed development is located within an area of poor air quality and therefore it has been designated as an Air Quality Management Area (AQMA). As such, an Air Quality Assessment ('AQA') was prepared to support the planning application and considered the impacts of the development during the construction phase, the operational phase, and the potential for future residents to be exposed to poor air quality.

6.11.3 The assessment within the AQA of construction phase impacts identified a risk of dust soiling impacts and increases in particulate matter concentrations due to construction activities but through the implementation of mitigation measures, the effect of dust and particulate matter releases would be significantly reduced and the residual effects of the construction phase on air quality would be negligible.

6.11.4 The Council's Carbon Management Team (Pollution) have reviewed the report and raised no objection to its conclusions subject to conditions such as a construction environmental management plan and control of non-road mobile machinery securing appropriate mitigation measures. These conditions would be imposed should planning consent be granted.

6.11.5 The AQA also considered the potential air quality impacts associated with emissions from combustion plant associated with the operational phase and the pollutant considered in this part of the assessment was nitrogen dioxide (NO₂).

- 6.11.6 To safeguard against additional unnecessary impacts to air quality, a further condition is recommended to mitigate future impacts during the operational phases of the development, including details to protect the internal air quality of the buildings as well as a requirement for ultra-low carbon dioxide boilers.
- 6.11.7 With regard to the potential for future residents of the proposed development to be exposed to poor air quality, given the site's location in an Air Quality Management Area, the AQA demonstrates the proposed development would cause a negligible impact when considering concentrations of NO₂ and as such the residual effects of the proposed development are not significant given concentrations of NO₂ would be below the relevant UK Air Quality Strategy objectives.
- 6.11.8 In conclusion, the proposal is not considered an air quality risk or harm to nearby residents or future occupiers and subject to the above conditions would be acceptable in this regard.

6.12 Energy, Climate Change and Sustainability

- 6.12.1 London Plan Policy SI2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); Use Renewable Energy (Be Green) and (Be Seen).
- 6.12.2 It also sets a target for all development to achieve net zero carbon, by reducing CO₂ emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon).
- 6.12.3 London Plan Policy SI2 requires developments referable to the Mayor of London to demonstrate actions undertaken to reduce life-cycle emissions.
- 6.12.4 London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top).
- 6.12.5 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce the risk of overheating and need for active cooling in line with the Cooling Hierarchy.
- 6.12.6 London Plan Policy SI5 calls for the use of planning conditions to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).

- 6.12.7 London Plan Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste.
- 6.12.8 Local Plan Strategic Policy SP4 requires all new development to be zero carbon (i.e., a 100% improvement beyond Part L of the 2013 Building Regulations) and a minimum reduction of 20% from on-site renewable energy generation. It also requires all non-residential developments to achieve a BREEAM rating 'Very good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.
- 6.12.9 Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.
- 6.12.10 Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout, and construction techniques. The Sustainability section in the report sets out the proposed measures to improve the overall sustainability of the wider scheme, including transport, health and wellbeing, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.

Energy

- 6.12.11 The principal target is to achieve a reduction in regulated CO2 emissions over Part L 2013 Building Regulations. The London Plan requires the 'lean', 'clean', 'green' and 'seen' stages of the Mayor of London's Energy Hierarchy to be followed to achieve a 'Zero Carbon' Standard (100% reduction over Building Regulations Part L), targeting a minimum onsite reduction of 35%, with 10% domestic and 15% non-domestic carbon reductions to be met by energy efficiency. All surplus regulated CO2 emissions must be offset at a rate of £95 for every ton of CO2 emitted per year over a minimum period of 30 years.
- 6.12.12 'Be Lean.' The applicant has proposed a saving of 57.5 tCO2 in carbon emissions (17%) through improved energy efficiency standards in key elements of the build, based on SAP10 carbon factors. This goes beyond the minimum 10% and 15% reduction respectively set in London Plan Policy SI2, so this is supported.
- 6.12.13 The windows in Berol House would be replaced and sealed to improve the fabric efficiency and air tightness. The addition of the extension on top of the refurbished part of the development would remove the roof which would limit the heat transfer to the outside as the upper-level extensions would further improve the insulation. The details of Mechanical Ventilation with Heat Recovery (MVHR) units would be sought through the recommended Energy strategy condition.

- 6.12.14 'Be Clean.' The applicant is intending to connect to the Tottenham Hale District Energy Network (DEN). Temporary connection to gas boilers until the DEN comes online is supported as an interim measure. The submitted DEN connection route is supported but would need to be designed to consider the following: detailed building entry design, expansion and stress – the straight N-S section may need an expansion loop, coordination with other buried services e.g. drainage, and coordination with above ground aspects.
- 6.12.15 As the commercial units are <500m², the non-residential space should be connected to a single site wide network. Berol House and 2 Berol Yard should also be provided with a connection to the 2 Berol Yard energy centre. A DEN Connection condition is recommended which would 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 policies SI2 and SI3, and Local Plan policies SP4 and DM22.
- 6.12.16 'Be Green.' The application has reviewed the installation of various renewable technologies. The report concludes that only solar photovoltaic (PV) is suitable for the proposed development with the district heat network in place to deliver the Be Green requirement. A total of 6.7tCO₂ (1.9%) reduction of emissions are proposed under Be Green measures.
- 6.12.17 The proposed roof mounted PV array would cover an area of 140m² and 250m² on the roof of 2 Berol Yard and Berol House respectively. Other roof space would be occupied with amenity space and features. A living roof has been proposed under the solar panels. Recommended conditions would ensure the PVs are delivered and maintained effectively.
- 6.12.18 'Be Seen.' An energy monitoring system is proposed for the energy use and generation, and sub-metering/energy display devices in each apartment would allow residents to monitor and reduce their energy use. It is recommended that a planning condition requires the development owner to submit monitoring results to the GLA for at least 5 years post-occupation (in accordance with the Mayor of London's Be Seen Energy Monitoring guidance).

Carbon Offsetting

- 6.12.19 Despite the adoption of the 'Lean', 'Clean' and 'Green' measures outlined above, the expected carbon dioxide savings fall short of the zero-carbon policy target for proposed domestic and non-domestic uses. A carbon shortfall of 115 tCO₂/year remains. The remaining carbon emissions would need to be offset at £95/tCO₂ over 30 years.
- 6.12.20 Based on 30-years of annual carbon dioxide emissions costed at £95 per tonne, this amounts to an estimated and approximate figure of £327,750.00. A 10% management fee would also be added to the final sum (approx.

£32,775.00). It is recommended that s106 planning obligations secure this indicative sum or any revised agreed sum that may be appropriate in the light of additional carbon savings that arise from further detailed design.

Energy conclusion

- 6.12.21 The overall anticipated on-site carbon emission reductions over Building Regulations (2013) (SAP10 carbon emission factors) of 72% and associated offsetting payment would meet London Plan Policy SI2. The proposed connection to an off-site DEN would also meet London Plan Policy SI4.
- 6.12.22 The proposed 'Lean' savings goes beyond the minimum 10% and 15% reduction respectively set in London Plan Policy SI2, so this is supported. The intended connection to the DEN with interim temporary connection to gas boilers is also supported.
- 6.12.23 The proposed '1.9% 'Green' savings would be below the 20% called for by Local Plan Strategic Policy SP4. However, officers are satisfied that the amount of proposed roof top PV arrays have been optimised, given other demands for roof-top space. Other renewable energy technologies would not be suitable for this site as the development is connecting to the DEN.

Overheating

- 6.12.24 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with Chartered Institution of Building Services Engineers (CIBSE) TM59 for residential and TM52 for non-residential with TM49 weather files (London Weather Centre), and the cooling hierarchy has been followed in the design.
- 6.12.25 The report has modelled 35 habitable rooms, 24 spaces and 2 corridors for the residential part of the development and 9 commercial spaces for the non-residential part. All residential zones pass the overheating requirements for 2020s DSY1 (moderately warm summer) and all non-residential zones pass the overheating requirements. Whilst the residential and non-residential zones would pass current requirements the performance in future years would be low. As such, a condition is recommended which requires further modelling of mitigation measures required to pass future weather files.
- 6.12.26 The assessment does not report the overheating assessment for the refurbishment and extension part of the development, and noise and air quality constraints in relation to the overheating risk require further assessment. An overheating condition is therefore recommended that would require an overheating assessment for the refurbishment and extension part of the development and remodelling at the locations where noise pollution is a constraint with closed windows.

Overheating conclusion

6.12.27 With recommended conditions attached the proposal would enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and subsequently maintained, in order to effectively reduce the impacts of climate change in accordance with London Plan policy SI4 and Local Plan policies SP4 and DM21.

Environmental sustainability

6.12.28 Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout, and construction techniques.

6.12.29 The sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport and access, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy, CO2 emission and pollution management.

6.12.30 Intensive as well as extensive green roofs, standard trees, flowering perennial plants, unplanted detention basins, permeable paving, sealed surfaces are proposed as urban greening and biodiversity enhancement measures. 100% active Electric Vehicle Charging Points are also proposed.

Non-Domestic BREEAM Requirement

6.12.31 Policy SP4 requires all new non-residential developments to achieve a BREEAM rating ‘Very Good’ (or equivalent), although developments should aim to achieve ‘Excellent’ where achievable.

6.12.32 The applicant has prepared a BREEAM Pre-Assessment Report for the commercial units. Based on this report, a score of 57.5% is expected to be achieved, equivalent to ‘Very Good’ rating. A potential score of >65% could be achieved.

Whole Life-Cycle Carbon

6.12.33 Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life-Cycle Carbon (WLC) Assessment and demonstrate actions undertaken to reduce life-cycle emissions.

6.12.34 The percentage assumption for the mechanical, electrical, and plumbing (MEP) was revised by the applicant and maintenance (B2) and repair (B3) were added in line with the GLA guidance. The revised total calculated emissions based on the GIA (without grid decarbonisation) is estimated in Table 7 below:

Table 7 - Whole Life-Cycle Carbon Assessment

| | Estimated carbon emissions | GLA benchmark RESIDENTIAL | Embodied carbon rating (Industry-wide) |
|-----------------------------------|--|--|---|
| Product & Construction | 414 kgCO ₂ e/m ² | Meets GLA benchmark (<850 kgCO ₂ e/m ²) but | Modules A1-A5 achieve a band rating |

| | | | |
|---|---|--|---|
| Stages Modules A1-A5 (excl. sequestration) | | misses the aspirational target (<500 kgCO ₂ e/m ²). | of 'C', meeting the LETI 2020 Design Target. |
| Use and End-Of-Life Stages Modules B-C (excl. B6 and B7) | 269 kgCO ₂ e/m ² | Meets GLA target (<350 kgCO ₂ e/m ²) and aspirational benchmark (<300 kgCO ₂ e/m ²). | |
| Modules A-C (excl B6, B7 and incl. sequestration) | 658 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 'A', meeting the RIBA2030 Design Target. |
| Use and End-Of-Life Stages Modules B6 and B7 | 461 kgCO ₂ e/m ² | N/A- This is the Modules B6 and B7 only. The End of Life Stage (C1-4) figure is reported separately and is 40 kgCO ₂ e/m ² | |
| Reuse, Recovery, Recycling Stages Module D | -236.16kgCO ₂ e/m ² | N/A | |

6.12.35 Further information was submitted to the GLA on whole life carbon matters and the officer responded (June 15, 2023) to say that WLC matters are, on balance, considered to be largely addressed. Whilst some minor points have been raised within correspondence, the officer was satisfied that these matters are acceptably resolved in this circumstance and no further work is required on behalf of the applicant team. They recommended that the WLC Assessment Report (dated 25/05/2023) is included as an approved document on the draft decision notice.

Circular Economy

6.12.36 Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.

6.12.37 The GLA confirmed (June 15, 2023) that circular economy matters are, on balance, considered to be largely addressed. Whilst some minor points have been raised within correspondence with the applicants, the GLA officer was satisfied that these matters are acceptably resolved in this circumstance and no further work is required on behalf of the applicant team. They recommended that the Detailed Circular Economy Statement (dated 25/05/2023) be included as an approved document on the draft decision notice.

Construction waste

6.12.38 A condition is recommended which requires a Site Waste Management Plan (SWMP) to be submitted for approval to reduce and manage/re-use waste during demolition and construction.

6.13 Urban Greening and Ecology

6.13.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows. 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.

6.13.2 The proposed development presents a well-considered approach to integrating green infrastructure and urban greening. This includes the incorporation of biosolar green roofing which supports multifunctionality, in accordance with policy G1 of the London Plan. The site forms part of a new green link within the Tottenham Hale District Centre Framework would support the realisation of this.

6.13.3 As highlighted by the GLA in the stage 1 response, the planning statement supporting the application sets out that the proposals are a mix of residential and commercial, therefore it is considered that this application meets the target of 0.3 set by policy G5 of the London Plan.

Living roofs

6.13.4 All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.

6.13.5 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.

6.13.6 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. Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of recommended planning conditions.

Ecology

6.13.7 London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. It is recommended the applicant provide quantitative evidence that the proposed development secures a net biodiversity gain in accordance with Policy G6(D).

6.13.8 A condition is recommended which would require the submission of evidence to show the scheme would secure a biodiversity net gain. The condition would also

require provision of bird and bat boxes in trees and buildings to encourage biodiversity.

6.13.9 Furthermore, a condition is recommended which would require the preparation of an Ecological Management Plan (EMP) to support long-term maintenance and habitat creation.

6.14 Trees and landscaping

6.14.1 The NPPF (Para. 131) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

6.14.2 The extent of existing vegetation on the current application site was covered in a wider Ecology Assessment as part of the Environmental Statement for the extant permission (Ref: HGY/2017/2044) for the Gessner Building to the northeast which together with the current application site formed the above consented hybrid application.

6.14.3 Mature and semi-mature trees are present adjacent to but beyond the application site boundaries. These trees were included in the ecology assessment as their root protection zones span the Berol Yard and Ashley Gardens sites. None of the proposed buildings as part of the current application would impact on the root protection zones of these trees.

6.14.4 London Plan Policy G5 states that development proposals should integrate green infrastructure to contribute to urban greening and the public realm by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls, and nature-based sustainable drainage. It is considered that green infrastructure forms an integral part of the wider landscape proposals and as such be in accordance with the above policy.

6.14.5 Haringey 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. Further, Policy DM1 of the Haringey 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.

6.14.6 The application incorporates a wider landscape proposal with substantial new planting and elements to encourage wider use of the space and improve its biodiversity. The application site is located in the southeast corner of the Ashley Road South Masterplan (ARSM), which sought to create a green link along this southern boundary to connect with Ashley Link to the west and the potential footbridge to the east.

- 6.14.7 The current proposals include new trees and planting to the east of the proposed public square so as to integrate with Ashley Link to the west, whilst trees and planting is also proposed to the south and east as the site meets Watermead Way. Further trees and landscaping are proposed in the open space between the two buildings proposed on site (Berol House and Berol Yard) as the site moves to the north.
- 6.14.8 The new landscaping and further trees are also incorporated further north in the open space between the refurbished Berol House and the Gessner building which forms part of a previous consented permission. Finally, the rooftops of both Berol House and Berol Yard would consist of extensive bio-solar, biodiverse and podium gardens as part of the overall landscaping strategy.
- 6.14.9 Subject to the imposition of conditions requiring details with regard to hard and soft landscaping, biodiversity and living roofs, it is considered that the proposals would be in accordance with the development plan policies outlined above in relation to landscaping and trees. There are no existing trees on the site.

6.15 Wind and Microclimate

- 6.15.1 The London Plan Policy D8 seeks to ensure that public realm areas are well-designed, including, ensuring that microclimate considerations such as wind is considered to encourage people to spend time in a place.
- 6.15.2 London Plan Policy D9 calls for proposed tall buildings to carefully consider wind and other microclimate issues. Policy DM6 states that proposals for tall buildings should consider the impact on microclimate and Policy AAP6 requires a high-quality public realm for developments in Tottenham.
- 6.15.3 Wind mitigation was considered at the design stage and measures have been built into the design and architecture. The applicant has submitted three reports which give an assessment of the likely significant effects of wind on the proposals. Computer Fluid Dynamic (CFD) modelling has been used in the assessment.
- 6.15.4 The CFD methodology employed is considered plausible for the current study. Ordinarily, given the height of the scheme, wind tunnel studies would be expected to provide a more robust assessment. A CFD only approach was selected for this assessment. The applicant's wind consultant has confirmed that they are confident that the choice of analysis tool does not affect conclusions drawn from the results.
- 6.15.5 The wind assessment has been peer reviewed by an independent wind consultant, who has concluded that the assessment represents a plausible appraisal of the wind microclimate upon the introduction of the proposed

development. All their queries and requests for clarification have been satisfactorily addressed, and thus the conclusions can be considered to be robust.

6.15.6 Conditions are recommended which would ensure that quantitative assessments are carried out to validate the mitigation of on-site wind safety exceedances on the elevated levels, and the wind mitigation measures including landscaping are delivered and retained.

6.16 Flood Risk and Drainage

6.16.1 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 entirely in Flood Zone 2 and has a medium probability of flooding from tidal and fluvial sources.

6.16.2 The nearest watercourses are the River Lee Navigation (approximately 340m to the east), Pymmes Brook (approx. 300m to the east). These discharge into the River Lee and eventually the Thames.

6.16.3 In terms of groundwater the site is located in the outer zone (Zone 2) of a groundwater Source Protection Zone (SPZ2) as defined by the Environment Agency.

6.16.4 The risk of the proposal exacerbating flood risks from tidal/coastal, groundwater, sewage and drainage infrastructure, and artificial sources to neighbouring property would be negligible or low.

6.16.5 It is acknowledged that in relation to drainage and flood risk, various details have been previously provided as part of the approval of details relating to planning application HGY/2017/2044, notably HGY/2018/2165 and HGY/2019/2068. Therefore, many of the principals and approaches for the management of surface water run-off from the development have been established and agreed as part of the previous consultations on planning applications submitted in relation to this site.

6.16.6 Conditions have been recommended by the Lead Local Flood Authority/Drainage Officer at the Council relating to surface water drainage details and the management and maintenance of the proposed drainage scheme.

6.16.7 The Mayor has raised concerns about the lack of water efficiency information. As such a condition is recommended which would ensure the higher Building Regulation standard Part G for water consumption would be met as a minimum for the residential Build to Rent element of the proposal. Submission of a Flood Warning and Evacuation Plan (FWEP) is also recommended.

- 6.16.8 The applicant has agreed to provide rainwater harvesting from the roofs of the proposed 2 Berol Yard building. This water would be collected and stored in separate underground tanks, then pumped back to surface when required for landscape maintenance. The rainwater harvesting would reduce the need for fresh water to water the landscaping. This system is separate to the surface water sustainable drainage strategy and would not collect any road run off.
- 6.16.9 A condition relating to surface water is recommended as well as an informative due to the closeness of the site to a Thames Water Sewage Pumping Station. A condition is also recommended relating to ensuring the existing water network infrastructure has sufficient capacity to accommodate the development.

6.17 Waste and Recycling

- 6.17.1 London Plan Policy SI7 calls for development to have adequate, flexible, and easily accessible storage space and collection systems that support the separate collection of dry recyclables and food. Local Plan Policy SP6 and Policy DM4 require development proposals make adequate provision for waste and recycling storage and collection.
- 6.17.2 The proposal at Berol Yard has mixed residential, commercial, and retail units and the developer has confirmed that the commercial and retail units will be collected by a private contractor. Waste from the commercial units would be collected from the centralised retail bin store located on the ground floor. Commercial tenants would be responsible for moving waste from their unit to the centralised bin store ready for collection.
- 6.17.3 The sizing of the bin store has been based on a twice weekly collection of waste and recycling from the outset. While commercial waste collection companies can provide collections to suit the client, up to twice daily collections 7 days per week, the Council is responsible for residential waste collections. As such, the store serving the residential element should be sufficient to store waste for one week.
- 6.17.4 The proposed waste storage for the BtR homes would be smaller than what is required for storage of waste for one week. However, due to ground floor constraints expansion of the waste store would result in the loss of retail space and/or units and would make the parking requirements unachievable.
- 6.17.5 The applicant has highlighted that they are planning to use compaction on site and that the building would be managed by a professional property manager who would be able to oversee the storage. Given these factors and in response to the waste comments, the applicant has agreed to a period of monitoring and reporting of waste collections with a possible additional payment if required.
- 6.17.6 Where twice weekly collections are required, established through the monitoring, the applicant/owner would reimburse the Council the cost of an additional vehicle

for collection. The monitoring would be required as part of a BTR Management Plan, set out in the s106.

6.18 Land Contamination

6.18.1 Policy DM32 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and carry out investigations to remove or mitigate any risks to local receptors.

6.18.2 LBH Pollution officers raise no objection to the proposals, subject to standard conditions on Land Contamination and Unexpected Contamination which have been recommended.

6.19 Archaeology

6.19.1 The NPPF (para. 194) states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

6.19.2 London Plan Policy HC1 states that applications should identify assets of archaeological significance and avoid harm or minimise it through design and appropriate mitigation. This approach is reflected at the local level in Policies AAP5 and DM9.

6.19.3 The site lies in an Archaeological Area. The site has Enfield Silt geology which is likely to have preserved prehistoric and later activity. The First Edition OS shows a possible fossilised linear route, preserved as a parallel field boundaries and planting, crossing the site from Hale Farm which lies under Down Lane Park, down to the Lea.

6.19.4 The Greater London Archaeological Advisory Service (GLAAS) have advised that the development could cause harm to archaeological remains and that a field evaluation is needed to determine appropriate mitigation. Although the NPPF envisages evaluation being undertaken prior to determination.

6.19.5 In this case given the nature of the development, the archaeological interest, and the practical constraints - A two-stage archaeological condition would provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

6.20 Fire Safety and Security

6.20.1 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be

supported by a Fire Statement. The Mayor of London has published draft guidance of Fire Safety (Policy D12(A), Evacuation lifts (Policy D5(B5) and Fire Statements (Policy D12(B)).

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

6.20.3 In this context the applicant has sought to achieve the highest standards of fire safety by providing the proposed building with a secondary staircase and evacuation lift in line with emerging legislation and good practice with regards to means of escape. The HSE are content with the proposals and the scheme complies with all current and emerging fire legislation at this stage.

6.20.4 The application is supported by a Fire Statement that meets the requirements of London Plan Policy D12 B. A condition which requires the development to be implemented in accordance with the submitted fire statements would ensure that the development incorporates the necessary fire safety measures in accordance with London Plan Policies D12 and D5.

6.20.5 An informative is also recommended which advises the applicant that if there are any changes to the scheme which require subsequent applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.

6.21 Conclusion

6.21.1 The proposal is a well-designed mixed-use scheme which would primarily provide Build to Rent accommodation (BTR) alongside an uplift over existing of approximately 2900sqm (GIA) of commercial space (Use Class E(a)) that fulfils the requirements of the site allocation.

6.21.2 The proposal provides 35% affordable housing consisting of London Living Rent and discount market rent housing in line with Policy H11 of the London Plan and the Council's Housing Strategy. The proposal provides a high quality of BtR accommodation.

6.21.3 The proposal provides a high-quality tall building and design that is supported by the QRP and would act as a landmark within the wider area. The proposal provides significant new employment opportunities and an additional community space, a new bridge head to support the delivery of a potential future bridge over

Watermead Way and the railway into Hale Village and would also make substantial contributions to infrastructure through the community infrastructure levy.

6.21.4 The impact on neighbouring amenity is considered to be in line with BRE guidance and acceptable. The proposed development would not have any further impact on the built historic environment given the context within which it would be located.

6.21.5 The proposal is a car free development and the impact on transportation is acceptable. The proposal achieves a high level of sustainability, would be zero carbon and would provide a sustainable design with provision to connect to a future district energy network.

6.21.6 The proposed landscaping would enhance tree provision and greenery and the Health and Safety Executive (HSE) have considered the scheme and are content with the proposals.

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

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

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

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

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be approximately £1,602,776.5 (22,950m² x £ £64.55) for 2 Berol Yard and £128,389.95 (1,989m² m² x £ £64.55) for Berol House; the Haringey CIL charge will be approximately £2,454,043.50 (22,950m² x £106.93) and is likely to only apply to 2 Berol Yard. This will be collected by Haringey should the scheme be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

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

8.0 RECOMMENDATION

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

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Appendix 01 – Planning Conditions & Informatives

1. Time Limit

(a) The development shall be begun within **three** years of the date of the permission.

REASON: This condition is imposed by virtue of Section 91 of the Town & Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

2. Approved Plans and Documents

(a) The Development hereby approved shall be carried out in accordance with the following approved plans and documents except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment:

- SEE APPENDIX 11 (Plans and Documents List).

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

3. Phasing Plan

No part of the Development shall be carried out unless and until a phasing plan showing the location of each Phase and including details of the order in which the Development Phases will be commenced has been submitted to and approved in writing by the Local Planning Authority.

REASON: To assist with the identification of each chargeable development (being each Phase) and the calculation of the amount of CIL payable in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and to ensure that housing and other uses are delivered in a co-ordinated way.

4. Accessible Accommodation

(a) The buildings hereby permitted shall be constructed so that they can be entered and used safely, easily and with dignity by all; are convenient and welcoming (with no disabling barriers); and provide independent access without additional undue effort, separation, or special treatment, and meet the requirements of paragraph 3.5.3 of London Plan Policy D5.

(b) 90% of the homes would be in accordance with Part M(2) of Approved Document M of the Building Regulations and 10% would be in accordance with Part M4(3) as wheelchair adaptable homes.

(c) A plan shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of 2 Berol Yard showing the proportional distribution of M4(3) wheelchair adaptable homes across the tenures. The distribution shall thereafter be retained unless otherwise agreed in writing.

REASON: To ensure that the proposed development meets the Council’s standards for the provision of wheelchair accessible dwellings in accordance with Local Plan 2017 Policy SP2 and London Plan Policy D7.

5. Commercial Units - Opening Hours

(a) The commercial uses (Use Class E) shall only be open to the public between the hours of 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays) unless otherwise agreed in writing by the Local Planning Authority.

REASON: To safeguard residential amenity.

6. Commercial Units - Class E Only

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 hereby approved shall be used for activities within Use Class E, in accordance with the details hereby approved, only and shall not be used for any other purpose unless where suitable alternative details have been subsequently approved following an application for a non-material amendment.

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

7. Quantum of development

The development hereby permitted shall comply with the following amounts unless otherwise permitted:

| Building | Maximum non-residential floorspace (GIA) | Residential units |
|-----------------|---|--------------------------|
| 2 Berol Yard | 867 | 210 |
| Berol House | 5492 | 0 |
| Total | 6,359 | 210 |

REASON: To ensure that the development is undertaken in accordance with the approved drawings and documents and to protect local amenity.

8. BREEAM Certificates

(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.

9. Residential – Noise Attenuation

The residential element of the development shall be completed in accordance with the approved Acoustic Report Development and in accordance with the Noise and Vibration Assessment prepared by WSP (dated December 2022) and the limits contained therein, as set out below, unless otherwise approved in writing by the local planning authority.

- A) (i) The residential units hereby authorised shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB LAmax for bedrooms, 35dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided.
(ii) The evaluation of human exposure to vibration within the buildings shall not exceed the vibration dose values criteria 'Low probability of adverse comment' as defined BS6472
- B) No development of the residential element of the development shall commence until details of a sound and vibration insulation scheme for that building complying with part (a) (i), and (ii) of this condition and a Mechanical Ventilation and Heat Recovery (MVHR) system for that building (capable of overcoming thermal overheating as defined in Approved document Part L1A) has been submitted to and approved in writing by the Local Planning Authority.
- C) The residential units shall not be occupied until the sound and vibration insulation scheme and MVHR system approved pursuant to part (b) of this condition for that that building has been implemented in its entirety. Thereafter, the sound and vibration insulation scheme shall be permanently

maintained in accordance with the approved details unless otherwise agreed in writing.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation and to protect residential amenity in accordance with Policy DM1 of the Development Management DPD 2017.

10. Residential – Noise Attenuation from commercial

- A) No occupation of the commercial/community units shall commence until such times as full details of the floor slab/walls and any other noise attenuation measures between the ground/first floor or commercial unit and homes on next to/ on adjacent floors has been submitted to and approved in writing by the Local Planning Authority.
- B) The details shall be designed to ensure that at any junction between the accommodation and the commercial/community units shall achieve a noise insulation level for of no less than 55 dB DnT,w + Ctr.
- C) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of the commercial units and shall be maintained thereafter.

REASON: In order to ensure a satisfactory internal noise environment for occupiers of the accommodation.

11. Fire Statement

PART A Prior to commencement of the above ground works for each Phase of the development hereby approved, a construction phase fire strategy shall be submitted to and approved by the Local Planning Authority, to include:

- details of access for firefighting personnel and equipment;
- that there is sufficient firefighting water supply; and
- details of the evacuation strategy and assembly points in the event of a fire, should be provided to and approved by the Local Planning Authority. Once approved the development shall be completed in accordance with the approved details.

PART B Prior to the first occupation of each Phase the development hereby approved, an updated Fire Strategy Statement (FSS) shall be submitted to and approved by the Local Planning Authority:

- where fire and rescue service pumping appliances are to be sited;
- the location of fire evacuation assembly points and mitigation measures to ensure they are kept clear of obstructions; evacuation strategy including provisions for the evacuation of mobility impaired residents and details of how the strategy would be communicated to residents;
- adequate firefighting water supply;
- how the FSS would be managed, updated, and monitored as required;
- how residents will be notified of the strategy,

Once approved the development shall be completed in accordance with the approved details and retained as such thereafter where relevant.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12 and London Plan Policy D5.

12. Landscape Details

(a) Prior to the first occupation of each Phase of the development hereby approved full details of both hard and soft landscape proposals (excluding the private amenity areas) shall be submitted to and approved by the Local Planning Authority. These details shall accord with proposals contained in the approved drawings and shall include, as appropriate:

- i) Hard surfacing materials (The paving within the publicly accessed areas of the site must match that which has been adopted around the rest of the Tottenham Hale public realm unless otherwise agreed in writing);
- ii) Proposed finished levels or contours
- iii) Means of enclosure
- iv) Car parking layouts
- v) Other vehicle and pedestrian access and circulation areas
- vi) Hard surfacing materials
- vii) Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting)
- viii) Proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc).
- ix) Any relevant drainage/SuDS features.
- x) Minor artefacts/structures (e.g. furniture, refuse or other storage units, signs etc.);
- xi) Planting plans and a full schedule of species of new trees and shrubs proposed to be planted noting species, plant sizes and proposed numbers/densities where appropriate;
- xii) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and
- xiii) Implementation programme.

(b) The soft and hard landscaping plan must include all elements present in the wind microclimate studies and show how the proposals would ensure a safe and comfortable wind microclimate.

(c) Any trees or shrubs which die, are removed, or become seriously damaged or diseased within five years from the completion of the landscaping works shall be replaced in the next planting season with the same species or an approved alternative as agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory level of amenity, biodiversity enhancement and boundary treatments and to ensure a safe and comfortable wind microclimate.

13. Playspace

Prior to occupation of the residential units, details of the children's playspace and soft landscaping provision contained within the private amenity areas of 2 Berol Yard, in accordance with the approved drawings, shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include:

- a. location, layout, design of any playspace; and
- b. equipment/ features
- c. hard surfacing materials
- d. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting)
- e. proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc)

Soft landscape details shall include:

- a. Planting plans
- b. Written specifications (including cultivation and other operations associated with plant and grass establishment)
- c. Schedules of plants, noting species, planting sizes and proposed numbers / densities where appropriate
- d. Implementation timetables.

The landscaping, playspace and equipment/features shall be laid out and installed prior to the first occupation of the development. The amenity space shall be provided strictly in accordance with the details so approved, installed/erected prior to the first occupation of the residential dwellings and shall be maintained as such thereafter.

Reason: To secure the appropriate provision and design of children's playspace.

14. Surface Water Drainage

A detailed Surface Water Drainage scheme, and a management and maintenance plan for the site shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development. The detailed drainage scheme shall demonstrate the following:

- a) Hydraulic calculations using XP Solutions Micro-Drainage software or similar as agreed in writing with the LPA. All elements of the drainage system should be included in the model, with an explanation provided for any assumptions made in the modelling. The model results shall be provided for critical storm durations of each element of the system and should demonstrate that all the criteria above are met and that there is no surcharging of the system for the 1 in 2-year rainfall, no flooding of the surface of the site for the 3.3% (1in30) rainfall and flooding only in safe areas for the 1% (1in100) plus climate change.

- b) For the calculations above, more up to date FEH rainfall datasets must be utilised rather than usage of the FSR rainfall method.
- c) Any overland flows as generated by the scheme must be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on a plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development must be provided.
- d) The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter maintained effectively and retained for the lifetime of the development unless otherwise agreed in writing.

The detailed management and maintenance plan shall include the following:

- a) arrangements for adoption by an appropriate public body or statutory undertaker, management by a resident management company or other suitable arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained for the lifetime of the development.

REASON: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter and to prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system

15. Surface water network (Thames Water)

The development shall not be occupied until confirmation has been provided that either:

- b) All surface water network upgrades required to accommodate the additional flows from the development have been completed; or-
- c) A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.”

Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

16. Water network capacity (Thames Water)

The development shall not be occupied until confirmation has been provided that either:

1. all water network upgrades required to accommodate the additional demand to serve the development have been completed; or –
2. a development and infrastructure phasing plan has been agreed with Thames Water to allow the development to be occupied. Where a development and

infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

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

17.A Flood Warning and Evacuation Plan (FWEP)

A Flood Warning and Evacuation Plan (FWEP) for the site shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development. The FWEP shall include consideration of the identified risk of reservoir flooding.

The approved FWEP shall be put into practice and retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure any risk to life minimised, damage is mitigated, and a safe and orderly evacuation of site users during a flood is enabled.

18. Water Efficiency Condition

The dwelling(s) shall be constructed to meet, as a minimum, the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.

REASON: The site is in an area of serious water stress requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; and to use natural resources prudently in accordance with the NPPF.

19. Biodiversity

(a) Prior to occupation of the development, details of ecological enhancement measures shall be submitted to and approved in writing by the Council. This shall include: details (including quantitative evidence) that confirms the proposed development would secure a net biodiversity gain in accordance with Policy G6(D); plans showing the proposed location of ecological enhancement measures (which could include, for example, bat boxes, bird boxes and bee bricks); a sensitive lighting scheme; justification for the location and type of enhancement measures by a qualified ecologist; and how the development will support and protect local wildlife and natural habitats.

The measures shall show how additional greening has been maximised wherever possible 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 shall be maximised.

(b) Within 3 months of the occupation of the development, photographic evidence and a post-development ecological field survey and assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.

(c) Development shall accord with the details as approved and retained for the lifetime of the development unless otherwise agreed in writing.

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

20. Lighting

Prior to first occupation of each Phase of the development hereby approved, details of all external lighting to approved building facades, street furniture, communal and public realm areas shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Council's Senior Lighting Engineer and Nature Conservation Officer. Such details shall include location, height, type and direction of sources and intensity of illumination, demonstrated through a lux plan. Due regard shall be had to the recommendations of the approved Ecological Impact Assessment. The agreed lighting scheme shall be installed as approved and retained/maintained as such thereafter.

Reason: To ensure the design, ecological and environmental quality of the development is protected and enhanced and also to safeguard residential amenity in accordance with Policies DM1, DM19 and DM23 of the Development Management Development Plan Document 2017.

21. External Materials and Details

Before the relevant part of the work has commenced on each Phase of the development, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

- a) Detailed elevational treatment;
- b) Detailing of roof and parapet treatment;
- c) Windows and doors (including plan, elevation and section drawings indicating jamb, head, cill, reveal and surrounds of all external windows and doors at a scale of 1:10);
- d) Details of entrances and porches (at a scale of 1:10);
- e) Details and locations of down pipes, rainwater pipes or foul pipes and all external vents;
- f) Details of balustrading;

- g) Facing brickwork, external facing materials, cladding materials and finishes and glazing: sample panels of proposed materials to be used showing the colour, texture, pointing, bond, mortar, and brickwork detailing shall be provided;
- h) Details of cycle, refuse enclosures and plant room; and
- i) Any other external materials to be used;
- j) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20;
- k) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;

together with a full schedule of the exact product references for all materials shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policies DM1, DM8 and DM9 of the Development Management Development Plan Document 2017

22. Living roofs

- 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 the following unless otherwise agreed in writing:
 - 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.

23. Landscape and ecological management plan (LEMP)

Prior to occupation of the development a landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by the Council. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the who shall be responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures

The LEMP shall also include details of the legal and funding mechanism(s) by which long term implementation of the plan will be secured by the developer. The plan shall also set out (where results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed, and implemented so that the development still delivers the fully functioning biodiversity objectives of the approved scheme. The approved plan shall be implemented in accordance with the approved details.

Reason: in the interest of biodiversity

24. Energy Strategy

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by WSP (dated 13th June 2023) delivering a minimum 72% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, connection to the Decentralised

Energy Network, and a minimum 31kWp solar photovoltaic (PV) array.

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

- Carbon reduction following the energy hierarchy for future connection to the DEN;
- The applicant needs to achieve the following: (1) A combined DLF (for the offsite and onsite network) of 1.25, (2) this should assume the offsite DLF is 1.05 (and so the onsite network will have a DLF of 1.25/1.05-1/19); and (3) to certify that the combined DLF through the PCDB.
- 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 on what measures will be undertaken to make the retained locally listed building more energy efficient (what type of insulation, how the building will be made more airtight, etc).
- Details to reduce thermal bridging;
- Calculated Primary Energy Factor, Energy Use Intensity and space heating demand and its performance against GLA benchmarks for a similar use;
- 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; and
- A metering strategy.

The development shall be carried out strictly in accordance with the details so approved prior to first occupation and shall be maintained and retained for the lifetime of the development unless otherwise agreed in writing. 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 building. Six months following the first occupation of that building, 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 and monitoring results shall be submitted to the GLA for

at least 5 years post-occupation (in accordance with the Mayor of London's Be Seen Energy Monitoring guidance)

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.

25. DEN Connection

Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:

- Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
- Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;
- A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;
- Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
- Details of the route for connecting the non-residentials Berol House with the energy centre in 2 Berol Yard;
- 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.

26. Overheating

(a) 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 for both new build and refurbished part of the development. This assessment shall be based on the TM52 and TM59 Overheating modelling undertaken by WSP (Energy statement dated 13th June 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, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

(b) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development as approved by or superseded by the latest approved Overheating Strategy.

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.

27. Overheating Building User Guide

Prior to occupation of the residential dwellings, a Building User Guide for new residential occupants shall be submitted to and approved 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.

28. Circular Economy

Prior to the occupation [of any phase / building/ 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 any phase / building/ development].

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

29. 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.

30. Secured by Design

(a) Prior to the first occupation of the building, or within an alternative timescale as may be agreed in writing with the LPA, a 'Secured by Design' accreditation shall be obtained and thereafter all security features included in the accreditation are to be permanently retained.

(b) Accreditation must be achieved according to current and relevant Secured by Design guidelines at the time of above grade works of the development.

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: To ensure safe and secure development and reduce crime.

31. Written Scheme(s) of Investigation for Archaeology

(a) No development, other than demolition and investigative works, until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by Stage 1 then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to and approved in writing by the local planning authority. For land that is included within the Stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed Stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation, and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- B. Where appropriate, details of a programme for delivering related positive public benefits;
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the Stage 2 WSI.

REASON: to protect the historic environment

32. Land Contamination

No development other than demolition or investigative work shall commence until:

- a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
- b) Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- c) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the

desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

- d) The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- e) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

33. Unexpected Contamination

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

(b) The remediation strategy shall be implemented as approved.

REASON: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 183 of the National Planning Policy Framework.

34. Car & Cycle Parking Management Plan

Prior to the first occupation of each Phase of the development (whichever occurs first) hereby approved a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan must include the following:

(Part A)

- describe how parking will be allocated and managed on the site (for commercial and residential and for both buildings);
- arrangements for leasing and allocating residential car parking spaces for wheelchair users and others;
- provide details of how blue badge holders using the commercial part of the development can use the parking and how this is going to be managed including details of priority criteria for allocation and access for Dial-a-Ride services;
- details for increasing blue badge parking for the commercial use by converting unused residential blue badge parking spaces, subject to findings of appropriate monitoring.

- confirmation that all car parking spaces shall be leased and not sold with individual property;
- details of the controlled access to the parking area(s), parking enforcement, ramp details (if any), to show structural columns, swept paths, vehicle circulatory movements, visibility splays, all while considering pedestrian safety nearby and within the undercroft parking area;
- demonstration that all car parking spaces are of the correct width and length, with in-between allowance of 6m, following the Manual for Street (MfS) guidance and considering the 'IStructE Design recommendations for multi-storey and underground car parks'-third edition;
- details of the width in-between spaces that enables manoeuvring in / out of parking spaces, include swept path analysis for corner spaces and show the structural columns;
- provide all parking spaces with electric vehicle charging infrastructure. 20% of the spaces shall have 'active' Electric Vehicle Charging Points (EVCP) and the locations of the EVCP points shall be identified, marked prior to occupation and retained & maintained thereafter.
- The cycle parking details shall demonstrate compliance with the relevant standards in Policy T5 of the London Plan (2021) and the London Cycling Design Standards.

(PART B)

- The details and time scales for the interim and final layout for the car parking / cycle parking.
- The details shall identify the arrangements for bringing the additional retail space into use and show how it would be implemented to accord with all relevant conditions.

(PART C)

- The car & cycle parking provision and facilities shall be implemented in accordance with the approved details and retained thereafter for this use only unless otherwise agreed in writing.

REASON: To ensure suitable arrangements for car parking as part of the development in accordance with TfL and London Plan requirements and to promote travel by sustainable modes of transport and to comply with Policy T5 of the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

35. Cycle Parking

Prior to the commencement of the relevant Phase of the development hereby approved scaled drawings with details of the location and dimensions of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan 2021 minimum cycle parking standards and the London Cycling Design Standards.

36. Delivery and Servicing Management Plan

Each Phase of the approved development shall not be occupied until a Delivery and Servicing Plan (DSP) has been submitted to and approved in writing by the Local Planning Authority relevant to the Phase being occupied. The DSP shall be updated in writing and re-submitted to the Local Planning Authority within the first 12 months of occupation or at 75% occupancy, whichever comes first. The development shall thereafter be implemented in accordance with the approved details and retained as such thereafter.

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

37. Site Waste Management Plan

No development shall commence until a Site Waste Management Plan (SWMP) has been submitted to and approved in writing by the Local Planning Authority.

The Site Waste Management Plan shall identify how waste would be managed throughout the life cycle of the Berol Quarter project, by addressing the waste hierarchy, waste types, waste storage and handling, waste awareness and waste monitoring and measurement. The plan shall identify how waste would be reduced and managed/re-used during demolition and construction.

The approved Site Waste Management Plan shall be implemented prior to commencement of works and the development shall be operated in accordance with the approved Plan thereafter, unless a review of arrangements and a revised Plan is approved in writing by the Local Planning Authority, in which case the development shall be operated in accordance with any revised Plan that is approved in writing by the Local Planning Authority.

REASON: To reduce and manage/re-use waste during demolition and construction and ensure site waste is dealt with satisfactorily to mitigate against any undue impacts.

38. Waste Management Plan

A Waste Management Plan for each building shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of that building.

The approved waste plans shall reflect the Operational Waste Plan & Management Strategy dated December 2022 but shall be updated to identify current arrangements.

The approved Waste Management Plans shall be implemented upon first occupation of the buildings and waste operations shall be conducted in accordance with the approved Plans thereafter, unless a review of arrangements and a revised Plan is requested in writing by the Local Planning Authority, in which case the development shall be operated in accordance with any revised Plan that is approved in writing by the Local Planning Authority.

REASON: To ensure satisfactory waste and recycling collection for the accommodation.

39. Detailed Construction Logistics Plan (PRE-COMMENCEMENT)

(a) No development shall commence until a Detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority.

(b) The Detailed CLP shall conform with Transport for London's Construction Logistics Planning Guidance (2021) and shall include the following details:

- i) Site access and car parking arrangements;
- ii) Delivery booking systems;
- iii) Construction phasing and agreed routes to/from the development;
- iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible and safeguard school operations);
- v) Travel plans for staff / personnel involved in in demolition/construction works to detail the measures to encourage sustainable travel to the site during the demolition/construction phase;
- vi) Crane Lifting Management Plan (CLMP);
- vii) Crane Erection and Dismantling; and
- viii) Joint arrangements with neighbouring developers for staff parking, lorry Parking and consolidation of facilities such as concrete batching.

REASON: To give the Local Planning Authority an overview of the expected logistics activity during the construction programme. To provide a framework for understanding and managing construction vehicle activity into and out of the proposed development, encouraging modal shift and reducing overall vehicle numbers to reduce congestion and mitigate obstruction to the flow of traffic. To protect of the amenity of neighbouring properties, to maintain traffic safety, protect air quality, and the amenity of the locality.

40. London Underground Asset Protection

1. Before the pre-commencement/Site formation/Demolition stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.

- a) provide demolition details
- b) accommodate the location of the existing London Underground structures
- c) accommodate ground movement arising from the development construction thereof
- d) mitigate the effects of noise and vibration arising from the adjoining railway operations within the structures
- e) provide details on the use of tall plant/scaffolding for the demolition phase

- f) demonstrate that any EMC emissions from any plant or equipment to be used on the site or in the finished structure will not adversely affect LU equipment or signalling
- g) demonstrate that the design allows for any emissions from London Underground's tunnel, tracks and ventilation shafts or emissions from the proposed development
- h) written confirmation will be required from Thames Water/whomever that any increased drainage or sewage from the site will not be discharged directly or indirectly into London Underground's drainage system.

2. Before the sub-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.

- a) prior to commencement of each phase of the development provide details of foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent)

3. Before the super-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.

- a) provide details on the use of tall plant/scaffolding

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

41. Public Highway Condition (PRE-COMMENCEMENT)

(a) No development shall commence until an existing condition survey of the carriageway and footway (surrounding the site on all adjacent roads and highways) has been undertaken in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.

(b) Within one month of the completion of all development works, including any highway works, a final condition survey shall be undertaken of the highway areas identified in (a) in collaboration with the Council's Highways Maintenance team and submitted in writing to the Local Planning Authority.

(c) The applicant shall ensure that any damages caused by the construction works and highlighted by the before-and-after surveys are addressed and the condition of the public highway is reinstated to the satisfaction of the Council's Highways Maintenance team in accordance with an associated Highway Agreement.

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

42. Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)

(a) No development shall commence until a Demolition Environmental Management Plan (DEMP) for the building has been submitted to and approved in writing by the Local Planning Authority.

(b) No development shall commence (other than demolition) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

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

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and
- x. Details of any other standard environmental management and control measures to be implemented.

(e) Demolition and construction works shall only be carried out in accordance with the approved DEMP and CEMP or as otherwise agreed in writing with the Local Planning Authority.

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

43. Updated Air Quality Assessment

An updated Air Quality Assessment, including an Air Quality Neutral report, shall be submitted to the Local Planning Authority for its written approval prior to the commencement of above ground works of the residential development for the development hereby approved. Once approved the development shall be completed in accordance with the approved details.

REASON: To Comply with the GLA Sustainable Design and Construction SPG.

