

## NOTICE OF MEETING

# PLANNING SUB COMMITTEE

**Monday, 11th September, 2023, 7.00 pm - George Meehan House, 294 High Road, Wood Green, London, N22 8JZ (watch the live meeting [here](#), watch the recording [here](#))**

**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 12 below.

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

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

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

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

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

### **6. MINUTES (PAGES 1 - 16)**

To confirm and sign the minutes of the Planning Sub Committee held on 18<sup>th</sup> July 2023 as a correct record.

## **7. PLANNING APPLICATIONS**

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

## **8. HGY/2023/1043 & 1044 - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, LONDON, N22 9SB - PAGES 1-81 (PAGES 17 - 206)**

**Proposal:** Full planning application for the 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 for the continuation of mixed civic (Class F1) and office (Class E) uses

Listed Building Consent application for the refurbishment and extension of the Civic Centre including the replacement of elevational pre-cast concrete panels; replacement of windows and curtain walling; removal of entrance steps and replacement with a ramp; removal of part of the roof structure to create an open plant room; installation of photovoltaic panels at roof level; installation of thermal insulation; removal of internal partitions in the north wing; extension to the Civic Centre to provide three-storey building and 2x two-storey links; and associated works

**Recommendation: GRANT**

## **9. UPDATE ON MAJOR PROPOSALS (PAGES 207 - 222)**

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. NEW ITEMS OF URGENT BUSINESS**

## **11. DATE OF NEXT MEETING**

To note the date of the next meeting as 2<sup>nd</sup> October.

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

Friday, 01 September 2023

**MINUTES OF MEETING Planning Sub Committee HELD ON  
Tuesday, 18th July, 2023, 7.00 - 9.03 pm**

**PRESENT:**

**Councillors: Barbara Blake (Chair), Reg Rice (Vice-Chair), Nicola Bartlett, John Bevan, Cathy Brennan, George Dunstall, Emine Ibrahim, Sue Jameson, Sean O'Donovan, Alexandra Worrell and Luke Cawley-Harrison**

**ALSO ATTENDING: Valerie Okeiyi, Planning Officer, Robbie McNaugher, Head of Development Management and Enforcement Planning, Rob Krzyszowski, Assistant Director Planning, Building Standards & Sustainability, Placemaking & Housing, Kodi Sprott, Principal Committee Coordinator, James Dawe, Planning Officer, Justin Farley, Senior Lawyer, Suzanne Kimman, Climate Change Manager, Richard Trusscot, Principal Urban Design Officer**

**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 were received from Councillor Emery and in accordance with Committee Standing Orders 53 to 56 Councillor Cawley-Harrison was in attendance as a substitute. He carried full voting rights in accordance with Committee Standing Order 59.

**4. URGENT BUSINESS**

There were no items of urgent business.

**5. DECLARATIONS OF INTEREST**

In relation to item 9, HGY/2022/2116 – THE GOODS YARD AND THE DEPOT – 36 & 44-52 WHITE HART LANE (AND LAND TO THE REAR) AND 867-869 HIGH ROAD (AND LAND TO THE REAR) N17 8EY (PAGES 181-590) Cllr Ibrahim noted that she was an Arsenal supporter and a member of AISA (Arsenal Independent Supporters' Association). She stated that she considered this non-prejudicial and would therefore take part in the discussion, voting, and would be considering the item with an open mind. She would also take all material

planning considerations into account. Cllr Bevan and Cllr Jameson also noted that they were members of a group which meets with Spurs on a regular basis to discuss operational aspects within the stadium. Both considered this to be a non-prejudicial personal interest and therefore confirmed that they would take part in the discussion, voting, and would be considering the item with an open mind. They would take all of the material planning considerations into account.

### **6. MINUTES**

Minutes 11<sup>th</sup> May 5<sup>th</sup> June, 3<sup>rd</sup> of July supplementary pack. APPROVED

### **7. PLANNING APPLICATIONS**

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

### **8. HGY/2022/2116 - HORNSEY POLICE STATION, 98 TOTTENHAM LANE, N8 7EJ**

Valerie Okeyi, Planning Officer introduced the report for: Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works.