44. Management and Control of Dust

(a) No development shall commence, save for investigative work, until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted to and approved in writing by the Local Planning Authority. The AQDMP shall be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i) Monitoring locations
- ii) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- iii) Details confirming the site and 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>;
- iv) Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site during the course of the demolitions, site preparation and construction phases in the event of Local Authority Inspection (Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM);
- v) An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- vi) a Dust Risk Assessment for the works; and
- vii) Lorry Parking, in joint arrangement where appropriate.

(b) Demolition and construction works shall only be carried out in accordance with the approved AQDMP.

REASON: To safeguard residential amenity, protect air quality and the amenity of the locality.

45. Combustion and Energy Plant

The gas boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

REASON: As required by the London Plan.

46. Combined Heat and Power (CHP) Facility

Prior to above ground works, details of the Combined Heat and Power (CHP) facility of the energy centre or centralised energy facility or other centralised combustion process and associated infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) location of the energy centre;
- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy;
- e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link); and
- f) details of CHP engine efficiency.

The Combined Heat and Power facility and infrastructure shall be constructed in accordance with the details approved, installed, and made operational prior to the first occupation of the development and shall be maintained as such thereafter unless otherwise agreed in writing.

REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.

47. Business and Community Liaison Construction Group

- (a) For the duration of the demolition and construction works the developer and its contractors shall establish and maintain a Liaison Group having the purpose of:
- i. informing local residents and businesses of the design and development proposals;
 - ii. informing local residents and businesses of progress of preconstruction and construction activities;
 - iii. considering methods of working such as hours and site traffic;
 - iv. providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
 - v. providing advanced notice of exceptional works or deliveries; and
 - vi. providing telephone contacts for resident's advice and concerns.

The terms of reference for the Liaison Group, including frequency of meetings, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. For the avoidance of doubt, this could comprise the Applicant's existing 'Business and Community Liaison Group' (BCLG) or an alternative agreed with the Council.

REASON: In order to ensure satisfactory communication with residents, businesses and local stakeholders throughout the construction of the development.

48. Telecommunications

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

REASON: To protect the visual amenity of the locality in accordance with Policy DM1 of the Development Management Development Plan Document 2017.

49. Wind Mitigation

Prior to above ground construction of 2 Berol Yard a programme of quantitative assessments shall be carried out and submitted to and approved in writing by the Local Planning Authority. The quantitative assessments shall be carried out to validate mitigation of on-site wind safety exceedances on the elevated levels and shall include:

- Wind safety exceedances on the accessible elevated terrace areas, to the point where safety exceedances no longer exist and are considered comfortable for proposed usages.
- The effectiveness of proposed wind mitigation measures, in order to alleviate wind conditions noted within the report, to conditions suitable for proposed usages.

The building shall not be occupied until all wind mitigation measures as described in the Wind Microclimate Report dated November 2022 and the further quantitative assessments, have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved wind mitigation measures shall be implemented prior to the first occupation of the building and shall be maintained and functional and permanently retained thereafter for the lifetime of the building.

REASON: In order to prevent adverse impact on wind microclimate, in accordance with Policy D9 of the London Plan (2021) and Local Plan Policy DM6.

50. Noise from building services plant and vents

Noise emitted by plant equipment hereby permitted shall at all times remain 5dB(A) below background levels when measured at any nearby residential window or other noise sensitive receptor.

The plant shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained. If at any time the plant is unable to comply with this Condition, they shall be switched off and not used again until it is able to comply.

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

51. Anti-vibration mounts for building services plant / extraction equipment

All plant and equipment installed shall be supported on adequate proprietary anti-vibration mounts as necessary to prevent the structural transmission of vibration and regenerated noise within adjacent or adjoining premises, and these shall be so maintained thereafter. If at any time the plant is unable to comply with this Condition, it shall be switched off and not used again until it is able to comply.

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

52. Signage and wayfinding

No development shall be occupied in a Phase of the development until a scheme for wayfinding signage has been submitted to and approved in writing by the Local

Planning Authority for that Phase. The scheme shall include locations, material, mounting and mounting heights, equipment specifications, signage, and a maintenance and monitoring plan. The relevant Phase of the development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the development provides appropriate signage and wayfinding.

INFORMATIVES

1. Working with the applicant. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.
2. Community Infrastructure Levy. The applicant is advised that based on the information given on the plans, the Mayoral CIL charge will be approximately £1,602,776.5 (22,950m² x £ £64.55) for 2 Berol Yard and £128,389.95 (1,989m² x £ £64.55) for Berol House; the Haringey CIL charge will be approximately £2,454,043.50 (22,950m² x £106.93) and is likely to only apply to 2 Berol Yard. This will be collected by Haringey should the scheme be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment. It will also be subject to indexation in line with the construction costs index.

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

3. Hours of Construction Work. The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours: -
8.00am - 6.00pm Monday to Friday
8.00am - 1.00pm Saturday
and not at all on Sundays and Bank Holidays.
4. Party Wall Act. The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.
5. Numbering New Development. The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.
6. Asbestos Survey prior to demolition. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

7. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that the effects of the construction work upon air quality is minimised.
8. Written Scheme of Investigation – Suitably Qualified Person. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.
9. Deemed Approval Precluded. The Condition addressing a Written Scheme of Investigation (WSI) is exempt from deemed approval under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
10. Maximise Water Efficiency. Developers are encouraged to maximise the water efficiency of the development. Thames Water offer environmental discounts for water efficient development which reduce the connection charges for new residential properties. Further information on these discounts can be found at: <https://www.thameswater.co.uk/developers/charges>
11. Minimum Water Pressure. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
12. Paid Garden Waste Collection Services. Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection
13. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in 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.
14. Designing out Crime Officer Services. The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.
15. Land Ownership. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within their ownership.

16. Site Preparation Works. These comprise site preparation and temporary works including but not limited to the demolition of existing buildings and structures; surveys; site clearance; archaeological works; ground investigation; remediation; the erection of fencing or hoardings; the provision of security measures and lighting; the erection of temporary buildings or structures associated with the development; the laying, removal or diversion of services; construction of temporary access; temporary highway works; and temporary internal site roads.
17. s106 Agreement and s278 Agreement. This planning permission must be read in conjunction with the associated s106 Agreement and any associated s278 Highway Act Agreement(s).
18. Revised Fire Statement required with any revised submission. The applicant is advised that if there are any changes to the scheme which require subsequent Section 96a or Section 73 applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.
19. Building Control - All building work carried out should meet current building codes and regulation requirements. The Council's Building Control Service ensures that buildings are designed and constructed in accordance with the Building Regulations and associated legislation. Please Note: It is the responsibility of those carrying out the work to ensure that the provisions of the regulations are fully met. The role of Building Control is only to check that they do so.
20. Building Regulations – Soundproofing. The implementation of a suitable soundproofing scheme is now required as part of the Building Regulations 1991 - Part E. The applicant is now therefore required to formally consult the Councils Building Control Department, River Park House, 225 High Road, N22 8HQ (Tel. 020 8489 5504).
21. Thames Water - Sewage Pumping Station. The proposed development is located within 20m of a Thames Water Sewage Pumping Station. Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour; light; vibration and/or noise."

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Appendix 2: Plans of the Proposed Scheme & Images

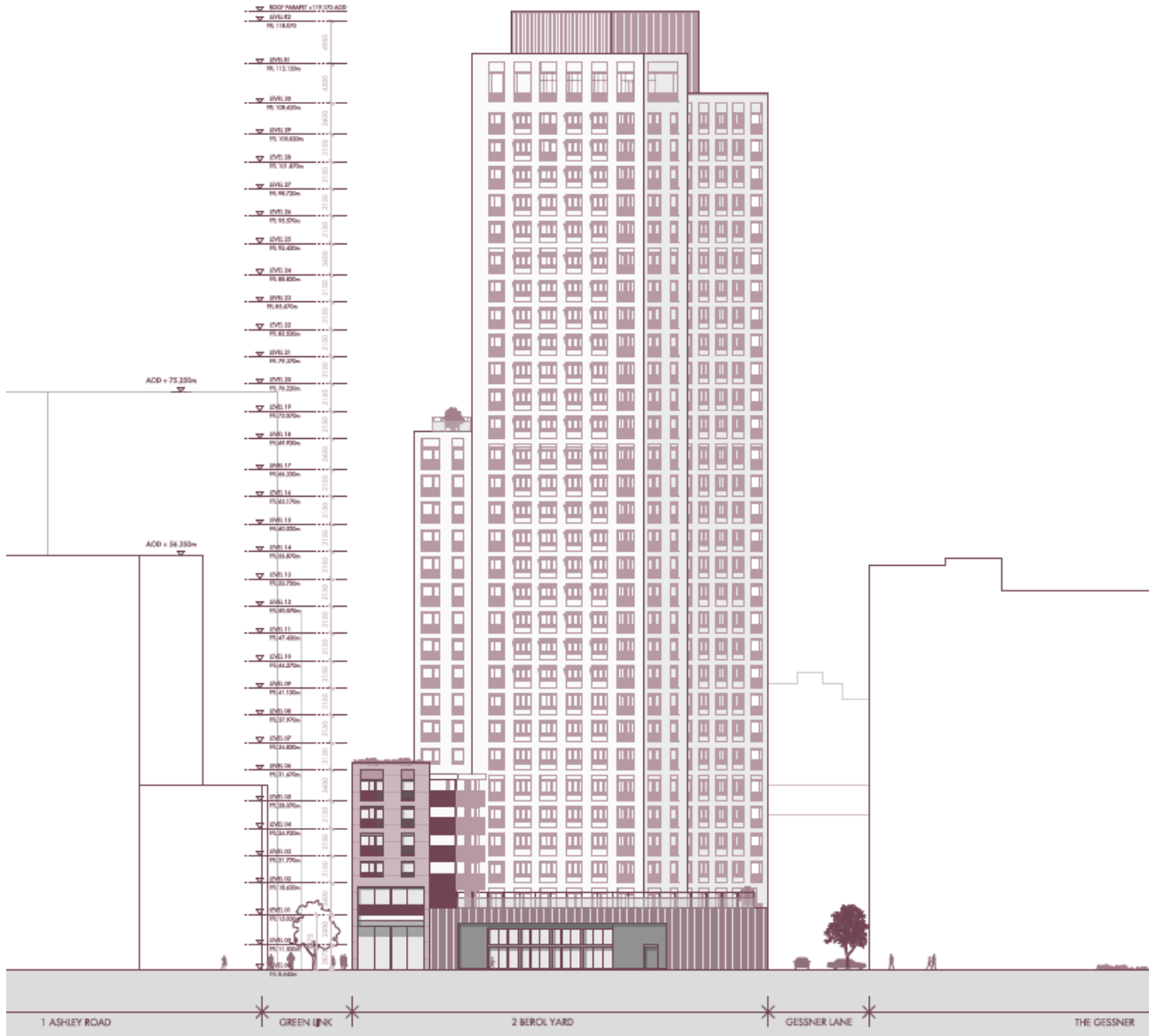
Site Location plan



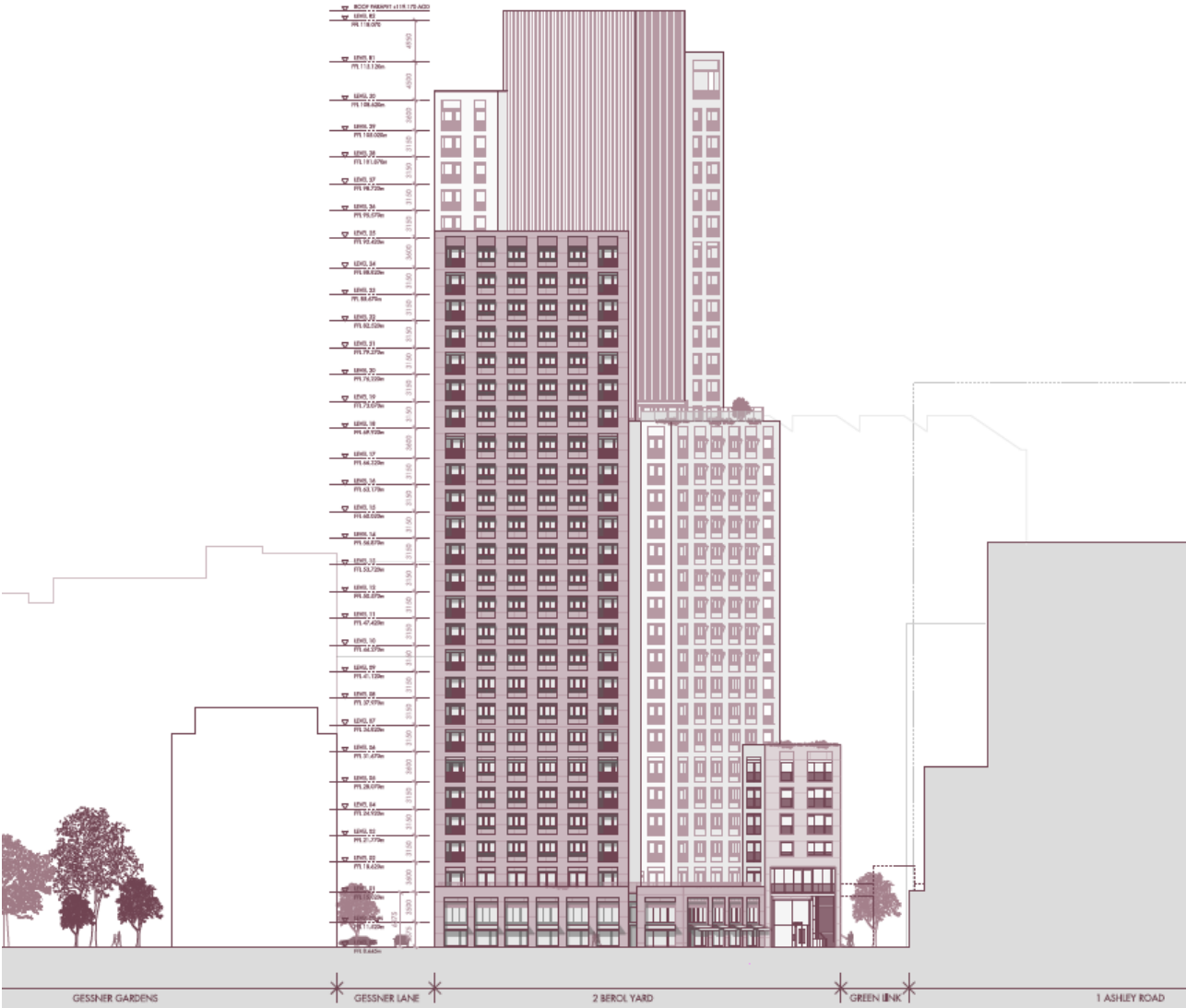
2 Berol Yard in context



2 Berol Yard Elevation from the East



2 Berol Yard Elevation from the West



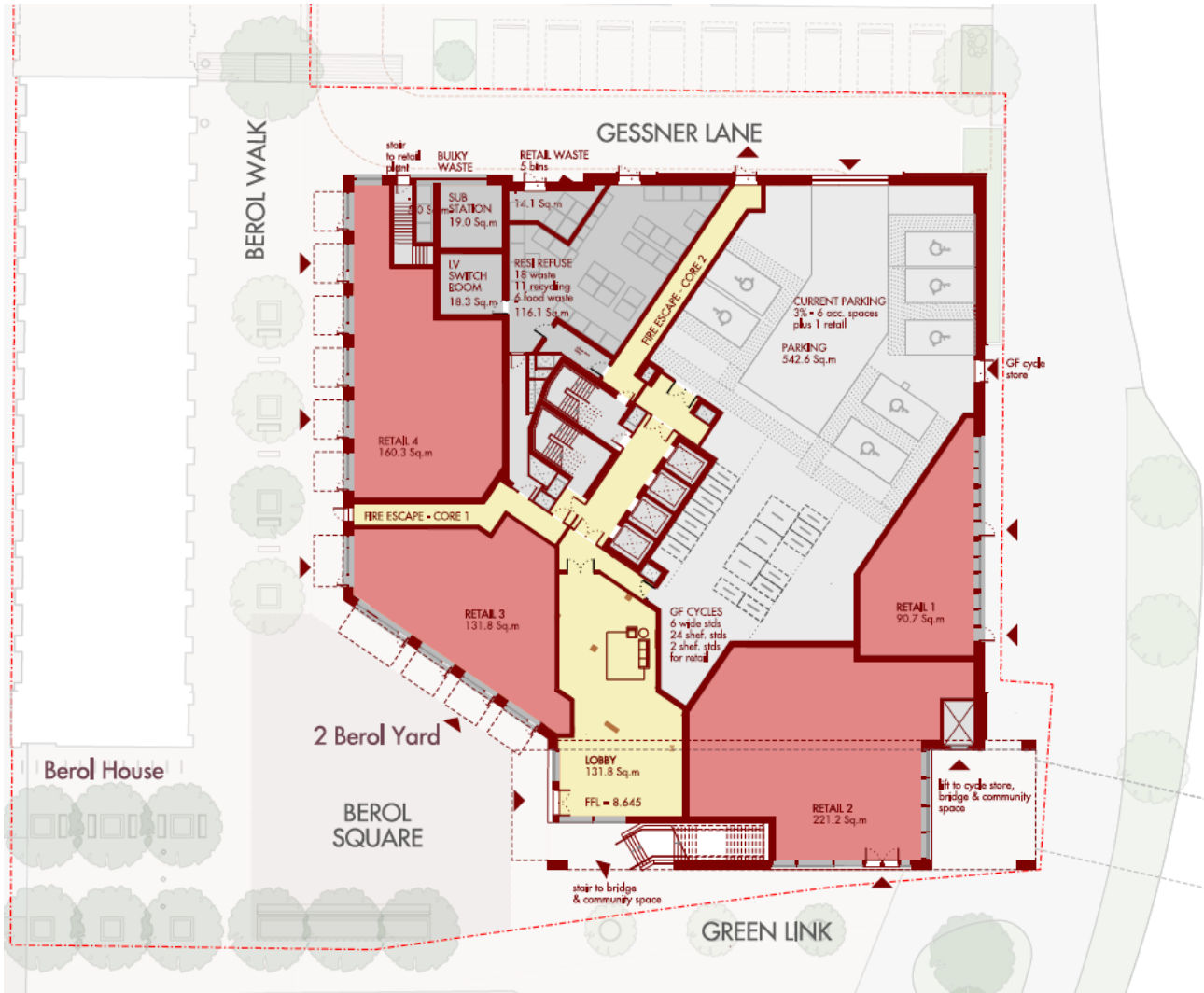
2 Berol Yard Elevation from the South



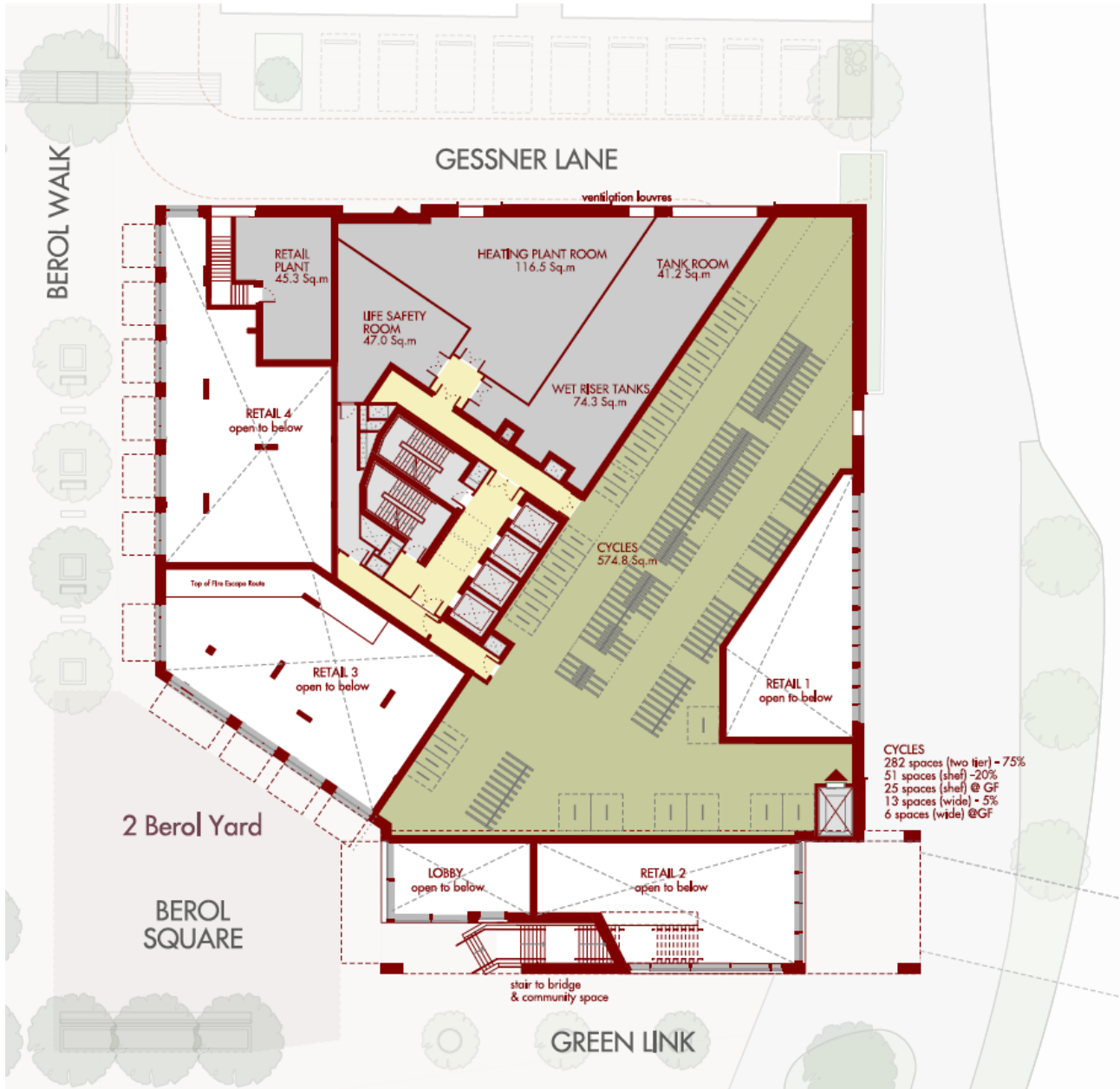
2 Berol Yard Elevation from the north



2 Berol Yard Ground Floor plan



2 Berol Yard Mezzanine floor plan



2 Berol Yard First floor plan



2 Berol Yard Floor Plan Levels 2-5



2 Berol Yard Floor Plan Levels 6-16



2 Berol Yard Floor Plan Level 18



2 Berol Yard Floor Plan Levels 25-27



2 Berol Yard Floor Plan Levels 28-29



2 Berol Yard Floor Plan Level 30



2 Berol Yard Roof Plan



Berol House Elevation to the East (top) and West (bottom)

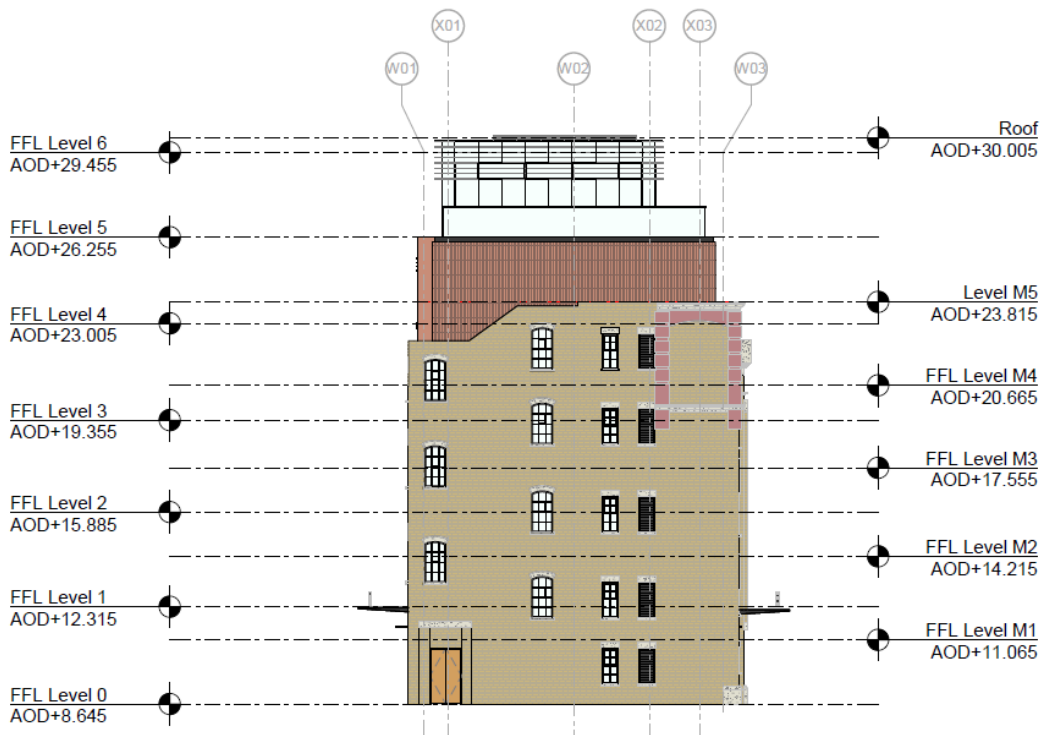
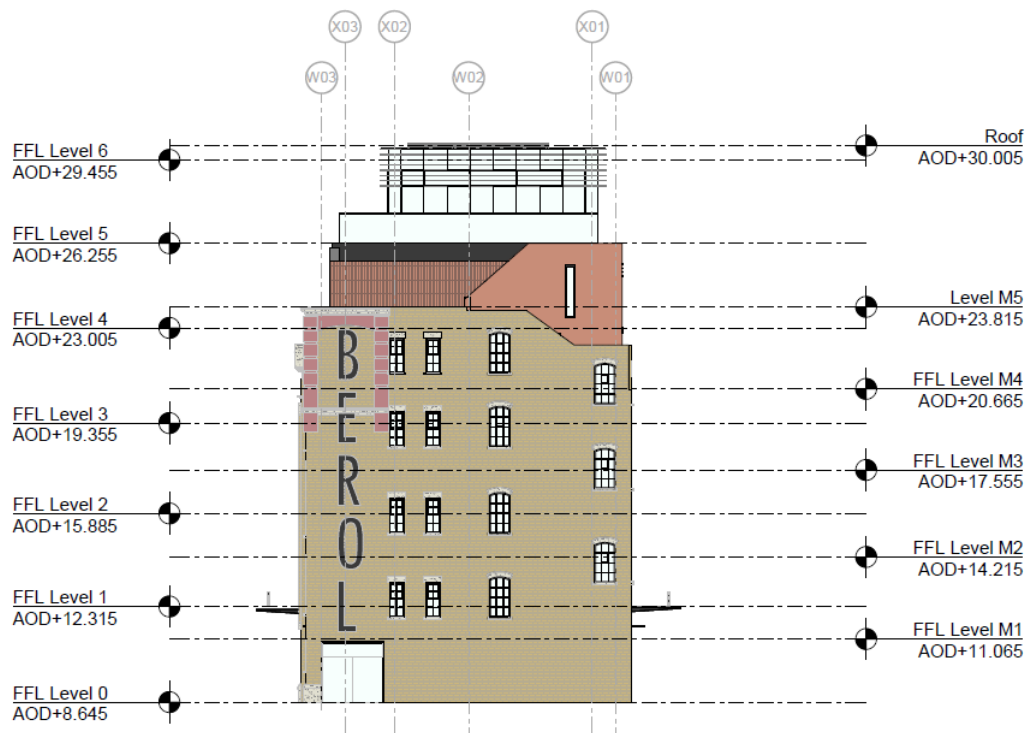


1 Elevation West 1:200

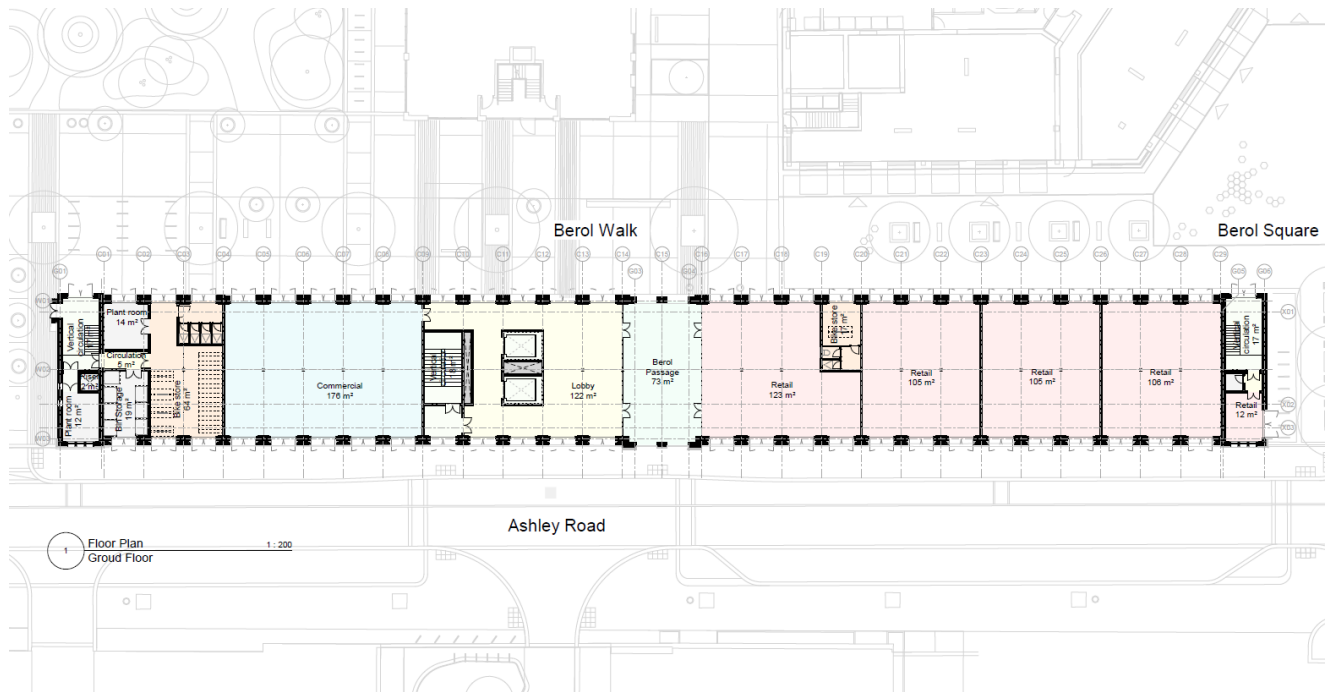


2 Elevation East 1:200

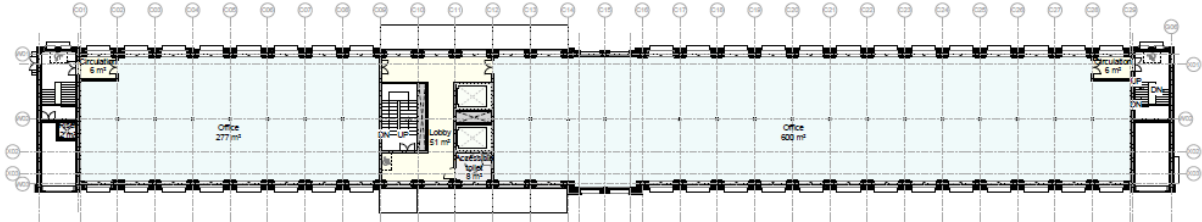
Berol House to the South (top) and North (bottom)



Berol House Ground Floor



Berol House Level 1 with Gable Mezzanine

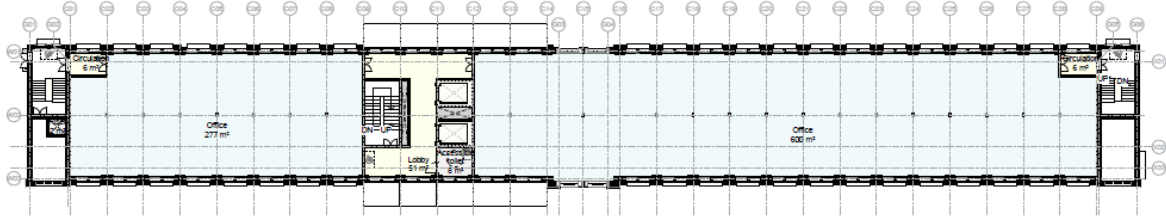


1 Floor Plan
First Floor 1:200



2 Floor Plan
Gable mezzanine level D1 1:200

Berol House Level 2 with Gable Mezzanine

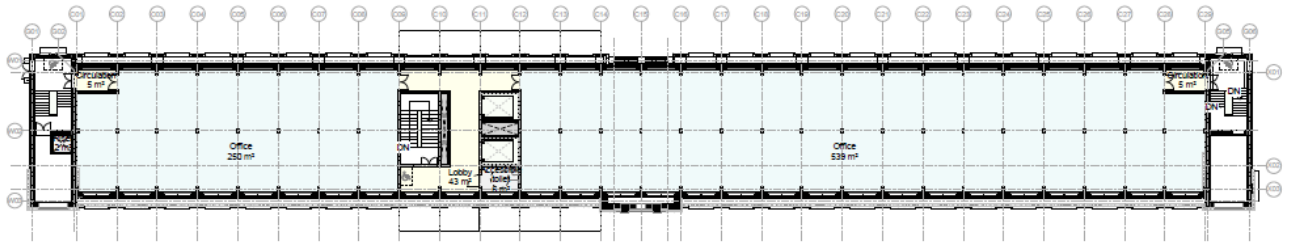


1 Floor Plan
Floor 02 1:200



2 Floor Plan
Gable mezzanine level 02 1:200

Berol House Level 3 with Gable Mezzanine

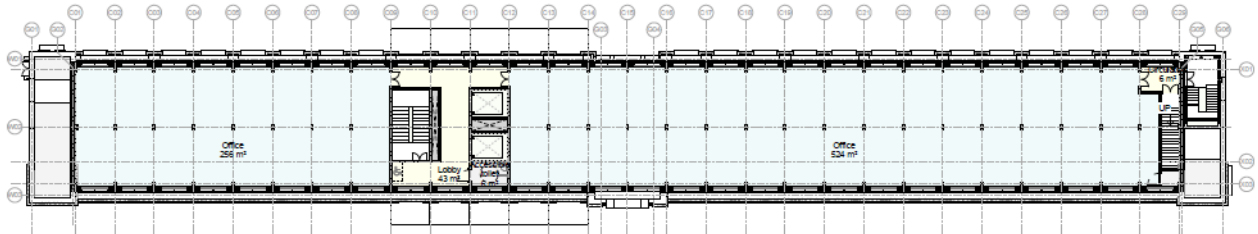


1 Floor Plan
Floor 03 1:200



2 Floor Plan
Gable mezzanine level 03 1:200

Berol House Level 4 with Gable Mezzanine

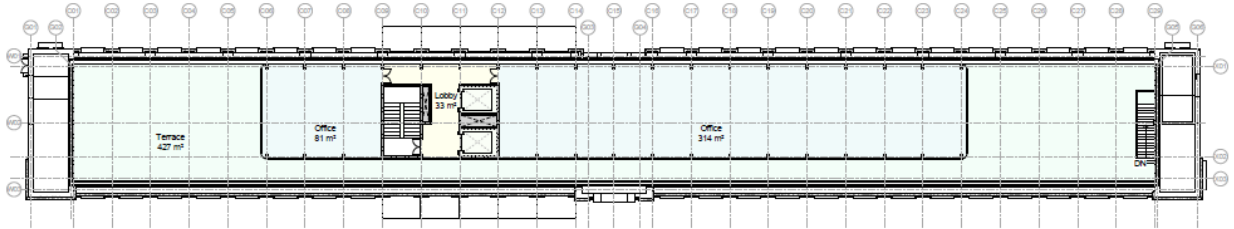


1 Floor Plan
Floor 04 1:200



2 Floor Plan
Gable mezzanine level 04 1:200

Berol House Level 5 with Gable Mezzanine

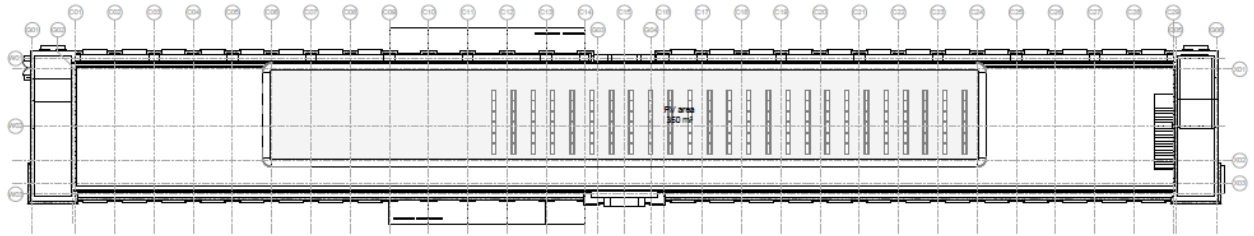


1 Floor Plan 1:200
Floor 05



2 Floor Plan 1:200
Gable mezzanine level 05

Berol House Level 6



1 Floor Plan
Floor 06 1:200

Berol Yard Square CGI



2 Berol Yard from Square CGI



Entrance to 2 Berol Yard



Berol House from the Square



Berol House and Berol Yard from a Distance



Community Space CGI



Berol Yard at Eye Level



Walkway to the Square



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Appendix 3: Internal and External Consultee representations

| Stakeholder | Question/Comment | Response | | | | | | | | | | | | | | | | |
|---|--|--|-------------------------------|--|--|--|---|--|-------------------------------|-----------------------------|-------|--|--|----------------|-------|------|-----|--|
| INTERNAL | | | | | | | | | | | | | | | | | | |
| LBH Carbon Management | <p>Carbon Management Response 20/06/2023</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement (BQ-WSP-XX-XX-ST-ES-0001-no_appendix_June2023) prepared by WSP (dated 13th June 2023) • GLA Carbon Emission reporting spreadsheet dated May 2023 • HGY-2023-0261 Berol Quarter N17 – May response to the comments from CMT • Noise and Vibration Assessment prepared by WSP (dated December 2022) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 72% carbon dioxide emissions. This increase in on-site savings is supported in principle. Some clarifications must be provided with regard to the Overheating Strategy. Appropriate planning conditions have been recommended to secure this which includes some outstanding requests for information.</p> <p>2. Energy Strategy</p> <p>The applicant has amended the carbon reduction values in the report and submitted the GLA’s carbon emission reporting spreadsheet.</p> <table border="1" data-bbox="499 1098 1700 1396"> <thead> <tr> <th colspan="4" data-bbox="499 1098 1700 1137"><i>Site-wide (SAP10 emission factors)</i></th> </tr> <tr> <th data-bbox="499 1137 797 1286"></th> <th data-bbox="797 1137 1099 1286">Total regulated emissions (Tonnes CO₂ / year)</th> <th data-bbox="1099 1137 1402 1286">CO₂ savings (Tonnes CO₂ / year)</th> <th data-bbox="1402 1137 1700 1286">Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="499 1286 797 1358">Part L 2013 Baseline</td> <td data-bbox="797 1286 1099 1358">412.4</td> <td data-bbox="1099 1286 1402 1358"></td> <td data-bbox="1402 1286 1700 1358"></td> </tr> <tr> <td data-bbox="499 1358 797 1396">Be Lean</td> <td data-bbox="797 1358 1099 1396">322.1</td> <td data-bbox="1099 1358 1402 1396">90.3</td> <td data-bbox="1402 1358 1700 1396">22%</td> </tr> </tbody> </table> | <i>Site-wide (SAP10 emission factors)</i> | | | | | Total regulated emissions (Tonnes CO₂ / year) | CO₂ savings (Tonnes CO₂ / year) | Percentage savings (%) | Part L 2013 Baseline | 412.4 | | | Be Lean | 322.1 | 90.3 | 22% | Recommended conditions and s106 heads of terms included. |
| <i>Site-wide (SAP10 emission factors)</i> | | | | | | | | | | | | | | | | | | |
| | Total regulated emissions (Tonnes CO₂ / year) | CO₂ savings (Tonnes CO₂ / year) | Percentage savings (%) | | | | | | | | | | | | | | | |
| Part L 2013 Baseline | 412.4 | | | | | | | | | | | | | | | | | |
| Be Lean | 322.1 | 90.3 | 22% | | | | | | | | | | | | | | | |

| | | | |
|---|--|-------|-----|
| Be Clean | 121.7 | 200.4 | 49% |
| Be Green | 115 | 6.7 | 2% |
| Cumulative savings | | 297.4 | 72% |
| Carbon shortfall to offset (tCO₂) | 115 | | |
| Carbon offset contribution | £95 x 30 years x 115 tCO ₂ /year = £327,750 | | |
| 10% management fee | £32,775 | | |

2 Berol Yard:

| | Residential | | | Non-residential | | |
|---------------------------------|--|---|------------------------|--|--|------------------------|
| <i>(SAP10 emission factors)</i> | Total regulated emissions (tCO ₂ /year) | CO ₂ savings (tCO ₂ / year) | Percentage savings (%) | Total regulated emissions (tCO ₂ /year) | CO ₂ savings (tCO ₂ /year) | Percentage savings (%) |
| Part L 2013 Baseline | 205.8 | | | 33.4 | | |
| Be Lean savings | 137.3 | 68.5 | 10.6% | 27.9 | 5.5 | 16.5% |
| Be Clean savings | 80.2 | 57 | 69% | 21.5 | 6.4 | 19.1% |
| Be Green savings | 75.3 | 4.9 | 1% | 21.5 | 0 | 0% |
| Cumulative savings | | 75.3 | 81% | | 11.9 | 35.6% |
| Carbon shortfall to | 39.7 | | | 21.5 | | |

| | | | | | | |
|-------------------------------------|--|--|--|--|--|--|
| offset (tCO₂) | | | | | | |
|-------------------------------------|--|--|--|--|--|--|

Berol House:

| | Refurbishment (non-residential) | | | Extension (non-residential) | | |
|---|---|--|-------------------------------|---|--|-------------------------------|
| <i>(SAP10 emission factors)</i> | Total regulated emissions (tCO₂/year) | CO₂ savings (tCO₂/year) | Percentage savings (%) | Total regulated emissions (tCO₂/year) | CO₂ savings (tCO₂/year) | Percentage savings (%) |
| Part L 2013 Baseline | 134 | | | 38.3 | | |
| Be Lean savings | 80.4 | 53.6 | 40% | 28.9 | 9.4 | 24.5% |
| Be Clean savings | 34.5 | 19.1 | 34% | 24.2 | 4.7 | 12.4% |
| Be Green savings | 34.5 | 0 | 74% | 19.3 | 4.9 | 12.8% |
| Cumulative savings | | 48.1 | 74% | | 19 | 49.7% |
| Carbon shortfall to offset (tCO₂) | 34.5 | | | 19.3 | | |

Energy Use Intensity / Space Heating Demand

The Energy Use Intensity exceeds the GLA target of 35kWh/m²/year for residential and 55kWh/m²/year for the non-residential part of the development. The applicant has shown commitment to improve the values in future design stages.

Space Heating Demand for residential part of the development falls short of the GLA target of 15kWh/m²/year. For the non-residential part of the development, except Berol House refurbishment, other commercial spaces perform well against the GLA benchmark.

| Building type | EUI (kWh/m ² /year) | | Space Heating Demand (kWh/m ² /year) | Methodology used |
|-----------------------|--------------------------------|----------------|---|------------------|
| Residential | 56.5 | Regulated only | 20.8 | SAP |
| Berol House Refurb | 106.4 | Regulated only | 69.8 | Part L2 |
| Berol House Extension | 50.6 | Regulated only | 6.9 | Part L2 |
| Berol Yard | 65.6 | Regulated only | 10. | Part L2 |

Energy – Lean

The applicant has clarified:

- the windows to be replaced and sealed to improve the fabric efficiency and air tightness.
- the addition of the extension on top of the refurbished part of the development will remove the roof which will limit the heat transfer to the outside as the upper-level extensions will further improve the insulation.

Energy – Clean

The previous comments are outstanding.

Energy – Green

No further actions required.

Energy – Be Seen

No further actions required.

3. Carbon Offset Contribution

A carbon shortfall of 115 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years. Applicant has confirmed to carry out the calculation in the next stage of the project programme to future proof the project.

Action:

- Energy modelling of the two scenarios is needed to calculate the deferred carbon offset contribution. Please provide the energy modelling for these scenarios. This is conditioned.

4. Overheating

The assessment does not report the overheating assessment for the refurbishment and extension part of the development. The applicant has not appropriately assessed the noise and air quality constraints in relation to the overheating risk. The overheating assessment should be done with closed windows for locations where the noise pollution is a constrain. The noise impact assessment Figure 5-3 and 5-4 shows the locations near the Watermead Way to have noise levels exceeding 55dB at night. The description of the noise constraint to opening windows is provided in paragraph 3.3 in the Approved Document – O.

Actions:

- Please perform overheating assessment for the refurbishment and extension part of the development.
- Please remodel at the locations where noise pollution is a constraint with closed windows.

5. Sustainability

No further actions required.

Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data

- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations)), 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

The outstanding requests for information have been included within the draft conditions below.

Planning Conditions

To be secured if approved:

Energy strategy:

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by WSP (dated 13th June 2023) delivering a minimum 72% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, connection to the Decentralised Energy Network, and a minimum 31kWp solar photovoltaic (PV) array.

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

- *Carbon reduction following the energy hierarchy for future connection to DEN and Low-carbon Plan B scenario;*
- *The applicant needs to achieve the following: (1) A combined DLF (for the offsite and onsite network) of 1.25, (2) this should assume the offsite DLF is 1.05 (and so the onsite network will have a DLF of 1.25/1/05-1/19); and (3) to certify that the combined DLF through the PCDB.*
- *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 on what measures will be undertaken to make the retained listed buildings more energy efficient (what type of insulation, how the building will be made more airtight, etc).*
- *Details to reduce thermal bridging;*
- *Calculated Primary Energy Factor, Energy Use Intensity and space heating demand and its performance against GLA benchmarks for a similar use;*
- *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.

DEN Connection:

Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:

- Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);*
- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.*
- Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;*
- A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;*
- Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route*

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

- Details of the route for connecting the non-residential Berol House with the energy centre in 2 Berol Yard;*
- 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.

Overheating

(a) 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 for both new build and refurbished part of the development. This assessment shall be based on the TM52 and TM59 Overheating modelling undertaken by WSP (Energy statement dated 13th June 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, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;*
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;*
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.*

(b) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development as approved by or superseded by the latest approved Overheating Strategy.

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 S14 and Local Plan (2017) Policies SP4 and DM21.

Overheating Building User Guide

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.

BREEAM Certificates

(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.

Living roof(s)

(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, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

Circular Economy (Pre-Construction report, Post-Completion report)

Prior to the occupation [of any phase / building/ 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 any phase / building/ development].

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials in accordance with London Plan (2021) Policies D3, S12 and S17, and Local Plan (2017) Policies SP4, SP6, and DM21.

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.

Biodiversity

(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.

Carbon Management Response 24/05/2023

In preparing this consultation response, we have reviewed:

- Energy Statement (BQ-WSP-XX-XX-ST-ES-0001-amendedtable-no_appendix) prepared by WSP (dated 9th November 2022)
- HGY-2023-0261 Berol Quarter N17 – May response to the comments from CMT
- Whole Life Cycle Carbon Assessment prepared by WSP Rev 2 (dated 9th May 2023)
- Circular Economy Statement prepared by WSP Rev 3 (dated 17th May 2023)
- Relevant supporting documents.

1. Summary

The development achieves a reduction of 66.9% carbon dioxide emissions on site, which is supported.

2. Energy Strategy

The applicant has amended the carbon reduction values and shared the SAP and BRUKL sheets. The GLA's carbon emission reporting spreadsheet is missing.

Actions:

- Please submit the GLA's Carbon Emission Reporting Spreadsheet.

Energy Use Intensity / Space Heating Demand

| Building type | EUI (kWh/m ² /year) | | Space Heating Demand (kWh/m ² /year) | Methodology used |
|---------------|-----------------------------------|--|---|---------------------|
| | | | | |

The applicant requests to share the EUI in the subsequent design stages.

Actions:

- For all sections of the development including residential, non-residential, extension and refurbishment:
 - o Provide the calculated Energy Use Intensity (excluding renewable energy) and comment on its performance against GLA benchmarks. Please submit the information in line with the above template.
 - o What is the calculated space heating demand? How does this perform against the GLA benchmark of 15 kWh/m²/year?

Energy – Lean

The SAP calculation for Berol House has been rerun as requested and the BRUKL sheets is submitted. The applicant has requested to condition the details of the MVHR units.

Actions:

- Refurbishments- provide more detail on the measures that will be undertaken to make the retained listed buildings more energy efficient (improving the air tightness, insulation, etc)

Overheating is dealt with in more detail below.

Energy – Clean

From a planning perspective, we support temporary connection to gas boilers. However, in absence of the DEN, the applicant needs to comply with Part L.

The submitted DEN connection route is supported in principle but it needs to be properly designed to consider the following:

- Detailed building entry design
- Expansion and stress – the straight N-S section may need an expansion loop
- Coordination with other buried services e.g. drainage.
- Coordination with above ground.

As the commercial units are >500m², they should be connected to a single site wide network (i.e. Berol House should be connected to Berol Yard). They would then be indirectly connected to the DEN via 1 Berol Yard.

The applicant needs to achieve the following:

1. A combined DLF (for the offsite and onsite network) of 1.25
2. That this should assume the offsite DLF is 1.05 (and so the onsite network will have a DLF of 1.25/1/05-1/19); and
3. To certify that the combined DLF through the PCDB.

The applicant will need to demonstrate that they will provide the following details prior to the commencement of construction:

- a) Buried pipe (dry and filled with nitrogen) to our specification from the GF plant room to a manhole at the boundary of the site (the DEN pipe will access the site in GF from Ashley Road in line with the Green link) and evidence of any obstructions in highway adjacent to connection point; please note that the pipes cannot be running through retail units where access is compromised;
- 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.

Actions:

- As the commercial units are <500m², the non-residential space should be connected to a single site wide network. Berol House and 2 Berol Yard should also be provided with a connection to the 2 Berol Yard energy centre. Please annotate that in the plans.

Energy – Green

The applicant has submitted a roof layout including the solar panels, other roofs will be used as amenity spaces. A 11.17kWp for dwellings are available in SAP calculation sheets, 19.9kWp for commercial. 30 degrees, 140m² on Berol Yard and 250m² on Berol House, output of 28.7MWh annually assumed in the assessment. The applicant has agreed to amend the Solar Panel orientation to direct southward at the next design stage. A living roof has been proposed under the solar panels.

Energy – Be Seen

GLA Be Seen spreadsheet is submitted.

3. Carbon Offset Contribution

A carbon shortfall of 115 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

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. The applicant should present two carbon reduction table scenarios:

- Scenario 1: Connection to the DEN scenario (residual tCO₂ over 30 years)
- Scenario 2: Low-carbon alternative heating solution (residual tCO₂ over 30 years)

Action:

- Energy modelling of the two scenarios is needed to calculate the deferred carbon offset contribution. Please provide the energy modelling for these scenarios.

4. Overheating

The report has modelled 35 habitable rooms, 24 spaces and 2 corridors for the residential part of the development and 9 commercial spaces for the non-residential part.

Results are listed in the table below.

Residential:

| | TM59 – criterion A (<3% hours) | TM59 – criterion B hours | Number of habitable | Number of spaces | Number of |
|--|--------------------------------|--------------------------|---------------------|------------------|-----------|
| | | | | | |

| | of overheating) | >26°C (pass <33 hours) | rooms pass TM59 | pass TM52 | corridors pass |
|------------|-----------------|------------------------|-----------------|-----------|----------------|
| DSY1 2020s | 100% | 100% | 35 | 24 | 2 |
| DSY2 2020s | 22% | 0% | 8 | 0 | 0 |
| DSY3 2020s | 11% | 0% | 4 | 0 | 0 |
| DSY1 2050s | 40% | 0% | 14 | 0 | 1 |
| DSY1 2080s | 11% | 0% | 4 | 0 | 0 |

All residential zones pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:

- Natural ventilation, with windows fully opening inwards
- Infiltration rate of 0.15 ACH
- Glazing g-value of 0.40
- Dedicated shading elements introduced above some windows to block out direct solar gain on the south façade.
- Inset balconies for all flats to provide amenity space and shading.
- MVHR with summer bypass (40 l/s) for corridors.
- No active cooling

Future weather files mitigation strategy:

- External shutters.
- MVHR with summer boost bypass with a rate of 8l/s.
- 5kW MVHR cooling per flat.

Non-residential:

| | 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 | - | 100% | - | 9 | - |
| DSY2 2020s | - | 100% | - | 9 | - |
| DSY3 2020s | - | 100% | - | 9 | - |
| DSY1 2050s | - | 100% | - | 9 | - |
| DSY1 2080s | - | 100% | - | 9 | - |

All non-residential zones pass the overheating requirements. In order to pass this, the following measures were considered:

- Part F minimum ventilation rates.
- Active cooling system, electric chiller for overheated spaces.

Heat losses from the pipework is assumed to be 2W/m² in corridors and same ventilation strategy is used for all rooms for the assessment. No significant pollution risk is identified at the time of the assessment and the applicant confirms to re-evaluate it in line with guidance during future design stages.

The area weighted non-domestic cooling demand is 45.4 MJ/m² and Total non-domestic cooling demand is 342,983 MJ/Year. The applicant confirms Berkeley Square Development/Subsequent freeholder/building management company for the BTR homes will own the overheating risk post-occupancy.

The applicant confirms to develop a heatwave/building user guide to mitigate overheating risks for the occupants.

Overheating Actions:

- Considering the poor performance in future years, external shutters should be incorporated within this design, so the building is future proofed.

5. Sustainability

Intensive as well as extensive green roofs, standard trees, flower rich perennial plants, unplanted detention basins, permeable paving, sealed surfaces are proposed as urban greening and biodiversity enhancement measures.

Non-Domestic BREEAM Requirement

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.

The applicant has prepared a BREEAM Pre-Assessment Report for the commercial units. Based on this report, a score of 57.5% is expected to be achieved, equivalent to 'Very Good' rating. A potential score of >65% could be achieved. Targeting such a low score will risk not achieving 'Very Good' as a very minimum and does not demonstrate the ambition to deliver a more sustainable development. It is recommended to aim for "excellent".

Whole Life-Cycle Carbon Assessments

The percentage assumption for the MEP was revised and B2-B3 were added in line with the GLA guidance. The revised total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:

| | Estimated carbon emissions | GLA benchmark RESIDENTIAL | Embodied carbon rating (Industry-wide) |
|--|-----------------------------------|----------------------------------|---|
| | | | |

| | | | | |
|---|---|--|---|---|
| Product & Construction Stages Modules A1-A5 (excl. sequestration) | 414 kgCO _{2e} /m ² | Meets GLA benchmark (<850 kgCO _{2e} /m ²) but misses the aspirational target (<500 kgCO _{2e} /m ²). | Modules A1-A5 achieve a band rating of 'C', meeting the LETI 2020 Design Target. | <p>The GLA requested further actions to be taken on whole-life carbon, which we support.</p> <p>Circular Economy</p> |
| Use and End-Of-Life Stages Modules B-C (excl. B6 and B7) | 269 kgCO _{2e} /m ² | Meets GLA target (<350 kgCO _{2e} /m ²) and aspirational benchmark (<300 kgCO _{2e} /m ²). | | |
| Modules A-C (excl B6, B7 and incl. sequestration) | 658 kgCO _{2e} /m ² | Meets GLA target (<1200 kgCO _{2e} /m ²) and the aspirational benchmark (<800 kgCO _{2e} /m ²). | Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'A', meeting the RIBA2030 Design Target. | |
| Use and End-Of-Life Stages Modules B6 and B7 | 461 kgCO _{2e} /m ² | N/A- This is the Modules B6 and B7 only. The End of Life Stage (C1-4) figure is reported separately and is 40 kgCO _{2e} /m ² | | |
| Reuse, Recovery, Recycling Stages Module D | - 236.16kgCO _{2e} /m ² | N/A | | |
| <p>The GLA requested further actions to be taken on whole-life carbon, which we support.</p> <p>Circular Economy</p> | | | | |

The GLA requested further actions to be taken on Circular Economy, which we support.

Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations)), 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

Planning Conditions

To be secured:

Energy strategy:

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by WSP (dated 9th November 2022) delivering a minimum 66.9% improvement on carbon emissions over 2013 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, connection to the Decentralised Energy Network, and a minimum 31kWp solar photovoltaic (PV) array.

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

- *Carbon reduction following the energy hierarchy for future connection to DEN and Low-carbon Plan B scenario;*
- *The applicant needs to achieve the following: (1) A combined DLF (for the offsite and onsite network) of 1.25, (2) this should assume the offsite DLF is 1.05 (and so the onsite network will have a DLF of 1.25/1/05-1/19); and (3) to certify that the combined DLF through the PCDB.*
- *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 on what measures will be undertaken to make the retained listed buildings more energy efficient (what type of insulation, how the building will be made more airtight, etc).
- Details to reduce thermal bridging;
- Calculated Primary Energy Factor, Energy Use Intensity and space heating demand and its performance against GLA benchmarks for a similar use; submit the GLA's Carbon Emission Reporting Spreadsheet;
- 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.

DEN Connection:

Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:

- Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);*
- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.*
- Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;*
- A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;*
- Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route*

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

- *Details of the route for connecting the non-residentials Berol House with the energy centre in 2 Berol Yard;*
- *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.

Overheating

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 WSP (Energy statement dated 9th November 2022).

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,*

| | | |
|--|--|--|
| | <p><i>noise and air quality issues are assessed and mitigated appropriately evidenced by the proposed location and specification of measures;</i></p> <ul style="list-style-type: none"> - <i>Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i> - <i>Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;</i> - <i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i> <p><i>(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.</i></p> <p><i>(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:</i></p> <ul style="list-style-type: none"> - <i>Natural ventilation with fully inward openable windows;</i> - <i>Infiltration rate of 0.15 ACH</i> - <i>Window g-values of 0.4;</i> - <i>Mechanical ventilation with summer bypass (40l/s);</i> - <i>Hot water pipes insulated to high standards.</i> - <i>Any further mitigation measures including external shutters, as approved by or superseded by the latest approved Overheating Strategy.</i> <p><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> | |
|--|--|--|

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.

Overheating Building User Guide

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.

BREEAM Certificates

(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.

Living roof(s)

(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, S11 and S12 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

Circular Economy (Pre-Construction report, Post-Completion report)

Prior to the occupation [of any phase / building/ 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 any phase / building/ development.

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

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.

Biodiversity

(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.

Carbon Management Response 16/05/2023

In preparing this consultation response, we have reviewed:

- Energy Statement prepared by WSP (dated 9th November 2022)
- Sustainability Statement prepared by WSP (dated November 2022)
- Whole Life Cycle Carbon Assessment prepared by WSP (dated 8th November 2022)
- Circular Economy Statement prepared by WSP (dated 5th December 2022)
- Relevant supporting documents.

1. Summary

The development achieves a reduction of 66.9% carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regard to the Energy Strategy, and Overheating Strategy. Appropriate planning conditions will be recommended once this information has been provided.

2. Energy Strategy

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.

The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 66.9% 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 232.2 tonnes of CO₂ from a baseline of 347.2 tCO₂/year.

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: 233.5/233.9 tCO₂.

| <i>Site-wide (SAP10 emission factors)</i> | | | |
|---|---|--|-------------------------------|
| | Total regulated emissions (Tonnes CO₂ / year) | CO₂ savings (Tonnes CO₂ / year) | Percentage savings (%) |
| Part L 2013 Baseline | 347.2 | | |
| Be Lean | 289.7 | 57.5 | 16.6% |
| Be Clean | 121.7 | 168 | 48.4% |
| Be Green | 115 | 6.7 | 1.9% |
| Cumulative savings | | 232.2 | 66.9% |
| Carbon shortfall to offset (tCO₂) | 115 | | |
| Carbon offset contribution | £95 x 30 years x 115 tCO ₂ /year = £327,750 | | |
| 10% management fee | £32,775 | | |

2 Berol Yard:

| | Residential | | | Non-residential | | |
|---|--|--|------------------------|--|--|------------------------|
| <i>(SAP10 emission factors)</i> | Total regulated emissions (tCO ₂ /year) | CO ₂ savings (tCO ₂ /year) | Percentage savings (%) | Total regulated emissions (tCO ₂ /year) | CO ₂ savings (tCO ₂ /year) | Percentage savings (%) |
| Part L 2013 Baseline | 206.6 | | | 33.4 | | |
| Be Lean savings | 184.8 | 21.8 | 10.6% | 27.9 | 5.5 | 16.5% |
| Be Clean savings | 41.5 | 143.3 | 69.3% | 21.5 | 6.4 | 19.1% |
| Be Green savings | 39.7 | 1.8 | 0.9% | 21.5 | 0 | 0% |
| Cumulative savings | | 166.9 | 80.8% | | 65.2 | 35.6% |
| Carbon shortfall to offset (tCO₂) | 39.7 | | | 21.5 | | |

Berol House:

| | Refurbishment (non-residential) | | | Extension (non-residential) | | |
|---------------------------------|--|--|------------------------|--|--|------------------------|
| <i>(SAP10 emission factors)</i> | Total regulated emissions (tCO ₂ /year) | CO ₂ savings (tCO ₂ /year) | Percentage savings (%) | Total regulated emissions (tCO ₂ /year) | CO ₂ savings (tCO ₂ /year) | Percentage savings (%) |

| | | | | | | |
|---|------|------|-------|------|-----|-------|
| Part L 2013 Baseline | 68.8 | | | 38.3 | | |
| Be Lean savings | 48.1 | 20.7 | 30.1% | 28.9 | 9.4 | 24.5% |
| Be Clean savings | 34.5 | 27.4 | 19.7% | 24.2 | 4.7 | 12.4% |
| Be Green savings | 34.5 | 0 | 0% | 19.3 | 4.9 | 12.8% |
| Cumulative savings | | 48.1 | 49.8% | | 19 | 49.7% |
| Carbon shortfall to offset (tCO₂) | 34.5 | | | 19.3 | | |

Actions:

- The carbon reduction values for non-residential part- 2 Berol Yard, is inconsistent throughout the report ref. Table 5-5, 7-2, 8-3. Please amend and re-submit the energy report.
- Please submit the GLA's Carbon Emission Reporting Spreadsheet.
- Please justify how you have you modelled all representative dwelling type to capture all proposed dwelling types. Please submit SAP and BRUKL sheets for a representative selection of the development for the Baseline, Be Lean and Be Green scenarios.
- What is the calculated Primary Energy Factor?

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, 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.

| Building type | EUI (kWh/m ² /year) | Space Heating Demand (kWh/m ² /year) | Methodology used |
|---------------|--------------------------------|---|------------------|
| | | | |

Actions:

- For all sections of the development including residential, non-residential, extension and refurbishment:
 - o What is the calculated Energy Use Intensity (excluding renewable energy)? How does this perform against GLA benchmarks, i.e. at 35(resi), 65(school), 55(Office/Hotel) kWh/m²/year? Please submit the information in line with the GLA’s reporting template.
 - o What is the calculated space heating demand? 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.

Energy – Lean

The applicant has proposed a saving of 57.5 tCO₂ in carbon emissions (17%) through improved energy efficiency standards in key elements of the build, based on SAP10 carbon factors. This goes beyond the minimum 10% and 15% reduction respectively set in London Plan Policy SI2, so this is supported.

The following u-values, g-values and air tightness are proposed:

New Build: 2 Berol Yard

| | Residential | Commercial |
|-----------------------|-------------------------|-------------------------|
| Floor u-value | 0.10 W/m ² K | 0.11 W/m ² K |
| External wall u-value | 0.15 W/m ² K | 0.13 W/m ² K |
| Roof u-value | 0.12 W/m ² K | 0.11 W/m ² K |

| | | |
|---|---|---|
| Door u-value | 1.00 W/m ² K | 1.00 W/m ² K |
| Window u-value | 1.00 W/m ² K | 1.00 W/m ² K |
| G-value | 0.40 | 0.40 |
| Air permeability rate | 3 m ³ /hm ² @ 50Pa | 3 m ³ /hm ² @ 50Pa |
| Ventilation strategy | Mechanical ventilation with heat recovery (MVHR 90% efficiency; 0.5 W/l/s Specific Fan Power) | Mechanical ventilation with heat recovery (MVHR 91% efficiency; 1.5 W/l/s Specific Fan Power) |
| Thermal bridging | Approved junction details | Default |
| Low energy lighting | 100% | 100% |
| Heating system (efficiency / emitter) Baseline only | 93% gas boiler, radiators | Gas Boiler with 91%, fan coil units |
| Thermal mass | Medium | Medium |
| Improvement from the target fabric energy efficiency (TFEE) | 15% improvement, from 43 to 36.6 kWh/year | N/A |
| Refurbishment and Extension: Berol House | | |
| | Refurbishment | Extension |
| Floor u-value | 0.57 W/m ² K | 0.13 W/m ² K |
| External wall u-value | 1.72 W/m ² K | 0.13 W/m ² K |
| Roof u-value | 2.94 W/m ² K | 0.11 W/m ² K |
| Door u-value | 1.00 W/m ² K | 1.00 W/m ² K |
| Window u-value | 1.00 W/m ² K | 1.00 W/m ² K |
| G-value | 0.4 | 0.4 |
| Air permeability rate | 25 m ³ /hm ² @ 50Pa | 3 m ³ /hm ² @ 50Pa |
| Ventilation strategy | Mechanical ventilation with heat recovery (MVHR 91% | Mechanical ventilation with heat recovery |

| | | |
|--|---|---|
| | efficiency; 1.5 W/l/s Specific Fan Power) | (MVHR 91% efficiency; 1.5 W/l/s Specific Fan Power) |
| Low energy lighting | 100% | 100% |
| Heating system (efficiency / emitter) Be Lean only | 200% with Fan Coil Units | Gas boiler 91% with Fan Coil Units |
| Thermal mass | Medium | Medium |

Actions:

- Please clarify why 200% efficiency has been used for the heating system within the refurbished building for baseline and be lean calculation. A gas boiler with 84% efficiency should be used.
- 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.
- What is the proportion of glazed area? Consider following the LETI Climate Emergency Design Guide principles in façade design.
- Set out how the scheme's thermal bridging will be reduced. [if below 0.15, check how/why]. No measures are proposed to reduce heat loss from junction details, and it does not set out what the proposed Psi (Ψ) value is.
- Commercial including new build, and extension.
 - o Submit the individual end use BER for specific end users in line w CIBSE Guide F.
- Refurbishments
 - o Detail what measures will be undertaken to make the retained listed buildings more energy efficient (what type of insulation, how the building will be made more airtight, etc).

Overheating is dealt with in more detail below.

Energy – Clean

London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.

The Be Clean strategy to connect to the DEN in Tottenham Hale is supported. However, an alternative strategy should be reported in case the DEN does not proceed or is costly. Some evidence should be provided that the DEN system was inputted into the SAP model and that the plant room is adequately sized for a substation.

The proposed heating plant room is on a mezzanine on the north side of the building. The DEN pipe will access the site from Ashley Road in line with the Green Link - Ideally this would be

- on the south side of the building
- on the GF

The applicant shall install a pipe from the edge of the site to the substation room at their cost (the route to be approved by the council and make sure it is not running through retail units where access is compromised) and so the heating plant room being on the north side is less of an issue.

However, it is important that the heating plant is in the GH. The specification of the connection should comply with our specification which will ensure suitable access and will also secure a point of connection for emergency plant and several other things.

The applicant will need to demonstrate that they will provide the following details prior to the commencement of construction:

- e) Buried pipe (dry and filled with nitrogen) to our specification from the GF plant room to a manhole at the boundary of the site (the DEN pipe will access the site in GF from Ashley Road in line with the Green link) and evidence of any obstructions in highway adjacent to connection point; please note that the pipes cannot be running through retail units where access is compromised;
- 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.

Actions:

- Please submit an alternative low-carbon strategy in case DEN doesn't proceed. A communal ASHP on the roof could be explored. This can include provisions to amend the scheme during construction if it were not required.
- The non-residential space in Berol House and 2 Berol Yard should also be provided with a connection to the 2 Berol Yard energy centre. Please annotate that in the plans.
- The report quotes two distribution loss factor (DLF) 1.2 and 1.3. Please amend this with a consistent value. A DLF of 1.25 would represent the combined DLF of DEN and the secondary network.

Energy – Green

As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.

The application has reviewed the installation of various renewable technologies. The report concludes that only solar photovoltaic (PV) is suitable for the proposed development with the district heat network in place to deliver the Be Green requirement. A total of 6.7tCO₂ (1.9%) reduction of emissions are proposed under Be Green measures.

The proposed roof mounted PV array would cover an area of 140m² and 250m² on the roof of 2 Berol Yard and Herol House respectively.

Actions:

- Please provide some commentary on how the available roof space has been maximised to install solar PV. Has your feasibility shown that other roofs will not be viable / will they be used for other purposes?
- Please provide a detailed roof layout including the solar panels.
- Please provide the capacity (kWp), total net area (m²) and annual output (kWh), assumed efficiency, angle and orientation of the proposed PV array.?
- Why has a SE/SW orientation been assumed for PV when the plan below shows that the blocks have a direct southern orientation?
- 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.

Energy – Be Seen

London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.

A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents and businesses.

Action:

- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (<https://www.london.gov.uk/what-we->

[do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform\)](#)

3. Carbon Offset Contribution

A carbon shortfall of 115 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

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.

The applicant should present two carbon reduction table scenarios:

- Scenario 1: Connection to the DEN scenario (residual tCO₂ over 30 years)
- Scenario 2: Low-carbon alternative heating solution (residual tCO₂ over 30 years)

Action:

- Energy modelling of the two scenarios is needed to calculate the deferred carbon offset contribution. Please provide the energy modelling for these scenarios.

4. Overheating

London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 for residential and TM52 for non-residential with TM49 weather files (London Weather Centre), and the cooling hierarchy has been followed in the design. It is unclear how many habitable rooms, homes/spaces and corridors have been modelled.

Results are listed in the table below.

Residential:

| | 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 | 100% | 100% | | | |
| DSY2 2020s | 6% | 6% | | | |
| DSY3 2020s | 3% | 3% | | | |
| DSY1 2050s | 9% | 9% | | | |
| DSY1 2080s | 3% | 3% | | | |

All residential zones pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:

- Natural ventilation, with windows fully opening inwards
- Infiltration rate of 0.15 ACH
- Glazing g-value of 0.40
- Dedicated shading elements introduced above some windows to block out direct solar gain on the south façade.
- Inset balconies for all flats to provide amenity space and shading.
- MVHR with summer bypass (40 l/s) for corridors.
- No active cooling

Future weather files mitigation strategy:

- External shutters.
- MVHR with summer boost bypass with a rate of 8l/s.

- 5kW MVHR cooling per flat.

Non-residential:

| | 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 | 100% | 100% | | | |
| DSY2 2020s | 100% | 100% | | | |
| DSY3 2020s | 100% | 100% | | | |
| DSY1 2050s | 100% | 100% | | | |
| DSY1 2080s | 100% | 100% | | | |

All non-residential zones pass the overheating requirements. In order to pass this, the following measures were considered:

- Part F minimum ventilation rates.
- Active cooling system, electric chiller for overheated spaces.

Overheating Actions:

- It is unclear how many habitable rooms, homes/spaces and corridors have been modelled and how many of them pass against the criteria. Report the results for all rooms, spaces, and corridors in a table that is colour coded and clearly sets out the maximum hours above criteria A and B in order to pass the requirement, and a summary of the number of rooms/spaces that pass.

| | | |
|--|--|--|
| | <ul style="list-style-type: none"> - Please perform overheating assessment for the refurbishment and extension part of the development. - Set out the heat losses from pipework and heat interface units for community heating systems. - Properly clarify which rooms have been modelled. - Show which habitable spaces will be predominantly naturally ventilated or mechanically ventilated in the floor plans. - Confirm that the habitable rooms facing the main road are not subject to adverse noise or air pollution. Specify the strategy to overcome any risk of crime or adverse air/noise pollution that will impact whether occupants can rely on natural ventilation, in line with the AVO Residential Design Guide. This should include specification of adapted windows and elevations demonstrating where these will be installed. - Considering the poor performance in future years, external shutters should be incorporated within this design, so the building is future proofed. - Please confirm and if not modelled undertake further modelling for new build, extension and refurbished part of the development. Then, report for all rooms and spaces for the following: <ul style="list-style-type: none"> o Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. o All single-aspect rooms facing west, east, and south; o At least 50% of rooms on the top floor; o 75% of all modelled rooms facing South or South/West; o Rooms closest to any significant noise and / or air pollution source, with windows closed at all times (with cross reference to the Noise and the Air Quality Assessments to demonstrate the most sensitive receptors and the <u>AVO Residential Design Guide</u>); o Habitable communal spaces; o Communal corridors, where pipework runs through; | |
|--|--|--|

- Commercial/office areas, particularly where they will be occupied for a longer period of time. Assuming that active cooling will be provided is not sufficient. If the proposed uses are not yet clear, this aspect can be conditioned to ensure that the modelling is based on the potential future occupiers.;
- 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 or 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.

5. Sustainability

Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport and access, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy, CO₂ emission and pollution management.

Action:

- Set out what urban greening and biodiversity enhancement measures will be proposed (e.g. green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living roofs, living walls, etc.)
- What electric vehicle charging points are proposed? This allows the future-proofing of the dwelling/development by ensuring the required power has been installed.

Non-Domestic BREEAM Requirement

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.

The applicant has prepared a BREEAM Pre-Assessment Report for the commercial units. Based on this report, a score of 57.5% is expected to be achieved, equivalent to 'Very Good' rating. A potential score of >65% could be achieved. Targeting such a low score will risk not achieving 'Very Good' as a very minimum and does not demonstrate the ambition to deliver a more sustainable development.

Actions:

- The submitted score is not good enough and a potential score of more than 65% could be achieved. Please explore ways achieve this and re-submit the BREEAM pre-assessment report.
- Submit the BREEAM pre-assessment for refurbishment and extension too.
- Along with the graph, a table should be submitted to demonstrate which credits will be met, how many are met out of the total available, under which category, which 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.

Urban Greening / Biodiversity

All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.

The development achieves an Urban Greening Factor of 0.32, which complies with the interim minimum target of 0.3 for predominantly non-residential developments in London Plan Policy G5.

Living roofs

All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.

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.

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.

Whole Life-Cycle Carbon Assessments

Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life-Cycle Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions.

The total calculated emissions based on the GIA (without grid decarbonisation) is estimated at:

| | Estimated carbon emissions | GLA benchmark RESIDENTIAL | Embodied carbon rating (Industry-wide) |
|-----------------------------------|--|--|---|
| Product & Construction | 495 kgCO ₂ e/m ² | Meets GLA benchmark (<850 kgCO ₂ e/m ²) but | Modules A1-A5 achieve a band |

| | | | | |
|---|---|--|--|---|
| | Stages Modules A1-A5 (excl. sequestration) | | misses the aspirational target (<500 kgCO ₂ e/m ²). | rating of 'C', meeting the LETI 2020 Design Target. |
| | Use and End-Of-Life Stages Modules B-C (excl. B6 and B7) | 377 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) | 846 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 'C', not meeting the LETI2020 Design Target. |
| | Use and End-Of-Life Stages Modules B6 and B7 | 1046kgCO ₂ e/m ² | N/A | |
| | Reuse, Recovery, Recycling Stages Module D | - 245.3kgCO ₂ e/m ² | N/A | |
| <p>The largest contributor to the building's WLC are the A1-A3 materials, accounting for approximately 53% of emissions. The majority of A1-A3 emissions are associated with the concrete, structural steel and rebar. Material replacement (B4) was the second largest contributor with 35.7% WLC emissions. A number of areas have been identified to</p> | | | | |

calculate more accurately and opportunities to reduce the embodied carbon of the buildings.

Actions:

- Please take necessary actions to meet the GLA embodied carbon targets. Potentially through pre-commencement condition
- The GLA requested further actions to be taken on whole-life carbon, which we support.

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.

The principles used for this development are:

- Building in layers- ensuring that different parts of the building are accessible and can be maintained and replaced where necessary.
- Design out waste
- Designing for longevity, circa 50 years of building life, and disassembly at end of life
- Designing for flexibility and adaptability
- Minimise operational waste and provide adequate space for recycling

The circular economy statement includes Bills of Materials (Appendix A), Pre-redevelopment audit (Appendix B), Operational Waste Management (Appendix C), and Lean Design Options and Design for disassembly (Appendix D). This is a fairly high level of information, and the applicant expects this to become more detailed as the detailed design progresses following permission.

The GLA requested further actions to be taken on Circular Economy, which we support.

| | | |
|---------------------------------|---|------------------------|
| | | |
| <p>LBH Conservation Officer</p> | <p>The proposed development comprising the refurbishment and extension of locally listed Berol House and the erection of an adjacent new building at 2 Berol Yard, sits in the south-eastern corner of the Ashley Road South Master Plan.</p> <p>The Hale has been over the last years a fast-changing part of the borough defined to the east by the River Lea valley with its open landscape, walkways, recreation spaces and wetland, and is bound to the west by Markfield park and the historic urban corridor of Tottenham High Road.</p> <p>The townscape character of the Hale has been so far very fragmented and has been defined by surviving Victorian and Edwardian residential streets, post-war estates, later infill developments, industrial and business buildings, railway line, now gradually complemented by emerging new high-rise developments that, together with their new private and public spaces and landscape design, are progressively reconfiguring this eastern part of the borough.</p> <p>Compatibly with the local interest of Berol House as industrial heritage, and its low susceptibility to change, alterations to the locally listed building and fundamental change to its setting have been accepted in principle as part of the much needed regeneration of the area, and accordingly, a two storey extension to Berol House, as well as redevelopment of the site at 2 Berol Yard, were previously consented together with the recently completed Gessner development and other emerging tall buildings which are contributing to the new, contemporary and more enclosed character of the area.</p> <p>Within this frame, the proposed refurbishment and three storey roof extension to Berol House, to provide office uses and an external terrace, constitutes an opportunity to sustainably retain, enhance and put into beneficial use the locally listed building while carefully reconfiguring it within its emerging new context. The building will be provided with new entrances and new internal route at ground level to improve permeability and will host retail and commercial uses at ground and first floor thus offering a more active frontage to Ashley Road.</p> | <p>Comments noted.</p> |

The proposed additional two storeys will be sympathetically clad in terracotta tiles with dark power coated frames and detailing and will be crowned by a further, setback, top floor with double glazed curtain walling that will positively complement and improve the design of the host building and will sustain its use.

The extended Berol House will be adjoined to the east, where there is currently a car park, by the new 30 storey development at 2 Berol Yard which includes residential uses, community and indoor amenity space with a podium garden, retail ground level to the south and west sides, whereas car and cycle parking and landscaping will complement the north and east sides of the site.

The urban regeneration of this area will rest on a careful and integrated reconfiguration of buildings and places, such as the new pedestrian link 'Berol Walk' with trees connecting Berol House and 2 Berol Yard with The Gessner and One Ashley Road, or the new 'Gessner Lane' to the north, or the new public space designed to the south of Berol House and 2 Berol Yard that will host a winter garden until when it will connect in the future to a bridge link across Watermead Way as part of the masterplan aspiration to connect the Lea valley and Tottenham High Road.

The mass and forms of 2 Berol Yard have been carefully articulated and will gradually step up in height in such a way to address its local and wider context and while including a podium garden fronting Watermead Way and Gessner Lane, plus further amenity space on the upper floors and roof level.

The proposed scheme will altogether contribute to define the new urban character of the area through both the creation of a tall building on the existing car park backing Berol House and by conserving the built memory of the historic industrial use of the area as exemplified by Berol house. The re-design and extension of Berol House respects and complements the industrial heritage character of the host building while providing distinctive and well- composed improvements to the host building. The new building at 2 Berol Yard building would successfully complement both the existing and emerging

context through its articulated elevations, materials and variations in height that would help to break up the scale and form of the building and would frame, together with Berol House, new public spaces, and pedestrian routes.

The new public realm would benefit from high quality finishes and hard and soft landscaping. The new frontages and uses proposed to ground floor will provide increased activity and visual interest with an overall positive effect on the townscape character of the development site and on the setting of the locally listed Berol House.

The comprehensive townscape visual assessment supporting the application provides a clear understanding of the changing character of The Hale as experienced in the background of views across and out of Alexandra Palace Park, South Tottenham CA and Markfield park. The visual impact views include the cumulative schemes located within Tottenham Hale East as will be seen, among others, in views taken from various viewpoints along the Bruce Grove and Tottenham Green conservation areas along the Tottenham historic corridor. It is evident that there is already an ongoing high degree of change in scale and built form in the background of those views taken across the Tottenham Conservation areas and looking towards the Tottenham Hale station, and the transformation of this area is due to continue.

However, the proposed development would only be visible in the far background of the views across and out of the conservation areas and related heritage assets as part of a group of tall new elements of various heights and taller built forms such as the Millstream Tower, will be more prominent than the proposed development in some of these views, and particularly in the winter.

In views along Bruce Grove, where taller buildings are already characteristic of the wider townscape, the proposed development would be seen without harm in the context of historic townscape elements in the foreground.

In the long range views the new development would have a slender profile, stepping form and varied materials it would create a coherent cluster of tall buildings and a clear focal point in the townscape thus reinforcing the location of Tottenham Hale station.

| | | |
|--------------------|---|-----------------|
| | <p>The 2 Berol Yard building would signpost, in conjunction with an emerging townscape of taller buildings around Tottenham Hale, the new urban character and spatial hierarchy of the area, where the proposed development would become part of a new, varied skyline that will define Tottenham Hale town centre through a 'wave' skyline profile as envisaged in the council vision for the area.</p> <p>The proposed development would very positively retain the locally listed Berol House, would conserve, and unveil its heritage significance and would improve the urban quality of its setting, without any negative impact on the legibility, primacy, and significance of other heritage assets in the borough, and while delivering much needed improvements to the urban character of its locality. The proposed development is supported from the conservation perspective.</p> | |
| LBH Design Officer | <p><u>Summary</u> These proposals form one of the last jig-saw pieces in the ambitious high-density redevelopment of the north side of the Tottenham Hale transport interchange, transforming it from a beleaguered, windswept, traffic dominated isolated place of no character, to a dynamic, vibrant new town centre. In particular, in what they propose to do to Berol House, there should be a beautiful, elegant historic building at the heart of this new town centre, with a properly enlivened active frontage to all sides and the mix of workspaces and retail offers to provide for life, whilst the Berol Yard tower should aid in wayfinding, act as a marker to the Green Link, help provide the crucial bridge over the road and railway for that Green Link, tying it into the burgeoning community and wider assets. In addition, this site promises to provide a significantly increased number of much needed now homes, to high quality designs and amenity standards, with innovative amenity spaces and community facilities, yet with the superb access to existing nearby parkland and facilities that all developments in Tottenham Hale benefit from. And the proposed tower will be an elegant, interestingly composed, sculptural landmark, that responds creatively yet contextually to its surroundings and the emerging cluster of brick-based, high-rise, vibrant and distinctive buildings.</p> <p><u>Principal of Development, Planning Policy Context and Masterplanning</u></p> | Comments noted. |

1. This proposal represents one of the last developments envisaged in the Tottenham Hale District Centre Framework (DCF; adopted by the Council, November 2015, further adopted as planning policy in the Tottenham Area Action Plan DPD, July 2017), that envisaged the transformation of the heart of Tottenham Hale into a high-rise, high-density new district centre clustered tightly around the transport interchange. Tottenham Hale is earmarked by the GLA to deliver 1,965 homes and is a Tall Building Growth Area and a Local Employment Area: Regeneration Area.
2. Specifically, this application is to replace previous permissions as part of a large masterplanned development known as Ashley Road South, by this developer in conjunction with the housing association Notting Hill Genesis. Ashley Road is the main existing north-south local street, and their original masterplan covered a large area of mostly industrial land either side of Ashley Road, between Down Lane Park to the north & west, Watermead Way to the east and a number of neighbouring landholdings to the south, most of which subsequently became the Argent Related development of five high-density, high-rise, mixed use blocks.
3. Crucially however, the council envisages a new east-west “Green Link” here; as enshrined in the AAP & DCF, this is intended to provide a direct and attractive pedestrian route linking Tottenham High Road, through the new Tottenham Hale town centre, to the Lee Valley Park to the east. It will require new bridges and crossings across roads, railways and watercourses, as well as new routes, acting as linear parks, through developments, but many stretches have already been secured including routes through the Hale Village and Hale Wharf development and bridges across Pymme’s Brook, the Lee Navigation and a flood relief channel, all close to the east of this site, and conversion of Chesnut Road into a linear park to the west. This site will sit at a crucial point, where a pedestrian bridge over the dual carriageway of Watermead Way and the railway should take off.
4. The joint developers’ masterplan, by architects John McAslan & Partners, was to retain one existing building, Berol House, a locally listed, four storey, brick, former pencil factory on the east side of Ashley Road. Between Berol House and Watermead Way, there was to have been a new further education college, which was designed in detail to an award-winning design, before unfortunately the original end user pulled out. The rest of the development was to be a series of medium to high

rise residential blocks, generally with employment and town centre uses on parts of their ground and first floors. Two separate applications were made and granted, one for each landholding; for Berkeley Square, HGFY/2017/2044. Their residential blocks, The Gessner, immediately north of the college site and east of Berol House, as well as two blocks west of Ashley Road, have now been completed.

5. This proposal is therefore to replace the proposed college, and complete Berkeley Square's part of the Ashley Road South masterplan, but in a significantly modified form. The proposals make minor detailed modifications to the use and appearance of Berol House, which seek to strengthen its intended role as the heart of the new town centre and replace the intended college with a new tall building; both of these are discussed in detail in the relevant sections below.
6. It is within the site allocation Ashley Road South for the creation of an employment-led mixed-use quarter, creation of a new east-west route linking Down Lane Park and Hale Village, enhanced public realm and residential use. Berol House is a Locally Listed Buildings, but there are no designated or undesignated heritage assets in the immediate vicinity. The Conservation Officer has provided detailed heritage advice on this application.

Street Layout

7. The proposals do not radically change the street layout from that previously approved and to a considerable extent already emergent, but do make improvements, increasing the likely legibility and vibrancy of the streets and footways around and across the site and improving the site's contribution to wider street patterns and legibility. In particular active frontages are considerably increased in both the existing Berol House and new Berol Yard. There will be much greater definition of the space between the two, which will be pedestrian only and have active retail frontages to both sides, and about which the applicant's architects have thought carefully about the proportions, so that it will match those of successful streets, and which therefore promises to be a vibrant street, Berol Walk, containing street trees and outdoor seating, spilling out from the retail units.
8. Berol Walk will meet the east-west Green Link at a new small square, where the main residential entrance will be located, as well as the foot of the public stairs and a balcony looking down onto the square from the proposed first floor community

facility. The square will provide a “moment” on the Green Link, a pint of puncture, as well as an opportunity to reorientate. The green link will proceed east and west as another tree lined pedestrian street, wider in its short western link to where it will form a key crossroads with Ashley Road, allowing the attractive, distinctive and historic gable end wall to Berol House to be appreciated, and eastwards to Watermead Way as a narrower pedestrian street more related to the neighbouring Argent development.

9. Streets form the main public realm creation of this proposal, and they are not lavishly landscaped with much greenery, but this is an urban location, and it is appropriate that the streets proposed will be of very high quality but predominantly hard paved materials. The proposals still include a significant provision of new street trees, along both the Green Link and Berol Walk, as well as street furniture and opportunities in the new square for art and seasonal installations (such as a Christmas Tree). It is also very impressive that they have come up with such a robust and simple external public landscape proposal, without extraneous clutter. There will also be a lot of green landscaping in the many green roof terraces, both accessible to residents/workers and for biodiversity only, on both buildings, with all of the play provision required for under 5s and 5-11s in the residential building provided on the podium gardens.
10. But the most important contribution this proposal makes to street layout is the contribution it makes to furthering development of the East-West Green Link, through an improved east-west street along the southern edge of their site and through provision of stairs, lifts and a financial contribution for the bridge over Watermead Way and the railway. The bridge is a crucial part of the long planned green link, connecting this and other major developments in Ashley Road and west to the waterside spaces and parkland of the Lee Valley, including Tottenham Marshes, The Baddock and Walthamstow Wetlands, free of traffic, and connecting those spaces and developments east of the railway into this new town centre, to the established (& soon to be improved) Down Lane Park and beyond to the established vibrant historic high street of Tottenham High Road. The height of this development will provide a visual marker for the green link and its bridge, which is part of the justification for its height, as well as seamlessly incorporating the necessary stairs and lift, to

generously proportion and clear, simple, legible, secure and decidedly grand form, so that in future the bridge need only land at this landing. To provide an immediate function for the stairs and lift, although intended to carry on after the bridge completion, a new community room is proposed off the landing; available to hire for societies, celebrations and functions. The s105 and CIL moneys raised in this development will also contribute to the delivery of the bridge itself, including sufficient funding to allow an immediate commitment to an early feasibility study.

Height, including Tall Buildings

11. The heights proposed follow the strategy of the District Centre Framework, previous approval and approvals on neighbouring sites, but substantially increase the new Berol Yard residential building to 32 floors, compared to 8 , admittedly taller floors for the previously planned college, whilst the height of Berol House remains at 6 storeys. Housing targets and expectations of density have increased since those previous approvals, and active travel and public transport improvements have been or are being delivered, particularly the new station entrance, extra track and platform, and segregated cycle lanes on Ashley Road and Watermead Way. But the main justification for the significant height increase is in landmark creation for wayfinding, reanalysis of the tall building cluster, and the quality of architectural and landscape design. The tall building will be embedded within a podium and shoulder blocks, tying them into the wider grain and street pattern, and mitigating their scale, wind, daylight and sunlight effects.
12. Considering each criterion from Haringey’s tall building policy is set in SP11 of our Strategic Polices DPD (adopted 2013 (with alterations 2017) and DM6 of our Development Management DPD (adopted 2017), skipping the 3rd & 4th bullets from the Strategic Policies, that reference the other document and the document used in preparing DM6:
 - The site is within the areas of both the adopted Tottenham AAP and the adopted District Centre Framework. Both support the principle of tall buildings in this location. The adopted District Centre Framework established in 2014 a principle that it would be acceptable to have a “wave” of height, with a cluster of the tallest buildings in Tottenham Hale around the station, dropping immediately away before rising somewhat and then dropping gradually down

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| | <p>to the existing retained hinterland. So the tallest building in the Argent Related development, at 38 storeys, is on the west side of the station square, whilst they then drop to 10-16 storeys, before rising to 20 storeys on the Welbourne site (& recently approved separate student housing). Similarly Hale Works at 34, dropping to 8-10 in Hale Village, then in the 20s at Hale Wharf to the east. It was not initially identified that there would be quite the same wave to the north, but Argent's northern sites, The Gessner and the unbuilt but approved Notting Hill Genesis plot to its north are all medium-tall at over 15-20 storeys. This 32-storey tower at Berol Yard will relate to Argent's tallest and Hale Works as a triangle of well-spaced tall buildings, straddling and pinpointing the station, with its shoulder elements relating to the medium-tall neighbours and lower shoulder to Berol House, the mansion blocks to the west and lower elements of Argent and The Gessner. As such it can be seen as a reasonable adaption to the flexible but still coherent three-dimensional design of the Tottenham Hale tall buildings cluster;</p> <ul style="list-style-type: none"> • The council prepared a borough-wide Urban Characterisation Study in 2016, which supported tall buildings in this location, beside the railway edge, well away from the historic heart of Tottenham or an pre-existing residential neighbourhoods, close to but not right on the edge of the large extensive open spaces of the Lee Valley, and marking the major transport interchange and emerging new town centre; • High quality design especially of public realm is promised in the proposals, as described in other sections above and below; • It will be capable of being considered a "Landmark" by being a wayfinder or marker for the East-West Green Link, location of the bridge, and the heart of the new town centre. The bridge in particular is identified in the QRP comments as providing particular justification for locating a tall building precisely here; • It should also be capable of being considered a "Landmark" by being elegant, well-proportioned, and visually interesting when viewed from any direction, by virtue of its particular, "clustered" design of distinct angled fragments. This is described more fully below, but the different fragments are designed to relate | |
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to their different context; lower ones to immediate neighbours, with matching brick colours and angles of façade, whilst taller fragments relate more to their longer views to the marshes and to central London;

- Consideration of impact on ecology and microclimate encompasses daylight, sunlight, and wind, examined in detail below, but this includes how the fragments and podium break up down draft and the angles of the taller fragments allow continued day and sunlight access to immediate neighbours including The Gessner. Impact on ecology could also include impact on the flight of birds and other flying creatures, but this proposal is not immediately adjacent to open countryside, a large open space or open waterway;
- 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.

Local, Wider & Strategic Views

13. The development forms part of an emerging cluster of tall buildings, including taller buildings than this developer has already permitted, under construction and already completed, around Tottenham Hale. London and Borough Strategic View Corridors all happen to be distant from this development, and therefore are not considered to be affected by this development.
14. Given the number of other tall buildings already approved (including some now built) in the cluster immediately around this site, there would probably be no locations where this proposal would be visible but there are currently or approved no other tall buildings visible. Nevertheless, following consultation between the applicants and officers, a number of close and distant views of the proposals have been produced, in each case including a version at the time of assessment and with the “cumulative impact” from other approved but unbuilt or unfinished buildings collaged in. Furthermore, discussions between officers and the applicants have resulted in a number of improvements and corrections to those views, so that officers can now confidently confirm that they accurately show the townscape and visual impact of this proposal.
15. The applicants most recent and accurate views demonstrate that this proposal will sit within the cluster of built, under construction and planned all buildings marking the

centre of Tottenham Hale. It will not stand out but will sit assertively as one of the tallest buildings around the station square, also marking the green link and bridge. As such it will contribute appropriately to the legibility and distinctiveness of this important emerging centre and help make the cluster attractive and appealing in longer, medium and local views.

16. As the two proposed buildings are distinctly separate in the site layout and designed by different architects, I will deal with each separately, starting with Berol House, the retained and to be extended existing building, which is relatively straightforward, followed by 2 Berol Yard, which will be split into sections for each particular subject.