The following was noted in response to questions from the Committee:

- The Planning Officer reiterated that the building was a good design. The detail of the design concept of Block B had a weaving pattern and a flat roof which expressed that it was a modern building, whilst fitting in with the Edwardian surroundings, including the Police station. The Planning Officer commented that the building would contribute to the quality of the area.
- The building itself had existed for longer than 50 years. The whole life cycle carbon assessment looked at the first 50 years of the development and ensured that the building was sustainable. The building would be expected to have a much longer life span.
- The development would provide a total of 29 residential dwellings, contributing towards much needed housing stock in the borough. The development would also provide 19.4% on-site affordable housing. Based on current values and current build costs, there was no further affordable housing that could be delivered. Planning Officers have advised the applicant to prioritise low cost rented units as there was generally less affordable housing in this part of the borough. The Planning Officer concluded that this was an appropriate affordable housing offer in these circumstances.
- Parking would be provided in line with the London Plan, the site was very accessible and was a car free development in line with policies. There would be blue badge parking available.
- The Planning Officer confirmed that they had been liaising with a number of housing associations who were satisfied with the unit mix proposed for Block C.
- Block C was constrained due to its layout of one bed homes which maximised the space within the block. However, this would maximise the level of affordable units.

- There was ongoing discussion regarding refuse collection. Planning Officers had conditioned a service and delivery management plan as part of the suite of conditions.
- In terms of the wind assessment, the proposed development was not tall enough for this as it was four and three storeys in height.
- The solar PV array was changed several times. The array was enlarged due to an additional roof space being found.
- The Applicant had agreed a contribution towards a feasibility study for a cycle route.
- Block C was revised as it previously had an all-brick roof and there were concerns it would be too plain. This was again revised to include a slate roof, fitting in more with the Police station.
- Block C included insulation to a high standard. There was cycle parking on all blocks, which was secure and sheltered.
- A condition would be imposed that required details and samples of all key materials to be agreed prior to commencement of works on site. This would be agreed by the Design Officer and Conservation Officer.
- The Sprinkler system would be in the residential properties at the far end of Mews Lane. They would be based on heat sensors rather than smoke detectors.

There were no objectors speaking against the proposal. The Chair invited the Applicant Team – Chris Boyle – to respond to questions from the Committee. The following was NOTED:

- There was a lot of work involved in making the minimalist design successful. The Applicant stated that the external works were well designed.
- The whole site was within the conservation area, the flat roof would not be flat but angled to allow rainwater to drain away and avoid flooding.
- Located at the front elevation site are defensible spaces for the ground floor threshold. This would help enact privacy from pedestrians, these would not be private inhabited garden areas.

The Chair asked Robbie McNaugher, Head of Development Management and Enforcement Planning to sum up the recommendations as set out in the report, The Chair moved that the recommendation be granted and following a vote with 10 in favour, 0 against and 1 abstention,

### **RESOLVED**

1. To GRANT planning permission and that the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to an agreement providing for the measures set out in the Heads of Terms below.
2. That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
3. That the agreement referred to in resolution (2.1) above is to be completed no later than 10/08/2023 within such extended time as the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in his sole discretion allow; and

4. That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

## Summary Lists of Conditions, Informatives and Heads of Terms

### Conditions

1. Three years
2. Drawings
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Unexpected Contamination
11. NRMM
12. Demolition/Construction Environmental Management Plan
13. Land Contamination
14. Cycle parking
15. Mobility Scooter
16. Delivery and Servicing Plan
17. Piling Method Statement
18. Strategic Water Main
19. Satellite antenna
20. Restriction to telecommunications apparatus
21. Architect retention
22. Wheelchair accessible dwellings
23. Noise Management Plan
24. Energy Strategy
25. Retrofit
26. Energy Monitoring
27. Overheating
28. Building User Guide

29.Living Roofs and Walls

30.Biodiversity Measures

31.Water Butts

Informatives

1) Co-operation

2) CIL liable

3) Hours of construction

4) Party Wall Act

5) Street Numbering

6) Sprinklers

7) Water pressure

8) Thames Water Groundwater Risk Management Permit

9) Thames Water Underground Asset

10)Asbestos

11)Secure by design

12)Tottenham Lane bus routes

13)Construction Contractors

Section 106 Heads of Terms:

1. Affordable housing provision

- Eight (8) flats for London Affordable Rent
- Early and late stage viability review

2. Section 278 Highway Agreement

- Reinstatement of the redundant crossover on Harold Road, resurfacing of the footway to the perimeter of the site to ensure a high-quality footway, and changes to the on street waiting and loading restrictions as proposed.

3. Sustainable Transport Initiatives

- £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits
  - Car Club – Five years free membership for all residents and a credit of £100 per year/per unit for the first two years.
  - £10,000 towards a Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development.
  - Residential Travel Plan should be submitted within 6 months (six months) of first occupation
  - Monitoring of the travel plan initiatives £3,000 (three thousand pounds) for five years
- £15,000 (fifteen thousand pounds) in total

- £100,000 towards sustainable and active travel

#### 4. Carbon Mitigation

- Energy Plan

- Sustainability Review

- Be Seen commitment to uploading energy data

- Estimated carbon offset contribution (and associated obligations) of £29,355 (calculation based on £2,850 per tonne of carbon emissions), plus a 10% management fee.

#### 5. Employment Initiative – participation and financial contribution towards Local Training and Employment Plan

- Provision of a named Employment Initiatives Co-Ordinator;
- Notify the Council of any on-site vacancies;
- 20% of the on-site workforce to be Haringey residents;
- 5% of the on-site workforce to be Haringey resident trainees;
- Provide apprenticeships at one per £3m development cost (max. 10% of total staff)
- Provide a support fee of £1,500 per apprenticeship towards recruitment costs.
- Monitoring Contribution
- 5% of total value of contributions (not including monitoring)
- £500 per non-financial contribution;
- Total monitoring contribution to not exceed £50,000

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

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

1. The proposed development, in the absence of a legal agreement failing to secure the provision of on-site affordable housing and meet the housing aspirations of Haringey's residents. As such, the proposals would be contrary to London Plan Policies H4 and H5, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13.

2. The proposed development, in the absence of a legal agreement securing 1) Section 278 Highway Agreement for the reinstatement of the redundant crossover on Harold Road, resurfacing of the footway to the perimeter of the site to ensure a high quality footway, and changes to the on street waiting and loading restrictions as proposed 2) A contribution towards amendment of the local Traffic Management Order 3) Five years free car club membership and a credit of £100 per year/per unit for the first two years. 4) A contribution towards a Construction Logistics and Management Plan, 5) A contribution towards sustainable and active travel 6) Implementation of a residential travel plan and monitoring fee would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48

3. The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training

opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.

4. The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI 2 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.

2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further application for planning permission which duplicates the Planning Application provided that:

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

## **9. HGY/2022/0563 - THE GOODS YARD AND THE DEPOT - 36 & 44-52 WHITE HART LANE (AND LAND TO THE REAR) AND 867-869 HIGH ROAD (AND LAND TO THE REAR), N17 8EY**

James Dawe, Planning Officer, introduced the report for: 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.

The following was noted in response to questions from the Committee:

- The submission had been accompanied by a basement impact assessment that looked at the ground stability of the site and the surroundings. This assessment confirmed that there was appropriate basement and excavation design solutions. These would enable the basement to be excavated and constructed without having impacts on the neighbouring buildings. There would be a survey taken beforehand which would check the condition of the building and monitor conditions during and after construction. If there was any damage, this would be addressed through the party wall agreement.
- Regarding impacts to Brook House primary school, they would benefit from the additional open space. It had always been anticipated that there would be construction on this site, however the long-term impacts were likely to be very positive to the school. There would be some short-term disruption and several conditions and mitigations have been included that would control that as much as possible.
- The wider High Road West planning application covered the whole site allocation and included the Love Lane Estate, The Planning Officer cited they had an obligation to

deliver an area to decant residents from these properties. For this application residents with tenancies at Love Lane Estate that were moving directly into this building would likely pay council rent. However, this would be a housing decision as opposed to a planning decision.