Detailed Design of Berol House

17. The architects for this, McAslans, designed the originally approved scheme for Berol House, and have now modified those proposals to suit the changes in this new application. Previously, the existing Berol House structure was to be upgraded for continued employment use, with a two-floor rooftop extension to contain new housing. Under this proposal, the proposed rooftop extension is to also be in employment use, and has been increased moderately, with a part third additional floor to the centre of the plan, whilst the ground floor is to be in town centre uses such as retail.
18. The detailed design of the additional floors, which was already considered acceptable, has been improved, with a more elegant cladding and fenestration pattern, with a terracotta frame to the two whole additional floors, with glazing between, coordinated with the rhythm and proportions to the existing floors, and with the third additional floor, which is significantly drawn in from the northern and southern ends, predominantly glazed. This amended design for the additional floors will be at least as elegant as the high-quality design previously approved.
19. The change to proposed uses on the ground floor is accompanied by significant design changes, creating more openings, and making pretty much all of the ground floor active frontage. The public cut-through about 2/3 of the way up the block is retained but relocated to the centre of the block, more appropriately using the arched openings under the central pediment, and this is where the main entrance to the stairs and lifts to the upper floors, which are now to be internal rather than in external glass boxes, are relocated. Ground floor units will have the ability to open to both

sides. This should enable Berol House to make an improved contribution to a busy, lively, vibrant heart of the new Tottenham Hale Town Centre and celebrate its historic role.

Detailed Design of Berol Yard (the new-build residential tower)

Architectural Expression, Fenestration & Materiality

20. This is proposed to be a sophisticated composition of a series of rectilinear “fragments”, rising up gradually to greater heights as their angles shift off the street grid, out of a square podium that fills the plot, giving the surrounding streets a human scaled sense of enclosure. The lowest block, in the south-eastern corner, aligns with the east-west Green Link and houses its stair, lift and community facility, whilst its height aligns with Berol House and the lower shoulders of the neighbouring Argent and other blocks. The second fragment is angled to face and address the proposed square, off which it is set back behind a 2nd floor podium, and main approach from the Ashley Road–Green Link crossroads and aligns in height with the medium-tall blocks. The third fragment faces west across the rooftops towards Tottenham High Road, again set-back behind a wider podium from Berol Lane. The fourth is angled away from the north side to face north-east across Tottenham Marshes and open up the side of The Gessner. The fifth faces south-east across the lower Lee Valley and Walthamstow Wetlands, with only the core rising slightly higher. This should be a truly interesting and appealing three-dimensional composition.
21. Materiality responds to the different fragments and their differing relationships. Brick colours relate to the buildings they face, whilst the tones get lighter as their height increases, so that the lowest block will be a unique dark green brick relating to the Green Link, the second fragment a darker red relating to the Argent building opposite it, the third a red-buff relating to Berol House, the fourth a lighter grey-brown relating to The Gessner and the fifth a light pink buff, with the core where it rises above being a darker material uniting the composition.
22. The fenestration pattern is of orderly, gridded facades of identical rectangular window openings, with the modelling providing interest, but fenestration varies where the columns of larger balcony openings occur and most of all at the top floor with the larger still openings for the communal facilities. The window design may be repetitive though, but it is an exceptionally carefully designed window, based on the classic

“Chicago” window of a larger central pane with two narrower side panes, enlivened by louvres and sun shading relating to function and aspect to avoid overheating and allow flexible opening options to provide good daylight and ventilation levels without being difficult to use.

23. The overall architectural approach, especially the gridded facades and use of brick, will also match the other new high and lower rise buildings making up this vibrant new town centre at Tottenham Hale.

Residential Quality (flat, room & private amenity space shape, size, quality and aspect)

24. The proposals are for a mixture of different flat sizes from studios to three-bedroom, both affordable (33%) and market value, with 10% wheelchair adaptable. All flat and room sizes comply with or exceed minima defined in the Nationally Described Space Standards, as is to be routinely expected. Flats are designed to be attractive and usable to modern taste, with plentiful storage and open plan living-dining-kitchen generally with the kitchen area recessed.

25. All dwellings meet or exceed the private external amenity space in the London Plan, with generous, recessed private balconies. Privacy of lower floor balconies is achieved by being recessed and having at least partially solid balustrades. All flats (regardless of tenure) benefit as well from access to the large podium garden on the east side at second floor, the large, south facing, “Mediterranean Garden” roof terrace on the 18th floor and communal amenity room and two communal balconies off that on the 30th floor, exploiting the design which permits roof terraces in the steps in the blocks.

26. 67% of the proposed flats are dual aspect, by virtue of the design of “fragments” creating up to seven corner flats per floor, and the angling of the fragments ensures that there are no north facing single aspect flats. This is a very high proportion of dual aspect for a larger tall building.

Daylight, Sunlight and Wind Microclimate

27. The applicants provided Daylight and Sunlight Reports on levels within their development and the effect of their proposals on relevant neighbouring buildings, prepared in accordance with council policy following the methods explained in the Building Research Establishment’s publication “Site Layout Planning for Daylight and

Sunlight – A Guide to Good Practice” (2nd Edition, Littlefair, 2022), known as “The BRE Guide”.

28. These assessments show a good level of daylight and sunlight to the proposed dwellings, with 94% of habitable rooms in the proposed development meeting or exceeding the daylight levels recommended in the BRE Guide (where the living room level is taken for combined living-dining-kitchens) for average daylight factor (ADF) and 90% for daylight distribution (DD). Sunlight levels are a less impressive 54%, but this reflects the new guidance, which only came in during the design process, changing the criteria, and the significant number of flats in this proposal facing east, north-east or west, having less access to sunlight.
29. Regarding the proposals’ effect on existing neighbouring buildings, those under construction and those with planning permission but not yet started, there are some impacts. Many of these impacts can be understood as being due to this site being currently undeveloped, so the neighbours achieve a much higher level of daylight than would reasonably be expected, although assessment comparing this proposal to the day and sunlight effect of the previously approved college shows there is still a noticeable loss in many cases, albeit much reduced. It should also be noted that many of the neighbours assessed are not yet inhabited, being under construction or merely planned, so residents will never experience the better day and sunlight levels without this development, or not for very long.
30. In the case of higher density developments, and this is one of the places in London of the highest density, 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.

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| | <p>31. To assess the impact of the proposals on wind microclimate, the applicants carried out wind tunnel testing of a physical model and measured the findings against long term wind statistics applicable to the site, in accordance with the industry standard “Lawson” criteria. Their assessment has been checked by the council’s own consultants and this response should be referred to.</p> | |
| <p>LBH Local Lead Flood Authority/Drainage</p> | <p><u>Comments 02/05/2023:</u> Based on the details provided within the email dated 21 April 2023 I can confirm that the comments raised by us (LLFA) have been adequately addressed.</p> <p><u>Comments 28/03/2023</u> I’ve had a look through the GLA response and in relation to surface water management, the issues flagged in regards to the use of SuDS are broadly aligned with the comments below. In particular, the GLA have requested clarity on the proposed discharge rates to TW public sewers, due to some inconsistencies highlighted between the text and calculations appended to the report. They have also requested evidence from TW to confirm sufficient capacity is available within the public sewer network to accommodate the proposed flow rates.</p> <p>I have essentially flagged these issues up within the response below and have highlighted that the response from TW contained within the appendices of their report indicates that there is insufficient capacity available to accept the proposed discharge rate provided by the developer/consultant as 6.3l/s (rather than 5.7l/s)</p> <p>The inclusion of rainwater harvesting has been discounted based on very little evidence, which has been flagged within the GLA response. Typically for a high occupancy to roof area ratio the rainwater roof catchment would not support its inclusion, particularly given that there is a green/blue roof.</p> <p>Lastly the GLA response highlights the need for a Flood Warning and Evacuation Plan. I am not sure whether our Emergency Planning team would request the inclusion of a</p> | <p>Noted that comments have been adequately addressed. Conditions added.</p> |

specific condition in relation to the requirement to submit a FWEP, as based on a review of previous LLFA consultation responses provided to the planning team I have not seen one added, although this may well be just that the site is located within FZ1.

In summary, there is broad alignment in the issues flagged within the LLFA consultation response and the GLA response you have forwarded across

Comments 13/03/2023

Thank you for consulting us on the above captioned planning application ref HGY/2023/0261 for full planning permission relating to the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace; with associated landscaping, public realm improvements, car and cycle parking, and other associated works at Berol Quarter, Ashley Road, London N17 9LJ.

It is noted that this application is linked to HGY/2023/0241, which seeks to amend the original hybrid planning application consent issued under HGY/2017/2044 given that the Applicant no longer intends to deliver the final phases of permission ref. HGY/2017/2044 at the wider Berol Yard site and instead proposes to deliver the proposals submitted under HGY/2023/0261.

It is acknowledged that in relation to drainage and flood risk, various details have been previously provided as part of the original planning application and subsequent reserved matters applications to discharge drainage related conditions attached to HGY/2017/2044, notably HGY/2018/2165 and HGY/2019/2068. Therefore, we note that many of the principals and approaches for the management of surface water run-off from the development have been established and agreed as part of the previous consultations on planning applications submitted in relation to this site.

In terms of flood risk and drainage, Planning Application HGY/2023/0261 is supported by the report prepared by WSP, entitled 'BEROL QUARTER Flood Risk Assessment & Outline Drainage strategy' (Doc ref no. 70094918-WSP-XX-XX-RP-CV-00001), dated Dec

2022 and related drawings and documents. Further to review of the submitted details, we have made the following observations regarding the proposals, which are outlined below;

- 1) It is noted that in terms of discharge destination, the Applicant/Agent intends to discharge flows off site to the existing public surface water sewer located within Ashley Road. Whilst the LLFA and it appears TW have been previously consulted on the proposals and accepted proposed discharge rates we it is noted that Appendix C.1 of the above captioned report includes a pre planning enquiry from Thames Water, dated 21st November 2022 (TW Ref. DS6100012) to seek confirmation that sufficient capacity within the public sewer network. Section 11.4.1 of the FRA and Outline Drainage Strategy report states that 'Thames Water has responded to the Pre-Development enquiry for the Proposed Development confirming sufficient capacity at the proposed points of connection, as shown in Appendix C.1.' However, it is stated within the TW response that there is insufficient capacity within the existing system to accept the proposed discharge of 6.3l/s for all storm events up to and including 1 in 100 yr plus climate change event (+40% uplift) into the 225mm surface water sewer in Ashley Road located downstream of manhole TQ34894603. Clarification and confirmation from TW on this is considered essential given the viability of the drainage strategy is intrinsically linked to the availability of sufficient capacity to accept proposed surface water discharges from the development. If it is confirmed insufficient capacity is available, then either a) alternative proposals should be provided which restrict discharges to the accepted discharged rate that TW agree can be accepted by their public surface water system, or, b) provide confirmed scope of upgrading works required within the off-site public sewer system to accept the flows. It is anticipated that these would be implemented under a S98 Sewer Requisition under the WIA 1991
- 2) It is noted that the scheme as shown in the Drainage Layout (Drg. 70094918-WSP-XX-XX-M2-D-0501-P01) that the surface water drainage system will be reliant on a pumped outfall, due to level constraints in achieving a gravity discharge to the public system. As noted under Section 8.1.10 of the WSP report, pumping of surface water is considered to be unsustainable, however, it is accepted as being an established

principle of the proposed surface water strategy which has previously been considered and agreed as part of the previous planning applications relating to this site. Whilst the use of pumped outfall is established part of the proposed drainage strategy, we note that there has been no assessment of the residual flood risks associated with any potential failure of the package pumping station, nor has any details been provided on what provisions have been made in terms of emergency storage provision in the event of breakdown. Whilst it is acknowledged that less vulnerable uses are proposed at ground floor with more vulnerable residential uses located at first floor and above, some form of assessment of the risk of failure should be provided. Further clarification in regards to the pumping station and assessment of residual flood risks are requested.

- 3) Currently the full planning application is support by outline details and calculations in the form of WinDES Source Control and 'Quick Storage' outputs, which are not considered to be acceptable for a full planning application. Full calculations are required that include all relevant SuDs features and the associated storm network that consider a full range of rainfall data for each return period provided by Micro drainage modelling or similar simulating storms through the drainage system, with results of critical storms, demonstrating that there is no surcharging of the system for the 1 in 1 year storm, no flooding of the site for 1 in 30 year storm and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change.
- 4) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method. At present the outputs provided within the submitted report do not clearly state which rainfall dataset has been adopted for the purposes of design.
- 5) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of where it is anticipated that flooding will occur within the proposed network (if any) and an

indication of overland routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.

Following clarification of a number of the above items may result in the requirement to make some material amendment to the submitted drainage strategy, flood risk assessment, outline drainage strategy report and drainage layout drawings (size/siting of attenuation tanks, wet well, point(s) of discharge, etc. etc.)

Subject to the above clarifications, we would consider the proposal to be broadly acceptable to us, subject to the following planning conditions to be implemented regarding the Surface water Drainage Strategy and its management and maintenance plan.

Surface Water Drainage condition

No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:

- a) A hydraulic calculations using XP Solutions Micro-Drainage software or similar approved. All elements of the drainage system should be included in the model, with an explanation provided for any assumptions made in the modelling. The model results should be provided for critical storm durations of each element of the system and should demonstrate that all the criteria above are met and that there is no surcharging of the system for the 1 in 2 yr rainfall, no flooding of the surface of the site for the 3.3% (1in30) rainfall, and flooding only in safe areas for the 1% (1in100) plus climate change.
- b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.

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| | <p>c) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.</p> <p>d) The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained.</p> <p>Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p> <p><u>Management and Maintenance condition</u></p> <p>Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system</p> | |
| <p>LBH Pollution</p> | <p>Re: Planning Application HGY/2023/0261 at Berol Quarter, Ashley Road, London N17 9LJ.</p> <p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above full planning permission for the refurbishment and extension of Berol House to include Use Class E floor space; and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floor space; with associated landscaping, public realm</p> | <p>Noted conditions on Land Contamination, Unexpected Contamination, NRRM and Demolition/Construction Environmental</p> |

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| | <p>improvements, car and cycle parking, and other associated works and I would like to comment as follows.</p> <p>Having considered all the relevant supportive information on pollution especially the Air Quality Assessment report with reference 70094918 prepared by WSP dated November 2022 taken note of sections 3 (Scope and methodology), 4 (Baseline conditions), 5 (Assessment of impacts), 6 (Mitigation & residual effects) and 7 (Conclusions) as well as the Design and Access Statement dated 12th December 2022, please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. Land Contamination Before development commences other than for investigative work:</p> <p>a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.</p> <p>b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.</p> <p>c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.</p> <p>d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.</p> | <p>Management Plans. All aspects form part of the recommended conditions.</p> |
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e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

2. Unexpected Contamination

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

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

3. NRMM

a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly

serviced, and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

4. Demolition/Construction Environmental Management Plans

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

The following applies to both Parts a and b above:

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

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| | <p>viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);</p> <p>ix. Details of external lighting; and,</p> <p>x. Details of any other standard environmental management and control measures to be implemented.</p> <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection); v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate. | |
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The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

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

5. Combustion and Energy Plant

Prior to installation, details of the gas boilers to be provided for space heating and domestic hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and domestic hot water shall have dry NOx emissions not exceeding 40 mg/kWh (0%).

Reason: As required by The London Plan Policy 7.14.

6. Combined Heat and Power (CHP) Facility

Prior to the commencement of the development, details of the Combined Heat and Power (CHP) facility of the energy centre or centralised energy facility or other centralised combustion process and associated infrastructure shall be submitted in writing to and for approval by the Local Planning Authority.

The details shall include:

- a) location of the energy centre;
- b) specification of equipment;
- c) flue arrangement;
- d) operation/management strategy; and
- e) the method of how the facility and infrastructure shall be designed to allow for the future connection to any neighbouring heating network (including the proposed connectivity location, punch points through structure and route of the link)

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| | <p>f) details of CHP engine efficiency</p> <p>The Combined Heat and Power facility and infrastructure shall be constructed in accordance with the details approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>Reason: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.</p> <p>Informative:</p> <p>1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> | |
| <p>LBH Transportation</p> | <p>1. CONDITIONS:</p> <ul style="list-style-type: none"> a. Cycle parking provision to comply with London Plan and LCDS. b. Construction Logistics and Management Plan. c. Delivery and Servicing Management Plan. d. Car and Cycle Park Management Plan including reduction of retained contractual parking spaces on site. e. Reassessment of car parking provision for disabled users – given that current proposals are deemed non-compliant. <p>2. S106 (HoT):</p> <ul style="list-style-type: none"> a. Two separate Travel Plans and monitoring fees (£3000 each for Commercial and Residential Travel Plans). b. Provision of Car Club and £50 user credit for residents for a period of three years. | <p>Following satisfactory responses to queries, no objection subject to recommended conditions and s106/s278 obligations.</p> |

- c. Car free agreement to restrict eligibility of all residents from obtaining CPZ parking permits.
- d. Permissive paths agreement – Berol Passage / Berol Walk / Berol Square / Gessner Lane / staircase / lift etc.
- e. Provision and safeguarding of Bridge abutment / staircase and lift.

Tue 25/04/2023 18:43

Transport comments are as follows:

Hello Philip,

Further to our discussion, I summarise and confirm the following regarding the applicant's responses below:

- a. Cycle parking: Transport Planning would not support proposals for two-tiered cycle parking with provision of aisle width less than 2.5m. It is also inappropriate for cycle parking layout to be conditioned for later consideration.
- b. Blue Badge Car Parking: Transport Planning would not support failure to undertake the required 'careful consideration' and the corresponding low proposed level of Blue Badge Parking for Berol House. Please clarify time scale for reducing existing standard car parking.
- c. Please clarify time scales for interim and final layout for car parking / cycle parking layouts for Berol Yard.
- d. Regarding provision and utilisation of car club vehicles, the average figures provided for the year are not considered appropriate to assess provision for car club vehicles. Details of hourly utilisation throughout the weekday and weekends should be provided for existing conditions and assessment of details of future forecast demands / utilisation with committed and proposed development, are required. Details of Zipcar's criteria for triggering requirement for provision of additional car club vehicles should be provided. It is not acceptable for these matters to be left for consideration at some future date.

Regards,

Shreekant Patel

Wed 19/04/2023 20:34

Transport comments regarding the applicant responses are as follows:

- a. The LCDS for aisle widths adjacent two-tiered cycle parking is required to ensure users do not have to lift bicycles from the cycle stands and improve quality of cycle parking provision. I do not agree that site constraints and competing uses make it necessary or acceptable for aisle widths to be reduced because this is a new development that should be designed to meet LCDS – it is not retro-fitting for an existing building. Standards should not be compromised to facilitate new development above capacity of site or for viability reasons etc.
- b. Regarding provision for 'Blue Badge' car parking for Berol House, I do not accept or agree with the applicant or GLA comment, that provision of one disabled person parking space is policy compliant because:
 - i. London Plan Policy 6.5 indicates at paragraph 10.6.23 - Standards for non-residential disabled persons parking are based on a percentage of the total number of parking bays. **Careful assessment will therefore be needed to ensure that these percentages make adequate provision in light of the need for disabled persons parking bays by Blue Badge holders.** The provision of disabled persons parking bays should be regularly monitored and reviewed to ensure the level is adequate and enforcement is effective. **All proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided.**

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| | <p>ii. London Plan Policy T6.1 (Residential Parking) indicates at paragraph 10.6.12 - In implementing this policy, if three per cent of a scheme is less than one space, this should be rounded up to one.</p> <p>The above references to ‘providing at least one space even if no parking is provided’, does not negate the need for ‘ careful assessment’ and is intended to be used as ‘rounding up’ figure for when considering smaller developments, rather than an absolute figure for larger developments - as currently proposed.</p> <p>iii. Given that Policy T6.1 (G) requires 10% of dwelling to be accessible with parking provision – it is necessary to consider both end of journeys - between home and work, and the corresponding parking provision at each trip end, when undertaking the required ‘careful assessment of adequate / appropriate provision’ of disabled persons parking, for employment/office use proposals.</p> <p>No evidence presented of ‘careful assessment’ having been undertaken that demonstrates that provision of one ‘Blue Badge’ holder parking space is adequate /appropriate or policy compliant for the proposed office development. The applicant should consider the percentage of working age people with ‘Blue Badge’ parking permits, together with employee capacity at proposed Berol House employment space etc. to assess potential demand and provision for disabled persons parking. Please also consider the general duty of Local Authority under the Equalities Act 2010, when assessing provision for disabled person parking.</p> <p>iv. There appears to be an error in statement ‘ However, the Applicant is keen to highlight that it expects the residential Blue Badge parking provision not to exceed demand,...’. It is not considered to appropriate to reallocate disabled persons parking spaces required for accessible units, for use by</p> | |
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disabled office employees / visitors. The required provision for each proposed use should be provided.

- c. Regarding Figure 6.12 and Figure 6.6 – Are the car parking spaces and the cycle parking both at ground floor levels or different levels?
- d. Regarding provision of Club bays, the current proposals are significantly different from those previously considered under Planning Ref: HGY/2017/2044. The TAR should assess / review the existing and committed demands for car club vehicles and demonstrate adequacy of provision of car club vehicles / capacity, to service the cumulative demands including from additional residential development proposals. A detailed proposal will be required.

Regards,

Shreekant Patel

Tuesday, March 21, 2023 4:26 PM

Transport comments are as follows:

- a. The site has excellent public transport accessibility (PTAL=6a) and is located within a CPZ.
- b. The proposals are for the refurbishment of Berol House to provide 5209m2 GEA Office use and 714m2 GEA retail/commercial use. In addition, the proposals includes development of 2 Berol Yard to provide 210 residential units, 706m2 retail / commercial use and 161m2 community use space.
- c. The proposal includes cycle parking provision for 48 long-stay and 30 short-stay cycle parking spaces for Berol House and 380 long-stay plus 24 short-stay spaces for 2 Berol Yard. The layout of cycle parking does not meet LCDS standards for aisle widths adjacent to two-tiered cycle parking. Revised submission of detailed

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| | <p>cycle parking layout with dimensioned plans that complies with LCDS, are required.</p> <p>d. The proposals for 2 Berol Yard will be car free except for provision for 'Blue Badge' car parking. This will initially include 3% provision for 6 'Blue Badge' holder parking spaces required for the residential units and one space for retail use. London Plan requirement for 10% of dwellings to be accessible and have parking spaces is not subject to reduction by reference to data from other sites. A parking management plan will be required to set out how this level of provision will be provided.</p> <p>The proposals for Berol House will include provision for one Blue Badge parking space. However, there will be 30 standard car parking spaces retained for existing tenants with contractual rights.</p> <p>The provision of one 'Blue Badge' parking space for the commercial use (5209m2 GEA) is not considered adequate. Further detailed assessment is required using number of employees / multiple occupiers and statistics of percentage of working age people with 'Blue Badge' permits.</p> <p>Clarification is required regarding the overlaps in layout of interim retained 30 car parking in Fig.6.12, the cycle parking illustrate at Figure 6.6 and the vehicular swept path for a refuse vehicle, below.</p> | |
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Figure 6-12 Interim Car Parking Provision

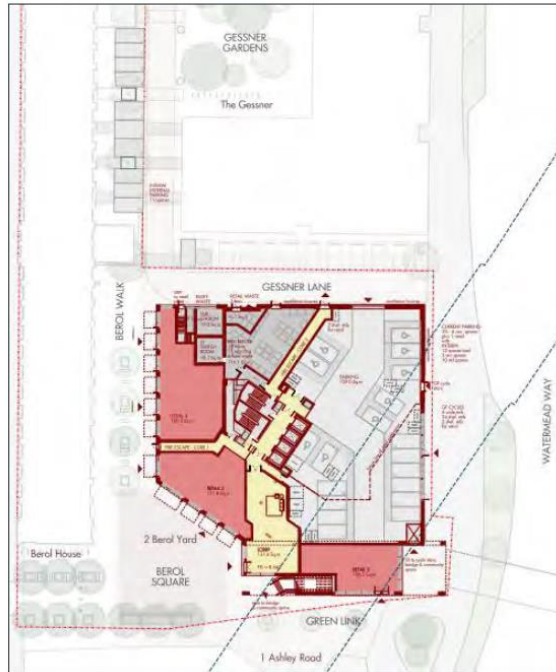
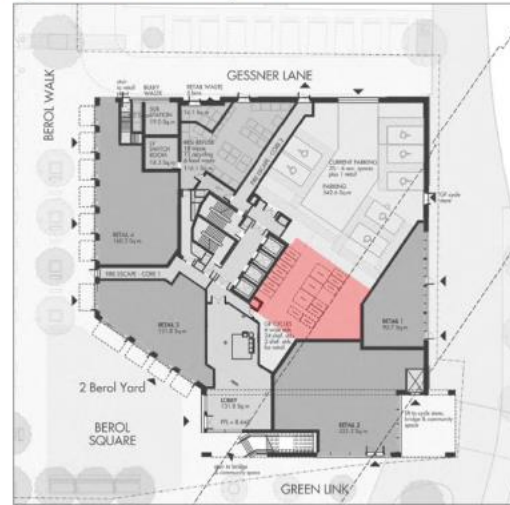


Figure 6-6 2 Berol Yard Ground Floor Cycle Facilities



- e. Further detailed assessment is required regarding the demand and provision for car club vehicles, 2 year free

membership for residents plus £100 user voucher etc. A s106 agreement for this will be required. The limited information included regarding existing car club bays in the vicinity is not considered adequate.

- f. East-west pedestrian movements through the Site will be via Berol Passage and Gessner Lane or Green Link. North-south pedestrian movements will be via Berol Walk. It is recommended these routes be designated and secured as public rights of way to enhance permeability.
- g. For 2 Berol Yard, servicing vehicles for retail units 1 and 2 will use the existing servicing bay on Watermead Way. Servicing vehicles for retail units 2, 3 and 4, and the residential lobby will use the servicing bay on Ashley Road. For Berol House, servicing vehicles for the retail units and office will be via the servicing bays on Ashley Road.
- h. Assessment of trip generation indicates there will be an overall net reduction in trips from the current proposals than from the previously consented development on this site.
- i. There is reference to a Bridge over Watermead Way and some provision for construction works (western abutment) being undertaken as part of this development. Please clarify what works are envisaged because these works may require a s106 / s278 agreement.
- j. Framework Travel Plans: A requirement for detailed travel plan to be submitted for approval prior to occupation should be secured via s106 agreement, This should allow for separate travel plans for the Commercial and residential uses. Each travel plan will also be subject to £3000 monitoring fee.
- k. Construction Logistics Management Plan. A condition is required for submission of a detailed construction logistics management plan for approval prior to start of any works on site. This should follow format of TFL Construction Logistics Plan

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| | <p>guidance. I understand there may have been a s106 charge for a highways / construction officer to coordinate traffic management works for the various adjacent development sites – this arrangement should be replicated / secured via s106 agreement for this development.</p> <p>I. A condition requiring submission of a car park management plan is required. This should include details of how car parking (for commercial and residential) will be allocated and managed. All car parking spaces should be leased and not sold with individual property.</p> <p>Under planning application HGY/2023/0241, the current Berol Quarter proposals would sever ties with previously consented development HGY/2017/2044 and be considered as a free-standing site. Please clarify:</p> <ul style="list-style-type: none"> i. whether that means that all the infrastructure works secured with HGY/2017/2044 would need to be completed (representing a new base scenario), before the current application can be occupied because it would be reliant on loading bays on Ashley Road etc. ii. whether the proposed changes will affect any existing s278 agreements and s106 agreement obligations / funding for highway works and contribution for public realm improvements / design or DEN delivery etc. iii. There is reference to use of a booking system for delivery slots – however, given that deliveries will use loading bays on public highway, clarification is required regarding what is proposed. <p>Regards</p> <p>Shreekant Patel Principal Transport Planner.</p> | |
| <p>LBH Waste Management</p> | <p>Fri 10/02/2023 I've had a look at the planning application documents for this development and in particular the operational waste plan and management strategy for Berol Quarter Ashley</p> | <p>Noted – Waste plan condition and obligation to secure funding for</p> |

Rd, London N17. This is a detailed plan and provides clear information about how waste will be managed within individual units and externally. Reference was made to the recycling centre in Park View Rd (pg.4) but this site closed some years ago and the remaining Haringey recycling centre is in Western Rd, N22 6UG.

The proposal at Berol Yard has mixed residential, commercial, and retail units and the developer has confirmed that the commercial and retail units will be collected by a private contractor. It stated the commercial tenants would store and segregate waste and recycling in their unit, but I wasn't clear if that is then taken to the external storage points for collection or if the external storage is available in addition to collection from the unit, so clarification on that point would be helpful.

Containers for the residential units are calculated as outlined below and follow Haringey's guidance as do the pull distances of the containers to the vehicles. However, please note that Haringey can no longer provide 360 litre bins for food waste due to the weight and 140litre bins are used instead and would equate to 14 x 140 litre bins.

| No. of units | Refuse | Recycling | Food waste |
|------------------------|---------------|---------------|-------------|
| 210 | (1,100 L bin) | (1,100 L bin) | (360 L bin) |
| Ratio units/bin | 6 | 10 | 35 |
| 1 collection/week | 35 bins | 21 bins | 6 bins |
| 2 collections per week | 18 bins | 11 bins | 3 bins |

Sizing of the bin store appears to have been based on a twice weekly collection of waste and recycling from the outset. While commercial waste collection companies can provide collections to suit the client, up to twice daily collections 7 days per week, we would however advise against sizing the bins store based on minimum size and maximum collections. The store should be sufficient to store waste for one week.

Applicant response Fri 28/04/2023:

twice weekly collection if necessary included.

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| | <p>We've reviewed the response from LBH Waste Management (attached) and have discussed with BSD and the architects. We note the officer is seeking clarification on a number of points. We've condensed these queries into the following bullet points where we also provide our response in red:</p> <ul style="list-style-type: none"> • Will commercial tenants move their waste to the external waste store or is the intention for commercial waste to be collected from individual units- Waste from the commercial units would be collected from the centralised retail bin store located on the ground floor. Commercial tenants would be responsible for moving waste from their unit to the centralised bin store ready for collection. • The waste store should be sufficient to store waste for one week- As proposed, the waste store can only accommodate enough waste based on a twice weekly collection. The applicant intends to rely on private commercial waste collection services so in this context the capacity of the waste store is considered sufficient. To provide enough capacity to accommodate waste based on a once weekly collection, the size of the store would need to be increased resulting in the loss of car parking or commercial floorspace. On balance, when considering the clients operational intentions for the scheme, the current waste store provision should be considered acceptable. • Confirmation that proposed bin store can accommodate x 14 140L bins- It is noted 360L can no longer be provided. We can confirm that the current proposed residential waste store has the capacity to accommodate x 14 140L bins instead of x6 360L bins. | |
| <p>LBH Housing</p> | <p>We support the new proposals for rents on the DMR units to be set at 80% of market rent for studios and one-beds, 75% for two-beds, and 65% for three-beds as it aligns much better with our policy position on affordability. We would like to see a commitment to retaining rents calculated at these levels and using the same methodologies going forward.</p> | <p>Support from Housing colleagues is noted. The affordability of the DMR units shall be secured in the s106 legal agreement.</p> |

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| | We also welcome the commitment to develop an approach to allocations jointly with the Council and would like to see that approach covering both LLR and DMR units. That process will need to ensure allocations and lettings align with our Intermediate Housing Policy. We would also like a commitment to prioritise households with children for the two- and three-bed DMR units, and to ringfence two- and three-bed LLR units for households with children. | |
| LBH Education | These comments are from a school place planning perspective: There is sufficient primary and secondary capacity in Planning area 4 where this development is located to fulfil the potential child yield this development may result in. | Noted |
| LBH Regeneration | <p>Planning Application Review: Alan Hayes Regeneration Manager, Tottenham Hale</p> <p>Berol Quarter (Berol Yard) HG/2023/0261 14.04.23</p> <hr/> <p>1. Background</p> <p>1.1 This paper offers comments and observations on the recent planning application in relation to Berol Quarter (Berol Yard). The site was granted planning permission under a hybrid application, HG/2017/2044, as part of the Ashley Road South masterplan.</p> <p>1.2 The proposal, as described within the planning application HG/2023/0261: <i>Full planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace; with associated landscaping, public realm improvements, car and cycle parking, and other associated works.</i></p> <p>1.3 Application detail:</p> <p style="margin-left: 40px;">1.3.1 Reference: HG/2023/0261</p> <p style="margin-left: 40px;">1.3.2 Applicant: Berol Quarter Ltd</p> | Noted, conditions securing detail of cycle parking, hard and soft landscaping and wayfinding included. |

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| | <p>1.3.3 Agent: Lichfields 1.3.4 Architect: Allies and Morrison LLP</p> <p>1.4 The application is due to go to planning committee in May of 2023.</p> <p>1.5 The site is bordered to the east by Watermead Way, to the West by Ashley Road, to the north, by The Gessner development, and to the south, by the Ashley Road East development, both mixed-use schemes delivering a mix of residential and commercial uses.</p> <p>1.6 The application has been referred to the GLA, in response to Categories 1A, 1B and 1C of the Schedule to the Order 2008. Comments from the GLA have been received by LBH via a Stage 1 report 27.03.23.</p> <p>1.7 The purpose of this paper is to review and record comments against the application and its response to its surroundings in the context of the DCF, GOSS, SSS and regeneration projects delivered and forthcoming in Tottenham Hale.</p> <p>1.8 It is imperative that new developments sit well in their context, responding well and have a good connection with the ground plane, public realm and landscaping.</p> <p>1.9 As such, this review is concerned with activity and activation of the ground plane, public realm, landscaping, connection to context, and materiality in the context of Tottenham Hale, as illustrated and described in the application documents.</p> <p>1.10 This review is <i>not</i> an assessment of the application in response to planning policy, a technical or statutory review, or a commentary on design quality of individual residential units.</p> | |
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1.11 On this basis, planning documentation reviewed here is largely limited to the Design & Access Statement, site plan, landscaping plans and ground floor plans.

1.12 Location and context:



2. Application detail

2.1 The proposal comprises:

- 2.1.1 Berol House - The addition of 3 new floors of commercial accommodation located above the existing 3 storey building. Lower floors will be refurbished and the ground floor of the existing building facade will be modified to offer flexible retail accommodation and a publicly accessible route through the building. Berol House will provide 5,500sqm GIA commercial floorspace.
- 2.1.2 2 Berol Yard – Podium blocks and tower elements of 18-32 storeys providing 210 rental homes with a mix of 706sqm flexible retail and commercial floorspace at ground floor level, with a community space of 161sqm and enabling works for a bridge connection over Watermead Way.
- 2.1.3 Berol Square – a public space framed by the adjacent buildings of Berol House and 2 Berol Yard. The extension of Berol Walk, a vehicle-free space into which the adjacent retail units will spill out, creating a vibrant, engaging space.

3. Observations

- 3.1 The following notes outline our comments and views on proposals with regards to layout, public realm, activity, access, movement, links and connection to context.
- 3.2 However, as noted above, this is not a full analysis of each document and report submitted, limited only to relevant drawings and the Design & Access Statement.

4. Layout

- 4.1 Berol Square location is positive and forms a point to pause on the Green Link, as opposed to being located adjacent to Berol Passage and The Gessner. *Ref 22049_07_002 Site Plan*
- 4.2 Residential entrance – a single, generous entrance and lobby area is commendable, regardless of tenure. *Ref 22049_07_100 GF Plan*
- 4.3 Frontage to Gessner Lane risks feeling more like a service area, with little or no activation and vehicle access, parking and waste storage facing the more active frontage of The Gessner. Access and turning, movement and activation of this area will require careful consideration. *Ref 22049_07_100 GF Plan*
- 4.4 Frontage to Berol Walk – looks to be well activated, taken up by retail units. *Ref 22049_07_100 GF Plan*
- 4.5 Frontage to Berol Square & Green Link – looks to be well activated with retail frontage, residential entrance and access to Green Link stairs. *Ref 22049_07_100 GF Plan*
- 4.6 Frontage to Watermead Way – activated in part with retail unit, although it is noted the preferred route for pedestrians may become via Berol Square/Walk. *Ref 22049_07_100 GF Plan*
- 4.7 Berol House/Passage – a welcome move to improve site permeability and accessibility to Berol Walk, subject to measures being in place to reduce ASB. *Ref 22049_07_100 GF Plan*
- 4.8 Community Space - located at First Floor and accessed via lift beneath colonnade and adjacent to Watermead Way. No entry point indicated on plan, assume this is access from the bridge lobby at FF/mezzanine level? Location at an upper level will mean this space needs to rely more heavily on advertising and signage to attract users. *Ref 22049_07_101 FF Plan*

5. Public Realm & Landscaping

- 5.1 Berol House – activation of ground floor/facades is welcomed, especially with dual aspect component omitting the feeling of ‘front and back’. *Ref DAS p.53*

- 5.2 Landscaping to Berol Square – represents a good opportunity to vary the surface materials, defining the quality and use of the space. *Ref DAS p.183*
- 5.3 Landscaping to Berol Walk – use of granite and hexagonal paving. Detailed layouts required to ensure proposals align with established TH palette. *Ref DAS p.186*
- 5.4 Landscaping to Berol Walk (North) – follows established palette of The Gessner development. *Ref DAS p.188*
- 5.5 Green Link (east) – landscaping materials noted as matching adjacent Ashley Road East site and/or being delivered by LBH to Watermead Way. Detailed layout required to fully understand, along with material junctions, hexagonal paving and street furniture. *Ref DAS p.191*
- 5.6 Materials Strategy – notes this is in two parts, matching either the established palettes of The Gessner, or 2 Ashley Road. Detailed specification required to fully understand along with response to wider TH palette. *Ref DAS p.192*
- 5.7 Landscaping materials to be conditioned throughout – these need to match and/or compliment adjacent plots and established/proposed materials across TH – Berol Sq could be varied, within acceptable parameters.

6. Green Link

- 6.1 There is a pinch point created just where the Green Link meets the public realm of Watermead Way and (future) bridge position. Detailed layouts to ensure materials, furniture and planting provide space and flow to movement through this area, in an accessible, welcoming environment, encouraging onward use of the Green Link. *Ref: DAS p.18, 19 / 22049_07_100 GF Plan*

7. Accessibility and inclusivity

- 7.1 Blue Badge parking – notes provision for 7 accessible spaces within development and 15 within public realm. DAS sets out potential 8 spaces within public realm (Berol Walk), leaving 7 of the 15 listed above to be located elsewhere. Where are these to be located? *Ref DAS p.152 & p.189*

7.2 Pedestrian and Cycle movement – looks to be clear and legible with generous public realm and a hierarchy of use within the landscaping. *Ref DAS p.169*

7.3 Cycle parking - strategy seems to be to access upper level bike store via a single lift – need to ensure lift is large enough to comfortably use with larger bikes, and those with trolleys/trailers taking shopping/children. *Ref 22049_07_100 Mezzanine Plan*

8. Wayfinding/signage

8.1 No mention of wayfinding or signage – details to be submitted to understand this is appropriate and in line with emerging strategies.

9. Conclusion / Summary

9.1 The application has been reviewed from a regeneration perspective, with regard to and as set out above, has focused on activity and activation of the ground plane, public realm, landscaping, connection to context, and materiality in the context of delivered and emerging schemes across Tottenham Hale.

9.2 Overall, the quality of the application and design proposals is acknowledged, making a positive contribution to the masterplan, the local area and the public realm.

9.3 However, there are a number of observations and points requiring further clarity (potentially through conditions to allow the applicant time to provide the additional detail suggested or requested, to satisfy LBH of compliance with established strategies and materials palettes, for example):

9.3.1 Detail of the design of the Green Link adjacent to Watermead Way, and access to the future bridge link (these must be generous and welcoming)

9.3.2 Landscaping materials and specification in relation to wider TH context.

9.3.3 Ensuring accessibility and inclusivity through adequate and user-friendly cycle storage and accessible vehicle parking.

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| | <p>9.3.4 Clarity required on wayfinding/signage strategies to be developed in conjunction with emerging TH strategies.</p> | |
| <p>LBH Economic Regeneration</p> | <p>We have now had chance to review the details regarding our discussions around workspace and would like to explore the following matters as the basis for agreeing a way forward in the very near future:</p> <p>1. 2 Berol Yard – [Made by Tottenham – Cultural and Arts Space]:</p> <ul style="list-style-type: none"> • We would need a longer lease as most capital grant giving bodies require a lease for at least 25 years. We would also want to factor in some time to enable the development of a programme to take advantage of any grant funding. • We would be seeking Peppercorn Rent and relief on auxiliary and service costs for the full term of the lease to help establish a sustainable business model. • We would like to see reference to space being provided to an organisation that will “create a cultural and creative front door and hub for the local community” rather than any specific reference to Made By Tottenham at this stage as the position of MBT is still being considered by its members; this said we would like the terms to include reference to providing the Council with first refusal for the space. • A payment to contribute to the staffing and activation budget for first 5 years to help establish a sustainable business model around the curation of the internal and external spaces provided. <p>2. Additional Affordable Workspace:</p> <ul style="list-style-type: none"> • We would seek for this to be provided at a peppercorn rent (along with relief on auxiliary and service costs) for the duration of the term to help establish a sustainable business model. • We would also seek a payment and/or robust plan which contributes to the staffing and activation budget for this space to help engender the same | <p>Noted.</p> |

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| | <p>placemaking objectives that would have been met by Berol House encouraging visitors to explore the area, enticing them in, breaking down the barriers (in the case of Berol House the physical walls to create better permeability)</p> <p>3. 2 Berol Yard - Public Art and Community Contributions:</p> <ul style="list-style-type: none"> We would seek for this period to align with the lease for the cultural and creative front door and hub as both must work (and be seen to work) together as one. | |
| <p>LBH Streets and Spaces Consultant</p> | <p>Thank you for the opportunity to comment on this application. Our interest, from a highway perspective is focused on the ground floor of the building and the way it relates to our planter and the cycle lane in Watermead Way that we are in the process of constructing. We hope that with further engagement with the designers and landowner we can make adaptations to both of our designs to ensure the two schemes work together. The principles behind the proposal are a safest interaction between cyclists and pedestrians in the area and a rationalised material treatment of the surfaces.</p> <p>Currently the paving within the redline ownership boundary is different to the Modal proposed on the Highway. We would suggest that the same principle as has been adopted around the rest of the Tottenham Hale public realm is adopted here, namely that the narrow section of smaller (100x200mm) modal is used along the edge of the building to "frame" it and then the Highway proposed modal sizing 400x300 and 300x200mm is used on the remaining private land to tie in with the highway (land ownership to be demarked with studs). This will make the footway feel more generous, will create a consistent corridor for pedestrian on Watermead Way and address the feeling of pinch points between the building columns and our planter.</p> <p>From our side we will amend our design to bring the tactile paving and end of the segregated cycle lane to be in line with the edge of the proposed building to reduce pedestrian/ cyclist conflict at this junction and pinch point.</p> | <p>Noted, hard landscaping conditions will secure further details in this regard.</p> |

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| | Other than the above we feel that the distances provided within the highway are adequate and that the proposals will contribute positively to this section of the Tottenham Hale scheme. | |
| EXTERNAL | | |
| Environment Agency | <p>Thank you for your email and apologies for the delayed response.</p> <p>Upon looking at our records, it appears we have not responded to this application as it falls outside of our remit for comment. Although this site falls within Flood Zone 2, the advice falls under our national flood risk standing advice Review individual flood risk assessments: standing advice for local planning authorities - GOV.UK (www.gov.uk)</p> | Noted. |
| | | |
| Mayor for London / Greater London Authority (GLA) | <p>Strategic issues summary</p> <p>Land use principles: The development of this brownfield site for a high-density, mixed-use development is acceptable in principle</p> <p>Affordable housing: Overall, the affordable housing offering would comprise 35% Discount Market Rent housing, of which, 30% would be at London Living Rent levels and the remaining 70% at Discount Market Rent. With an appropriate tenure split between DMR and LLR the proposal is generally considered to be Fast Track compliant.</p> <p>Urban design: Whilst the site is within a location identified as appropriate for tall buildings, there are some concerns about height, massing, separation distances and width of the green link, which indicates potential over-development.</p> <p>Transport: Further information on the strategic transport issues arising from this development will be required to ensure full compliance with the London Plan. Other issues on sustainable development and environment also require resolution prior to the Mayor's decision-making stage.</p> <p>Recommendation</p> <p>That Haringey Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 108. Possible remedies set out in this report could address these deficiencies.</p> | Noted conditions are recommended. |

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| | <p>Context</p> <p>1. On 06 February 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.</p> <p>2. The application is referable under the following Category/categories of the Schedule to the Order 2008:</p> <ul style="list-style-type: none">• Category 1A: “Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats”• Category 1B: “Development (other than development which only comprises the provision of houses, flats or houses and flats) which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres” and• Category 1C: “Development which comprises or includes the erection of a building of more than 30 metres high and is outside the City of London” <p>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.</p> <p>4. The Mayor of London’s statement on this case will be made available on the GLA’s public register: https://planning.london.gov.uk/pr/s/</p> <p>Site description</p> <p>5. The subject site comprises two plots, being 2 Berol Yard as well as Berol House. It forms an ‘L’ shaped parcel of land with a total area of 0.5 hectares. 2 Berol Yard is a</p> | |
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vacant plot, most recently used as a construction site for neighbouring development and temporary car parking. Berol House is a three storey locally listed building utilised as an office building (circa 3,400 sqm).

6. The site sits within the Ashley Road South Masterplan (ARSM), Tottenham Hale, London. The brownfield site is located within the Lee Valley Opportunity Area. It is partly located within the Tottenham Hale Town Centre. The surrounding area is characterised by mostly redeveloped site comprising new residential buildings, new retail and commercial units at ground floor level along with new landscaped routes.

7. The site is highly accessible with a PTAL of 5-6a (where 1 is least accessible and 6b is most accessible). The nearest section of the Transport for London Road Network (TLRN) is the A503 The Hale, approximately 100 metres to the south-west of the site. Tottenham Hale Underground Station is 180m from the site. It is also within close proximity of Tottenham Hale Bus Station which is served by eight regular bus services.

Details of this proposal

8. The proposal seeks planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide 210 new Built to Rent (BtR) residential homes as well as Class E floorspace; with associated landscaping, public realm improvements, car and cycle parking, and other associated works. The commercial portion of the development would deliver 6,359sqm.

Case history

9. The applicant received planning permission at Berol Yard (ref: HGY/2017/2044) on 8 June 2018 for:

“Application for full planning permission for the demolition of the existing buildings within the Berol Yard site and retention of Berol House. Erection of two buildings between 8 and 14 storeys providing 166 homes, 694 sqm (GEA) of commercial floorspace (Class

A1/A3/B1), 7,275 sqm (GEA) of education floorspace (Class D1), car and cycle parking, open space, landscaping and other associated works. Application for outline planning permission (all matters reserved) for the alteration and conversion of ground, first and second floors of Berol House with up to 3,685 sqm (GEA) of commercial floorspace (A1/A3/B1) and the introduction of a two-storey roof level extension introducing up to 18 homes, cycle parking and other associated works.”

10. The permission has been partially built out with Building 4 and the associated public realm, now known as the Gessner, having been completed and occupied in 2021. The remaining two plots (Berol House and the College building) of the original hybrid planning application have been unable to be progressed

11. There is a Section 73 linked to this application for a minor material amendment to the permitted scheme at Berol Yard (planning permission ref: HGY/2017/2044). This application seeks to delete and amend existing conditions and add a condition to ensure that phases 3, 4, and 5 will be severed from HGY/2017/2044 upon implementation of any new planning permission being granted in respect of these phases.

Strategic planning issues and relevant policies and guidance

12. 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 Haringey Local Plan: Strategic Policies DPD (2013 with alterations 2017); Haringey Local Plan: Development Management DPD (2017); Haringey Local Plan: Site Allocations DPD (2017); Tottenham Area Action Plan (2016); Tottenham Hale District Centre Framework (2015); and the London Plan 2021.

13. The following are also relevant material considerations:

- The National Planning Policy Framework (2021) and National Planning Practice Guidance;
- National Design Guide (2021).