- Planning Officers always considered the quality of the design and ensured that the density delivered was to the best design possible. Planning Officers were satisfied that the quality of provision for the high-density scheme would be acceptable.
- Parking would have to be covered by the parking management plan. The new requirements from the London Plan stated that parking spaces are to be leased not sold. Planning Officers would be looking at how best this could be managed, whilst ensuring they could deliver 10% wheelchair accessible parking. Planning Officers advised they would prioritise the social rented units as part of this plan.
- The start date was set out as five years in the report, but in the detailed conditions the recommendation was 3 years. Previously, Planning Officers had allowed for up to a five-year delay to start working on the development due to uncertainty the recommendation is now for 3 years.
- A majority of the new dwellings would have good levels of internal light provision, this being 50% of the room. The lower levels of the building would have more restricted light because they were more subject to shadow and light reduction due to proximity to other buildings.
- The number of single/dual aspect homes was the same in this report as at the appeal. The inspector did not support anything in terms of the reason for refusal and the quality. Planning Officer stated this level of dual aspect was acceptable.
- The change in appearance that had been made since the scheme was approved on appeal was lightening the entrance core and related to the crown cladding. It was now a light creamy grey rather than a mid-grey. Officers advised that this was a better material as it would provide more contrast between the middle and the entrance of the building. Planning officer advised this would create a more appealing composition.
- This development would not accommodate all residents from the Love Lane Estate
- It is not certain that this housing would be used by the Council to house Love Lane residents. This would depend on a number of factors but if the Council took up this option, the requirement is to provide social rent.
- There would be no proposals to deculvert the River Moselle as part of this proposal.
- To ensure that floor space was not lost and to give businesses opportunities to relocate, there was a quantum of floor space that would be provided. This was secured in detail in the legal agreement and the appeal scheme.

There were no objectors to speak against the proposal. The Chair invited the Applicant Team – James Benyon – to respond to questions from the Committee. NOTED:

- On the Carbery Enterprise Park there was 1125 square metres of light industrial uses. As set out in the report, there was provision of just over 2000 square metres of general class E floor space. As part of these proposals, there was mechanisms to safeguard a minimum of 400 square metres for the reprovision of those uses, alongside support to help businesses relocate. The approach was entirely consistent with what had been agreed for the appeal scheme previously. The only difference being that the Applicant would provide slightly more commercial floor space as part of the scheme by 200 square metres.
- The exact figure for dual aspect within the building was 59.6%. The reason for the number of single aspect units was predominantly driven by the tall buildings. A

majority of single aspect units reside in taller buildings. They were at a higher elevation and therefore benefited from greater levels of daylight.

- A larger proportion of the affordable housing were family size units. The benefit of these larger units was that they were all dual/triple aspect due to their size. These units would sit in low rise blocks but were also in tall buildings. As a result of this, there was a blend of single aspect units across all the tenures.

The Chair asked Robbie McNaugher, Head of Development Management and Enforcement Planning, to sum up the recommendations as set out in the report, the condition was for a three-year permission, not the five-year permission included in the summary of conditions. There was an amended condition as seen in the presentation and the amendments and additional informative in addendum. The Chair moved that the recommendation be granted and following a vote with 10 in favour, 0 against and 1 abstention,

### **RESOLVED**

1. To GRANT planning permission and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to referral to the Mayor of London for his consideration at Stage 2 and signing of a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below and a section 278 Legal Agreement providing for the obligations set out in the Heads of Terms below.
2. That the section 106 legal agreement referred to in resolution (1) above is to be completed no later than 11th September 2023 or within such extended time as the Head of Development Management or the Assistant Director shall in her/his sole discretion allow. 3. That, following completion of the agreement(s) referred to in resolution (1) within the time period provided for in resolution (2) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.
3. That delegated authority be granted to the Head of Development Management or the Assistant Director 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. Conditions Summary – (the full text of recommended conditions is contained in Appendix 11 of this report).
  - 1) Time Limit – 5 years
  - 2) Approved Plans and Documents
  - 3) Phases – approval of Phasing Plan (PRE-COMMENCEMENT)
  - 4) Minimum amount of Business Floorspace - At least 400sqm of Business floorspace (Use Class E(g) (i) (ii) or (iii).
  - 5) Accessible Housing – ‘Wheelchair user dwellings’ and ‘Accessible and adaptable dwellings’
  - 6) Commercial Units - Ventilation/Extraction
  - 7) Commercial Units - Café/restaurant Opening Hours - 07.00 to 23.00 (Monday to Saturday) and 08.00 to 23.00 (Sundays and Public Holidays).

- 8) Commercial Units – BREEAM ‘Very Good’(PRE-COMMENCEMENT)
  - 9) Commercial Units – Noise Attenuation
  - 10) Noise Attenuation - Dwellings
  - 11) Depot Block G – Wind Mitigation
  - 12) Detailed Fire Statement – development to be carried out in accordance with.
  - 13) Landscape Details
  - 14) Trees & Planting – 5-year Replacement
  - 15) Temporary Landscaping/Use (Depot part of site)
  - 16) Tree Protection Measures (PRE-COMMENCEMENT)
  - 17) Biodiversity enhancement measures
  - 18) External Materials and Details
  - 19) Living roofs
  - 20) Ground Floor Rear Boundary Details – Depot Block D
  - 21) Energy Strategy
  - 22) Overheating (Non-residential)
  - 23) Future overheating (Dwellings)
  - 24) Circular Economy
  - 25) Whole Life Carbon
  - 26) Energy Monitoring
  - 27) PV Arrays
  - 28) Brook House Yard Management Plan
  - 29) Secured by Design
- Planning Sub-Committee Report
- 30) Stage I Written Scheme of Investigation of Archaeology (PRECOMMENCEMENT)
  - 31) Stage II Written Scheme of Investigation of Archaeology
  - 32) Foundation Design – Archaeology (PRE-COMMENCEMENT)
  - 33) Water Supply Infrastructure (PRE-COMMENCEMENT)
  - 34) Land Contamination – Part 1 (PRE-COMMENCEMENT)
  - 35) Land Contamination – Part 2
  - 36) Unexpected Contamination
  - 37) Basement Vehicular Access Control Arrangements
  - 38) Road Safety Audit – White Hart Lane (PRE-COMMENCEMENT)

- 39) Road Safety Audit – Embankment Lane (PRE-COMMENCEMENT)
- 40) Car Parking Design & Management Plan
- 41) Cycle Parking Details (PRE-COMMENCEMENT)
- 42) Delivery and Servicing Plan
- 43) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 44) Public Highway Condition (PRE-COMMENCEMENT)
- 45) Railway Infrastructure Protection Plan
- 46) Demolition/Construction Environmental Management Plans (PRECOMMENCEMENT)
- 47) Management and Control of Dust (PRE-COMMENCEMENT)
- 3 Business and Community Liaison Construction Group (PRECOMMENCEMENT)
- 50) Telecommunications
- 51) Façade treatment
- 52) Brook House Yard boundary treatment
- 53) District energy network

Informatives Summary – (the full text of Informatives is contained in Appendix 11 to this report).

- 1) Working with the applicant
- 2) Working with the applicant.
- 3) Community Infrastructure Levy.
- 4) Hours of Construction Work.
- 5) Party Wall Act.
- 6) Numbering New Development.
- 7) Asbestos Survey prior to demolition.
- 8) Dust.
- 9) Written Scheme of Investigation – Suitably Qualified Person.
- 10) Deemed Discharge Precluded.
- 11) Composition of Written Scheme of Investigation.
- 12) Disposal of Commercial Waste.
- 13) Piling Method Statement Contact Details.
- 14) Minimum Water Pressure.
- 15) Paid Garden Waste Collection Services.
- 16) Sprinkler Installation.
- 17) Designing out Crime Officer Services.