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| | <p>14. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:</p> <ul style="list-style-type: none"> • Good Growth - London Plan • Economic development - London Plan; the Mayor’s Economic Development Strategy; Employment Action Plan; • Opportunity Area - London Plan; • Town centre uses - 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; • Retail / Office - London Plan; • Urban design - London Plan; Character and Context SPG; Public London Charter LPG; Characterisation and Growth Strategy draft LPG; Optimising Site Capacity: A Design-Led Approach draft LPG; Housing SPG; Play and Informal Recreation SPG; Housing Design Standards draft LPG; • Fire Safety – London Plan; 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; Energy Planning Guidance; Mayor’s Environment Strategy; • Air quality - London Plan; the Mayor’s Environment Strategy; Control of dust and emissions during construction and demolition SPG; Air quality positive LPG; Air quality neutral LPG; • Ambient noise - London Plan; the Mayor’s Environment Strategy; • Transport and parking - London Plan; the Mayor’s Transport Strategy; • Equality - London Plan; the Mayor’s Strategy for Equality, Diversity and Inclusion; Planning for Equality and Diversity in London SPG; • 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; | |
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• On 24 May 2021 a Written Ministerial Statement (WMS) was published in relation to First Homes. To the extent that it is relevant to this particular application, the WMS has been taken into account by the Mayor as a material consideration when considering this report and the officer's recommendation. Further information on the WMS and guidance in relation to how the GLA expect local planning authorities to take the WMS into account in decision making can be found here. (Link to practice note).

Land use principles

15. The site is within the Lee Valley Opportunity Area (OA). As identified in London Plan Policy SD1 and Table 2.1, the Lea Valley OA has an indicative capacity for 21,000 new homes and 13,000 jobs.

Commercial and town centre uses

16. The site is partially located within the Tottenham Hale Town Centre. London Plan Policies SD6, SD7, SD8 and SD9 support mixed use development in town centres. Additionally, London Plan Policies E1 and E2 support new office provision and mixed-use development, with the focus on identified geographic areas and town centres; and states that new offices should take into account the need for a range of suitable workspace, including lower cost and affordable workspace.

17. The Site Allocation 'Ashley Rd South Employment Area' (Ref: TH6) envisages the wider site for an employment-led mixed-use quarter north of Tottenham Hale District Centre, with capacity for 444 homes and 15,300sqm of commercial floorspace

18. It is understood that approximately 6,500sqm of non-residential floorspace has been constructed, or is approved, as part of the other consented schemes within the Allocation.

19. The education floorspace of approximately 7,200sqm would no longer be delivered at this site; as the College is no longer coming forward. However, the proposals would include 6,359sqm of non-residential floorspace across the site, including an uplift of

approximately 1,800sqm (3,685sqm existing and 5,492sqm proposed) in Berol House compared to that consented. Ground level non-residential uses would provide welcome activation to the public realm. The increase in non-residential uses in Berol House is welcomed in contributing to the Site Allocation aim for a mixed-use quarter. The proposals would deliver significant qualitative improvement in the commercial space on the site; replacing low grade accommodation with high quality units designed to appeal to a range of prospective end users, which is supported.

20. The applicant stated that much of Berol House is vacant and many other tenants are on short-term leases, understood to include below-market rents. The intention is for some tenants to be rehoused in the new Berol House. Details of the relocation strategy should be included in any application.

21. The non-residential uses have been established through the extant permission and these uses remain strongly supported in principle.

Housing

22. London Plan Policy H1 sets out the requirements for boroughs to achieve the housing supply targets set out in Table 4.1, which identifies a ten-year housing completion target of 15,920 homes for Haringey. Additionally, Policy H1 recommends that boroughs optimise the potential for housing delivery on brownfield sites, especially sites with public transport access levels (PTALs) of 3-6 or which are located within 800 metres of a station or town centre; and housing intensification on low-density sites in commercial, leisure and infrastructure uses.

23. The site comprises a significant development opportunity within the Borough and the proposed residential use on this under-utilised site, partly within a town centre and with very good public transport connections, is supported in principle. The uplift in residential use compared to the consented scheme is also welcomed, subject to resolution of matters raised in this report.

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| | <p>Summary</p> <p>24. The development of this brownfield opportunity area site for a high-density, mixed-use development is acceptable in principle.</p> <p>Housing</p> <p><u>Affordable housing</u></p> <p>25. London Plan Policy H4 seeks to maximise affordable housing delivery, with the Mayor setting a strategic target for 50% of all new homes to be genuinely affordable. London Plan Policy H5 states that the threshold level of affordable housing is a minimum of 35%. Schemes can follow the 'fast track' viability route and are not required to submit viability information nor be subject to a late stage viability review if they meet or exceed the relevant threshold level of affordable housing on site without public subsidy; are consistent with the relevant tenure split; meet other relevant policy requirements and obligations to the satisfaction of the Council and the Mayor; and demonstrate that they have taken account of the strategic 50% target and have sought grant to increase the level of affordable housing.</p> <p>26. London Plan Policy H11 and the Mayor's Affordable Housing and Viability SPG recognises the contribution of Build to Rent in addressing housing needs and increasing housing delivery, and establish a set of requirements for this tenure, which would need to be secured in the section 106 agreement for any permission, including:</p> <ul style="list-style-type: none"> • The homes must be held under a covenant for at least 15 years (apart from affordable units, which must be secured in perpetuity); • A clawback mechanism must be put in place to ensure that there is no financial incentive to break the covenant; • The units must be self-contained and let separately; • There must be unified ownership and management of the private and affordable elements of the scheme; | |
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- Longer tenancies (three years or more) must be available to all tenants with break clauses for tenants;
- Rent and service charge certainty for the tenancy period on a basis made clear before the tenancy agreement is signed including any annual increases, which should be formula-linked;
- On-site management;
- Providers must have a complaints procedure in place and be a member of a recognised ombudsman scheme; and
- Providers must not charge up-front fees of any kind to tenants or prospective tenants outside of deposits and rent-in-advance.

27. London Plan Policy H11 states that where a Build to Rent development meets these criteria, the affordable housing offer can be solely Discounted Market Rent (DMR) at a genuinely affordable rent, preferably London Living Rent level. DMR homes must be secured in perpetuity. To follow the fast-track viability route, Build to Rent schemes must deliver at least 35% affordable housing, and the Mayor expects at least 30% of DMR homes to be provided at an equivalent rent to London Living Rent, with the remaining 70% at a range of genuinely affordable rents. Schemes must also meet all the other requirements of Policy H5. Further guidance is provided in the Affordable Housing and Viability SPG.

28. The Haringey Local Plan states that 40% affordable housing is the expectation, with a tenure mix of 60% low-cost rent and 40% intermediate. However, the Tottenham AAP confirms that the housing priority in this area is for intermediate accommodation, due to the existing concentration of social housing in Tottenham. A portfolio approach has been used for the planning permissions across the masterplan area, whereby 35% affordable housing has been achieved with a tenure split of 70% intermediate, 30% affordable rent.

29. In terms of the applicant's own portfolio of sites in the masterplan area and planning applications, the applicant stated that 37% affordable housing has been achieved, and a breakdown has subsequently been provided. Within this, the previous consent for the wider site secured 14% affordable housing, which was agreed taking account of the

financial burden of the proposed College. It is understood that permission secured viability review mechanisms, including a late-stage review, which should have considered the removal of the College from viability considerations.

30. For the proposal site, 35% (by habitable room) affordable housing is proposed (refer to Table 1), which is welcomed, to be delivered at Discount Market Rent (DMR), of which 30% will be provided as London Living Rent (LLR).

31. The proposal would provide an uplift of 54 affordable homes above the extant planning permission (HYG/2017/2044).

32. Overall, 35% affordable housing is proposed as part of a Build to Rent scheme. The affordable housing would be Discount Market Rent housing, of which, 30% would be at London Living Rent levels and the remaining 70% at Discount Market Rent. With an appropriate tenure split between DMR and LLR the proposal is generally considered to be Fast Track eligible. However, qualification for fast track is subject to the other caveats being met including securing the affordability, and other requirements listed under Policy H11, through the s106. An update will be provided at the Mayor's decision making stage.

Urban design

33. 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.

Development layout

34. London Plan Policy D3 states that development proposals should provide active frontages and positive relationships between what happens inside the buildings and

outside in the public realm to generate liveliness and interest. They should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes and legible entrances to buildings.

35. The existing footprint of Berol House would largely remain unchanged whilst 2 Berol Yard would form a roughly square shape building to the east. This would allow for the creation of the new public space, Berol Square. The new position of Berol Square (compared to the previous permission) allows for the square to be activated by retail frontages and to become a destination point.

36. At pre-application stage, concern was identified regarding the southern footprint of the building which projects out with a 6 storey element, effectively narrowing the green link. The applicant stated that this is intended to mitigate against road noise from Watermead Way; however, this is not acceptable justification and increased planting for such aims it recommended. The route is considered too narrow and would not give the green link the prominence ascribed to it in the masterplan. Although a colonnade is proposed, the 6 storey element would be perceived as the end of the route, with only a narrow uninviting route continuing to Watermead Way.

37. The two buildings would also share an improved pedestrian street, known as Berol Walk, that would enhance the quality of the Green Link.

38. The layout of the residential building has been appropriately designed to maximise dual aspect thereby improving access to daylight and sunlight.

Height, scale, and massing

39. London Plan Policy D9 (Part B) states that tall buildings should only be developed in locations identified as suitable in development plans. Part C of Policy D9 also states that tall buildings must address their visual, functional, environmental, and cumulative impacts. Policy D9 further establishes that boroughs should determine where tall buildings are an appropriate form of development in Development Plans.

40. Tall buildings are defined in the Haringey Local Plan: Strategic Policies DPD as being buildings 10 storeys and over. Taller buildings are defined as those that are two to three storeys higher than the prevailing surrounding building heights.

41. Figure 2.2 in Haringey Council's Development Management DPD (July 2017) identifies the site as within the Tottenham Hale Potential Location Appropriate for Tall Buildings, although appropriate heights are not identified. As such, the proposal for a 30-storey (110.5 metre) residential building complies with the locational aspects of Part B of Policy D9. The 7 storey (20.8m) office building would not constitute a tall building.

Appropriateness of the site for tall buildings

42. Part C of Policy D9 also sets out requirements for assessing tall buildings, including addressing their visual, functional, environmental, and cumulative impacts.

Visual impacts

43. The context of the site has changed considerably in recent years as consented developments have been built out, with further sites under construction. The masterplan, as partly built out, clearly steps down from the Argent Related (38 storeys) and Hale Village (34 storeys) towers, both adjacent to the Station.

44. The applicant proposes a building of up to 30 storeys, made up of 5 massing blocks of 6, 18, 25 and two c.30 storey elements, around a central core. The proposed 30 storey elements would clearly be contrary to the masterplan generally reducing height along Watermead Way. Further refinement to the height of this proposal may be required in order to acceptably address the visual impacts of this building.

45. The site does not sit within any protected view corridor and the proposed buildings would not impede short or long range protected views.

Functional impacts

46. The functional impacts are generally considered acceptable in relation to the internal and external design, building materials as well as the maintenance and building management arrangements. The entrances and exit routes are well defined and the building constructions should not interfere with aviation routes. Lastly, consideration should be given to transport matters raised in the below transport section.

Environmental impacts

47. The applicant's technical information on microclimatic and environmental aspects is currently undergoing detailed review by the Council in order to assess the local impacts and identify whether additional mitigation measures are necessary to address these. This should include a full review of the potential daylight and sunlight impacts to neighbouring sites.

48. An update will be provided at the Mayor's decision-making stage.

Cumulative impacts

49. London Plan Policy D9(C) requires development proposals to address the cumulative visual, functional, and environmental impacts of proposed, consented and planned tall buildings in an area. This assessment will be concluded at Stage 2.

Tall buildings conclusion

50. The proposal is located within an area that is identified as suitable for tall buildings. Whilst the functional impacts are generally acceptable in strategic planning terms, the matters discussed above with respect to visual, environmental and cumulative impacts need to be addressed. A full assessment of Policy D9(C) will be concluded at Stage 2.

Public realm and landscaping

51. Policy D8 states that development proposals should encourage and explore opportunities to create new public realm where appropriate. Proposals should ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain.

52. The applicant demonstrates consideration of access to public open space across the site, including Berol Square and Berol Walk with associated planting, in accordance with London Plan Policy G4.

53. As discussed above, the provision of the six-storey building would result in the provision of a narrow green link. This would not give the green link the prominence ascribed to it in the masterplan.

Architectural quality

54. London Plan Policy D3 states that development proposals should be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.

55. The architectural design of 2 Berol Yard has proposed a materials palette which complements the surrounding context. The use of brickwork incorporating a range of brick colours is generally supported.

56. The three-storey extension to Berol House is considered to be a sympathetic addition to the existing building, through the use of terracotta tiling to provide a cladded façade, with double-glazed windows.

Fire safety

57. In line with Policy D12 of the London Plan the applicant has submitted a fire safety statement, prepared by a suitably qualified third-party assessor, AESG. This report

demonstrates how the development proposal would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. It is noted that the tall residential building would be provided with two staircases. Haringey Council is required to secure the proposed measures within an approved Fire Statement.

Inclusive access

58. Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). The applicant has submitted design and access statement which ensured that the development: can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and provides independent access without additional undue effort, separation, or special treatment, and meets the requirements of paragraph 3.5.3 of Policy D5.

59. Haringey Council is required to secure the proposed measures with appropriate conditions.

Transport

Healthy Streets TA and Active Travel Zone (ATZ) Assessment

60. The applicant has provided a Healthy Streets TA and ATZ assessment as part of the submission document. The ATZ assessment has chosen several key routes from the site to an array of locations. However, it is recommended that amendments to the routes which should be carried out. This includes the inclusion of the nursery to the north of the site and exploring potential alternative routes to Cycleway 1.

61. It is also noted that the ATZ assessment has been carried out as a desk-based assessment. This method is no longer accepted, and it is requested that this is carried out on site as per TfL guidance.

62. Whilst the ATZ has highlighted some key improvements to the area, further scrutiny is required once the onsite assessment has been carried out. As part of the assessment, the applicant should consider routes to Cycleway 1 and assess whether it these meet the TfL Cycle Route Criteria and consider how the requirements could be met as a link.

63. Further discussions are required to consider the appropriate walking and cycling improvements that should be secured through legal agreement as necessary.

Vehicle, Pedestrian and Cyclist Access

64. There are several proposed pedestrian access points to the site from Ashley Road and Watermead Way. The application site will link up with proposed Green Link and it will also provide a new access route through Berol House – referred to as Berol Passage. This should be secured with 24hr access via the appropriate mechanism. Vehicular access is gained from Gessner Lane, which is deemed acceptable, but TfL has concerns over the management of this space which is discuss further below.

65. TfL has concerns over cyclist access points and how the site integrates into the wider cycling network. This will be discussed further in the detailed comments to the London Borough of Haringey.

Trip generation and impact

66. TfL requests that the applicant should conduct link load analysis of Tottenham Hale Station. The cumulative impact of all small-scale developments may cause major impact to the system. It is request that the applicant should provide the analysis based on NUMBAT 2019 data, with the scenarios of base, base + development and base + development + consented development.

Safeguarding and Infrastructure Protection

67. The applicant should demonstrate that the relevant consultation and safeguards have been put in place to safeguard adjacent London Underground, TfL Buses and rail infrastructure. It should be show that this is being considered during construction and following completion of the development.

Car parking

68. The applicant is proposing 7 blue badge parking spaces for 2 Berol Yard, which equates to 6 for the residential element and 1 for the retail element. This is London Plan compliant from the outset. However, the applicant has failed to identify potential future locations, should an additional 7% demand arise. The car parking for this element is located within an undercroft; TfL requests further information on how this is accessed, particularly for the residential space. For Berol House the applicant is proposing 1 blue badge space which is policy compliant.

69. TfL also notes that there are interim parking arrangements as part of the proposal. TfL request further details on this element and in particular the retention of parking spaces. This should be provided via a Parking Design and Management Plan (PDMP) and this should be secured via condition. Furthermore, all future occupants should be exempt from resident and business parking permits, and this should be secured via s106 agreement. Clarification is also sought on the levels of proposed Electric Vehicle Charging Points (EVCP's), which should be provided in accordance with the London Plan minimums.

Cycle parking

70. TfL has concerns over the quantum and design of the cycle parking. The quantum on the plans appears to be below London Plan minimum requirements. In addition to this, design does not accord with the London Cycle Design Standards (LDCS). Further detailed will be within the borough comments. Travel planning

71. The applicant has submitted an outline Framework Travel Plan for the site. Given the location of the site to public transport and potential links to the cycling network, it is

considered that the targets should be increased to reflect this. The final travel plan should be secured within the s106 agreement in accordance with London Plan policy T4.

Servicing

72. The applicant has provided an outline Delivery and Servicing Plan (DSP) which shows all vehicles apart from refuse, servicing the site via two loading bays on Ashley Road and Watermead Way and swept path analysis has been provided.

73. It is noted that the application would result in the creation of a private road, referred to as Gessner Lane. Only refuse vehicles would be able to service the site using the road, however clarification is sought on the management of this space. The final DSP should be secured by planning condition.

Construction

74. The applicant has provided an Outline Construction Logistics Plan (CLP). The plan should provide construction details including the expected number of trips, vehicle routing, working hours and practices. The applicant should commit to out of peak hours deliveries, particularly given the proximity of the site to Tottenham Hale Station. The applicant should also confirm the nearby bus stop will not be affected and confirm any potential footway closures.

75. The document should be secured by planning condition and TfL and other key London Underground Infrastructure colleagues should be consulted prior to any commencement of works.

Sustainable development

Energy strategy

76. 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.

77. 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 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.

78. For the domestic element, the development is estimated to achieve a 81% reduction in CO2 emissions compared to 2013 Building Regulations. For the non-domestic element, a 46% reduction is expected.

Whole Life-cycle Carbon

79. 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.

80. The applicant has submitted a whole life-cycle carbon assessment. The WLC assessment does not yet comply with London Plan Policy SI2 and the applicant should review and respond to the accompanying WLC template (to be issued separately).

81. 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.

Circular Economy

82. 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.

83. The Applicant has submitted a Circular Economy Statement which is welcomed. However, it does not appear that the Applicant has submitted the completed GLA CE template.

84. Without the completed GLA CE template, the submission is missing some of the reporting tables. The Applicant should submit the completed GLA CE template in Excel format in line with the requirements of the GLA guidance.

85. Where the Applicant has replicated several of the reporting tables within the written report, comments have been provided based on the information received to date. Please refer to the attached document for detailed comments.

86. It is noted that some narrative in the written report is guided by the previous guidance version (Draft for Consultation, October 2020). The Applicant should update this narrative to reflect the relevant Circular Economy principles per the adopted (March 2022) guidance and its accompanying template and tables.

87. It is welcomed that the Applicant proposes to retain and refurbish the existing building on the site however there is additional information required across a number of areas.

88. 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.

Digital connectivity

89. 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.

Environmental issues

Urban greening

90. The proposed development presents a well-considered approach to integrating green infrastructure and urban greening. This includes the incorporation of biosolar green roofing which supports multifunctionality, in accordance with Policy G1 of the London Plan. The site forms part of a new green link within the Tottenham Hale District Centre Framework and it is positive to see the proposed design puts this into practice.

91. The applicant has calculated the Urban Greening Factor (UGF) score of the proposed development as 0.35. The Planning Statement sets out that the proposals are an equal mix of residential and commercial, therefore it is considered that this application meets 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.

92. The applicant should confirm that there are no existing trees to be removed to facilitate the proposed development. The applicant should also clarify the number of trees proposed.

Sustainable drainage and flood risk

Flood Risk Management

93. The site is located in Flood Zone 2. A Flood Risk Assessment (FRA) has been submitted as required under the National Planning Policy Framework (NPPF). The FRA adequately assesses the risk of flooding from pluvial, sewer and groundwater flooding, which is considered to be low. The FRA provided for the proposed development generally complies with Policy SI12 of the London Plan. 94. A Flood Warning and Evacuation Plan (FWEP) will need to be prepared (secured by condition) including consideration of the identified risk of reservoir flooding.

Sustainable Drainage

95. Paragraph 8.4.8 of the drainage strategy proposes to restrict runoff to 5.7 l/s for the 100-year return period; however, paragraph 8.4.9 states the 'required attenuation to restrict the water flow to 17 l/s'; Microdrainage calculations in Appendix D use a restricted rate of 5.9 l/s. The proposed discharge rate needs to be consistent across the report and calculations. The proposed discharge rate should be restricted to the greenfield QBAR rate for all events up to the 100-year + 40% Climate Change. Correspondence with Thames Water confirming there is capacity to support the proposed flows should also be provided.

96. In terms of SuDS, the drainage strategy proposes green roofs, blue roofs and tree pits, which is welcomed. The strategy states that complexity, economic, and space constraints with the Proposed Development layout do not allow for the implementation of a rainwater harvesting system at the site. This is not considered appropriate justification. Every effort should be made to prioritise rainwater harvesting in line with the London Plan hierarchy.

97. The surface water drainage strategy for the proposed development generally complies with Policy SI13 of the London Plan.

Water Efficiency

98. No water efficiency information has been provided for the proposed development. This is not in line with Policy SI5 of the London Plan.

Air quality

99. An Air Quality Assessment has been prepared by WSP to accompany the planning application. The report has been reviewed and is of sufficient technical quality. However, the construction dust assessment has incorrectly labelled the magnitude of Trackout as 'large' instead of 'medium' based on 10 HDV outward movements and an unpaved road length of 50-100m. Whilst not correct, it is considered a conservative approach and thus acceptable.

100. The development is air quality neutral (London Plan Policy SI 1 (B) (2a)). The development is compliant with London Plan policies: • The development is partially located within an AQFA, and the assessment results and conclusions imply the constraints and impacts on the AQFA have been considered (London Plan Policy SI 1 (B) (2d)).

101. The following conditions are recommended:

- On-site plant and machinery must comply with the London Non-Road Mobile Machinery (NRMM) Low Emission Zone standards (London Plan Policy SI 1 (D)).
- Measures to control emissions during the construction phase relevant to a medium risk site should be written into an Air Quality and Dust page 20 Management Plan (AQDMP), or form part of a Construction Environmental Management Plan, in line with the requirements of the Control of Dust and Emissions during Construction and Demolition

SPG. The AQDMP should be approved by the LPA and the measures and monitoring protocols implemented throughout the construction phase (London Plan Policy SI 1 (D))

Biodiversity

102. 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.

103. It is recommended the applicant 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.

104. 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

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

Legal considerations

106. 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

107. There are no financial considerations at this stage.

Conclusion

108. London Plan policies on office, residential development, affordable housing, design, transport, sustainable development, and environment 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 development of this allocated, brownfield site for a high-density, mixed-use development is acceptable in principle.
- Affordable housing: Overall, the affordable housing offering would comprise 35% Discount Market Rent housing, of which, 30% would be at London Living Rent levels and the remaining 70% at Discount Market Rent. With an appropriate tenure split between DMR and LLR the proposal is generally considered to be Fast Track compliant.
- Urban design: Whilst the site is within a location identified as appropriate for tall buildings, there are some concerns about height, massing, separation distances and width of the green link, which indicates potential overdevelopment.
- Transport: Further information on the strategic transport issues arising from this development will be required to ensure full compliance with the London Plan.
- Sustainable development: Further information on Energy, Whole Life Carbon and Circular Economy is required to ensure full compliance with London Plan requirements.
- Environment: Further information is required on sustainable drainage, air quality and biodiversity.

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| | <p>The GLA Officer subsequently commented following sight of the latest QRP comments: GLA Officers are now generally satisfied that the urban design considerations in relation to height, massing, separation distances are appropriately resolved. Nevertheless, a full assessment against Policy D9 (including functional and environmental impacts) should be provided within the planning committee report and will be considered by GLA Officers at Stage 2.</p> <p>The GLA Officer subsequently commented: The whole life carbon matters and circular economy matters are, on balance, considered to be largely addressed. Whilst some minor points have been raised within the attached spreadsheets, I am satisfied that these matters are acceptably resolved in this circumstance and no further work is required on behalf of the applicant team. I would recommend that the WLC Assessment Report (dated 25/05/2023) and the Detailed Circular Economy Statement (dated 25/05/2023) be included as an approved document on the draft decision notice.</p> | |
| <p>Greater London Archaeology Advisory Service (GLAAS)</p> | <p><u>Assessment of Significance and Impact</u> Berol House and No.1 Berol Yard underwent historic buildings recording as a condition of the 2017 consent for conversion. The surviving loading hoist on the second floor of the south wing was identified as a significant feature.</p> <p>I recommend that the borough Conservation Officer's views be sought on the principle of the proposed impact on the historic fabric and the future of the loading hoist. I also recommend that the LPA secure measures for the public interpretation of the site's industrial history in an approved scheme, as encouraged by the London Plan. I would be pleased to advise the LPA further on this.</p> <p>The site lies in an Archaeological Area identified in the council's 2021 exercise, but I understand this work awaits adoption by LPA. I was not able to find an archaeological desk-based assessment accompanying the application.</p> | <p>Concern noted. The investigation can be carried out prior to development and any heritage assets found suitably displayed and recorded as necessary. Conditions and informatives achieve the asset protection.</p> |

However, from a brief examination of superseded Ordnance Survey mapping, the site of the proposed new build appears largely undeveloped in the modern era. Its Enfield Silt geology preserve prehistoric and later activity elsewhere in the borough, including just to the south at Ferry Island and North Island. The First Edition OS shows a possible fossilised linear route, preserved as a parallel field boundaries and planting, crossing the site from Hale Farm which lies under Down Lane Recreation Ground, down to the Lea.

Planning Policies

NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

NPPF paragraphs 190 and 197 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.

If you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

Recommendations

I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

I therefore recommend attaching a condition as follows:

Condition

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informative

Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

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| | <p>This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition, please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205. I envisage that the archaeological fieldwork would comprise the following:</p> <p>Evaluation An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality, and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.</p> <p>Refer to Conservation Officer As this proposal may affect a heritage asset of architectural, artistic, or historic interest so recommend that you seek the advice of your conservation officer.</p> <p>Public engagement A scheme of London Plan-compliant public heritage interpretation in public realm would be appropriate, secured through s106 and or design measures. I would be pleased to advise the LPA further on the industrial archaeological aspects of this</p> | |
| Thames Water | <p>Waste Comments There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our</p> | Noted, conditions and informatives included. |

guide working near or diverting our pipes.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Following initial investigations, Thames Water has identified an inability of the existing SURFACE WATER network infrastructure to accommodate the needs of this development proposal. Thames Water has contacted the developer in an attempt to agree a position for foul water networks but has been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. "The development shall not be occupied until confirmation has been provided that either:- 1. All surface water network upgrades required to accommodate the additional flows from the development have been completed; or- 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan." Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://www.thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

The proposed development is located within 20m of a Thames Water Sewage Pumping Station. Given the nature of the function of the pumping station and the close proximity of

the proposed development to the pumping station we consider that any occupied premises should be located at least 20m away from the pumping station as highlighted as best practice in our Codes for Adoption . The amenity of those that will occupy new development must be a consideration to be taken into account in determining the application as set out in the National planning Policy Framework (NPPF) 2019 at paragraphs 170 and 180. Given the close proximity of the proposed development to the pumping station we consider that it is likely that amenity will be impacted and therefore object. Not with standing this objection, in the event that the Local Planning Authority resolve to grant planning permission for the development, we would request that the following informative is attached to the planning permission: “The proposed development is located within 20m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in Codes for Adoption (<https://www.thameswater.co.uk/developers/larger-scale-developments/sewers-and-wastewater/adopting-a-sewer>). Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour; light; vibration and/or noise.”

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Water Comments

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position on water networks but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place

other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

The 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.

Supplementary Comments

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| | <p>Management of surface water from new developments should follow London Plan Policy SI 13 Sustainable drainage, subsection B (the drainage hierarchy). Typically, greenfield run off rates of 5l/s/ha should be aimed for using the drainage hierarchy. The hierarchy lists the preference for surface water disposal as follows; Store Rainwater for later use > Use infiltration techniques, such as porous surfaces in non-clay areas > Attenuate rainwater in ponds or open water features for gradual release > Discharge rainwater direct to a watercourse > Discharge rainwater direct to a surface water sewer/drain > Discharge rainwater to the combined sewer. Current surface water proposal is high for 1:1 and 1:30yr storm event.</p> | |
| <p>Transport for London</p> | <p>Comments are incorporated into the GLA response. However, the following further comments were received in relation to the WSP 'GLA Stage 1 – Response' dated 14th April 2023.</p> <p><u>Healthy Streets TA & ATZ Assessment</u></p> <ol style="list-style-type: none"> 1. Yes, I way referring to the nursery to the north of the site, Bright Gem Nursery. It is acknowledged that there are highway improvements along Ashley Road to the junction of Burdock Road. However, the applicant has failed to include a nursery as part of the ATZ assessment, which residents of the site are likely to use. Without providing an onsite, on street assessment, it is poor standard to say that the existing situation is adequate. 2. With regards to the link from the site to Cycleway 1 – please can the applicant highlight this as it is not clear which route is being referred to. If this link does exist, as per the stage 1 comments, an assessment of the quality of this route should be carried out. 3. The applicant has failed to acknowledge that TfL do not accept desk-based ATZ assessment, and this should be carried out on site, and this will highlight any gaps and take in to consideration any commitment improvements already paid by the applicant. The ATZ assessment will allow TfL and the LB of Haringey to assess any potential improvements which will be in with the relevant planning tests where applicable. | <p>Noted.</p> |

Vehicle, Pedestrian and Cyclist Access

1. Access via Berol Passage should provide 24hr access 365 days a year and this should be secured via the S106. Additionally, TfL have concerns that 'permissive path rights' of access fall outside the Public London Charter with potential restrictions to access. All other routes should be public right of way, and this should be secured.

Trip Generation

1. The request is in order to understand the various differing impact of the extant permission and proposed application. This development is likely to impact the transport network in a different direction to that of the previous application and this needs to be assessed and understood, therefore please provide a relative impact assessment in each direction.
2. With regards to the WFH situation, evidence from TfL Travel in London report <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports> sets out the current observed position more generally. Our strategic models are based on longer term assumptions about home working, and planning decisions are based on that longer view. Also, there is a different people home working on the day of the Census, and emerging pattern of hybrid working as set out by TfL.

Safeguarding and Infrastructure Protection

1. Noted.

Car Parking

1. The applicant has failed to clarify access for residential and commercial blue badge spaces in the undercroft, for example would this space be open or be access via a remote control?
2. Note the provision for potential future blue badge spaces. Albeit the applicant should demonstrate how this public realm could be prevent from being used as 'informal' parking given the space.
3. The reduction in parking on site from existing tenants should be clarified.

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| | <p>4. Welcome the commitment to provide 100% active electric vehicle charging points. This should be secured appropriately.</p> <p><u>Cycle Parking</u></p> <p>1. The design is noted, but the access to the long stay cycle parking is still deemed as being non LCDS compliant.</p> <p><u>Travel Planning</u></p> <p>1. Noted.</p> <p><u>Servicing</u></p> <p>1. Noted.</p> | |
| <p>London Underground/DLR Infrastructure Protection</p> | <p>Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of a site situated close to London Underground railway infrastructure.</p> <p>Therefore, we request that the grant of planning permission be subject to the following separate numbered conditions to be discharged in a phased manner as and when they are completed.</p> <p>1. Before the pre-commencement/Site formation/Demolition stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <ul style="list-style-type: none"> a) provide demolition details b) accommodate the location of the existing London Underground structures c) accommodate ground movement arising from the development construction thereof d) mitigate the effects of noise and vibration arising from the adjoining railway operations within the structures e) provide details on the use of tall plant/scaffolding for the demolition phase | <p>Noted, conditions included.</p> |

- f) demonstrate that any EMC emissions from any plant or equipment to be used on the site or in the finished structure will not adversely affect LU equipment or signalling
- g) demonstrate that the design allows for any emissions from London Underground's tunnel, tracks and ventilation shafts or emissions from the proposed development
- h) written confirmation will be required from Thames Water/whomever that any increased drainage or sewage from the site will not be discharged directly or indirectly into London Underground's drainage system.

2. Before the sub-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.

- a) prior to commencement of each phase of the development provide details of foundations, basement, and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent)

3. Before the super-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.

- a) provide details on the use of tall plant/scaffolding

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

Your proposal is also adjacent to Network Rail and Crossrail 2. Please contact them directly to query what affect, if any, the proposal will have on the railway.

This response is made as LU/DLR Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore

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| | <i>relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities</i> | |
| Health and Safety Executive | <p>Headline response from HSE – ‘content’</p> <p>Scope of consultation</p> <p>1.1. The above consultation relates to a relevant building of 30 storeys, with a maximum storey height of approximately 100m served by two staircases.</p> <p>1.2. The fire statement states that the adopted fire safety standards are British Standards 9999:2017 and Draft BS9991:2021. It should be noted that the draft BS9991 is a consultation draft document which cannot be used as a design guide. HSE can only assess applications based on extant standards and, accordingly, has assessed the application in accordance with BS9991:2015.</p> <p>Previous consultation</p> <p>1.3. HSE issued a pre-application advice note dated 26/09/2022 following a pre-application consultation meeting between the applicant and HSE held on 26/09/2022.</p> <p>1.4. Following a review of the information provided with this consultation, HSE is content with the fire safety design, to the extent that it affects land use planning.</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 both staircases in close proximity opening into a shared lift lobby. The fire safety design standard, BS9991, states: ‘Where two or more common stairs are provided they should be located such that they are situated remotely from each other.</p> | <p>The introduction of the additional stair and evacuation lift has resulted in the HSE being content with the proposals in terms of escape in the event of fire.</p> <p>The applicant has responded to these points and advises that they will develop the strategy as they move into more detailed design stages.</p> <p>The conditions would ensure that the commitments made in the submitted statements are realised.</p> |

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| | <p>Where a common corridor connects two or more storey exits, measures should be provided to prevent both stairs from being affected by the smoke from a single fire’.</p> <p>2.2. It will be for the applicant to demonstrate that both staircases can not be compromised by fire and smoke concurrently. In this instance, however, any necessary internal alterations are unlikely to affect land use planning considerations. This will be subject to scrutiny at later regulatory stages.</p> <p>2.3. Similarly, section 7 of the fire statement indicates that evacuation lifts will be provided. It will be for the applicant to demonstrate that a tenable atmosphere will be provided for people waiting to use evacuation lifts. In this instance, however, any necessary internal alterations are unlikely to affect land use planning considerations. This will be subject to scrutiny at later regulatory stages.</p> | |
| Natural England | <p>Thank you for getting in touch about the above consultation, please find Natural England’s response below.</p> <p>Natural England has no comment on this application with regards to designated sites.</p> <p>Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species, or you may wish to consult your own ecology services for advice.</p> <p>Environmental gains Development should provide net gains for biodiversity in line with the NPPF paragraphs 174(d), 179 and 180. Development also provides opportunities to secure wider environmental gains, as outlined in the NPPF (paragraphs 8, 73, 104, 120, 174, 175 and 180). We advise you to follow the mitigation hierarchy as set out in paragraph 180 of the NPPF and firstly consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal. Where onsite measures are not possible, you should consider off site measures. Opportunities for enhancement might include:</p> | Noted |

- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Designing lighting to encourage wildlife.
- Adding a green roof to new buildings.

Natural England's Biodiversity Metric 3.1 may be used to calculate biodiversity losses and gains for terrestrial and intertidal habitats and can be used to inform any development project. For small development sites the Small Sites Metric may be used. This is a simplified version of Biodiversity Metric 3.1 and is designed for use where certain criteria are met. It is available as a beta test version.

Natural England's Environmental Benefits from Nature tool may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside Biodiversity Metric 3.1 and is available as a beta test version.

Green Infrastructure

Natural England's Green Infrastructure Framework provides evidence-based advice and tools on how to design, deliver and manage green infrastructure (GI) . GI should create and maintain green liveable places that enable people to experience and connect with nature, and that offer everyone, wherever they live, access to good quality parks, greenspaces, recreational, walking and cycling routes that are inclusive, safe, welcoming, well-managed and accessible for all. GI provision should enhance ecological networks, support ecosystems services and connect as a living network at local, regional and national scales.

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| | <p>Development should be designed to meet the 15 Green Infrastructure Principles. The Green Infrastructure Standards can be used to inform the quality, quantity and type of green infrastructure to be provided. Major development should have a GI plan including a long-term delivery and management plan. Relevant aspects of local authority green infrastructure strategies should be delivered where appropriate.</p> <p>GI mapping resources are available here and here. These can be used to help assess deficiencies in greenspace provision and identify priority locations for new GI provision.</p> <p>Access and Recreation Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to urban fringe areas should also be explored to strengthen access networks, reduce fragmentation, and promote wider green infrastructure.</p> <p>It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision-making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.</p> <p>Your authority has a duty to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available here.</p> | |
| NHS North Central London | Thank you for consulting the NHS North Central London Integrated Care Board (NCL ICB) regarding the planning application HGY/2023/0261. The NHS Healthy Urban Development Unit supports the London ICBs engage in the planning process. | Noted, proportionate health contribution sought through S106 obligation. |

We have reviewed the planning application and broadly welcome the proposal. However, we have significant concerns regarding the impact on health infrastructure. The Health Impact Assessment (Lichfields) submitted as part of the application documentation identifies the impact on health infrastructure as the only area where there is a clear adverse impact which requires mitigation. Paragraph 6.5 advises “this effect will be mitigated through CIL and/or Section 106 contributions to support existing healthcare facilities in the local area”. Unfortunately, the HIA only considered primary care rather than the full range of health infrastructure which will be impacted.

The NHS HUDU Planning Contributions Model (HUDU Model) as set out in Chapter 11 of the 2021 London Plan has been used to calculate the cost of mitigation for inclusion within the s106 agreement. The applicant refers to the development when complete accommodating 470 residents. However, in running the HUDU Model we have assumed that there will be a proportion of residents moving locally although new residents will be moving into those homes vacated. This may underestimate the new population with a figure of 335. Should the Council have local information regarding allocations policy and who is moving into the borough we could review this figure. The summary figures from the Model are included in the table below. We are not seeking the revenue costs although it is important to recognise that there will be additional revenue costs incurred by the NHS.

| Final Summary | |
|-----------------------------------|------------|
| Total Capital Cost | £547,397 |
| Total Revenue Cost | £497,490 |
| Combined Cost | £1,044,887 |
| Total Number of Housing Units | 210 |
| Capital Cost Requirement Per Unit | £2,607 |

| | | |
|--|--|--|
| | <p>Using information on the proposed housing mix in the Planning Statement, the model calculates the healthcare s106 requirement of £547,397 which includes primary care as well as acute and mental health capacity needs. However, with the planned space at the new Welbourne Centre it is hoped that additional capacity can be provided with reconfiguration and upgrading of existing sites, and therefore we ask for a minimum s106 contribution of £233,335 to “increase capacity of health infrastructure serving the proposed development”. In the event that further capacity is required from this and other schemes in this part of the borough we would welcome discussions with the Council in relation to potential CIL funding.</p> | |
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Appendix 4: Neighbour representations

| Stakeholder | Objection/Support/Comment (summarised) | Response |
|----------------------------------|---|--|
| Neighbour representations | Comments/objections have been received in relation to scale of the proposed building (Berol Yard) in relation to Berol House. | As set out in in section 6.6 the proposal is on a site suitable for a tall building and the design having been reviewed by the QRP is considered to be high quality. |
| | Comments of support have been received in relation to the proposed development helping to make Tottenham more of a destination location within London and contribution to the redevelopment of Ashley Road. Neighbour representations also welcome the addition of high quality retail and office floorspace to create a more vibrant atmosphere in the area. | Noted. |

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

1. FILMING AT MEETINGS

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

2. PLANNING PROTOCOL

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

3. APOLOGIES

Apologies for absence were received from Councillor Nicola Bartlett.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

There were no declarations of interest.

6. PRE-APPLICATION BRIEFINGS

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

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

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

Dyne House and Island Site

Redevelopment of Dyne House, to include:

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

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

Science Block

Refurbishment and extension of existing Science Block, to include:

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

Richards Music Centre

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

Mallinson Sport Centre

Redevelopment of Mallinson Sport Centre, to include:

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

Decant Facility

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

Far Field

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

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

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

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

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

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

The Chair thanked the applicant team for attending.

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

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

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

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

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

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

The Chair thanked the applicant team for attending.

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

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

The Committee considered the pre-application briefing for:

Berol House

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

2 Berol Yard

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

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

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

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

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

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

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

The Chair thanked the applicant team for attending.

10. UPDATE ON MAJOR PROPOSALS

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

RESOLVED

To note the report.

11. NEW ITEMS OF URGENT BUSINESS

There were no items of urgent business.

12. DATE OF NEXT MEETING

It was noted that the date of the next meeting was 29 November 2022.

CHAIR: Councillor Barbara Blake

Signed by Chair

Date

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CONFIDENTIAL

FRAME PROJECTS

Haringey Quality Review Panel**Report of Formal Review Meeting: Berol Quarter Phase 2**

Wednesday 13 July 2022

Berol House, 25 Ashley Road, London, N17 9LJ

Panel

Peter Studdert (chair)

Esther Everett

Louise Goodison

Andy Puncher

Craig Robertson

Attendees

Philip Elliot London Borough of Haringey

Suzanne Kimman London Borough of Haringey

John McRory London Borough of Haringey

Richard Truscott London Borough of Haringey

Joe Brennan Frame Projects

Sarah Carmona Frame Projects

Apologies / report copied to

Aikaterini Koukouthaki London Borough of Haringey

Rob Krzyszowski London Borough of Haringey

Robbie McNaugher London Borough of Haringey

Elizabetta 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.

1. Project name and site address

Berol Quarter, Ashley Road, London, N17 9LJ (within the Ashley Road South Masterplan)

2. Presenting team

| | |
|------------------|------------------------------|
| Jonathan Carkeet | Berkeley Square Developments |
| Malcolm Lea | Berkeley Square Developments |
| Paul Eaton | Allies and Morrison |
| Helena Gomes | Allies and Morrison |
| Angie Jim Osman | Allies and Morrison |
| Jasmin Lewin | John McAslan + Partners |
| Aidan Potter | John McAslan + Partners |
| David Finch | Churchman Thornhill Finch |
| Jonathan Hoban | Lichfields |
| Ben Kelway | Lichfields |
| Joshil Hirani | WSP |
| Silke Mason | WSP |

3. Aims of the Quality Review Panel meeting

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

4. Planning authority briefing

The application site falls within site allocation TH6 – Ashley Road South (as noted in the Tottenham Area Action Plan 2017). The site is allocated for the creation of an employment-led mixed-use quarter north of the new District Centre, as well as for facilitating a key part of the strategic east-west green route linking Tottenham High Road with the Lea Valley Regional Park. Development should also provide an enhanced public realm for Ashley Road. The allocation states that residential use will be permitted to cross subsidise improvements to employment stock. The Berol Quarter site sits within the central and southern eastern sections of the Ashley Road South Masterplan (ARSM) and covers an area of 1.02 hectares. The site forms part of the wider Berol Yard site.

Planning permission realised the site allocation with a hybrid application being granted that included the retention of Berol House, with outline proposals (all matters reserved) for the alteration/conversion of ground, first and second floors of Berol House with up to 3,685sqm of commercial floorspace and the introduction of a two-storey roof level extension introducing up to 18 residential units. In addition, the planning permission also included the erection of two buildings between 8 and 14



storeys providing 166 build to rent (BTR) residential units, 891 sqm of commercial floorspace and 7,275sqm of education floorspace.

The works to Berol House and the new building hosting the educational floorspace (meant for ADA as a National College of Digital Skills (NCDS)) has not come forward; however, the BTR residential building known as The Gessner and associated landscaping has been constructed and delivered. The panel has reviewed the proposals (and those for adjacent sites and the overall masterplan) a number of times since 2017.

In the context of the transformative regeneration experienced to date within the area – alongside the failure to secure another educational institution for the site – the current proposals for the Berol Quarter development comprise a mixed-use commercial and residential scheme covering 2 Berol Yard and Berol House. It is intended to complement emerging neighbouring developments in Tottenham Hale and to complete the Ashley Road South masterplan. The scheme would deliver around 200 homes, in the form of build to rent accommodation, and 500sqm of employment-generating floorspace at 2 Berol Yard, up to approximately 34 storeys. This development is alongside the refurbishment of around 3,800sqm of existing commercial floorspace and the addition of circa 2,000sqm of new additional accommodation at Berol House for employment space, as well as associated public realm and landscaping within the quarter.

Officers seek the panel's view on the design quality, scale and massing of the proposals, including the associated public realm and landscape, and all interfaces between public and private realms.

5. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the opportunity to review the proposals for the Berol Quarter at an early stage, and thanks the project team for the informative presentation. It is warmly supportive of the proposals for Berol House, subject to continued development of the details of the design. This should include work to clarify routes and openings, permeability, and ground floor uses. Further consideration should also be given to the expression, materiality and form of the proposed additional floors at roof level. This should be tested and illustrated within key views. Design for thermal performance and environmental sustainability should underpin the design of the new elements, and the refurbishment and repurposing of the existing elements: the panel would like to see Berol House become an exemplar for environmentally sustainable design and refurbishment.

The panel is unable to support the proposals for 2 Berol Yard and feels that a building of this scale and mass is not appropriate for the Berol Quarter. A more appropriate development should be explored that more closely references the 12-14 storey scale of the neighbouring buildings, as well as being more sensitive to the privacy and outlook of nearby flats in The Gessner. Microclimatic impacts at ground level, as well



as the environmental and thermal performance of the building should be carefully assessed. A key objective should be the creation of a distinctive and high-quality place, with a comfortable pedestrian environment, while ensuring that the development does not have a negative impact on the local neighbourhood. Reinforcing and facilitating the east-west green link within the site will be important, as will integrating the proposed pedestrian footbridge across Watermead Way and the railway. The panel would expect the development to facilitate the pedestrian bridge with a financial contribution.

Scope of the review

- Due to time constraints, the scope of the review was primarily at a strategic level. It is anticipated that the panel will consider the evolving proposals at a greater level of detail in future reviews.

Overall vision for Berol Quarter

- The panel notes that there is a tension between the strategic and local visions for the site. The current proposals for 2 Berol Yard seem to have been developed from the perspective of an arbitrary long distance view, rather than an understanding of how the development will be experienced at a local level: how the buildings shape the experience of the place. The panel feels that this local experience should inform and drive the early, strategic decisions about the massing and three-dimensional form of the new building.
- The panel would like to know more about the detailed vision for Berol Quarter, and what will make it a distinctive place. It highlights that a large part of the public experience is influenced by the design and quality of the public realm, and it notes the challenge of mitigating the hostile environment of the major roads adjacent to the site.

Berol House

- The panel welcomes the approach taken to repurposing the Berol House building; it is socially important, linking the existing and new communities, and could become an exemplar. It is an extraordinary building and presents a great opportunity to provide a focus for the masterplan.
- The reworked scheme is generally well-considered; the panel supports the move to make the ground floor more permeable and thinks that some further exploration of how this might be achieved would be beneficial. Options to consider include the creation of a central 'arcade', increased permeability through the ground floor uses with entrances on both facades, and a clear hierarchy of the routes through the building.
- Including some community uses at ground floor level could also help to integrate the different local communities within the new development; retail provision may not be particularly accessible for a wide demographic.