18) Land Ownership.

19) Network Rail Asset Protection.

20) Site Preparation Works.

21) Listed Building Consent – (Nos. 867-869 High Road)

22) s106 Agreement and s278 Agreement.

Section 106 Heads of Terms:

Implementation & Business relocation

1) Partial implementation – preventing inappropriate ‘mixing and matching’ of the extant Depot scheme and the proposed scheme.

2) Business Relocation Strategy – to assist existing business on the Carbery Enterprise Park re-locate within the development or, failing that, within the borough.

Affordable Housing

3) Affordable Housing:

- Minimum of 35.9% by habitable room
- Minimum of 40% by habitable room if sufficient grant available.
- Tenure mix – 60% Intermediate (Shared Ownership) housing & 40% Low Cost Rent housing by habitable room.
- LB Haringey to be offered first right to purchase up to 77 of the Low Cost
- Rented homes at an agreed price per square foot (Index Linked)
- Low Cost Rent homes to be London Affordable Rent – or where LB
- Haringey purchases Low Cost Rent homes, the first 61 at Social Rent and
- any additional homes at London Affordable Rent
- Quality standards & triggers for provision (no more than 25% of Market
- Units occupied until 50% of Affordable Units delivered, no more than 50%
- of Market until 100% of Affordable Units delivered)
- Location of different tenures (by Block).
- Affordable housing residents to have access to the same communal amenity and play space as Market housing (where Blocks have a mix of tenures).

4) Affordability:

- Weekly London Affordable Rent levels to be in accordance with the Mayor
- of London’s Affordable Homes Programme (2016-2023) as follows (all
- Index Linked): 1-bed - £161.71, 2-bed - £171.20, 3-bed - £180.72 and 4-
- bed - £190.23).
- Intermediate homes to be Shared Ownership – sold at the minimum 25%
- share of equity and rental on the unsold equity up to 2.75%.
- Approve plan for marketing Shared Ownership homes to households living or working in: Haringey - with max. annual income of £40,000 (Index Linked) for 1 & 2-bed homes and £60,000 for 3-bed homes – for 3-months prior to and 3-months post completion of each Phase.
- London – with max. annual income of £90,000 (Index Linked) not until after 6 months of completion of each Phase.

- Provided that annual housing costs for each home do not exceed 28% of the above relevant annual gross income levels.

## 5) Viability Review Mechanism:

- Early Stage Review (if not implemented within 24-months).
- Break Review (if construction suspended for 30-months or more).

## Open Space Management

6) Publicly Accessible Open Space Access & Management Plan – ensuring public access and future management & maintenance (in accordance with the Public London Charter) (October 2021).

7) Future Use of 'Pickford Yard Gardens' Amenity Space – use by residents of proposed buildings immediately to the south, in the wider NT5 Site Allocation (subject to use of reasonable endeavours).

## Transportation

8) Future Connectivity & Access Plan – setting out how the development shall be constructed to allow for potential future pedestrian, cycling and vehicular access across the proposed development and adjoining land.

## 9) Car-Capping:

- Prohibiting residents (other than Blue Badge holders) from obtaining a
- permit to park in the CPZ
- £4,000 for revising the associated Traffic Management Order.
- 10) Enfield CPZ Contribution – Baseline car parking survey, monitoring and if monitoring shows overspill car parking to be a significant problem, a financial contribution of up to £20,000 towards consultation/implementation of a CPZ.
- 11) Residential & Commercial Travel Plans:
- Appointment of a Travel Plan Coordinator (to also be responsible for monitoring Delivery Servicing Plan).
- Provision of welcome induction packs containing public transport and cycling/walking information, map and timetables to every new household.
- £3,000 for monitoring of Travel Plan initiatives.