- Provision for flexibility in the size of units will also be important, so that Berol House can adapt to a wide range of occupants.
- The panel would encourage the project team to tease out and reinforce the 'delight' in the architectural expression of the heritage building. The original form was that of a central building with clear bookends, so visually reinforcing these and reflecting details like the false tromp l'oeil doorway into the stairwell at roof level would be welcomed. The Colourworks building in Ashwin Street, Dalston is a good example of a successfully repurposed industrial heritage building.
- The panel is not yet convinced by the architectural expression of the proposed additional storeys at roof level. A lighter and more delicate approach may be more appropriate; the current images render the uppermost storeys visually heavy. While the addition of two new storeys on the roof works well, the third, set-back level needs a lighter touch, including a more defined setback on its eastern face to avoid a sheer three storey roof addition facing Berol Yard.
- Designing for thermal performance and sustainability should underpin the approach to the form and expression of the new-build upper floors. Factors for consideration include solar gain, daylight and sunlight, embodied carbon and the LETI standards.
- The panel notes that the wall-to-ceiling glazing, and generally the quantum of glazing, would be detrimental in terms of thermal performance and solar gain / overheating. A holistic evaluation of the impact of the cladding material would also be welcomed.
- The panel would encourage the project team to explore innovative forms of construction on the upper floors, and to take environmentally sustainable design as a starting point, both in the new-build roof additions, and with the refurbishment and retrofitting of the existing building.

2 Berol Yard

- High quality placemaking should be the key driver for the Berol Quarter development and careful consideration should be given to what characteristics will make it a distinctive and liveable place.
- The panel thinks that the proposed height and mass of the building, in terms of the impact upon the public realm and adjacent buildings, is unsuitable in this location, which has been identified as the 'final piece of the jigsaw' of the Ashley Road South Masterplan.
- Further consideration of the massing and height is therefore needed, to increase and improve the amount of open space on the site, while framing the



space and the spaces to which it links. In addition, extensive wind modelling will be required.

- The building height should relate more closely to the scale of buildings immediately adjacent, at 12-14 storeys, although some additional height could potentially be justified if the development clearly facilitates and contributes to the implementation of the proposed pedestrian bridge and its landing area. However, the design and integration of the landing area will be critically important in this regard.
- It will be important to define a clear brief for how the building should work, in terms of orientation, daylight, sunlight, wind modelling and microclimate, which can drive the iterative design process.
- Constraints within and around the site are also important and should also underpin the developing design. The 12m gap to The Gessner building to the north is very problematic, resulting in north-facing single aspect units with reduced daylight, as well as obstructing the outlook and amenities of the south-facing balconies on The Gessner. A different response to these constraints could result in a narrower, more compact building, without single aspect units.
- The panel notes that the Victoria line tunnel also presents constraints for construction above it. It wonders whether adoption of a diagonal in the building line at the northern façade could open up the 12m gap, improve access to daylight for the accommodation, and improve neighbourliness.
- The panel would encourage the project team to consider future adaptability of the proposed building; it notes that 'build to rent' may become less appropriate in 20 years' time.
- The panel also expresses some concerns about the proposal to locate parking at the 'back of house', adjacent to Watermead Way.

Place-making, public realm and landscape design

- The overarching vision of a green link (from the High Road to the Tottenham Marshes and Lee Valley Regional Park) is a very important strategic initiative for the local area. The panel would like to see how this can be further reinforced and enhanced, giving character and distinctiveness to the development. For example, greater provision of soft landscape could be made within the site and key elements of the link could be integrated within the proposals, including the potential pedestrian bridge over Watermead Way and the railway. The panel would expect to see this type of greening strategy illustrated within the CGI views of the scheme.



- The current proposals for 2 Berol Yard are not at a human-scale at ground level, and the panel would like to see refinement to the design of the lower part of the building and the public realm to humanise the scheme and to provide protection from the challenging microclimate, and major road adjacent.
- The panel would like to know more about both the strategic and detailed approaches to landscape within the Berol Quarter, especially in terms of how these spaces might be used by children, and how the different spaces will be used by different age groups.
- The panel would expect the development to make a financial contribution to facilitate the connections that form part of the green link, in particular the proposed footbridge.
- The cafes on the waterfront at Hale Wharf, the Tottenham Marshes and Lee Valley Regional Park are important destinations, both for the development itself and for the wider community. The panel notes that there are still uncertainties about the detailed design of the footbridge because of Crossrail 2; however, it feels that the scheme needs to show how this link will be made.

Environmentally sustainable design

- The panel would like to consider the approach to environmentally sustainable design for the proposals in greater detail at a future review.
- While the inclusion of a wall to capture energy within the development is supported, the panel would encourage the project team to adopt ambitious targets for the environmental performance of the buildings, for example the LETI targets.
- The panel questions whether an approach to urban greening has been considered within the site.
- Attention will need to be paid to the mitigation of the noise created by the very busy road immediately adjacent.

Next steps

- The panel would like to see the proposals again, at a greater level of detail. It will be important to allow enough time to consider each part of Berol Quarter individually, and from different perspectives, including sustainable design, so separate review slots on the same day for Berol House and 2 Berol Yard may be appropriate. It will also be important to have sustainable design panel expertise in each of the reviews, so formal review slots for both buildings may be appropriate.



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

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

Design Standards

Character of development

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



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FRAME PROJECTS

London Borough of Haringey Quality Review Panel**Report of Formal Review Meeting: Berol Quarter Phase 4**

Wednesday 19 October 2022

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

Panel

Peter Studdert (chair)

Tim Pitman

Esther Everett

Louise Goodison

Andy Puncher

Attendees

Richard Truscott London Borough of Haringey

Philip Elliot London Borough of Haringey

Rob Krzyszowski London Borough of Haringey

Robbie McNaugher London Borough of Haringey

John McRory London Borough of Haringey

Emily Read London Borough of Haringey

Deborah Denner Frame Projects

Kirsty McMullan Frame Projects

Joe Brennan Frame Projects

Apologies / report copied to

Elizabetta Tonazzi London Borough of Haringey

Suzanne Kimman London Borough of Haringey

Confidentiality

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

Berol Quarter, Ashley Road, London, N17 9LJ
Hybrid planning permission reference: HGY/2017/2044

2. Presenting team

| | |
|------------------|-----------------------------|
| Jonathan Carkeet | Berkley Square Developments |
| Paul Eaton | Allies and Morrison |
| Aidan Potter | John McAslan + Partners |
| Ben Kelway | Lichfields |

3. Planning authority briefing

Tottenham Hale is an area earmarked by the GLA to deliver 1,965 homes and is a Tall Building Growth Area and a Local Employment Area: Regeneration Area. It is within the site allocation Ashley Road South for the creation of an employment-led mixed-use quarter, creation of a new east-west route linking Down Lane Park and Hale Village, enhanced public realm and residential use. It falls within Flood Zone 2.

The Berol Quarter site sits within the Ashley Road South Masterplan and covers an area of 1.02ha. A hybrid planning permission has been partially built out with residential building 'The Gessner' completed and occupied since 2021. There are a number of relevant emerging nearby tall buildings, such as the approved 38 storey Tottenham Hale Island Site building.

A new full planning application at the Berol Quarter site (phase 4) is now proposed comprising comprehensive refurbishment and extension of Berol House, alongside a new mixed-use building, 2 Berol Yard. This scheme will complete the Ashley Road South masterplan. It will deliver 210 Build to Rent homes and approximately 620 sqm of retail and 160 sqm of community floorspace at 2 Berol Yard, alongside the refurbishment of approximately 3,300sqm of existing commercial floorspace and 2,000sqm new employment space at Berol House, plus associated public realm and landscaping. Allies and Morrison are designing 2 Berol Yard, John McAslan & Partners are designing the refurbishment and extension works at Berol House, and Churchman Thornhill Finch are leading the landscape design and public realm to connect the two buildings.

The panel reviewed the original hybrid scheme for the Ashley Road Masterplan in January 2017 and a joint reserved matters application for the detailed design of Berol House and 'The Gessner' in September 2017. A separate reserved matters application for the detailed design of Berol House was reviewed in November 2019. Most recently, a former iteration of the current proposal was reviewed in August 2022.

Planning officers asked for the panel's comments on 2 Berol Yard and the surrounding public realm, including: height and massing; microclimate impacts on the public realm and surrounding buildings; landscaping; and architectural expression.



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4. Quality Review Panel's views

Summary

The panel's comments at this review focused primarily on the newbuild proposals for 2 Berol Yard. It is broadly supportive of this and feels a case has been made for a tall building on this site, subject to continuing refinement of the architecture, public realm, and a robust strategy to facilitate delivery of the pedestrian bridge across Watermead Way. The rationale for a tall building on this site, marking key public infrastructure nodes, is convincing. This height must be justified by public benefit, provided by substantial public realm improvements that can support a new community of this scale. This should include the bridge over Watermead Way that would facilitate access to the Lea Valley Park. Berol Square will be the heart of the scheme, and the public realm design should be extraordinary, creating an attractive destination. The architecture needs further work to protect residents from the hostile Watermead Way environment, increase legibility from outside to inside, celebrate the entrance experience, and define the activity and character of the shared gardens. The commercial strategy is welcome, and the panel encourages the project team to refine the details of this for each area, as an integral part of the public realm.

The panel supports the proposal for Berol House and urges safeguarding of the quality through to delivery. The materiality and detailing should be refined to ensure that the building has a clear hierarchy and looks convincing at night. The panel questions the permeability of the ground floor plan beyond the central access route and suggests focusing on the activation of spaces around Berol Square.

These comments are expanded below.

2 Berol Yard

Height and massing

- Considering the wider emerging context, the panel agrees that a case can be made for height on this site to complete the triangle cluster of tall buildings, marking Tottenham Hale station and the green link. However, justification for height will depend on the public benefit that the scheme can offer and continuing refinement of the massing at a detailed level.
- The panel recommends further testing and adjustment of heights to ensure the different faceted elements of the building relate positively to the emerging context.
- In the panel's view Berol Walk does not feel like a balanced, two-sided street because its western face risks feeling overbearing, compromising the quality of public realm at ground floor level.
- The panel would encourage a significant reduction in height to the element directly facing Berol House and a lesser reduction in height to the element fronting Berol Square, both to improve the street life of the public realm.



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- This will help to create more difference between the tallest element and the shoulder elements of the building lower down. The panel supports the height of the tallest element, on the basis that this forms part of a cluster of tall buildings around the station. It should, however, read as subservient to the tallest building in the centre of the cluster facing the station.
- The ground and mezzanine floor facing Ashley Road step out beyond the building line, and the panel asks that this is reconsidered, to avoid constricting the width of the street.
- The panel welcomes the move to rotate the building, which resolves its' previous concerns about proximity to other buildings.
- The panel agrees with the decision to angle the tallest element towards the River Lea and Lea Valley open space nearby.
- The panel notes that a carefully resolved servicing strategy will be essential to minimise impact on public realm around the building. It would welcome further information on this at a future review.

Public benefit

- In the panel's view, the acceptability of a building of up to 30 storeys will depend in large part on the public benefit it offers. This must come from the delivery of more than high-quality new homes; it must deliver extraordinary and substantial public realm to support a new community of this size and create a new destination.
- Key to this will be a robust strategy for delivery of the bridge over Watermead Way, to increase pedestrian and cycle connectivity. The panel does not think that merely providing a bridge landing as part of the scheme is sufficient and encourages the applicant and the Borough to establish a more robust delivery strategy. Ideally the bridge over Watermead Way should be an integral part of the planning application and secured by a Section 106 agreement to which the Borough, as Highway Authority, would also be a party.
- The panel agrees that the second notional bridge (over the railway lines) could be delivered at a future stage because this is subject to as yet unknown requirements for Crossrail 2. However, the design of the Watermead Way bridge should include a landing point for the future bridge over the railway.
- The project team should also consider where public art might be best placed to help with placemaking and wayfinding. The panel suggests that this could help to reinforce the green link, as well as Berol Square.



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Public realm and landscaping

- In the panel's view the heart of the scheme will be Berol Square, rather than the streets around Berol House as shown in diagrams.
- Most people are likely to arrive from the direction of Tottenham Hale station, taking them through Berol Square first. Berol House may also be less permeable than the drawings suggest, making the surrounding public realm more challenging to activate.
- Further thought is needed to ensure that Berol Square is the civic space demanded by this new piece of city. The landscape design and surrounding uses will be key to the success of the scheme as a whole.
- The panel also suggests that the green link should be more than a series of trees and benches. The design should extend across the new bridge and integrate with public artworks to create a place that people will want to visit.
- The public realm feels urban, and the panel thinks that families with children should be considered more in its design. Whilst there is a park nearby, this scheme should provide social spaces for all.
- The panel advises carrying out studies 'day-in-the-life' studies of future residents and visitors of varying demographics. This will help the project team to understand the user experience, developing the public realm and private amenity spaces such as the rooftop gardens to the next level of detail.
- Across the scheme greater attention should also be given to how the public realm welcomes and caters for cyclists.

Architecture

- This scheme will create a large number of homes next to Watermead Way, a busy and hostile road environment.
- The panel encourages the project team and London Borough of Haringey to work on ways that design can temper the impact of the road over the long-term for a better quality of life for the residents.
- The external envelope of the building, which is expressed as a series of buildings with different materiality, looks promising. The panel would support simple and consistent details, as a basis for the changing material colour/tone.
- The panel encourages the project team to continue this idea inside the building to create legibility. The external material could wrap inside the communal areas, allowing people to 'read' the building volumes internally too.
- The cladding of the exposed core currently feels rather dark and monolithic, and the panel asks for further thought about its materiality and detailing.



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- The panel urges the project team to give careful attention to the design of the north-eastern servicing corner at ground floor level. Accessibility, views, signage, greenery and functionality for cyclists should be considered.

Internal layout

- Approximately 700 people will be using the entrance lobby, which should be designed with appropriate generosity. Currently the entrance route creates a 'bottle neck' between the lobby and the stair/lifts. This route is not instinctive and is likely to become congested at peak hours.
- The entrance should also be more celebratory both outside and in, perhaps making a design feature of the staircase at ground floor level. As part of this process, options to provide a stronger link between the residential entrance and the adjoining retail unit could be explored.
- The residential core has the potential to connect to all the rooftop garden spaces, to allow views at the end of corridors, and to bring natural light into the circulation spaces. This aspiration should be protected as the project team develops the detail of each floor and should be informed by the 'day-in-the-life' studies discussed earlier.
- The panel welcomes the project team's ambitions regarding dual aspect homes and providing a range of external shared spaces.
- The gardens could be designed with defined characters, uses and programmes of activity. This will help the spaces to feel accessible and welcoming, creating a cohesive community.
- The project team's learnings about which rooftop spaces have been well-used in the completed buildings nearby should inform the designs here.

Commercial strategy

- The commercial strategy is well thought through. It is positive to see this being considered at an early stage and the commitments are welcomed.
- The panel encourages the project team to now focus on the next stage of curation, continuing to develop the commercial strategy alongside the design.
- Key focal points should be identified, and the project team should zoom in and refine the individual strategy for each. The retail strategy will be key to the success of the public realm. The green link, Berol House, Berol Square and the Watermead Way bridge should all be focal points for active uses.
- The panel emphasises that a substantial amount of creativity will be required to find the right tenants for the commercial space to support a thriving public realm.



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Berol House

- The panel thinks that the proposals for Berol House promise a successful re-use of this locally listed building. The materials and detailing of the new elements will be crucial to carry the quality of the design through to delivery.
- The panel suggests the façade designs could emphasise a tripartite hierarchy, with the original Berol House building as the heavier base, the additional full length two storeys as the Piano Nobile levels, and the setback rooftop element as a pediment.
- The terracotta cladding on the exterior of the 'Piano Nobile' could have a more reflective quality than the existing brickwork below. This may help to ensure that the base 'reads' as the primary element, with lighter elements on top.
- The building's appearance at night will be influenced by its materiality, as well as lighting, and merits further exploration.
- The panel understands that as a minimum, a single public route through the ground floor of Berol House will be provided – and that additional routes cannot be guaranteed as part of the commercial strategy.
- For this reason, the panel suggests that the concept of permeability through all sides of the building should not be overplayed, and the project team should focus on Berol Square as the primary civic space that requires activation.

Next steps

The Haringey Quality Review Panel would like to see the proposals for 2 Berol Yard again when the scheme has developed in response to the comments above. This should be a full review to allow time to cover sustainability, public realm strategy, landscape design, bridge delivery/design and architectural expression.

It is confident that the applicant team will be able to address its minor comments on Berol House in liaison with planning officers, but any updates on the design should be provided as context for the next review of 2 Berol Yard.



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FRAME PROJECTS

London Borough of Haringey Quality Review Panel**Report of Chair's Review Meeting: Berol Quarter**

Wednesday 1 March 2023

Room 0:M1, Clockwise, Greenside House, 50 Station Road, London N22 7DE

Panel

Peter Studdert (chair)

Esther Everett

Attendees

| | |
|------------------|----------------------------|
| Philip Elliot | London Borough of Haringey |
| Suzanne Kimman | London Borough of Haringey |
| Robbie McNaugher | London Borough of Haringey |
| Chris Mussett | London Borough of Haringey |
| Richard Truscott | London Borough of Haringey |
| Joe Brennan | Frame Projects |
| Kirsty McMullan | Frame Projects |

Apologies / report copied to

| | |
|--------------------|----------------------------|
| Rob Krzyszowski | London Borough of Haringey |
| John McRory | London Borough of Haringey |
| Elizabetta Tonazzi | London Borough of Haringey |

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

Berol Quarter, Ashley Road, London N17 9LJ

Planning application reference: HGY/2023/0261

2. Presenting team

| | |
|------------------|-----------------------------|
| Jonathan Carkeet | Berkley Square Developments |
| Paul Eaton | Allies and Morrison |
| Paul Hanegraff | Berkley Square Developments |
| Ben Kelway | Lichfields |

3. Planning authority briefing

Tottenham Hale is an area earmarked by the GLA to deliver 1,965 homes as a Tall Building Growth Area and a Local Employment Area: Regeneration Area. It is within the site allocation Ashley Road South for the creation of an employment-led mixed-use quarter, a new east-west route linking Down Lane Park and Hale Village, enhanced public realm and residential use.

The Berol Quarter site sits within the Ashley Road South Masterplan and covers an area of 1.02 ha. A hybrid planning permission has been partially built, with residential building The Gessner completed and occupied since 2021. There are several emerging tall buildings nearby, such as the approved 38-storey Tottenham Hale Island Site building.

A new full planning application at the Berol Quarter site (Phase 4) is now proposed comprising comprehensive refurbishment and extension of Berol House, alongside a new mixed-use building, 2 Berol Yard. This scheme will deliver 210 build to rent homes and approximately 620 sqm of retail and 160 sqm of community floorspace at 2 Berol Yard, alongside the refurbishment of approximately 3,300 sqm of existing commercial floorspace and 2,000 sqm new employment space at Berol House, plus associated public realm and landscaping. Allies and Morrison are designing 2 Berol Yard; John McAslan & Partners are designing the refurbishment and extension works at Berol House; and Churchman Thornhill Finch are leading the landscape design and public realm to connect the two buildings.

The panel reviewed the original hybrid scheme for the Ashley Road Masterplan in January 2017 and a joint reserved matters application for the detailed design of Berol House and The Gessner in September 2017. A separate reserved matters application for the detailed design of Berol House was reviewed in November 2019. The panel saw a very early iteration of the scheme in August 2022 and a revised scheme in October 2022. This review considers 2 Berol Yard only. The panel were satisfied with the proposals for Berol House at the previous review.

Planning officers asked for the panel's comments on the delivery of the bridge (in balance with public realm and community space), the quality of residential accommodation, the response to microclimate and the sustainability strategy.



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4. Quality Review Panel's views

Summary

The proposals for Berol Quarter have been through a number of iterations and have now developed into a scheme that the panel warmly supports. Berol House sensitively safeguards the character of the area and animates the public realm. This review focused on 2 Berol Yard, which the panel is now convinced will contribute to a successful new neighbourhood.

The panel's initial concerns about the appropriateness of the tower's scale in this context have been addressed by creating a skilful relationship with the emerging surrounding buildings, and by the quality of residential accommodation. However, the bridge over Watermead Way, not only the landing, should be delivered to justify the height of this proposal in terms of public benefit. The bridge should be formally tied in with this scheme through a Section 106 agreement. The design of the bridge landing is developing well. Input from an accessibility expert should be sought to determine the best arrangement of the lift and stair. A channel for bicycles should be incorporated into the stairs, and two lifts could be provided to take pressure off the lift.

More mature trees with larger canopies should be included in the landscape design and enough space should be allowed for events. The panel enjoys the historical references used in the seating designs. These could also work as play structures. They should be made from robust, high-quality materials, and offer a good opportunity for co-design with local artists and the community. All private and shared rooftop amenity spaces should be analysed to ensure they are usable in windy conditions. The internal layout of the cores is working well. The panel commends the integration of sustainability considerations into the design, especially through solar shading. Overheating should be tested against extreme summer temperatures. The materials palette is promising. The revisions to the residential entrance experience are also positive improvements.

Bridge delivery

- The panel recognises the complexities involved in delivering the bridge over Watermead Way but does not think that only providing a bridge landing as part of the scheme is a sufficient contribution to the wider public realm.
- The height of the proposed tower must be justified by significant public benefit. The bridge would provide this, going beyond the expected public realm and community space to provide genuine pedestrian and cycle connectivity to the wider context, including access to nearby open green spaces. It is important to adhere to the vision for this neighbourhood and set a strong precedent for other schemes coming forward.
- However, the panel agrees that the second notional bridge (over the railway lines) could be delivered at a future stage yet to be determined, because this is subject to as yet unknown requirements for Crossrail 2.



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- In the panel's view, the delivery of the bridge over Watermead Way should be formally tied in with this scheme as an integral part of the planning application and secured by a Section 106 agreement to which Haringey, as highway authority, would also be a party. This could be in the form of a sum of money for others if delivery is not within the gift of this scheme, but should include clear timescales for delivery.

Bridge landing design

- The panel enjoys the design development of the bridge landing. The crank in the layout knits it into the scheme and helps to define the public realm.
- The lift and stair access points for the bridge landing are separate at ground floor level, and together at first floor level. The panel agrees that the current solution is clearer for wayfinding than the stair wrapping around the lift to keep the entrance points together. There are also other benefits such as a sense of arrival at the top, shelter from the elements while waiting for the lift, and the potential to connect to the building's cycle store.
- However, as it is best practice for the lift to be visible from the stair, the panel recommends seeking input from an accessibility expert on the best arrangement. They could also advise whether it is likely that ramps will be needed to allow easy access if the lift is out of action. Allowing for early integration of these requirements will help to future-proof the scheme.
- The panel suggests investigating whether two lifts will be required to provide resident access to the cycle store.
- The panel also suggests incorporating a channel for bicycles into the stairs to take pressure off the lift. This should be comfortable to use, leaving enough spacing between bike pedals and stair balustrades.

Public realm

- The public realm would benefit from an increase in greenery to meet the vision of a 'green link' to connect the site into wider networks.
- The panel recognises that there may be constraints, such as underground servicing. However, it thinks that if it is not possible to have more trees, the trees could have larger canopies. This would not reduce the capacity for movement or events underneath, and the scale of the trees would be more appropriate to the tall buildings in this scheme.
- The public realm spaces should be tested to ensure they are sufficiently sized for larger installations or events. This need can be balanced with the aspiration for an intimate square rather than a civic space.
- The panel is convinced that the width of Berol Street has been well thought through, alleviating its previous concerns that it will feel too constrained.



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- The panel enjoys the pencil theme coming through in the ideas for the public realm artwork and seating. This helps to bring the Berol pencil factory history through to the future development.
- The panel recommends that the hexagonal seating is made from granite or a similar high-quality material robust enough for outdoor weathering, constant use, and potential scrapes with servicing vehicles. These could 'grow' out of the ground like the Giant's Causeway, creating an exciting playscape for children as well as seating.
- The design of the seating, play structures and artwork are ideal opportunities for public engagement and could be developed with local artists and through co-design with communities. This would strengthen the design narrative, adding a layer of local individuality.

Private amenity spaces

- It is positive to see the wind analysis that has been completed so far. The panel asks that this is carried out for all private balconies and shared rooftop amenity spaces, to demonstrate that they will be usable. Although the balconies are recessed the building is very tall, and some façades will be very exposed to the elements.
- The panel supports the internal layout which gives residents direct access to the amenity spaces and clear views to them from each core. This will assist with internal wayfinding, as well as making the circulation spaces more enjoyable to spend time in.

Architecture

- The panel commends the integration of sustainability considerations into the design, especially through the solar shading 'kit of parts'. The solar gain testing of this looks promising.
- While a good balance must be found with daylight and views, the panel encourages the project team to continue to refine the overheating mitigation strategy considering possible future summer temperatures.
- The panel supports the evolution of the scheme's materials palette. The choice of a glazed terracotta baguette rainscreen should create interest and a sense of depth on some of the larger façades.
- The revisions to the entrance sequence and appearance of the entrance door from Berol Square are positive improvements.

Next steps

- The panel is confident that the applicant team can address its comments in liaison with Haringey officers.



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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
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 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



DM Forum for Berol Quarter 6th October 2022 at half 7 PM

Council Officers:

- Robbie McNaugher - Head of Development Management and Enforcement Planning (RMc)

Applicant team:

- Aidan Potter - John McAslan + Partners (AP)
- Paul Eaton - Allies and Morrison (PE)
- Ben Kelway – Lichfields (BK)
- Jonathan Hoban – Lichfields (JH)
- Malcolm Lea – Berkeley Square Developments (ML)

RMc – Introduced the meeting

- Introduced the purpose of the meeting and the speakers.

ML – Introduced the proposals

- Introduced the scheme and showed the site context and images of the existing permission and the proposed site.
- Noted that BSD have built 20% of homes in TH.
- Explained that BSD want Berol to be a new heart for TH.
- Looking to create new connections and permeability to promote pedestrian flow and activity.
- Looking to create a new square.
- Noted the amount of commercial uses at ground floor in the vicinity.

AP – Talked about Berol House

- 90% of building to be retained albeit with new entrances and openings introduced.
- 2 storey addition
- With 5th floor that is set back
- 5th elevation – the roof
- Much more activity at ground floor
- Replacement of windows but sympathetically
- 2 storey extension in terracotta cladding with glazed recessed addition above.
- Inherently flexible floorplate
- Opportunities for natural ventilation

PE – Talked about 2 Berol Yard

- Residential and tall building proposed

- The design seeks to relate to the immediate and distant context through form and materials
- Stepped form with 5 blocks around a central core
- Blocks of 5 storeys, 18 storeys, 25, and 30.
- The site/building seeks to mark the green link from the high road to the river lea and vice-versa.
- Would enable a bridge over Watermead Way and the railway to the east – by securing a raised access within the 5 storey building that lines the green link/Ashley link
- The building steps out to attempt to provide strong active retail frontages.
- The enabling works run alongside a community space.
- Inset balconies
- Solar roof as well as green roofs (biodiverse), some with amenity
- 2 fire stairs and 2 sets of separate firefighting access lifts
- Retail animating the west, south and part of the east elevations
- Shaded windows to deal with overheating
- Lowered forms on south/west elevations to minimise heat gain
- Functional hard landscapes that are also loaded with greenery – designed by Churchman Thornhill Finch

ML – summed up the numbers

- Proposed number of homes:

| Tenure | Studio | 1 Bed | 2 Bed | 3 Bed | |
|------------------|--------|-------|-------|-------|-----|
| Private | 20 | 48 | 76 | 6 | 150 |
| DMR | | | 26 | 16 | 42 |
| LLR | | | 12 | 6 | 18 |
| Totals | | | 114 | 28 | |
| Total affordable | | | | | 60 |
| O/a total homes | | | | | 210 |

- Proposed number of affordable homes by habitable room:

| Tenure | Hab rooms | % overall | % affordable housing |
|--------|-----------|-----------|----------------------|
| DMR | 142 | 25% | 70% |
| LLR | 60 | 11% | 30% |
| Totals | 202 | 35% | |

- BSD retain retail and commercial space in order to curate it. The residential elements are sold on to specialist operators
- They are seeking to create a place that does not currently exist in Tottenham Hale
- Scheme benefits:

Scheme Benefits

- **New active commercial quarter and centre for Tottenham Hale**
- **New public realm**
- **New high-quality iconic architecture**
- **New connections**
- **Highly sustainable development**
- **Sensitive renovation of Berol House**
- **c. 3,300sqm refurbished commercial space at Berol House**
- **c. 2,200sqm additional commercial floorspace at Berol House**
- **210 BtR Homes**
- **202 affordable habitable rooms (35%)**
- **c.£3.9 million in CIL**
- **Over £1 million towards community improvements in S106 costs**
- **Contribution towards public art**

RMc – Highlighted a question from Cllr Peacock in the chat

- AP sought to explain that the pediment will stay on both elevations provided the one to the rear remains – and could be reinstated.

Question from Jack

- Accessibility of the access to the bridge for wheelchair users and cyclists.
- PE explained that a ramp with an acceptable gradient would be too long and would not be practical given the height they need to clear on the road.

Question from Martin

- Likelihood of bridge being built.
- ML explained that the land for the bridge is outside of their site and control – but the bridge would be enabled alongside a community asset.
- The bridgehead in Hale Village is there but it remains a question mark given the need to include network rail and the cost implications.

Question from Cllr Gordon

- Supports proposals for Berol House but concerned about the height of the tower proposed for 2 Berol Yard.
 - Local residents will feel hemmed in – So would like to see floors taken off.
 - Dormitory town and overcrowding – number of studios is high.
 - Affordability – the amount of affordable.
 - Mitigation of pollution – liveable wall or green features that help with this.
 - Commitments on rent levels? – would there be affordable workspace?
-
- PE explained the site is in a tall building growth area and in a pocket of high density next to a major transport node.
 - They have been careful to step the building so that it does not take away light and sky in the same way as a larger block.
 - They will look into greening that will remove particulate matter as well as green walls but will make sure this lasts and can be maintained.
 - ML explained that retail and commercial is needed to attract people (critical mass) so it will be aimed at creative trades and businesses.
 - BK explained 35% meets LP21 targets – with 70% DMR and 30% LLR.
 - 20 studios are acceptable given the district centre location.

Question from Cllr Peacock

- Concerned about Tottenham people being priced out.
- ML explained the Gessner is fully let and there is a waiting list.
- BK – no detail at this stage on income caps and rent levels, will look to follow the LP21 and Mayor's housing strategy.

Question about foreign sales

- The block would not be sold – it would be protected as rented accommodation for the long term in link with LP21 policy on BTR.

Question about cycling

- PE/AP - Will meet cycle standards and will improve connectivity when the bridge is delivered.
- PE explained flats would have space for mobility vehicles in accessible accommodation.
- ML noted that Ashley Road will eventually become one-way (with contraflow cycle route and raised tables for crossing).
- PE noted they would support cycling access improvements around the site where this would be reasonable
- PE noted that parking and charging space is required under the standards for mobility vehicles and will be incorporated into the scheme.

Question about construction logistics

- ML explained that there is a loading bay on Watermead Way which would be used for just in time deliveries as Ashley Road is restricted.
- At least a couple of years away in starting construction.

Question about the Berol House proposals

- ML explained that Berol House has permission for relatively large maisonette units. The change to commercial brings flexibility in terms of potentially bringing in a HQ for a local business.
- AP explained how the proposal would be sensitive given the radical changes in the area. The proposals develop the extant permission and re-present and reposition what is an important historic building.

RMc brought the meeting to a close. Explaining that a statutory consultation will take place if a formal application is submitted and notes of the meeting will be appended to any Officer report.

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Berol Quarter (Berol Yard)

Local Planning Authority: Haringey

Local Planning Authority reference: HGY/2023/0261 & HGY/2023/0241

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.

The proposal

Full planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide new residential homes and Use Class E floorspace; with associated landscaping, public realm improvements, car and cycle parking, and other associated works.

The applicant

The applicant is **Berol Quarter Limited**, the agent is **Lichfields**, and the architect is **Allies and Morrison LLP**.

Strategic issues summary

Land use principles: The development of this brownfield site for a high-density, mixed-use development is acceptable in principle

Affordable housing: Overall, the affordable housing offering would comprise 35% Discount Market Rent housing, of which, 30% would be at London Living Rent levels and the remaining 70% at Discount Market Rent. With an appropriate tenure split between DMR and LLR the proposal is generally considered to be Fast Track compliant.

Urban design: Whilst the site is within a location identified as appropriate for tall buildings, there are some concerns about height, massing, separation distances and width of the green link, which indicates potential over-development.

Transport: Further information on the strategic transport issues arising from this development will be required to ensure full compliance with the London Plan.

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

Recommendation

That Haringey Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 108. Possible remedies set out in this report could address these deficiencies.

Context

1. On 06 February 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/categories of the Schedule to the Order 2008:
 - **Category 1A:** "Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats"
 - **Category 1B:** "Development (other than development which only comprises the provision of houses, flats or houses and flats) which comprises or includes the erection of a building or buildings outside Central London and with a total floorspace of more than 15,000 square metres" and
 - **Category 1C:** "Development which comprises or includes the erection of a building of more than 30 metres high and is outside the City of London"
3. Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or, allow the Council to determine it itself.
4. The Mayor of London's statement on this case will be made available on the GLA's public register: <https://planning.london.gov.uk/pr/s/>

Site description

5. The subject site comprises two plots, being 2 Berol Yard as well as Berol House. It forms an 'L' shaped parcel of land with a total area of 0.5 hectares. 2 Berol Yard is a vacant plot, most recently used as a construction site for neighbouring development and temporary car parking. Berol House is a three storey locally listed building utilised as an office building (circa 3,400 sqm).



Figure 1: Site location (as outlined in red)

6. The site sits within the Ashley Road South Masterplan (ARSM), Tottenham Hale, London. The brownfield site is located within the Lee Valley Opportunity Area. It is partly located within the Tottenham Hale Town Centre. The surrounding area is characterised by mostly redeveloped site comprising new residential buildings, new retail and commercial units at ground floor level along with new landscaped routes.
7. The site is highly accessible with a PTAL of 5-6a (where 1 is least accessible and 6b is most accessible). The nearest section of the Transport for London Road Network (TLRN) is the A503 The Hale, approximately 100 metres to the south-west of the site. Tottenham Hale Underground Station is 180m from the site. It is also within close proximity of Tottenham Hale Bus Station which is served by eight regular bus services.

Details of this proposal

8. The proposal seeks planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace; and the redevelopment of 2 Berol Yard to provide 210 new Built to Rent (BtR) residential homes as well as Class E floorspace; with associated landscaping, public realm improvements, car and cycle parking, and other associated works. The commercial portion of the development would deliver 6,359sqm.

Case history

9. The applicant received planning permission at Berol Yard (ref: HGY/2017/2044) on 8 June 2018 for:

“Application for full planning permission for the demolition of the existing buildings within the Berol Yard site and retention of Berol House. Erection of two buildings between 8 and 14 storeys providing 166 homes, 694 sqm (GEA) of commercial floorspace (Class A1/A3/B1), 7,275 sqm (GEA) of education floorspace (Class D1), car and cycle parking, open space, landscaping and other associated works. Application for outline planning permission (all matters reserved) for the alteration and conversion of ground, first and second floors of Berol House with up to 3,685 sqm (GEA) of commercial floorspace (A1/A3/B1) and the introduction of a two-storey roof level extension introducing up to 18 homes, cycle parking and other associated works.”

10. The permission has been partially built out with Building 4 and the associated public realm, now known as the Gessner, having been completed and occupied in 2021. The remaining two plots (Berol House and the College building) of the original hybrid planning application have been unable to be progressed
11. There is a Section 73 linked to this application for a minor material amendment to the permitted scheme at Berol Yard (planning permission ref: HGY/2017/2044). This application seeks to delete and amend existing conditions and add a condition to ensure that phases 3, 4, and 5 will be severed from HGY/2017/2044 upon implementation of any new planning permission being granted in respect of these phases.

Strategic planning issues and relevant policies and guidance

12. 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 Haringey Local Plan: Strategic Policies DPD (2013 with alterations 2017); Haringey Local Plan: Development Management DPD (2017); Haringey Local Plan: Site Allocations DPD (2017); Tottenham Area Action Plan (2016); Tottenham Hale District Centre Framework (2015); and the London Plan 2021.
13. The following are also relevant material considerations:
- The National Planning Policy Framework (2021) and National Planning Practice Guidance;
 - National Design Guide (2021).
14. 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;
- Opportunity Area - London Plan;
- Town centre uses - 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;
- Retail / Office - London Plan;
- Urban design - London Plan; Character and Context SPG; Public London Charter LPG; Characterisation and Growth Strategy draft LPG; Optimising Site Capacity: A Design-Led Approach draft LPG; Housing SPG; Play and Informal Recreation SPG; Housing Design Standards draft LPG;
- Fire Safety – London Plan; 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; Energy Planning Guidance; Mayor's Environment Strategy;
- Air quality - London Plan; the Mayor's Environment Strategy; Control of dust and emissions during construction and demolition SPG; Air quality positive LPG; Air quality neutral LPG;
- Ambient noise - London Plan; the Mayor's Environment Strategy;
- Transport and parking - London Plan; the Mayor's Transport Strategy;
- Equality - London Plan; the Mayor's Strategy for Equality, Diversity and Inclusion; Planning for Equality and Diversity in London SPG;
- 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;
- On 24 May 2021 a Written Ministerial Statement (WMS) was published in relation to First Homes. To the extent that it is relevant to this particular application, the WMS has been taken into account by the Mayor as a material consideration when considering this report and the officer's recommendation. Further information on the WMS and guidance in relation

to how the GLA expect local planning authorities to take the WMS into account in decision making can be found [here](#). (Link to practice note).

Land use principles

15. The site is within the Lee Valley Opportunity Area (OA). As identified in London Plan Policy SD1 and Table 2.1, the Lea Valley OA has an indicative capacity for 21,000 new homes and 13,000 jobs.

Commercial and town centre uses

16. The site is partially located within the Tottenham Hale Town Centre. London Plan Policies SD6, SD7, SD8 and SD9 support mixed use development in town centres. Additionally, London Plan Policies E1 and E2 support new office provision and mixed-use development, with the focus on identified geographic areas and town centres; and states that new offices should take into account the need for a range of suitable workspace, including lower cost and affordable workspace.
17. The Site Allocation 'Ashley Rd South Employment Area' (Ref: TH6) envisages the wider site for an employment-led mixed-use quarter north of Tottenham Hale District Centre, with capacity for 444 homes and 15,300sqm of commercial floorspace
18. It is understood that approximately 6,500sqm of non-residential floorspace has been constructed, or is approved, as part of the other consented schemes within the Allocation.
19. The education floorspace of approximately 7,200sqm would no longer be delivered at this site; as the College is no longer coming forward. However, the proposals would include 6,359sqm of non-residential floorspace across the site, including an uplift of approximately 1,800sqm (3,685sqm existing and 5,492sqm proposed) in Berol House compared to that consented. Ground level non-residential uses would provide welcome activation to the public realm. The increase in non-residential uses in Berol House is welcomed in contributing to the Site Allocation aim for a mixed-use quarter. The proposals would deliver significant qualitative improvement in the commercial space on the site; replacing low grade accommodation with high quality units designed to appeal to a range of prospective end users, which is supported.
20. The applicant stated that much of Berol House is vacant and many other tenants are on short-term leases, understood to include below-market rents. The intention is for some tenants to be rehoused in the new Berol House. Details of the relocation strategy should be included in any application.
21. The non-residential uses have been established through the extant permission and these uses remain strongly supported in principle.

Housing

22. London Plan Policy H1 sets out the requirements for boroughs to achieve the housing supply targets set out in Table 4.1, which identifies a ten-year housing completion target of 15,920 homes for Haringey. Additionally, Policy H1 recommends that boroughs optimise the potential for housing delivery on brownfield sites, especially sites with public transport access levels (PTALs) of 3-6 or which are located within 800 metres of a station or town centre; and housing intensification on low-density sites in commercial, leisure and infrastructure uses.
23. The site comprises a significant development opportunity within the Borough and the proposed residential use on this under-utilised site, partly within a town centre and with very good public transport connections, is supported in principle. The uplift in residential use compared to the consented scheme is also welcomed, subject to resolution of matters raised in this report.

Summary

24. The development of this brownfield opportunity area site for a high-density, mixed-use development is acceptable in principle.

Housing

Affordable housing

25. London Plan Policy H4 seeks to maximise affordable housing delivery, with the Mayor setting a strategic target for 50% of all new homes to be genuinely affordable. London Plan Policy H5 states that the threshold level of affordable housing is a minimum of 35%. Schemes can follow the 'fast track' viability route and are not required to submit viability information nor be subject to a late stage viability review if they meet or exceed the relevant threshold level of affordable housing on site without public subsidy; are consistent with the relevant tenure split; meet other relevant policy requirements and obligations to the satisfaction of the Council and the Mayor; and demonstrate that they have taken account of the strategic 50% target and have sought grant to increase the level of affordable housing.
26. London Plan Policy H11 and the Mayor's Affordable Housing and Viability SPG recognises the contribution of Build to Rent in addressing housing needs and increasing housing delivery, and establish a set of requirements for this tenure, which would need to be secured in the section 106 agreement for any permission, including:
 - The homes must be held under a covenant for at least 15 years (apart from affordable units, which must be secured in perpetuity);
 - A clawback mechanism must be put in place to ensure that there is no financial incentive to break the covenant;
 - The units must be self-contained and let separately;

- There must be unified ownership and management of the private and affordable elements of the scheme;
 - Longer tenancies (three years or more) must be available to all tenants with break clauses for tenants;
 - Rent and service charge certainty for the tenancy period on a basis made clear before the tenancy agreement is signed including any annual increases, which should be formula-linked;
 - On-site management;
 - Providers must have a complaints procedure in place and be a member of a recognised ombudsman scheme; and
 - Providers must not charge up-front fees of any kind to tenants or prospective tenants outside of deposits and rent-in-advance.
27. London Plan Policy H11 states that where a Build to Rent development meets these criteria, the affordable housing offer can be solely Discounted Market Rent (DMR) at a genuinely affordable rent, preferably London Living Rent level. DMR homes must be secured in perpetuity. To follow the fast-track viability route, Build to Rent schemes must deliver at least 35% affordable housing, and the Mayor expects at least 30% of DMR homes to be provided at an equivalent rent to London Living Rent, with the remaining 70% at a range of genuinely affordable rents. Schemes must also meet all the other requirements of Policy H5. Further guidance is provided in the Affordable Housing and Viability SPG.
28. The Haringey Local Plan states that 40% affordable housing is the expectation, with a tenure mix of 60% low-cost rent and 40% intermediate. However, the Tottenham AAP confirms that the housing priority in this area is for intermediate accommodation, due to the existing concentration of social housing in Tottenham. A portfolio approach has been used for the planning permissions across the masterplan area, whereby 35% affordable housing has been achieved with a tenure split of 70% intermediate, 30% affordable rent.
29. In terms of the applicant’s own portfolio of sites in the masterplan area and planning applications, the applicant stated that 37% affordable housing has been achieved, and a breakdown has subsequently been provided. Within this, the previous consent for the wider site secured 14% affordable housing, which was agreed taking account of the financial burden of the proposed College. It is understood that permission secured viability review mechanisms, including a late-stage review, which should have considered the removal of the College from viability considerations.
30. For the proposal site, 35% (by habitable room) affordable housing is proposed (refer to Table 1), which is welcomed, to be delivered at Discount Market Rent (DMR), of which 30% will be provided as London Living Rent (LLR).

| Tenure | Studio | 1 Bed | 2 Bed | 3 Bed | Total |
|--------|--------|-------|-------|-------|-------|
|--------|--------|-------|-------|-------|-------|

| | | | | | |
|----------------|----|----|-----|-----|-----|
| Private | 20 | 96 | 228 | 24 | 368 |
| DMR | 0 | 0 | 78 | 64 | 142 |
| LLR | 0 | 0 | 36 | 24 | 60 |
| Total | 20 | 96 | 342 | 112 | 530 |

Table 1: Total Affordable housing provision by habitable room

| Tenure | Habitable rooms | Overall (%) | Affordable Housing (%) |
|---------------|------------------------|--------------------|-------------------------------|
| DMR | 142 | 25 | 70 |
| LLR | 60 | 11 | 30 |
| Total | 202 | 36 | 100 |

Table 2: Proposed number of affordable homes per habitable room

31. The proposal would provide an uplift of 54 affordable homes above the extant planning permission (HYG/2017/2044).
32. Overall, 35% affordable housing is proposed as part of a Build to Rent scheme. The affordable housing would be Discount Market Rent housing, of which, 30% would be at London Living Rent levels and the remaining 70% at Discount Market Rent. With an appropriate tenure split between DMR and LLR the proposal is generally considered to be Fast Track eligible. However, qualification for fast track is subject to the other caveats being met including securing the affordability, and other requirements listed under Policy H11, through the s106. An update will be provided at the Mayor's decision making stage.

Urban design

33. 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.

Development layout

34. London Plan Policy D3 states that development proposals should provide active frontages and positive relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest. They should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes and legible entrances to buildings.

35. The existing footprint of Berol House would largely remain unchanged whilst 2 Berol Yard would form a roughly square shape building to the east. This would allow for the creation of the new public space, Berol Square. The new position of Berol Square (compared to the previous permission) allows for the square to be activated by retail frontages and to become a destination point.
36. At pre-application stage, concern was identified regarding the southern footprint of the building which projects out with a 6 storey element, effectively narrowing the green link. The applicant stated that this is intended to mitigate against road noise from Watermead Way; however, this is not acceptable justification and increased planting for such aims it recommended. The route is considered too narrow and would not give the green link the prominence ascribed to it in the masterplan. Although a colonnade is proposed, the 6 storey element would be perceived as the end of the route, with only a narrow uninviting route continuing to Watermead Way.
37. The two buildings would also share an improved pedestrian street, known as Berol Walk, that would enhance the quality of the Green Link.
38. The layout of the residential building has been appropriately designed to maximise dual aspect thereby improving access to daylight and sunlight.

Height, scale, and massing

39. London Plan Policy D9 (Part B) states that tall buildings should only be developed in locations identified as suitable in development plans. Part C of Policy D9 also states that tall buildings must address their visual, functional, environmental, and cumulative impacts. Policy D9 further establishes that boroughs should determine where tall buildings are an appropriate form of development in Development Plans.
40. Tall buildings are defined in the Haringey Local Plan: Strategic Policies DPD as being buildings 10 storeys and over. Taller buildings are defined as those that are two to three storeys higher than the prevailing surrounding building heights.
41. Figure 2.2 in Haringey Council's Development Management DPD (July 2017) identifies the site as within the Tottenham Hale Potential Location Appropriate for Tall Buildings, although appropriate heights are not identified. As such, the proposal for a 30-storey (110.5 metre) residential building complies with the locational aspects of Part B of Policy D9. The 7 storey (20.8m) office building would not constitute a tall building.

Appropriateness of the site for tall buildings

42. Part C of Policy D9 also sets out requirements for assessing tall buildings, including addressing their visual, functional, environmental, and cumulative impacts.

Visual impacts

43. The context of the site has changed considerably in recent years as consented developments have been built out, with further sites under construction. The masterplan, as partly built out, clearly steps down from the Argent Related (38 storeys) and Hale Village (34 storeys) towers, both adjacent to the Station.
44. The applicant proposes a building of up to 30 storeys, made up of 5 massing blocks of 6, 18, 25 and two c.30 storey elements, around a central core. The proposed 30 storey elements would clearly be contrary to the masterplan generally reducing height along Watermead Way. Further refinement to the height of this proposal may be required in order to acceptably address the visual impacts of this building.
45. The site does not sit within any protected view corridor and the proposed buildings would not impede short or long range protected views.