## 12) Car Club:

- Establishment or operation of a Car Club Scheme.
- Minimum of 4 x Car Club spaces (with actual number tbc following discussions with prospective operators).
- 2 years' free membership for all households and £50 per year credit for the first 2 years.

## Employment & Training

### 13) Local Employment & Training:

- Employment & Skills Plan – including Construction Apprenticeships
- Support Contribution & Skills Contribution (to be calculated in accordance

- with the Planning Obligations SPD).
- Commitment to being part of the borough's Construction Programme.

#### Carbon Management & Sustainability

##### 14) Future connection to District Energy Network:

- Submission of Energy Plan for approval by LPA
- Connect the whole development (including Station Master's House and Listed Buildings at Nos. 867-869 High Road) to a site-wide energy centre.
- Ensure the scheme is designed to take heat supply from the proposed DEN (including submission of DEN Feasibility Study)
- Design of secondary and (on-site) primary DHN in accordance with LBH
- Generic Specification and approval of details at design, construction and commissioning stages.
- Use all reasonable endeavours to negotiate a supply and connection agreement with the proposed DEN within a 10-year window from the date of a permission.
- Collaborate with the LPA to deliver a future connection point from the site to the south to allow for the onward development of an energy network.
- Carbon offsetting: Payment of an agreed carbon offset amount (residential & non-residential) plus 10% management fee on commencement;

#### Telecommunications

16) Ultrafast broadband infrastructure and connections to be provided.

#### Construction

17) Commitment to Considerate Constructors Scheme.

#### Monitoring

18) Monitoring costs – based on 5% of the financial contribution total & £500 per non-financial contribution.

#### Section 278 Highways Agreement Heads of Terms:

1) Works to tie in with the High Road and White Hart Lane.

3.1 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.

3.2 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.2) above, the planning application be refused for the following reasons:

i. In the absence of a legal agreement preventing the partial implementation of the Goods Yard extant consent (HGY/2018/0187) or the partial implementation of the Depot extant consent (HGY/2019/2929), the partial implementation of the proposed scheme and either of these extant schemes could result in an unacceptable form of development, contrary to good planning and Tottenham Area Action Plan Policies AAP1 and NT5.

ii. In the absence of a legal agreement securing the implementation of an approved Business Relocation Strategy, the proposed scheme would result in the unacceptable loss

of industrial land, contrary to London Plan Policy E4, Strategic Policies SP8 and SP9 and DMD Policy DM40.

iii. In the absence of a legal agreement securing (1) the proposed provision of on-site affordable housing; (2) Early Stage and Development Break Viability Reviews; (3) and the first right of the Council to purchase up to 61 of the proposed Low Cost Rent homes, the proposed scheme would fail to foster a mixed and balanced neighbourhood where people choose to live, and which meet the housing aspirations of Haringey's residents or assist in estate regeneration. As such, the proposals would be contrary to London Plan Policies H4 and H8, Strategic Policy SP2, and DM DPD Policies DM 11 and DM 13, Policy TH12 and Policy NT5.

iv. In the absence of the legal agreement securing an Open Space Management and Access Plan and obligations relating to the future use of and access to the proposed Pickford Yard Gardens, the proposed scheme would fail to secure well-maintained open space and fail to safeguard the comprehensive development of Site Allocation NT5. As such, the proposals would be contrary to Strategic Policy SP12, Tottenham Area Action Plan Policies AAP1, AAP11 and NT5 and DM DPD Policy DM20.

v. In the absence of a legal agreement securing financial contributions towards social infrastructure provision (community space, library and publicly accessible open space), the proposed scheme would (1) fail to meet the requirements for a Fast Track application as set out in London Plan Policy H5 and would require a Financial Viability Appraisal to justify the proposed amount and type of affordable housing; and (2) fail to make a proportionate contribution towards the costs of providing the infrastructure needed to support the comprehensive development of Site Allocation NT5. As such, the proposals are contrary to London Plan Policy DF1, Strategic Policies SP16 and SP17, Tottenham Area Action Plan Policies AAP1, AAP11 and NT5 and DM DPD Policy DM48.