Functional impacts

46. The functional impacts are generally considered acceptable in relation to the internal and external design, building materials as well as the maintenance and building management arrangements. The entrances and exit routes are well defined and the building constructions should not interfere with aviation routes. Lastly, consideration should be given to transport matters raised in the below transport section.

Environmental impacts

47. The applicant's technical information on microclimatic and environmental aspects is currently undergoing detailed review by the Council in order to assess the local impacts and identify whether additional mitigation measures are necessary to address these. This should include a full review of the potential daylight and sunlight impacts to neighbouring sites.
48. An update will be provided at the Mayor's decision-making stage.

Cumulative impacts

49. London Plan Policy D9(C) requires development proposals to address the cumulative visual, functional, and environmental impacts of proposed, consented and planned tall buildings in an area. This assessment will be concluded at Stage 2.

Tall buildings conclusion

50. The proposal is located within an area that is identified as suitable for tall buildings. Whilst the functional impacts are generally acceptable in strategic planning terms, the matters discussed above with respect to visual, environmental and cumulative impacts need to be addressed. A full assessment of Policy D9(C) will be concluded at Stage 2.

Public realm and landscaping

51. Policy D8 states that development proposals should encourage and explore opportunities to create new public realm where appropriate. Proposals should ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain.
52. The applicant demonstrates consideration of access to public open space across the site, including Berol Square and Berol Walk with associated planting, in accordance with London Plan Policy G4.
53. As discussed above, the provision of the six-storey building would result in the provision of a narrow green link. This would not give the green link the prominence ascribed to it in the masterplan.

Architectural quality

54. London Plan Policy D3 states that development proposals should be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.
55. The architectural design of 2 Berol Yard has proposed a materials palette which complements the surrounding context. The use of brickwork incorporating a range of brick colours is generally supported.
56. The three-storey extension to Berol House is considered to be a sympathetic addition to the existing building, through the use of terracotta tiling to provide a cladded façade, with double-glazed windows.

Fire safety

57. In line with Policy D12 of the London Plan the applicant has submitted a fire safety statement, prepared by a suitably qualified third-party assessor, AESG. This report demonstrates how the development proposal would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. It is noted that the tall residential building would be provided with two staircases. Haringey Council is required to secure the proposed measures within an approved Fire Statement.

Inclusive access

58. Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). The applicant has submitted design and access statement which ensured that the development: can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and

provides independent access without additional undue effort, separation, or special treatment, and meets the requirements of paragraph 3.5.3 of Policy D5.

59. Haringey Council is required to secure the proposed measures with appropriate conditions.

Transport

Healthy Streets TA and Active Travel Zone (ATZ) Assessment

60. The applicant has provided a Healthy Streets TA and ATZ assessment as part of the submission document. The ATZ assessment has chosen several key routes from the site to an array of locations. However, it is recommended that amendments to the routes which should be carried out. This includes the inclusion of the nursery to the north of the site and exploring potential alternative routes to Cycleway 1.
61. It is also noted that the ATZ assessment has been carried out as a desk-based assessment. This method is no longer accepted and it is requested that this is carried out on site as per TfL guidance.
62. Whilst the ATZ has highlighted some key improvements to the area, further scrutiny is required once the onsite assessment has been carried out. As part of the assessment, the applicant should consider routes to Cycleway 1 and assess whether it these meet the TfL Cycle Route Criteria and consider how the requirements could be met as a link.
63. Further discussions are required to consider the appropriate walking and cycling improvements that should be secured through legal agreement as necessary.

Vehicle, Pedestrian and Cyclist Access

64. There are several proposed pedestrian access points to the site from Ashley Road and Watermead Way. The application site will link up with proposed Green Link and it will also provide a new access route through Berol House – referred to as Berol Passage. This should be secured with 24hr access via the appropriate mechanism. Vehicular access is gained from Gessner Lane, which is deemed acceptable, but TfL has concerns over the management of this space which is discuss further below.
65. TfL has concerns over cyclist access points and how the site integrates into the wider cycling network. This will be discussed further in the detailed comments to the London Borough of Haringey.

Trip generation and impact

66. TfL requests that the applicant should conduct link load analysis of Tottenham Hale Station. The cumulative impact of all small-scale developments may cause major impact to the system. It is request that the applicant should

provide the analysis based on NUMBAT 2019 data, with the scenarios of base, base + development and base + development + consented development.

Safeguarding and Infrastructure Protection

67. The applicant should demonstrate that the relevant consultation and safeguards have been put in place to safeguard adjacent London Underground, TfL Buses and rail infrastructure. It should be show that this is being considered during construction and following completion of the development.

Car parking

68. The applicant is proposing 7 blue badge parking spaces for 2 Berol Yard, which equates to 6 for the residential element and 1 for the retail element. This is London Plan compliant from the outset. However, the applicant has failed to identify potential future locations, should an additional 7% demand arise. The car parking for this element is located within an undercroft; TfL requests further information on how this is accessed, particularly for the residential space. For Berol House the applicant is proposing 1 blue badge space which is policy compliant.
69. TfL also notes that there are interim parking arrangements as part of the proposal. TfL request further details on this element and in particular the retention of parking spaces. This should be provided via a Parking Design and Management Plan (PDMP) and this should be secured via condition. Furthermore, all future occupants should be exempt from resident and business parking permits, and this should be secured via s106 agreement. Clarification is also sought on the levels of proposed Electric Vehicle Charging Points (EVCP's), which should be provided in accordance with the London Plan minimums.

Cycle parking

70. TfL has concerns over the quantum and design of the cycle parking. The quantum on the plans appears to be below London Plan minimum requirements. In addition to this, design does not accord with the London Cycle Design Standards (LDCS). Further detailed will be within the borough comments.

Travel planning

71. The applicant has submitted an outline Framework Travel Plan for the site. Given the location of the site to public transport and potential links to the cycling network, it is considered that the targets should be increased to reflect this. The final travel plan should be secured within the s106 agreement in accordance with London Plan policy T4.

Servicing

72. The applicant has provided an outline Delivery and Servicing Plan (DSP) which shows all vehicles apart from refuse, servicing the site via two loading bays on Ashley Road and Watermead Way and swept path analysis has been provided.

73. It is noted that the application would result in the creation of a private road, referred to as Gessner Lane. Only refuse vehicles would be able to service the site using the road, however clarification is sought on the management of this space. The final DSP should be secured by planning condition.

Construction

74. The applicant has provided an Outline Construction Logistics Plan (CLP). The plan should provide construction details including the expected number of trips, vehicle routing, working hours and practices. The applicant should commit to out of peak hours deliveries, particularly given the proximity of the site to Tottenham Hale Station. The applicant should also confirm the nearby bus stop will not be affected and confirm any potential footway closures.
75. The document should be secured by planning condition and TfL and other key London Underground Infrastructure colleagues should be consulted prior to any commencement of works.

Sustainable development

Energy strategy

76. 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.
77. 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 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.

78. For the domestic element, the development is estimated to achieve a 81% reduction in CO2 emissions compared to 2013 Building Regulations. For the non-domestic element, a 46% reduction is expected.

Whole Life-cycle Carbon

79. 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.
80. The applicant has submitted a whole life-cycle carbon assessment. The WLC assessment does not yet comply with London Plan Policy SI2 and the applicant should review and respond to the accompanying WLC template (to be issued separately).
81. 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

82. 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.
83. The Applicant has submitted a Circular Economy Statement which is welcomed. However, it does not appear that the Applicant has submitted the completed GLA CE template.
84. Without the completed GLA CE template, the submission is missing some of the reporting tables. The Applicant should submit the completed GLA CE template in Excel format in line with the requirements of the GLA guidance.
85. Where the Applicant has replicated several of the reporting tables within the written report, comments have been provided based on the information received to date. Please refer to the attached document for detailed comments.
86. It is noted that some narrative in the written report is guided by the previous guidance version (Draft for Consultation, October 2020). The Applicant should update this narrative to reflect the relevant Circular Economy principles per the adopted (March 2022) guidance and its accompanying template and tables.
87. It is welcomed that the Applicant proposes to retain and refurbish the existing building on the site however there is additional information required across a number of areas.

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

88. 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

89. 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.

Environmental issues

Urban greening

90. The proposed development presents a well-considered approach to integrating green infrastructure and urban greening. This includes the incorporation of biosolar green roofing which supports multifunctionality, in accordance with Policy G1 of the London Plan. The site forms part of a new green link within the Tottenham Hale District Centre Framework and it is positive to see the proposed design puts this into practice.
91. The applicant has calculated the Urban Greening Factor (UGF) score of the proposed development as 0.35. The Planning Statement sets out that the proposals are an equal mix of residential and commercial, therefore it is considered that this application meets 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.
92. The applicant should confirm that there are no existing trees to be removed to facilitate the proposed development. The applicant should also clarify the number of trees proposed.

Sustainable drainage and flood risk

Flood Risk Management

93. The site is located in Flood Zone 2. A Flood Risk Assessment (FRA) has been submitted as required under the National Planning Policy Framework (NPPF). The FRA adequately assesses the risk of flooding from pluvial, sewer and groundwater flooding, which is considered to be low. The FRA provided for the proposed development generally complies with Policy SI12 of the London Plan.
94. A Flood Warning and Evacuation Plan (FWEP) will need to be prepared (secured by condition) including consideration of the identified risk of reservoir flooding.

² <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance>

Sustainable Drainage

95. Paragraph 8.4.8 of the drainage strategy proposes to restrict runoff to 5.7 l/s for the 100-year return period; however, paragraph 8.4.9 states the 'required attenuation to restrict the water flow to 17 l/s'; Microdrainage calculations in Appendix D use a restricted rate of 5.9 l/s. The proposed discharge rate needs to be consistent across the report and calculations. The proposed discharge rate should be restricted to the greenfield QBAR rate for all events up to the 100-year + 40% Climate Change. Correspondence with Thames Water confirming there is capacity to support the proposed flows should also be provided.
96. In terms of SuDS, the drainage strategy proposes green roofs, blue roofs and tree pits, which is welcomed. The strategy states that complexity, economic, and space constraints with the Proposed Development layout do not allow for the implementation of a rainwater harvesting system at the site. This is not considered appropriate justification. Every effort should be made to prioritise rainwater harvesting in line with the London Plan hierarchy.
97. The surface water drainage strategy for the proposed development generally complies with Policy SI13 of the London Plan.

Water Efficiency

98. No water efficiency information has been provided for the proposed development. This is not in line with Policy SI5 of the London Plan.

Air quality

99. An Air Quality Assessment has been prepared by WSP to accompany the planning application. The report has been reviewed and is of sufficient technical quality. However, the construction dust assessment has incorrectly labelled the magnitude of Trackout as 'large' instead of 'medium' based on 10 HDV outward movements and an unpaved road length of 50-100m. Whilst not correct, it is considered a conservative approach and thus acceptable.
100. The development is air quality neutral (London Plan Policy SI 1 (B) (2a)). The development is compliant with London Plan policies:
- The development is partially located within an AQFA, and the assessment results and conclusions imply the constraints and impacts on the AQFA have been considered (London Plan Policy SI 1 (B) (2d)).
101. The following conditions are recommended:
- On-site plant and machinery must comply with the London Non-Road Mobile Machinery (NRMM) Low Emission Zone standards (London Plan Policy SI 1 (D)).
 - Measures to control emissions during the construction phase relevant to a medium risk site should be written into an Air Quality and Dust

Management Plan (AQDMP), or form part of a Construction Environmental Management Plan, in line with the requirements of the Control of Dust and Emissions during Construction and Demolition SPG. The AQDMP should be approved by the LPA and the measures and monitoring protocols implemented throughout the construction phase (London Plan Policy SI 1 (D))

Biodiversity

102. 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.
103. It is recommended the applicant 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.
104. 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

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

Legal considerations

106. 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

107. There are no financial considerations at this stage.

Conclusion

108. London Plan policies on office, residential development, affordable housing, design, transport, sustainable development and environment 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 development of this allocated, brownfield site for a high-density, mixed-use development is acceptable in principle.
- Affordable housing: Overall, the affordable housing offering would comprise 35% Discount Market Rent housing, of which, 30% would be at London Living Rent levels and the remaining 70% at Discount Market Rent. With an appropriate tenure split between DMR and LLR the proposal is generally considered to be Fast Track compliant.
- Urban design: Whilst the site is within a location identified as appropriate for tall buildings, there are some concerns about height, massing, separation distances and width of the green link, which indicates potential over-development.
- Transport: Further information on the strategic transport issues arising from this development will be required to ensure full compliance with the London Plan.
- Sustainable development: Further information on Energy, Whole Life Carbon and Circular Economy is required to ensure full compliance with London Plan requirements.
- Environment: Further information is required on sustainable drainage, air quality and biodiversity.

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

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Lucinda Turner, Assistant Director of Planning

email: lucinda.turner@london.gov.uk

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

Appendix 11: Plans and Documents ListProposed drawings:

22049_07_100 Ground Floor Plan 1:250 A1 P01
 22049_07_100_M Mezzanine Floor Plan 1:250 A1 P01
 22049_07_101 First Floor Plan 1:250 A1 P01
 22049_07_102 Typical Floor Plan - Level 02-05 1:250 A1 P01
 22049_07_106 Typical Floor Plan - Level 06-16 1:250 A1 P01
 22049_07_117 Typical Floor Plan - Level 17 1:250 A1 P01
 22049_07_118 Typical Floor Plan - Level 18 1:250 A1 P01
 22049_07_119 Typical Floor Plan - Level 19-24 1:250 A1 P01
 22049_07_125 Typical Floor Plan - Level 25-27 1:250 A1 P01
 22049_07_128 Typical Floor Plan - Level 28-29 1:250 A1 P01
 22049_07_130 Typical Roof Plan - Level 30 1:250 A1 P01
 22049_07_131 Typical Roof Plan - Roof 1:250 A1 P01
 22049_07_200 South Elevation - Ashley Link 1:250 A1 P01
 22049_07_201 West Elevation - Berol Walk 1:250 A1 P01
 22049_07_202 North Elevation - Gessner Lane 1:250 A1 P01
 22049_07_203 East Elevation - Watermead Way 1:250 A1 P01
 22049_07_300 Section A-A 1:250 A1 P01
 22049_07_301 Section B-B 1:250 A1 P01
 22049_07_302 Section C-C 1:250 A1 P01
 22049_07_303 Section D-D 1:250 A1 P01
 22049_07_400 Bay Study - Typical Bay Bar B 1:50 A1 P01
 22049_07_401 Bay Study - Gable Bay Bar D 1:50 A1 P01
 22049_07_402 Bay Study - Bar A Gable 1:50 A1 P01
 22049_07_403 Bay Study - Bar E 1:50 A1 P01
 22049_07_404 Bay Study - Bar E 1:50 A1 P01
 22049_07_405 Bay Study - Typical Bay Bar A 1:50 A1 P01
 2042-JMP-XX-00-DR-A-D1000 Demolition Level 00 1:200 A1 01
 2042-JMP-XX-00-DR-A-D1001 Demolition Level 01 1:200 A1 01
 2042-JMP-XX-00-DR-A-D1002 Demolition Level 02 1:200 A1 01
 2042-JMP-XX-00-DR-A-D1003 Demolition Level 03 1:200 A1 01
 2042-JMP-XX-00-DR-A-D1004 Demolition Level 04 1:200 A1 01
 2042-JMP-XX-00-DR-A-D4000 Demolition Elevations 1:200 A1 01
 2042-JMP-XX-00-DR-A-3000 Proposed Level 00 1:200 A1 01
 2042-JMP-XX-00-DR-A-3001 Proposed Level 01 1:200 A1 01
 2042-JMP-XX-00-DR-A-3002 Proposed Level 02 1:200 A1 01
 2042-JMP-XX-00-DR-A-3003 Proposed Level 03 1:200 A1 01
 2042-JMP-XX-00-DR-A-3004 Proposed Level 04 1:200 A1 01
 2042-JMP-XX-00-DR-A-3005 Proposed Level 05 1:200 A1 01
 2042-JMP-XX-00-DR-A-3006 Proposed Level 06 1:200 A1 01
 2042-JMP-XX-00-DR-A-4000 Proposed Elevations 1:200 A1 01
 2042-JMP-XX-00-DR-A-5000 Proposed Sections 1:200 A1 01
 2042-JMP-XX-XX-SH-A-SH001 Proposed Project Areas 1:200 A1 01

Other documents:

Berol Quarter Design and Access Statement (dated December 2022)
 WLC Assessment Report (dated 25/05/2023)
 Detailed Circular Economy Statement (dated 25/05/2023)



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|--|--|-------------------------|--|
| Report for: | Planning Sub Committee Date: 3rd July 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 |
| 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 second floor frontage together with 10No. Self-contained design studio offices on the third floor. (Full Planning Application). | Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. Negotiations on legal agreement are ongoing. | Kwaku Bossman-Gyamera | Kevin Tohill |
| 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 | Members resolved to grant planning permission subject to the signing of a section 106 legal agreement. | Phil Elliott | John McRory |

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| | commercial uses [retail] (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures. | 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. | | |
| 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, new routes into and through the site, and car and cycle parking. | Members resolved to grant planning permission subject to the signing of legal agreement Negotiations on legal agreement are ongoing. | John McRory | John McRory |
| 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 |

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|--|--|--|-----------------------|--------------------|
| <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>30-36, Clarendon Road N8 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>Members resolved to grant planning permission subject to the signing of legal agreement</p> <p>Negotiations on legal agreement are ongoing. Once agreed in draft the stage 2 referral will be sent to The Mayor of London</p> | <p>Valerie Okeiyi</p> | <p>John McRory</p> |
| <p>APPLICATIONS SUBMITTED TO BE DECIDED</p> | | | | |
| <p>Berol Quarter Berol Yard, Ashley Road, N17 HGY/2023/0261</p> | <p><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.</p> <p><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</p> | <p>Application to be reported to members at 3rd July Planning Sub-Committee</p> | <p>Phil Elliott</p> | <p>John McRory</p> |

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| | <p>35% Discount Market Rent affordable housing. Tallest element 33 storeys.</p> <p>And associated public realm and landscaping within the quarter.</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 HGY/2022/2594</p> | <p>Proposed addition of 42 emergency new short-term self-contained residential units, 6 residential flat units and refurbishment of commercial space.</p> | <p>Application submitted and under assessment.</p> | <p>Kwaku Bossman-Gyamera</p> | <p>Kevin Tohill</p> |
| <p>Former Petrol Filling Station 76 Mayes road, N22</p> | <p>Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref:</p> | <p>Application submitted and under assessment.</p> | <p>Valerie Okeiyi</p> | <p>John McRory</p> |

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| HGY/2022/2452 | 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. | | | |
| 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 |
| Hornsey Police Station, 94-98 Tottenham Lane, N8 HGY/2022/2116 | Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and | Application submitted and under assessment. | Valerie Okeiyi | John McRory |

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| | towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works. | | | |
| Drapers Almshouses, Edmansons Close, Bruce Grove, N17 HGY/2022/4320 | Redevelopment consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional units on site to consist of a mix of 1, 2 and 3 bedroom units. | Application submitted and under assessment. | Gareth Prosser | John McRory |
| Baptist Church, Braemar Avenue, N22 HGY/2022/4552 | Demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1, part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self-contained residential units at ground to fourth floor level with associated refuse, recycling storage, cycle parking facilities including landscaping improvements. | Application submitted and under assessment. | Valerie Okeiyi | John McRory |
| 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 |

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| <p>Berol Yard, Ashley Road, London, N17 9LJ</p> <p>HGY/2023/0241</p> | <p>Section 73 application for minor material amendments</p> | <p>Application submitted and under assessment.</p> | <p>Philip Elliot</p> | <p>John McRory</p> |
| <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> |

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| | 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 | 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 |
| Tottenham Green Campus (now known as Capital City College Group, Tottenham Centre) N15 | New Construction and Engineering Centre, extending to 3,300 sq m | Pre-application Meeting to take place 6 th July 2023 | To Be Allocated | 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 | Pre-application meeting was held 18/11/2022 and advice note issued. | Samuel Uff | John McRory |

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| | and Sui Generis) and 43 residential (C3) units on the upper floors. | | | |
| 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 |
| 30-48 Lawrence Road | 83 residential units and workspace | PPA in place with ongoing meetings | Gareth Prosser | 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 |

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| Reynardson Court, High Road, N17 Council Housing led project | Refurbishment and /or redevelopment of site for residential led scheme – 10 units. | Pre-application discussions taking place | TBC | John McRory |
| Arundel Court and Baldewyne Court, Lansdowne Road, N17 Council Housing led project | Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and pram shed area and the erection of 3, 3 storey buildings, (3 at Arundel Court and 2 at Baldewyne Court) to provide 30 new residential units with associated improvements to the surrounding area. | Pre-application discussions taking place | Kwaku Bossman-Gyamera | Kevin Tohill |
| Gourley Triangle, Seven Sisters Road, N15 | Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space. | Pre-app meetings held. QRP review held. Greater London Authority (GLA) meeting held. Discussions ongoing. | 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 |

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| 142-147 Station Road, N22 | Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works. | Pre-application discussions ongoing | Tania Skelli | |
| Osborne Grove Nursing Home/ Stroud Green Clinic 14-16 Upper Tollington Park N4 | Demolition of a 32 bed respite home and clinic building. Erection of a new 70 bed care home and 10 studio rooms for semi-independent living, managed by the care home. Separate independent residential component comprising a mix of twenty self-contained 1 and 2 bedroom flats for older adults, planned on Happi principles. Day Centre for use of residents and the wider community as part of a facility to promote ageing wellness. | Pre-app advice issued Discussions ongoing | Tania Skelli | John McRory |
| Pure Gym, Hillfield Park, N10 | Demolition of existing building and redevelopment with gym and residential units on upper floors | Pre-app advice note issued. | Valerie Okeiyi | John McRory |
| (Part Site Allocation SA49) Lynton Road, N8 | Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space. | Pre-app discussions ongoing. | Gareth Prosser | John McRory |
| 157-159 Hornsey Park Road, N8 | Erection of 2 buildings ranging from 3 to 6 storeys in height and a detached 2-storey house, to provide for 34 residential units and circa 100m2 of commercial floorspace, together with associated landscaping with delivery of a | Pre-application discussions ongoing. | Valerie Okeiyi | John McRory |

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| | new pedestrian route, car and cycle parking, and refuse and recycling facilities. | | | |
| 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 | Pre-app advice issued. Discussions to continue. | Samuel Uff | John McRory |

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| | Ridings House), SA3 (Wood Green Bus Garage) and SA4 (Station Road Offices). | | | |
| 13 Bedford Road, N22 | Demolition of existing building and the erection of a part five part six storey building to provide 257 sq. m retail space on the ground floor with 18 flats with associated amenity space in the upper floors together with cycle and refuse storage at ground floor level. | Pre-app advice note issued. | Valerie Okeiyi | John McRory |
| Land to the rear of 7-8 Bruce Grove, N17 | Redevelopment of the site to provide new residential accommodation | Pre-app advice note issued. | Valerie Okeiyi | John McRory |
| Major Application Appeals | | | | |

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| Wards | Application Type | Planning Application: Planning Application Name | Current Decision | Decision Notice Sent Date | Site Address | Proposal | Officer Name |
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| Alexandra Park | Removal/variation of conditions | HGY/2023/0087 | Approve with Conditions | 13/06/2023 | 247 Alexandra Park Road, Wood Green, London, N22 7BJ | Variation of condition 2 (Approved plans) of planning permission ref: HGY/2009/1157 (Erection of single storey rear extension at lower ground floor level) to alter the appearance of the single storey rear extension at lower ground and ground floor level and to incorporate a new terrace at ground floor level above lower ground floor extension. | Sabelle Adjagboni |
| Alexandra Park | Householder planning permission | HGY/2023/0290 | Approve with Conditions | 22/05/2023 | 86 Muswell Road, Hornsey, London, N10 2BE | Proposed single-storey ground floor extension and loft conversion with rear dormer extension and front rooflights. | Ben Coffie |
| Alexandra Park | Householder planning permission | HGY/2023/0642 | Approve with Conditions | 08/06/2023 | 23 Donovan Avenue, Hornsey, London, N10 2JU | Proposal for single storey side and rear extension, removal of chimney stacks in the side elevation of the outrigger and changes to the windows of upper floors in the rear elevation (AMENDED DESCRIPTION). | Cameron Sturges |
| Alexandra Park | Householder planning permission | HGY/2023/0905 | Approve with Conditions | 08/06/2023 | 136 Victoria Road, Wood Green, London, N22 7XQ | Proposed erection of a rear side infill, ground floor and basement floor level extension and associated internal alterations. | Daniel Kwasi |
| Alexandra Park | Lawful development: Proposed use | HGY/2023/0583 | Permitted Development | 30/05/2023 | 21 Thirlmere Road, Hornsey, London, N10 2DL | Amalgamation of two flats back into single dwelling does not constitute development. Please refer to application ref: HGY/2008/1719. The application proposal is to confirm that the amalgamation is still lawful | Laina Levassor |
| Alexandra Park | Lawful development: Proposed use | HGY/2023/0873 | Approve | 23/05/2023 | 58 Vallance Road, Hornsey, London, N22 7UB | Certificate of lawfulness seeking confirmation that the roof extension and related works to the property approved under planning permission reference HGY/2020/1547, can be lawfully implemented. | Neil McClellan |
| Alexandra Park | Householder planning permission | HGY/2023/0867 | Approve with Conditions | 01/06/2023 | 29 Winton Avenue, Wood Green, London, N11 2AS | Construction of a patio at the back of the property, along with a raised fence and extension of the right of way | Zara Seelig |
| Alexandra Park | Lawful development: Proposed use | HGY/2023/1078 | Permitted Development | 23/05/2023 | 46 Clifton Road, Wood Green, London, N22 7XN | Certificate of Lawfulness for proposed single storey rear extension (Prior approval not required ref: HGY/2023/0409) | Laina Levassor |
| Alexandra Park | Householder planning permission | HGY/2023/0909 | Approve with Conditions | 26/05/2023 | 140 Albert Road, Wood Green, London, N22 7AH | Rear L-shaped dormer with rooflights on the front slope. | Zara Seelig |
| Alexandra Park | Householder planning permission | HGY/2023/0635 | Approve with Conditions | 30/05/2023 | 169 Alexandra Park Road, Wood Green, London, N22 7UL | Rear single storey ground floor extension with roof lights. New window to rear elevation at first floor level. | Laina Levassor |
| Alexandra Park | Prior notification: Development by telecoms operators | HGY/2023/0921 | Refuse | 26/05/2023 | Opposite 3 The Avenue, Hornsey, London, N10 2QE | Proposed 5G telecoms installation comprising a 15m street pole and additional equipment cabinets. | Kwaku Bossman-Gyamfi |

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| Alexandra Park | Approval of details reserved by a condition | HGY/2023/0857 | Approve | 24/05/2023 | 64 Victoria Road, Wood Green, London, N22 7XF | Approval of details reserved by a condition 6 (Written details of results of the ground trial excavations and details of appropriate mitigation measures) attached to planning consent HGY/2021/2191. | Mercy Oruwari |
| Alexandra Park | Approval of details reserved by a condition | HGY/2023/0858 | Approve | 24/05/2023 | 64 Victoria Road, Wood Green, London, N22 7XF | Approval of details reserved by a condition 7 (Written detailed method statement for the construction of the basement) attached to planning consent HGY/2021/2191 | Mercy Oruwari |
| Bounds Green | Householder planning permission | HGY/2023/0160 | Approve with Conditions | 12/06/2023 | 70 Woodfield Way, Wood Green, London, N11 2NT | Creation of a roof terrace on flat roof of existing two-storey rear extension with 1600mm high screen along its sides and a 1.1 metre high balustrade across its end. | Josh Parker |
| Bounds Green | Full planning permission | HGY/2023/0180 | Approve with Conditions | 12/06/2023 | Petrol Filling Station, Garage1, Pinkham Way, Wood Green, London, N11 2UU | Redevelopment of the existing petrol filling station to provide an EV Charging hub including charging bays, canopy above, extension of existing sales building and associated development. | Ben Coffie |
| Bounds Green | Lawful development: Proposed use | HGY/2023/1117 | Permitted Development | 30/05/2023 | 1A Passmore Gardens, Wood Green, London, N11 2PE | Installation of PE Panels on front roof slope and roof of rear extension | Oskar Gregersen |
| Bounds Green | Householder planning permission | HGY/2022/4266 | Approve with Conditions | 08/06/2023 | 18 Churston Gardens, Wood Green, London, N11 2NL | Erection of rear side infill extension and remodelling of conservatory to create a rear extension with a new cavity wall and two rooflights. | Daniel Kwasi |
| Bounds Green | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2023/1123 | Approve | 05/06/2023 | 10 Northbrook Road, Wood Green, London, N22 8YQ | Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m | Oskar Gregersen |
| Bounds Green | Approval of details reserved by a condition | HGY/2023/0193 | Approve | 12/06/2023 | Garages, Partridge Way, Wood Green, London | Approval of details pursuant to the discharge of condition 11 (DEMP/CEMP) of planning permission ref: HGY/2021/2075 for the redevelopment of the site comprising the demolition of existing garages and the erection of a nine-storey building to accommodate 23 residential units for council rent (Class C3). Associated cycle and refuse/recycling storage facilities, accessible car-parking spaces, and landscaping and public realm improvements including a children's play space. Relocation of existing refuse/recycling facility. | Ben Coffie |

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| Bounds Green | Approval of details reserved by a condition | HGY/2023/0379 | Approve | 22/05/2023 | Garages, Partridge Way, Wood Green, London | Details to discharge condition 9 (risk assessment and refined Conceptual Model) of planning permission ref: HGY/2021/2075 for the redevelopment of the site comprising the demolition of existing garages and the erection of a nine-storey building to accommodate 23 residential units for council rent (Class C3). Associated cycle and refuse/recycling storage facilities, accessible car-parking spaces, and landscaping and public realm improvements including a children's play space. Relocation of existing refuse/recycling facility. | Ben Coffie |
| Bruce Castle | Listed building consent (Alt/Ext) | HGY/2023/0966 | Approve with Conditions | 30/05/2023 | Bruce Castle Park, Haringey Museum & Archive Service, Lordship Lane, Tottenham, London, N17 8NU | Listed building consent for plaster repairs to secondary rooms at ground and second floor level. | Sarah Madondo |
| Bruce Castle | Householder planning permission | HGY/2023/0432 | Approve with Conditions | 31/05/2023 | 54 Bruce Castle Road, Tottenham, London, N17 8NJ | Erection of single storey rear infill extension, alterations to rear elevation | Laina Levassor |
| Bruce Castle | Full planning permission | HGY/2023/0808 | Approve with Conditions | 08/06/2023 | Pharmacy, 4 Creighton Road, Tottenham, London, N17 8NW | Proposed loft conversion with one rear and two side dormer extensions to the main roof of the health centre and associated internal alterations. | Daniel Kwasi |
| Bruce Castle | Lawful development: Proposed use | HGY/2023/1027 | Permitted Development | 05/06/2023 | 30 Nursery Street, Tottenham, London, N17 8AP | Certificate of Lawfulness for the proposed change of use from C3 to C3(b) (use as a dwelling house by not more than six residents living together as a single household, (including a household where care is provided for residents). | Laina Levassor |
| Bruce Castle | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2023/1132 | Approve | 06/06/2023 | 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/2023/0312 | Approve | 26/05/2023 | Haringey Sixth Form Centre, White Hart Lane, Tottenham, London, N17 8HR | Application for Approval of Details Reserved by Conditions C4 (Hard and Soft Landscaping), C5 (Overheating risk mitigation), C6 (Sustainable design and construction strategy) and C7a (details of the living roof) on planning application HGY/2022/2659 | Zara Seelig |
| Bruce Castle; Bruce Grove | Listed building consent (Alt/Ext) | HGY/2022/2063 | Approve with Conditions | 25/05/2023 | Bruce Grove Public Conveniences, Bruce Grove, London, N17 6UR | Intrusive investigations and enabling works relating to the discovery of dry and wet rot | Emily Whittredge |
| Crouch End | Householder planning permission | HGY/2023/0755 | Approve with Conditions | 31/05/2023 | 11 Edison Road, Hornsey, London, N8 8AE | Erection of single storey rear/side extension, construction of rear dormer, installation of front rooflights and window replacements | Laina Levassor |

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| Crouch End | Consent to display an advertisement | HGY/2022/3516 | Approve with Conditions | 05/06/2023 | 1, Crouch End Hill, London, N8 8GA | Application for display of 2no. externally illuminated fascia lettering signs, 2no. externally illuminated projecting signs, 1no. non illuminated above door sign, and 2no. externally illuminated door plaques at the main entrance. | Eunice Huang |
| Crouch End | Full planning permission | HGY/2022/2110 | Refuse | 09/06/2023 | Flat 1, 51, Rosebery Gardens, London, N8 8SH | Erection of an additional storey on the roof to create a 2-bedroom flat. | Eunice Huang |
| Crouch End | Householder planning permission | HGY/2023/1060 | Approve with Conditions | 15/06/2023 | 63 Mount View Road, Hornsey, London, N4 4SR | Ground floor single storey rear extension, in place of existing conservatory and outbuilding, construction of a basement and conversion of the roof space with the addition of 5no. dormer windows and 2no. rooflights. | Cameron Sturges |
| Crouch End | Full planning permission | HGY/2022/4502 | Approve with Conditions | 23/05/2023 | 10A Broadway Parade, Tottenham Lane, Hornsey, London, N8 9DE | Installation of 1 no. new gas riser to the front elevation | Laina Levassor |
| Crouch End | Lawful development: Proposed use | HGY/2023/1061 | Permitted Development | 15/06/2023 | 2 Pinehurst Mews, Hornsey, London, N8 9FL | Certificate of lawfulness for the proposed installation of solar panels on the flat roof of house. | Oskar Gregersen |
| Crouch End | Full planning permission | HGY/2023/0623 | Approve with Conditions | 07/06/2023 | Thirsk Cottage, Stanhope Road, Hornsey, London, N6 5DE | Erection of a single storey rear extension, replacement front porch, pitched roof extension over existing flat roof, new front dormer, new rooflights, alterations to existing windows and roof lights, replacement of existing render with brick slips, replacement garage door, alterations to boundary treatment and associated landscaping. | Laina Levassor |
| Crouch End | Householder planning permission | HGY/2023/0786 | Approve with Conditions | 05/06/2023 | 13 Lynton Road, Hornsey, London, N8 8SR | Rear dormer with rooflights on the front slope. | Oskar Gregersen |
| Crouch End | Householder planning permission | HGY/2023/0794 | Approve with Conditions | 25/05/2023 | 152 Park Road, Hornsey, London, N8 8JT | Replacement of existing conservatory with single side/rear extension, erection of second floor extension sited above existing rear outrigger | Laina Levassor |
| Crouch End | Householder planning permission | HGY/2023/0811 | Approve with Conditions | 05/06/2023 | Standard Apartments, 22A Crescent Road, Hornsey, London, N8 8AW | Installation of new cycle shelter | Oskar Gregersen |
| Crouch End | Lawful development: Proposed use | HGY/2023/0822 | Permitted Development | 06/06/2023 | 152 Park Road, Hornsey, London, N8 8JT | Certificate of Lawfulness for the erection of an outbuilding in the rear garden. | Neil McClellan |
| Crouch End | Full planning permission | HGY/2023/0983 | Approve with Conditions | 16/06/2023 | Flat A, 38 The Broadway, Hornsey, London, N8 9SU | Proposed loft conversion including a rear dormer extension and three front roof lights. | Eunice Huang |
| Crouch End | Non-Material Amendment | HGY/2023/1051 | Approve | 23/05/2023 | 33 Hurst Avenue, Hornsey, London, N6 5TX | Non-material amendment following a grant of planning permission HGY/2021/1527. The alterations sought are for the replacement of the glass balustrade with light iron railings. | Daniel Kwasi |
| Crouch End | Non-Material Amendment | HGY/2023/0402 | Approve | 05/06/2023 | 21 Clifton Road, Hornsey, London, N8 8JA | Non-material amendment is sought to planning permission HGY/2020/0333 dated 17/04/2020 for the reduction of the rear extension by 600mm from the southern neighbouring boundary, and to reduce the size of the proposed window to the rear elevation. | Ben Coffie |

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| Crouch End | Approval of details reserved by a condition | HGY/2023/0810 | Approve | 14/06/2023 | 47 Weston Park, Hornsey, London, N8 9SY | Approval of details reserved by condition 3 (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/2020/1177. | Mercy Oruwari |
| Crouch End | Consent under Tree Preservation Orders | HGY/2023/0884 | Approve with Conditions | 30/05/2023 | 24 Elm Grove, Hornsey, London, N8 9AJ | Works to tree protected by a TPO. T1: Mulberry (7m): Crown reduce by up to 1m to previous points to keep tree at a size suitable for its location and as part of regular maintenance | Daniel Monk |
| Fortis Green | Householder planning permission | HGY/2023/0372 | Approve with Conditions | 22/05/2023 | 39 Pages Lane, Hornsey, London, N10 1PU | Loft extension and conversion involving: hip to gable extension, installation of a rear dormer and addition of rooflights. Removal of existing balcony, erection of new balcony with incorporated storage and extension of screening along boundary, together with other external alterations. | James Mead |
| Fortis Green | Lawful development: Proposed use | HGY/2023/0420 | Approve | 22/05/2023 | 35 Midhurst Avenue, Hornsey, London, N10 3EP | Certificate of lawfulness proposed: Erection of an outbuilding. | Michelle Meskell |
| Fortis Green | Approval of details reserved by a condition | HGY/2022/2472 | Refuse | 05/06/2023 | Coppetts Wood Hospital, Coppetts Road, London, N10 1JN | Approval of details pursuant to condition 19 (Air Quality Neutral Report) attached to planning permission HGY/2018/1643 | Tania Skelli |
| Fortis Green | Non-Material Amendment | HGY/2022/2772 | Approve | 07/06/2023 | 24, Eastern Road, London, N2 9LD | Non-material amendment following a grant of planning permission ref: HGY/2021/3520. Side extension Zinc pitched roof sheeting in consented drawings to be omitted and replace with natural slate roof. Zinc cladding to front elevation gable end to be replaced with whitened painted render finish with aluminium coping. | Kwaku Bossman-Gyamera |
| Fortis Green | Lawful development: Proposed use | HGY/2023/0291 | Approve | 22/05/2023 | 35 Midhurst Avenue, Hornsey, London, N10 3EP | Certificate of Lawfulness Proposed: Erection of single storey rear extension. | Matthew Gunning |
| Fortis Green | Full planning permission | HGY/2022/4445 | Refuse | 25/05/2023 | 88 Coniston Road, Hornsey, London, N10 2BN | Roof extension comprising a rear dormer and front rooflight and the conversion of single family dwellinghouse into three self-contained flats (comprising two 2-bedroom flats and one 1-bedroom flat). | Cameron Sturges |
| Fortis Green | Full planning permission | HGY/2022/4184 | Approve with Conditions | 12/06/2023 | 108-110 Colney Hatch Lane, Hornsey, London, N10 1EA | Conversion to 9no. self-contained flats, lower ground floor extensions for basement and lightwells, roof dormers alterations, single storey rear extension, replacement of front extensions, new and replacement of fenestrations, new rooflights, alterations to cladding and rear terraces, landscaping works, and provision of cycle store. | Eunice Huang |

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| Fortis Green | Prior notification: Development by telecoms operators | HGY/2023/1350 | Permitted Development | 05/06/2023 | Car Park to rear of Manhattan Lights, 56 Muswell Hill, Hornsey, London, N10 3ST | Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: ? The proposed upgrade consists of the replacement of the existing 20m monopole supporting 3no. antennas, with a new 20m monopole supporting 5no. antennas and ancillary works thereto. | Kwaku Bossman-Gyamera |
| Fortis Green | Approval of details reserved by a condition | HGY/2023/0697 | Approve | 14/06/2023 | 111 Fortis Green, Hornsey, London, N2 9HR | Approval of details reserved by condition 3 (external materials) attached to planning consent HGY/2021/2111 | Mercy Oruwari |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2023/1483 | No Objections | 07/06/2023 | 75 Lanchester Road, Hornsey, London, N6 4SX | Five Day Notice. T1 Beech tree remove to ground level and replace with a new tree. Sadly this one is in speedy decline and has basal and root decay typical of a tree of this type | Daniel Monk |
| Fortis Green | Approval of details reserved by a condition | HGY/2023/1266 | Approve | 07/06/2023 | Coppetts Wood Hospital, Coppetts Road, Hornsey, London, N10 1JN | Approval of details pursuant to condition 17 (Boilers to house) attached to planning permission refs. HGY/2018/1643 and ref. HGY/2016/3482 including omission of basement parking area and overall reduction in parking provision, reduction in total number of dwellings from 80 to 77 (51% affordable housing by habitable room) and change to housing mix, amendments to the internal layout and slight reduction in landscaped areas. Above description as outlined in Full Planning Application Decision Notice and NMA Application Decision Notices HGY/2021/1031 and HGY/2021/2726. | Tania Skelli |
| Fortis Green | Non-Material Amendment | HGY/2023/0039 | Approve | 13/06/2023 | 2 Eastwood Road, Hornsey, London, N10 1NL | Non- material amendment to application ref: HGY/2021/2845 to replace the approved ground floor corner window with 2 no. standard windows, and the removal of the approved transom window. | Ben Coffie |
| Harringay | Full planning permission | HGY/2023/0934 | Approve with Conditions | 01/06/2023 | 67A Grand Parade, Tottenham, London, N4 1DU | Alterations to shopfront including new signage and awning over the main entrance. | Oskar Gregersen |
| Harringay | Householder planning permission | HGY/2023/0354 | Approve with Conditions | 06/06/2023 | 59 Beresford Road, Hornsey, London, N8 0AL | The proposal is to replace two existing kitchen windows (reducing one slightly in size) with sash windows and proposed decking. | Ben Coffie |
| Harringay | Full planning permission | HGY/2021/3320 | Refuse | 13/06/2023 | 17, Falkland Road, London, N8 0NU | Proposed use of the property as 7 room HMO rooms for 11 residents (retrospective application). | Cameron Sturges |
| Harringay | Householder planning permission | HGY/2023/0868 | Approve with Conditions | 26/05/2023 | 50 Seymour Road, Hornsey, London, N8 0BE | Proposed single storey side infill rear extension | Ben Coffie |

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| Harringay | Full planning permission | HGY/2022/4493 | Approve with Conditions | 24/05/2023 | 135 & 137 Turnpike Lane, Wood Green, London, N8 0DU | Retrospective planning application for the erection of roof and rear extensions to create two additional flats within the extended loft comprising Flat E (2-bedroom flat) and Flat F (2-bedroom flat). This is a revision of a previously approved scheme (permission ref: HGY/2020/2868) for roof and rear extensions to create one additional flat and increase the size of three of the existing flats. | Ben Coffie |
| Harringay | Approval of details reserved by a condition | HGY/2023/0992 | Approve | 15/06/2023 | 3 Warham Road, Hornsey, London, N4 1AR | Submission of details pursuant to condition 4 (ASHP noise levels) of planning permission reference HGY/2022/2117 as amended by non-material amendment reference: HGY/2023/0191. | Ben Coffie |
| Hermitage & Gardens | Householder planning permission | HGY/2023/0207 | Approve with Conditions | 23/05/2023 | 70 Kimberley Gardens, Tottenham, London, N4 1LE | Proposed erection of a single storey rear infill incorporating four skylights, the insertion of a new skylight on the existing rear extension's roof and a loft conversion incorporating an L-shaped rear dormer extension with six solar panels on the new dormer roof, one solar panel on the retained pitched roof of the outrigger and the installation of two rooflights on the front roof slope. | Daniel Kwasi |
| Hermitage & Gardens | Householder planning permission | HGY/2023/0615 | Refuse | 13/06/2023 | 70 Beechfield Road, Tottenham, London, N4 1PE | Single storey rear infill extension | Sabelle Adjagboni |
| Hermitage & Gardens | Householder planning permission | HGY/2023/0306 | Approve with Conditions | 08/06/2023 | 105 Roseberry Gardens, Tottenham, London, N4 1JH | Erection of single storey rear and side infill extension. | Laina Levassor |
| Hermitage & Gardens | Householder planning permission | HGY/2023/0919 | Approve with Conditions | 06/06/2023 | 4 Hermitage Road, Tottenham, London, N4 1DB | Erection of a single storey rear and side infill wraparound extension with a mono-pitched roof and 2no. rooflights. | Daniel Kwasi |
| Hermitage & Gardens | Householder planning permission | HGY/2023/0824 | Approve with Conditions | 08/06/2023 | 116 Roseberry Gardens, Tottenham, London, N4 1JL | Erection of single storey side/rear infill extension | Laina Levassor |
| Hermitage & Gardens | Lawful development: Existing use | HGY/2023/0946 | Approve | 05/06/2023 | 10C Overbury Road, Tottenham, London, N15 6RH | Certificate of Lawfulness for existing use of Unit C as large HMO (Use Class Sui Generis) | Daniel Kwasi |
| Hermitage & Gardens | Householder planning permission | HGY/2023/0641 | Approve with Conditions | 22/05/2023 | 27 Ashfield Road, Tottenham, London, N4 1NY | Erection of a single storey rear extension. | Ben Coffie |
| Hermitage & Gardens | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2023/1167 | Approve | 08/06/2023 | 13 Roseberry Gardens, Tottenham, London, N4 1JQ | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.5m and for which the height of the eaves would be 2.4m | Oskar Gregersen |

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| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2023/1448 | Approve | 15/06/2023 | Land Opposite 1-24, Remington Road, Tottenham, London | Approval of details pursuant to condition 13 (Drainage 2) attached to planning permission ref: HGY/2021/2882 dated 9/6/2022 for the redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities. | Tania Skelli |
| Highgate | Listed building consent (Alt/Ext) | HGY/2022/4221 | Withdraw Notice | 24/05/2023 | The Bull, 13 North Hill, Hornsey, London, N6 4AB | Listed building consent for proposed internal and external alterations to existing Public House at ground and first floor levels and to the garden and terraced areas and outbuildings. | Mark Chan |
| Highgate | Listed building consent (Alt/Ext) | HGY/2023/0603 | Approve with Conditions | 23/05/2023 | Hillside, 51 Jacksons Lane, Hornsey, London, N6 5SR | Listed Building Consent for Investigation works from within the basement of property required in connection with the considerable ingress of foul water from collapsed Thames Water Foul & Surface Water sewers in the adjoining roadway, to define the extent of damage caused to the basement masonry walls and define repair specification to be drawn-up once the investigation is complete. | Matthew Gunning |
| Highgate | Full planning permission | HGY/2023/0607 | Approve with Conditions | 07/06/2023 | Flat 1, 62 Southwood Lane, Hornsey, London, N6 5DY | Single storey rear extension , increase size of rear window and addition of Juliette Balcony | Ben Coffie |
| Highgate | Consent under Tree Preservation Orders | HGY/2022/2206 | Approve with Conditions | 31/05/2023 | 16, Shepherds Hill, London, N6 5AQ | Works to tree protected by a TPO. Large Lime tree on rear boundary with 41 Stanhope Gardens. My client is Philip Hill at 41 Stanhope Gardens. This tree is casting shade over my clients garden, inhibiting the growth of a healthy semi-mature Oak tree. Proposed work: Reduce back lateral branches overhanging my clients garden by up to 2.5 metres as close to the boundary line as possible whilst retaining substantial growth points in line with BS3998. | Matthew Gunning |
| Highgate | Householder planning permission | HGY/2022/1972 | Approve with Conditions | 12/06/2023 | 291, Archway Road, London, N6 5AA | Rear basement extension to existing studio flat to form 2 bedroom units around courtyard (revised description) | Ben Coffie |

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| Highgate | Full planning permission | HGY/2023/0078 | Approve with Conditions | 08/06/2023 | 25 Sheldon Avenue, Hornsey, London, N6 4JS | Demolition of existing dwelling, with partial retention of front facade. Erection of a new replacement dwelling extending further to the rear, with a new basement and associated lightwells. Installation of new front boundary wall, gates and railings. | Eunice Huang |
| Highgate | Lawful development: Proposed use | HGY/2023/1315 | Permitted Development | 14/06/2023 | 12 Bancroft Avenue, Hornsey, London, N2 0AS | Certificate of Lawfulness for proposed outbuilding | Laina Levassor |
| Highgate | Listed building consent (Alt/Ext) | HGY/2023/0772 | Approve with Conditions | 06/06/2023 | The White House, 10 Highgate High Street, Hornsey, London, N6 5JL | Replace existing front door with a new front door with the same appearance as the existing door. | Oskar Gregersen |
| Highgate | Householder planning permission | HGY/2023/0819 | Approve with Conditions | 07/06/2023 | 13 Shepherds Hill, Hornsey, London, N6 5QJ | Installation of new door opening to replace existing single lower ground floor rear window / door opening, Installation of 2 no. flat glass rooflights in existing rear roof terrace and removal of 1 no. window to side elevation and infilled in brickwork to match existing. | Ben Coffie |
| Highgate | Lawful development: Proposed use | HGY/2023/0843 | Permitted Development | 08/06/2023 | 15 Broadlands Road, Hornsey, London, N6 4AE | Certificate of lawfulness for the proposed erection of an outbuilding in the rear garden. | Neil McClellan |
| Highgate | Householder planning permission | HGY/2023/0732 | Approve with Conditions | 14/06/2023 | 22 Orchard Road, Hornsey, London, N6 5TR | Installation of an Air Source Heat Pump in rear garden. | Mercy Oruwari |
| Highgate | Householder planning permission | HGY/2023/0634 | Approve with Conditions | 07/06/2023 | The Villa, Courtenay Avenue, Hornsey, London, N6 4LP | Replacement of existing garage doors with fixed panels and a part glazed door, and replacement of all the existing windows on the house with new like for like windows. | Ben Coffie |
| Highgate | Approval of details reserved by a condition | HGY/2023/0475 | Approve | 23/05/2023 | 32 Cromwell Avenue, Hornsey, London, N6 5HL | Approval of details reserved by condition 3 (Materials) attached to planning permission HGY/2022/3528. | James Mead |
| Highgate | Approval of details reserved by a condition | HGY/2022/4475 | Approve | 05/06/2023 | Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL | Approval of details reserved by a condition 6 (Construction Management Plan) attached to planning application reference HGY/2019/2944. | Josh Parker |
| Highgate | Consent under Tree Preservation Orders | HGY/2023/0915 | Approve with Conditions | 30/05/2023 | Tait House, 10 View Road, Hornsey, London, N6 4DB | Oak ? Remove low horizontal branches growing to the north to a height of 4.5-5m from ground level Reduce the mid and upper crown spread on the north side of the crown by 1.8-2.5m to form an even flowing silhouette Maintenance work in line with good Arboricultural practice | Daniel Monk |
| Highgate | Approval of details reserved by a condition | HGY/2023/0954 | Approve | 25/05/2023 | Porters House, Southwood Park, Southwood Lawn Road, Hornsey, London, N6 5SG | Approval of details reserved condition 3: HGY/2020/0842) Prior to ground works, other than demolition, samples of the proposed brick type in either reclaimed or matching brick shall be submitted to, and approved in writing by, the local Planning Authority. | Josh Parker |

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| Highgate | Consent under Tree Preservation Orders | HGY/2023/0590 | Approve with Conditions | 12/06/2023 | Elmcroft, 2 Stanhope Road, Hornsey, London, N6 5LP | Works to tree protected by a Group TPO T105 Horse Chestnut. Pollard to just above crown break rather than fell to ground level. Monolith and retain as a habitat stem and re monitor in 2 years. Previous large limb loss with Cambial dysfunction to southern quadrant at base and at multiple points on main stem. Tree on boundary of Hornsey Lane and growing over the public footpath and road | Daniel Monk |
| Hornsey | Householder planning permission | HGY/2023/0674 | Approve with Conditions | 07/06/2023 | 33 Nightingale Lane, Hornsey, London, N8 7RA | Two new windows at low level in existing bay at front of house. Excavation to deepen existing basement. Internal partitions at lower ground level. New openings to the rear of property | Oskar Gregersen |
| Hornsey | Full planning permission | HGY/2022/4522 | Refuse | 06/06/2023 | Garage adjoining 1 Ferrestone Road, Hornsey, London, N8 7BX | Demolition of single storey garage and erection of a three storey over part-basement, 2-bed single-dwelling-house | Tania Skelli |
| Hornsey | Lawful development: Proposed use | HGY/2023/1286 | Permitted Development | 12/06/2023 | 41 Linzee Road, Hornsey, London, N8 7RG | Rear dormer and outrigger roof extensions, front roof lights, new side window (Certificate of lawfulness) | Emily Whittredge |
| Hornsey | Full planning permission | HGY/2023/0940 | Approve with Conditions | 09/06/2023 | Flat A, 117 Nelson Road, Hornsey, London, N8 9RR | Ground floor rear and side return infill extension, replacement and enlargement of existing first floor rear window, replacement of existing ground floor front uPVC window with a traditional style window matching the original and replacement of the existing uPVC front door with a traditional inset timber door and top light. | Emily Whittredge |
| Hornsey | Householder planning permission | HGY/2023/0348 | Approve with Conditions | 14/06/2023 | 70 Tottenham Lane, Hornsey, London, N8 7EE | Demolition of existing single storey garage and the erection of a 3-storey infill development with a rear dormer, 2 front roof-lights and a rear roof terrace, to form a new self-contained 2-bedroom dwelling. | Mercy Oruwari |
| Hornsey | Full planning permission | HGY/2022/3858 | Approve with Conditions | 01/06/2023 | Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU | 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 |
| Hornsey | Householder planning permission | HGY/2023/0874 | Approve with Conditions | 26/05/2023 | 20 Priory Avenue, Hornsey, London, N8 7RN | Single storey rear extension and internal alterations | Oskar Gregersen |

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| Hornsey | Consent under Tree Preservation Orders | HGY/2023/0663 | Approve with Conditions | 30/05/2023 | 37 Park Avenue South, Hornsey, London, N8 8LU | Works to tree protected by a TPO Front Garden: T1: Mature Thuja: Approximately 8.00m: Reduce height back to previous and most recent reduction points approximately 0.75. Reduce lateral and sub lateral growth by up to 0.5m. General maintenance. | Daniel Monk |
| Muswell Hill | Removal/variation of conditions | HGY/2023/0356 | Approve with Conditions | 05/06/2023 | 28 Linden Road, Hornsey, London, N10 3DH | Excavation of the Existing Basement (Lower Ground Floor), Creation of a Front Lightwell; Erection of Two Storey Rear Extension (Lower Ground Floor and Ground Floor); Associated Replacement Rear Balcony and Rear Garden Access Steps, Hip to Gable Roof Extension and Formation of Rear Dormer With Four Front Rooflights, in Association With Conversion of Property Into 3 No. Self-Contained Flats. | Josh Parker |
| Muswell Hill | Removal/variation of conditions | HGY/2022/2744 | Approve with Conditions | 25/05/2023 | 346, Muswell Hill Broadway, London, N10 1DJ | Variation of condition 3 attached to planning permission HGY/2021/1741 to increase the shop opening hours from 11:00 a.m. to 1.00 a.m. on all days of the week. | Ben Coffie |
| Muswell Hill | Approval of details reserved by a condition | HGY/2022/1169 | Approve | 14/06/2023 | 15, Princes Avenue, London, N10 3LS | Approval of details pursuant to condition 6 (cycle parking) attached to planning permission HGY/2021/1075 | Cameron Sturges |
| Muswell Hill | Approval of details reserved by a condition | HGY/2022/1380 | Approve | 14/06/2023 | 15, Princes Avenue, London, N10 3LS | Approval of details pursuant to conditions 3 (external materials), 4 (glazing door), 5 (refuse storage and collection) attached to planning permission HGY/2021/1075 | Cameron Sturges |
| Muswell Hill | Lawful development: Proposed use | HGY/2023/1050 | Permitted Development | 23/05/2023 | 62 Springfield Avenue, Hornsey, London, N10 3SY | Certificate of Lawfulness for proposed alterations to external materials at front/side ground floor elevation to match first floor render | Laina Levassor |
| Muswell Hill | Householder planning permission | HGY/2023/0392 | Approve with Conditions | 26/05/2023 | Basement Flat, 13 Methuen Park, Hornsey, London, N10 2JR | Removal of existing rear window and replacement with new French doors, and bricking up of existing rear door. | Sabelle Adjagboni |
| Muswell Hill | Change of use | HGY/2023/1018 | Refuse | 24/05/2023 | 124A Muswell Hill Broadway, Hornsey, London, N10 3RU | Change of use of first floor flat from single family dwelling (Use Class C3) to a Large HMO for 8 occupants (Use Class Sui Generis) | Laina Levassor |
| Muswell Hill | Householder planning permission | HGY/2023/0656 | Approve with Conditions | 23/05/2023 | Ground Floor Flat A, 33 Woodland Rise, Hornsey, London, N10 3UP | Construction of a single storey rear garden studio/outbuilding following the demolition of existing garden shed | Laina Levassor |
| Muswell Hill | Householder planning permission | HGY/2023/0958 | Approve with Conditions | 30/05/2023 | 56 Onslow Gardens, Hornsey, London, N10 3JX | Proposed single-storey rear extension including the replacement of all the existing windows at ground floor level. | Josh Parker |

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| Muswell Hill | Non-Material Amendment | HGY/2023/0681 | Approve | 22/05/2023 | 7 Wood Vale, Hornsey, London, N10 3DJ | Non-Material Amendment following a grant of planning permission HGY/2022/3541 seeking the following changes to the approved scheme: Windows in the front bay to be replaced (new timber framed windows omitting transoms); Size of proposed window openings on rear first floor and rear dormer increased; Alterations to approved extension from sloped roof to flat roof. | Laina Levassor |
| Noel Park | Full planning permission | HGY/2023/0083 | Approve with Conditions | 24/05/2023 | 25 Coleraine Road, Wood Green, London, N8 0QJ | Single-storey rear and side extension and conversion of existing dwelling house into two self-contained flats comprising one 4-bedroom flat and one 1-bedroom flat. | Josh Parker |
| Noel Park | Full planning permission | HGY/2023/0991 | Approve with Conditions | 09/06/2023 | 2 Meads Road, Wood Green, London, N22 6RN | Change of use of the property from family dwelling house (C3(a) Use Class) to an HMO for up to six residents (C4 Use Class). | Kwaku Bossman-Gyamera |
| Noel Park | Householder planning permission | HGY/2023/0628 | Approve with Conditions | 26/05/2023 | 88 Russell Avenue, Wood Green, London, N22 6PS | Loft conversion including the installation of 3 x conservation area rooflights to the rear roof slope. | Zara Seelig |
| Noel Park | Full planning permission | HGY/2023/0923 | Approve with Conditions | 31/05/2023 | 105 Willingdon Road, Wood Green, London, N22 6SE | Erection of outbuilding in rear garden (part retrospective application) (resubmission following refusal ref HGY/2022/1363). | Oskar Gregersen |
| Noel Park | Consent to display an advertisement | HGY/2022/2272 | Approve | 15/06/2023 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 | Advertisement consent for bespoke timber built planter with artificial foliage and logos | Valerie Okeiyi |
| Noel Park | Full planning permission | HGY/2022/0859 | Approve with Conditions | 15/06/2023 | Barbara Hucklesbury Close, London, N22 6PQ | Demolition of existing eight bungalows and the construction of a part one, two and three-storey building to provide supported living accommodation (Use Class C2) comprising 14 one-bedroom homes, a support office and communal garden. Provision of two wheelchair accessible parking bays, refuse/recycling and cycle stores and landscaping. | Gareth Prosser |
| Noel Park | Approval of details reserved by a condition | HGY/2022/2043 | Approve | 08/06/2023 | Garages Adjacent to, 200, Morley Avenue, London, N22 6NP | Details pursuant to conditions 11 (provision of refuse and waste storage and recycling facilities) and 12 (cycle parking facilities) of planning permission ref: HGY/2021/0054 | Zara Seelig |
| Noel Park | Approval of details reserved by a condition | HGY/2022/2041 | Approve | 08/06/2023 | Garages Adjacent to, 200, Morley Avenue, London, N22 6NP | Details pursuant to condition 3 (materials - windows/doors) of planning permission ref: HGY/2021/0054 - partial discharge | Zara Seelig |
| Noel Park | Approval of details reserved by a condition | HGY/2022/2040 | Approve | 08/06/2023 | Garages Adjacent to, 200, Morley Avenue, London, N22 6NP | Details pursuant to condition 3 (materials - brickwork) of planning permission ref: HGY/2021/0054 - partial discharge | Zara Seelig |

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| Noel Park | Consent to display an advertisement | HGY/2023/0798 | Approve with Conditions | 12/06/2023 | 48-50 High Road, Wood Green, London, N22 6BX | Advertisement consent for the installation of 1no. internally illuminated fascia and 2no. internally illuminated projecting signs. | Daniel Kwasi |
| Noel Park | Consent to display an advertisement | HGY/2023/0839 | Approve with Conditions | 23/05/2023 | 133 High Road, Wood Green, London, N22 6BB | Halo illuminated fascia signage, non-illuminated text and characters to top part of ground floor glazed shopfront, and a single externally illuminated projecting sign to the High Road frontage of the premises | Zara Seelig |
| Noel Park | Full planning permission | HGY/2023/1092 | Not Determined | 01/06/2023 | 30 Willingdon Road, Wood Green, London, N22 6SB | C4 HMO | Sarah Madondo |
| Noel Park | Full planning permission | HGY/2023/1089 | Approve with Conditions | 16/06/2023 | 10 The Broadway, London N22 6DS | Two-storey rear extension to provide an extra bedroom to an existing flats | Kwaku Bossman-Gyamera |
| Noel Park | Lawful development: Existing use | HGY/2023/1091 | Refuse | 15/06/2023 | 30 Willingdon Road, Wood Green, London, N22 6SB | Certificate of lawfulness for the existing use of the property as a small scale HMO for up to six occupants (C4 Use Class). | Sarah Madondo |
| Noel Park | Non-Material Amendment | HGY/2023/0611 | Approve | 13/06/2023 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road., Coburg Road, Western Road and the Kings Cross / East Coast Mainline., Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 | Non-material amendment following a grant of planning permission HGY/2017/3117 for amendments to approved drawings relating to Block B4 fenestration at ground floor and external boundary treatment | Valerie Okeiyi |
| Noel Park | Approval of details reserved by a condition | HGY/2022/4306 | Approve | 31/05/2023 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road., Coburg Road, Western Road and the Kings Cross / East Coast Mainline., Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 | Approval of details pursuant to condition 30 partial discharge (Noise and Vibration Report) of planning permission HGY/2017/3117 in relation to Blocks D1, D2, D3 and D4 | Valerie Okeiyi |
| Noel Park | Approval of details reserved by a condition | HGY/2022/4341 | Approve | 13/06/2023 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road., Coburg Road, Western Road and the Kings Cross / East Coast Mainline., Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 | Approval of details pursuant to condition 64 partial discharge (Details of Central Dish/Receiving System) of planning permission HGY/2017/3117 in relation to Blocks D1, D2, D3 and D4 | Valerie Okeiyi |
| Noel Park | Approval of details reserved by a condition | HGY/2023/0802 | Approve | 14/06/2023 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road., Coburg Road, Western Road and the Kings Cross / East Coast Mainline., Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 | Approval of details pursuant to condition 61 ? Partial discharge (Soft landscaping and Playspace) of planning permission HGY/2017/3117 relating to blocks D1, D2, D3 & D4 | Valerie Okeiyi |
| Noel Park | Approval of details reserved by a condition | HGY/2023/0803 | Approve | 14/06/2023 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road., Coburg Road, Western Road and the Kings Cross / East Coast Mainline., Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 | Approval of details pursuant to condition 2 (Landscaping) of planning permission HGY/2019/0362 relating to blocks D1 and D2. | Valerie Okeiyi |

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| Noel Park | Approval of details reserved by a condition | HGY/2023/0804 | Approve | 14/06/2023 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 | Approval of details pursuant to condition 2 (Landscaping) of planning permission HGY/2019/1775 relating to blocks D3 and D4 | Valerie Okeiyi |
| Noel Park | Non-Material Amendment | HGY/2023/1136 | Approve | 23/05/2023 | 39-41 High Road, Wood Green, London, N22 6BH | Non-material amendment following a grant of planning permission reference HGY/2022/2695. Amendments sought are for the addition of a vinyl frosting to the window to prevent vision onto the back of till units, and alteration to shopfront entrance position. | Daniel Kwasi |
| Noel Park | Approval of details reserved by a condition | HGY/2023/1076 | Approve | 14/06/2023 | Shop, 6 The Broadway, Wood Green, London, N22 6DS | Submission of details pursuant to condition 3 (Extract System Noise Levels) attached to planning permission reference HGY/2023/0337. | Zara Seelig |
| Northumberland Park | Householder planning permission | HGY/2023/0592 | Approve with Conditions | 16/06/2023 | 5 Foyle Road, Tottenham, London, N17 0NL | Proposed ground floor rear wrap around side infill, internal alteration, first floor plan redesign and all associated works at 5 Foyle Road. | Sabelle Adjagboni |
| Northumberland Park | Full planning permission | HGY/2023/0321 | Refuse | 22/05/2023 | 52 Coniston Road, Tottenham, London, N17 0EX | Retrospective planning application for single storey rear extension. | Sabelle Adjagboni |
| Northumberland Park | Lawful development: Proposed use | HGY/2022/4490 | Permitted Development | 24/05/2023 | 35 Hampden Lane, Tottenham, London, N17 0AS | Certificate of Lawfulness for the erection of a front porch. | Oskar Gregersen |
| Northumberland Park | Approval of details reserved by a condition | HGY/2022/4387 | Approve | 22/05/2023 | 792-794, High Road, London, N17 8EP | Application to partially discharge Condition 3 of Listed Building Consent reference HGY/2022/1659. Approval is sought of parts (a), (b) and (c) only. | Samuel Uff |
| Northumberland Park | Approval of details reserved by a condition | HGY/2023/0769 | Approve | 07/06/2023 | 792-794, High Road, London, N17 8EP | Partial approval of details reserved by a condition Condition 3 of Listed Building Consent reference HGY/2022/1659 for parts ?F? (historic ceiling cornices, architraves, dado railings, panelling, and skirtings), ?G? (floor boxes) and ?H? (method statement historic doorways and fireplaces) only. | Samuel Uff |
| Northumberland Park | Approval of details reserved by a condition | HGY/2023/0580 | Approve | 02/06/2023 | Public House, 102 Northumberland Park, Tottenham, London, N17 0TS | Approval of details pursuant to condition 15 (Heating) attached to planning permission HGY/2017/2821 | Gareth Prosser |
| Seven Sisters | Householder planning permission | HGY/2023/0932 | Refuse | 26/05/2023 | 20 Ermine Road, Tottenham, London, N15 6DB | Erection of a three storey side extension together with provision of a front balcony (as approved by application HGY/2021/3490) together with front infill extension. | Zara Seelig |
| Seven Sisters | Full planning permission | HGY/2022/0044 | Approve with Conditions | 09/06/2023 | 108, Vale Road, London, N4 1TD | Application for full planning permission for a comprehensive 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 | James Mead |

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| Seven Sisters | Householder planning permission | HGY/2023/0329 | Approve with Conditions | 07/06/2023 | 51 Roslyn Road, Tottenham, London, N15 5JB | Removal of existing rear ground floor lean to structure. Renovate existing ground floor . New corner sliding door to rear ground floor. New window to rear ground floor. New timber cladding to rear ground floor. Garden works, including new boundary fences. | Sabelle Adjagboni |
| Seven Sisters | Full planning permission | HGY/2023/0538 | Approve with Conditions | 23/05/2023 | 53 Daleview Road, Tottenham, London, N15 6PL | Erection of a ground floor wrap-around rear/infill extension, a rear dormer extension, and the conversion of the property from two self-contained flats into a single dwellinghouse. | Zara Seelig |
| Seven Sisters | Householder planning permission | HGY/2023/0975 | Approve with Conditions | 31/05/2023 | 11 Ermine Road, Tottenham, London, N15 6DB | Excavation of basement with rear lightwells under the rear extension | Zara Seelig |
| Seven Sisters | Householder planning permission | HGY/2023/0967 | Approve with Conditions | 13/06/2023 | 11 Ermine Road, Tottenham, London, N15 6DB | Alterations to the front elevation. | Zara Seelig |
| Seven Sisters | Householder planning permission | HGY/2023/0869 | Refuse | 01/06/2023 | 11 Ermine Road, Tottenham, London, N15 6DB | Erection of part ground and first floor rear extension | Zara Seelig |
| South Tottenham | Consent to display an advertisement | HGY/2023/1012 | Approve with Conditions | 07/06/2023 | Unit F, Tottenham Hale Retail Park, Broad Lane, Tottenham, London, N15 4QD | New internally illuminated signage to both north and west facing frontage of the building. | Kwaku Bossman-Gyamera |
| South Tottenham | Householder planning permission | HGY/2023/0902 | Approve with Conditions | 08/06/2023 | 27-32 Duffield Drive, London N15 4UH | Replace all existing casement windows (timber and PVCu) with double-glazed PVCu casement units to match existing in style, profile and colour (white). Replace all existing doors (timber-framed communal entrance, composite flat entrance doors, and timber balcony and rear doors) with a double-glazed steel framed communal entrance door, steel framed Gerda flat entrance doors, and double-glazed PVCu balcony and rear doors to match existing style, profile and colour. | Cameron Sturges |
| South Tottenham | Householder planning permission | HGY/2023/0898 | Approve with Conditions | 08/06/2023 | 6-15 Copperfield Drive, London N15 4UF | Replace all existing casement windows (timber and PVCu) with double-glazed PVCu casement units to match existing in style, profile and colour (white). Replace all existing doors (timber-framed communal entrance, composite flat entrance doors, and timber rear door) with double-glazed steel framed communal entrance door, steel framed Gerda flat entrance doors, and double-glazed PVCu rear doors to match existing style, profile and colour. | Cameron Sturges |
| South Tottenham | Householder planning permission | HGY/2023/0974 | Approve with Conditions | 06/06/2023 | 28 Norfolk Avenue, Tottenham, London, N15 6JX | Single-storey ground floor rear extension | Oskar Gregersen |
| South Tottenham | Full planning permission | HGY/2022/2156 | Approve with Conditions | 08/06/2023 | 8-18, Craven Park Road, London, N15 6AB | Construction of part 3, part 4 storey building plus basement comprising of 7x self-contained flats and place of worship and office space at basement level, following the demolition of the existing building. | Sarah Madondo |
| South Tottenham | Householder planning permission | HGY/2022/2140 | Approve with Conditions | 16/06/2023 | 15, Gladesmore Road, London, N15 6TA | Erection of Type 3 loft extension | Mercy Oruwari |
| South Tottenham | Lawful development: Proposed use | HGY/2023/1064 | Permitted Development | 13/06/2023 | 162 Gladesmore Road, Tottenham, London, N15 6TH | Certificate of lawful development for proposed front porch | Kwaku Bossman-Gyamera |

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| South Tottenham | Full planning permission | HGY/2023/0403 | Approve with Conditions | 26/05/2023 | 107 Broad Lane, Tottenham, London, N15 4DP | Ground Floor wrap around extension | Sabelle Adjagboni |
| South Tottenham | Householder planning permission | HGY/2023/0624 | Approve with Conditions | 22/05/2023 | 76 Lealand Road, Tottenham, London, N15 6JT | Erection of "Type 3" roof extension | Laina Levassor |
| South Tottenham | Householder planning permission | HGY/2023/0901 | Approve with Conditions | 08/06/2023 | 16-26 Duffield Drive, London N15 4UH | Replace all existing casement windows (timber and PVCu) with double-glazed PVCu casement units to match existing in style, profile and colour (white). Replace all existing doors (timber-framed communal entrance, composite flat entrance doors, and timber balcony and rear doors) with a double-glazed steel framed communal entrance door, steel framed Gerda flat entrance doors, and double-glazed PVCu balcony and rear doors to match existing style, profile and colour. | Cameron Sturges |
| South Tottenham | Householder planning permission | HGY/2023/0900 | Approve with Conditions | 07/06/2023 | 79-88 Copperfield Drive, London N15 4UF | Replace all existing casement windows (timber and PVCu) with double-glazed PVCu casement units to match existing in style, profile and colour (white). Replace all existing doors (timber-framed communal entrance, composite flat entrance doors, and timber balcony and rear doors) with double-glazed steel framed communal entrance door, steel framed Gerda flat entrance doors, and double-glazed PVCu balcony and rear doors to match existing style, profile and colour. | Cameron Sturges |
| South Tottenham | Householder planning permission | HGY/2023/0897 | Approve with Conditions | 08/06/2023 | 1-5 Copperfield Drive, London N15 4UF | Replace all existing casement windows (timber and PVCu) with double-glazed PVCu casement units to match existing in style, profile and colour (white). Replace all existing doors (timber-framed communal entrance, composite flat entrance doors, PVCu sliding doors and timber rear door) with double-glazed steel framed communal entrance door, steel framed Gerda flat entrance doors, double-glazed PVCu sliding doors, and double-glazed PVCu rear doors to match existing style, profile and colour. | Cameron Sturges |
| South Tottenham | Householder planning permission | HGY/2023/0903 | Approve with Conditions | 08/06/2023 | 1-15 Yeats Court, Tynemouth Road, London N15 4UE | Replace all existing casement windows (timber and PVCu) with double-glazed PVCu casement units to match existing in style, profile and colour (white). Replace all existing doors (composite flat entrance doors, and timber doors) with steel framed Gerda flat entrance doors, and double-glazed PVCu doors to match existing style, profile and colour. | Cameron Sturges |

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| South Tottenham | Householder planning permission | HGY/2023/0899 | Approve with Conditions | 08/06/2023 | 47, 48 & 58 Copperfield Drive, London N15 4AR | Replace all existing casement windows (timber and PVCu) with double-glazed PVCu casement units to match existing in style, profile and colour (white). Replace all existing doors (composite flat entrance doors, and timber doors) with steel framed Gerda flat entrance doors, and double-glazed PVCu doors to match existing style, profile and colour. | Cameron Sturges |
| South Tottenham | Householder planning permission | HGY/2023/0904 | Approve with Conditions | 08/06/2023 | 1-5 Greenway Close, London N15 4UG | Replace all existing casement windows (timber and PVCu) with double-glazed PVCu casement units to match existing in style, profile and colour (white). Replace all existing doors (composite flat entrance doors, and timber doors) with steel framed Gerda flat entrance doors, and double-glazed PVCu doors to match existing style, profile and colour. | Cameron Sturges |
| South Tottenham | Full planning permission | HGY/2022/3836 | Approve with Conditions | 01/06/2023 | 64, Wellington Avenue, Tottenham, London, N15 6BA | Alterations to the existing outbuilding to provide a door and window facing Leadale Road. Formalising use of the outbuilding as an office (Use Class E(c)) ancillary to the main house. | Oskar Gregersen |
| South Tottenham | Householder planning permission | HGY/2023/0731 | Refuse | 23/05/2023 | 2 & 4 Wellington Avenue, Tottenham, London, N15 6AS | Erection of a type 3 loft extension together with a first floor rear extension across number 2 and 4 Wellington Avenue | Sarah Madondo |
| South Tottenham | Householder planning permission | HGY/2023/0593 | Approve with Conditions | 31/05/2023 | 146 High Road, Tottenham, London, N15 6JN | Erection of an additional storey above the existing outrigger to serve existing first floor flat. Alterations to the main elevation facing Crowland Road including replacement windows and entrance doors. | Mercy Oruwari |
| South Tottenham; Tottenham Hale | Approval of details reserved by a condition | HGY/2022/4470 | | 07/06/2023 | Cannon Factory and Ashley House, Ashley Road, London, N17 9LZ | Approval of details pursuant to Condition 25 Part A (Land Contamination) of Planning Permission HGY/2016/4165 | Philip Elliott |
| St Ann's | Lawful development: Proposed use | HGY/2023/1095 | Permitted Development | 31/05/2023 | 60 Clarendon Road, Tottenham, London, N15 3JX | Certificate of lawfulness for the proposed formation of an L-shaped rear dormer roof extension and the installation of two roof lights on the front slope. | Oskar Gregersen |
| St Ann's | Householder planning permission | HGY/2022/1390 | Refuse | 30/05/2023 | 316, St Anns Road, London, N15 3TD | Proposed rooflight insertion, floor plan redesign and all associated works at 316 St Ann's Road | Daniel Kwasi |
| St Ann's | Lawful development: Existing use | HGY/2023/1069 | Refuse | 13/06/2023 | 441 West Green Road, Tottenham, London, N15 3PL | Certificate of Lawfulness for the existing use of the basement as a self-contained flat. | Kwaku Bossman-Gyamera |
| St Ann's | Non-Material Amendment | HGY/2023/0694 | Approve | 31/05/2023 | 255 West Green Road, Tottenham, London, N15 5ED | Non-material amendment following a grant of planning permission HGY/2019/1735. Reposition the external lift from right hand side to the left hand side of the building viewed from front elevation. | Kwaku Bossman-Gyamera |

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| St Ann's | Approval of details reserved by a condition | HGY/2023/0955 | Approve | 14/06/2023 | Land adjacent to 38-84, Cornwall Road, London, N15 5AR | Approval of details reserved by Condition 4 (Trees and Landscaping) attached to planning permission reference HGY/2021/0967. | Oskar Gregersen |
| Stroud Green | Householder planning permission | HGY/2023/0045 | Approve with Conditions | 12/06/2023 | Flat 1, 10 Lancaster Road, Hornsey, London, N4 4PP | Enlargement of existing rear extension including demolition of part of the rear addition and erection of a single storey wraparound extension with a partial infill to create a courtyard. | Mercy Oruwari |
| Stroud Green | Householder planning permission | HGY/2023/0723 | Approve with Conditions | 14/06/2023 | 56 Uplands Road, Hornsey, London, N8 9NJ | Replacement of single storey rear extension and shed with a full width rear extension. | Mercy Oruwari |
| Stroud Green | Householder planning permission | HGY/2022/3823 | Refuse | 30/05/2023 | 6, The Grove, Hornsey, London, N4 4HJ | Replacement of windows and doors with double glazed uPVC windows and doors. | Oskar Gregersen |
| Stroud Green | Householder planning permission | HGY/2022/3824 | Refuse | 30/05/2023 | 8, The Grove, Hornsey, London, N4 4HJ | Replacement of windows and doors with double glazed uPVC windows and doors. | Oskar Gregersen |
| Stroud Green | Non-Material Amendment | HGY/2023/0514 | Approve | 01/06/2023 | 2A Lancaster Road, Hornsey, London | Non-Material Amendments to planning reference HGY/2018/3294 to add new glass porch to the front elevation of the planning approved for a part single, part two storey dwelling house. Approved open-bond wall to be reduced to allow for proposed glass porch. | Josh Parker |
| Stroud Green | Consent under Tree Preservation Orders | HGY/2023/0987 | Approve with Conditions | 02/06/2023 | 2 Ossian Road, Hornsey, London, N4 4EA | Works to tree protected by a Tree Preservation Order Stone Pine T1 (12M high, 600mm dia.) - Lift crown all around to 4 metres above ground level. Reduce crown on building side by 2 metres away from property. Remove all deadwood and creeper. Selective thin of internal branching by up to 15% Reason: The tree has a dense canopy and is situated on the south aspect of a small side garden to the property causing considerable shading and loss of natural light. Reduction of heavy shading to small garden Improvement on natural light amenity to garden area. | Daniel Monk |
| Tottenham Central | Listed building consent (Alt/Ext) | HGY/2023/0984 | Approve with Conditions | 25/05/2023 | 12 Bruce Grove, Tottenham, London, N17 6RA | Listed Building Consent for the forecourt upgrades including resurfacing, new bin store and boundary treatment alterations | Sarah Madondo |
| Tottenham Central | Full planning permission | HGY/2023/1118 | Approve with Conditions | 14/06/2023 | 91 Philip Lane, Tottenham, London, N15 4JR | Replacement of single glazed timber windows with double glazed timber units on the front elevation and with uPVC double glazing on rear elevation, finished in white to match the existing windows. Replacement of front entrance door with new timber paneled door, and replacement of any rear glass panels doors with new uPVC glass panels doors. | Daniel Kwasi |

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| Tottenham Central | Full planning permission | HGY/2023/0658 | Approve with Conditions | 25/05/2023 | 12 Bruce Grove, Tottenham, London, N17 6RA | Forecourt upgrades including resurfacing, new bin store and boundary treatment alterations | Sarah Madondo |
| Tottenham Central | Lawful development: Existing use | HGY/2023/1090 | Approve | 24/05/2023 | 19 Fairbourne Road, Tottenham, London, N17 6TP | Use of the ground floor as 2 flats; Ground floor front and ground floor rear | Laina Levassor |
| Tottenham Central | Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses | HGY/2023/0011 | Approve with Conditions | 06/06/2023 | Shop, 173 Philip Lane, Tottenham, London, N15 4HQ | Application to determine if prior approval is required for a proposed change of use from commercial, business and service use (Class E) to dwellinghouses (Class C3) comprising the conversion of the existing ground floor shop unit into residential use (Class C3) accommodation, comprising two 1-bedroom/1-person studio flats. Application under Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA. | Sabelle Adjagboni |
| Tottenham Central | Consent under Tree Preservation Orders | HGY/2023/0646 | Approve with Conditions | 30/05/2023 | 2E The Mews, Bedford Road, Tottenham, London, N15 4HA | T1 - Sycamore Tree - Crown reduce by 2.5m and remove epicormic to the break. | Daniel Monk |
| Tottenham Hale | Change of use | HGY/2023/0751 | Refuse | 15/06/2023 | 4 Malvern Road, Tottenham, London, N17 9HH | Change of use from dwelling house (use class C3) to House in Multiple Occupation (use class C4) (Retrospective). | Mercy Oruwari |
| Tottenham Hale | Full planning permission | HGY/2022/4433 | Approve with Conditions | 06/06/2023 | 1 Mafeking Road, Tottenham, London, N17 9BG | The addition of a roof covering to the existing open space and storage units, in order to improve the security of the property and create a shelter appropriate for the storage of art. | Kwaku Bossman-Gyamena |
| Tottenham Hale | Full planning permission | HGY/2021/2774 | Approve with Conditions | 24/05/2023 | Land to south east of, Bus Garage And Depot, Marsh Lane, London, N17 0UX | Use of land as an extension for the parking of electric buses and installation of related infrastructure. | Josh Parker |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2022/1046 | Approve | 24/05/2023 | 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 A8 (Green/living Roof 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/2022/1366 | Approve | 26/05/2023 | 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 A9 (Boiler Details - LBH Environmental Health/Carbon Management) 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 | Full planning permission | HGY/2022/3621 | Approve with Conditions | 25/05/2023 | 81, Sherringham Avenue, London, N17 9RT | Demolition of existing garage and construction of a new two bedroom end of terrace house adjacent to 81 Sherringham Avenue | Emily Whittredge |
| Tottenham Hale | Lawful development: Proposed use | HGY/2023/1341 | Permitted Development | 07/06/2023 | 15 Reform Row, Tottenham, London, N17 9SZ | Certificate of Lawfulness for proposed rear dormer extension | Laina Levassor |
| Tottenham Hale | Householder planning permission | HGY/2023/1000 | Approve with Conditions | 16/06/2023 | 76 Scotland Green, Tottenham, London, N17 9TU | Erection of two storey side extension. | Emily Whittredge |

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| Tottenham Hale | Lawful development: Proposed use | HGY/2023/0959 | Permitted Development | 30/05/2023 | 8 Mafeking Road, Tottenham, London, N17 9BG | Certificate of lawfulness: proposed loft conversion comprising a rear dormer and 3no. rooflights on front roof slope. | Daniel Kwasi |
| Tottenham Hale | Prior notification: Development by telecoms operators | HGY/2023/1372 | Permitted Development | 05/06/2023 | Opposite 1-7 Circular Road, Tottenham, London, N17 9HS | The Electronic Communications Code (Conditions and restrictions) Regulations 2003 (as amended) ? Regulation 5 Notice of Intention to Install Fixed Line Broadband Apparatus. | Kwaku Bossman-Gyamera |
| Tottenham Hale | Non-Material Amendment | HGY/2023/1190 | Approve | 31/05/2023 | Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17, London, N17 | Non-material amendments (NMA) to the Tottenham Hale Centre development planning permission (LBH ref. HGY/2018/2223) dated 27 March 2019. The application seeks approval for non-material amendments to Plot B (Ferry Island site). The proposed amendments relate to minor internal and external design changes to Buildings 1 and 2 of Plot B in order to incorporate a second staircase within each building. Associated updates to the landscaping plans are also proposed to reflect the building modifications. | Martin Cowie |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2022/4476 | Approve | 24/05/2023 | 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 A13 (Noise Level Testing Details) 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/2022/4531 | Approve | 24/05/2023 | 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 A36 (Heat Network) 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/2023/0747 | Approve | 22/05/2023 | 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 A25 (Contaminated Land ? Part 2) 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/2022/4471 | Approve | 07/06/2023 | Cannon Factory and Ashley House, Ashley Road, London, N17 9LZ | Approval of details pursuant to Condition 25 Part B (Land Contamination) of Planning Permission HGY/2016/4165 | Philip Elliott |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2022/4473 | Approve | 07/06/2023 | Ashley House, Ashley Road, Tottenham, London N17 9LZ | Approval of details pursuant to Condition 8 Part A (Land Contamination) of Planning Permission HGY/2019/0108 (Appeal ref. APP/Y5420/W/19/3232707) | Philip Elliott |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2022/4474 | Approve | 07/06/2023 | Ashley House, Ashley Road, Tottenham, London N17 9LZ | Approval of details pursuant to Condition 8 Part B (Land Contamination) of Planning Permission HGY/2019/0108 (Appeal ref. APP/Y5420/W/19/3232707) | Philip Elliott |

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| Tottenham Hale | Approval of details reserved by a condition | HGY/2022/4530 | Approve | 24/05/2023 | 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 A35 (Overheating) 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/2023/1414 | Approve | 30/05/2023 | 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 A15 Part B (Secure by Design Accreditation (Metropolitan Police) 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 |
| West Green | Householder planning permission | HGY/2023/0979 | Approve with Conditions | 16/06/2023 | 62 Langham Road, Tottenham, London, N15 3LX | Part double-storey side extension, dormer extension | Zara Seelig |
| West Green | Householder planning permission | HGY/2023/1035 | Approve with Conditions | 15/06/2023 | 18 Graham Road, Tottenham, London, N15 3NL | Single-storey ground floor wrap-around extension to the rear of the property. | Oskar Gregersen |
| West Green | Householder planning permission | HGY/2023/0355 | Approve with Conditions | 22/05/2023 | 214 Boundary Road, Tottenham, London, N22 6AJ | Erection of single storey rear extension | Laina Levassor |
| West Green | Householder planning permission | HGY/2023/0260 | Refuse | 26/05/2023 | 17 Downhills Park Road, Tottenham, London, N17 6PE | Construction of a roof terrace with glazed balustrade around perimeter above the flat roof of the dormer above the outrigger and amended window and access door. | Daniel Kwasi |
| West Green | Full planning permission | HGY/2023/0924 | Approve with Conditions | 12/06/2023 | Ground Floor Flat, 54 Graham Road, Tottenham, London, N15 3NJ | Single storey rear and side extension. | Eunice Huang |
| West Green | Lawful development: Proposed use | HGY/2023/1453 | Permitted Development | 16/06/2023 | 39 Walpole Road, Tottenham, London, N17 6BE | Rear dormer (Certificate of lawfulness) | Emily Whittredge |
| West Green | Full planning permission | HGY/2023/1023 | Approve with Conditions | 14/06/2023 | 1 Marley Close, Tottenham, London, N15 3PY | Replacement of existing timber glazed brown casement windows with new timber double glazed brown casement windows to Flat 1-6 Marley Close, London N15 3PY | Zara Seelig |
| West Green | Approval of details reserved by a condition | HGY/2023/0735 | Approve | 14/06/2023 | 423-435, Lordship Lane, London, N22 5DH | Approval of details pursuant to conditions 6 (Air Quality Assessment) attached to appeal decision reference APP/Y5420/W/19/3223654 (LBH Ref: HGY/2017/3679). | Josh Parker |
| White Hart Lane | Householder planning permission | HGY/2023/0362 | Approve with Conditions | 26/05/2023 | 7 Grainger Road, Wood Green, London, N22 5LT | Single storey side extension. | Sabelle Adjagboni |
| White Hart Lane | Approval of details reserved by a condition | HGY/2022/2453 | Approve | 25/05/2023 | Land rear of, 15-29, Risley Avenue, London, N17 7HJ | Approval of details pursuant to condition 3 (facing materials) attached to planning permission HGY/2022/0018 for Redevelopment of car park and hardstanding area to provide 4 units, associated amenity space, landscaping, refuse and cycling facilities. | Emily Whittredge |
| White Hart Lane | Removal/variation of conditions | HGY/2022/0709 | Approve with Conditions | 24/05/2023 | 550, White Hart Lane, London, N17 7RQ | 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 |

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| White Hart Lane | Removal/variation of conditions | HGY/2022/0708 | Approve with Conditions | 24/05/2023 | Unit 2, 550, White Hart Lane, London, N17 7BF | 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. | James Mead |
| White Hart Lane | Full planning permission | HGY/2023/1063 | Approve with Conditions | 13/06/2023 | Chapmans Green Park, Perth Road, London N22 5RD | The installation of new low level LED floodlighting to two existing outdoor tennis court Nrs 1 and 2. | Kwaku Bossman-Gyamera |
| White Hart Lane | Lawful development: Proposed use | HGY/2023/0993 | Permitted Development | 06/06/2023 | 128 Devonshire Hill Lane, Tottenham, London, N17 7NH | Erection of 3m deep rear extension. | Oskar Gregersen |
| White Hart Lane | Householder planning permission | HGY/2023/0785 | Refuse | 06/06/2023 | 5 Waltheof Avenue, Tottenham, London, N17 7PL | Erection of a first floor rear extension above the existing ground floor rear extension. | Daniel Kwasi |
| White Hart Lane | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2023/0778 | Not Required | 24/05/2023 | 170 Devonshire Hill Lane, Tottenham, London, N17 7NR | Erection of single storey extension which extends beyond the rear wall of the original house by 4.95m, for which the maximum height would be 3m and for which the height of the eaves would be 2.87m | Laina Levassor |
| Woodside | Lawful development: Existing use | HGY/2022/2701 | Refuse | 23/05/2023 | 21, Berners Road, London, N22 5NE | Certificate of lawfulness for the existing use of a small 6 person HMO. | Mercy Oruwari |
| Woodside | Full planning permission | HGY/2023/0288 | Approve with Conditions | 01/06/2023 | Stadium, White Hart Lane Community Sports Centre, White Hart Lane, Wood Green, London | Provision of a portacabin unit to provide an accessible w.c. and changing facilities for stadium users. | Josh Parker |
| Woodside | Full planning permission | HGY/2023/0908 | Approve with Conditions | 13/06/2023 | Shop, 632 Lordship Lane, Wood Green, London, N22 5JH | Proposed installation of an extraction flue system to allow the use of the shop as a restaurant. | Daniel Kwasi |
| Woodside | Full planning permission | HGY/2022/4186 | Refuse | 25/05/2023 | 3 Marquis Road, Wood Green, London, N22 8JH | The erection of a ground floor rear extension and internal alterations to convert the existing ground floor flat into two separate self-contained flats and installation of new cycle store and bin enclosures. | Daniel Kwasi |
| Woodside | Prior approval Part 20 Class A: New dwellinghouses on detached block of flats | HGY/2022/4426 | Approve with Conditions | 12/06/2023 | Lionel House, Palmerston Road, Wood Green, London, N22 8QN | 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. Erection of one additional floor to provide 3 self-contained flats (3 x 1B1P) with balconies above the existing block of flats at Lionel House (AMENDED DESCRIPTION) | Daniel Kwasi |
| Woodside | Prior approval Part 20 Class A: New dwellinghouses on detached block of flats | HGY/2022/4453 | Approve with Conditions | 12/06/2023 | Palm Court, Palmerston Road, Wood Green, London, N22 8QL | 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. Erection of one additional floor to provide 4 self-contained flats (4 x 1B1P) with balconies above the existing block of flats at Palm Court (AMENDED DESCRIPTION) | Daniel Kwasi |

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| Woodside | Prior approval Part 1 Class AA: Enlargement of a dwellinghouse by construction of additional storeys | HGY/2023/0986 | Refuse | 01/06/2023 | 39 Bracknell Close, Wood Green, London, N22 5RE | Application to determine if prior approval is required for development consisting of works for the construction of an additional storey which extends 1.87m above the existing roof height under Schedule 2, Part 1, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). | Laina Levassor |
| Woodside | Non-Material Amendment | HGY/2023/1059 | Approve | 07/06/2023 | 457 High Road, Wood Green, London, N22 8JD | Non-material amendment following a grant of planning permission HGY/2020/0789. Amendment to condition 7 (Energy Assessment) to reflect the approved development. | Kwaku Bossman-Gyamera |
| Woodside | Approval of details reserved by a condition | HGY/2023/0272 | Approve | 05/06/2023 | Wolves Lane Nursery, Wolves Lane, Wood Green, London | Discharge of conditions 4 (part) (Transport), 5 (Transport), 7 (part) (Transport), 8 (Trees), 10 (Landscaping) and 12(a) (Biodiversity) relating to application HGY/2021/1474 | Gareth Prosser |
| Woodside | Approval of details reserved by a condition | HGY/2023/0883 | Approve | 24/05/2023 | Site at rear, 457-461, High Road, London, N22 8JD | Approval of details reserved by conditions 3 (Details of all facing materials), condition 5 (Details of secure and covered cycle parking facilities), condition 6 (Details of refuse storage), condition 11 (Details of front boundary and height) attached planning permission Ref: HGY/2020/0789 | Kwaku Bossman-Gyamera |
| | Full planning permission | HGY/2022/4087 | Approve with Conditions | 05/06/2023 | 75, Lancaster Road, Hornsey, London, N4 4PL | Proposed replacement of existing single-glazed timber windows with new double-glazed uPVC windows on the rear elevation and existing door with replacement uPVC door on flank elevation of outrigger. | Ben Coffie |
| | Full planning permission | HGY/2022/4089 | Approve with Conditions | 23/05/2023 | 49, Lancaster Road, Hornsey, London, N4 4PL | Proposed replacement of existing single-glazed timber windows with new double-glazed uPVC windows on the rear elevation and existing door with replacement uPVC door on flank elevation of outrigger. | Ben Coffie |

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