vi. In the absence of a legal agreement securing the public benefits of the scheme (including affordable housing, potential contribution to Love Lane Estate regeneration, financial contributions towards social infrastructure provision, reduction to carbon dioxide emissions and local employment and training), the proposed scheme would lead to 'less than substantial harm' to heritage assets that would not be outweighed by public benefits, contrary to NPPF paragraph 196, London Plan Policy HC1, Strategic Policy SP12, Policy AAP5, AAP Site Allocation NT5 and DPD Policy DM9.

vii. In the absence of a legal agreement securing (1) a Future Connectivity & Access Plan; (2) Car Capped Agreement and financial contributions to amend the relevant Traffic Management Order (TMO) to change existing on-street car parking control measures; (3) a financial contribution towards a survey, consultation and potential implementation of an Enfield CPZ; (4) Travel Plans and financial contributions toward travel plan monitoring; and (5) Car Club provision, the proposals would have an unacceptable impact on the safe operation of the highway network, give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7, Spatial Policy SP7, Tottenham Area Action Plan Policy NT5 and DM DPD Policy DM31.

viii. In the absence of a legal agreement securing the implementation of (1) any necessary temporary heating solutions; (2) an energy strategy, including connection to a DEN; and (3) 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

Policies SI2 and SI3 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.

ix. In the absence of a legal agreement securing 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 DMD Policy DM40.

x. In the absence of a legal agreement requiring broadband connectivity designed into the development, the proposed scheme would fail to provide.

sufficient digital connectivity for future residents and businesses, contrary to London Plan Policy SI6 and DMD Policy DM54.

3.3 In the event that the Planning Application is refused for the reasons set out above, the Head of Development Management or the Assistant Director (in consultation with the Chair of Planning sub-committee) is hereby authorised to approve any further application for planning permission which duplicates the

Planning Application provided that:

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

**10. NEW ITEMS OF URGENT BUSINESS**

There were no new items of urgent business.

**11. DATE OF NEXT MEETING**

It was noted that the date of the next meeting was 11<sup>th</sup> September 2023.

CHAIR: Councillor Barbara Blake

Signed by Chair .....Councillor Barbara Blake.....

Date .....09/08/2023.....

Planning Sub Committee

## REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

### 1. APPLICATION DETAILS

Reference Nos: HGY/2023/1043 & 1044      Ward: Woodside

Address: Civic Centre, High Road, Wood Green, London, N22 9SB

**Proposal:** Full planning application for the 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 for the continuation of mixed civic (Class F1) and office (Class E) uses

Listed Building Consent application for the refurbishment and extension of the Civic Centre including the replacement of elevational pre-cast concrete panels; replacement of windows and curtain walling; removal of entrance steps and replacement with a ramp; removal of part of the roof structure to create an open plant room; installation of photovoltaic panels at roof level; installation of thermal insulation; removal of internal partitions in the north wing; extension to the Civic Centre to provide three-storey building and 2x two-storey links; and associated works

**Applicant:** London Borough of Haringey

**Ownership:** London Borough of Haringey

**Case Officer Contact:** Samuel Uff

**Date received:** 17/04/2023      **Last amended:** 31/08/2023

**Plans and Document:** See Appendix 10 to this report.

- 1.1 The applications have been referred to the Planning Sub-Committee for decision as the planning application is for the extension of non-residential building where the new build is more than 1000 sq metres or more of gross internal floor space.

### SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal will provide an exemplary restoration of the Grade II listed Civic Centre securing the future the building through providing high quality civic and office space

- The proposal will improve the immediate setting of the Conservation Area and locality. The 'less than substantial harm' to the heritage significance would be outweighed by the significant public benefits that the proposed scheme would deliver.
- The layout and design optimises the development potential of the site, providing a high quality design that respects the scale and character of the surrounding area and is sensitive to the amenity of neighbours.
- The proposed scheme broadly complies with Site Allocation SA5 of the Council's Site Allocations Development Plan Document.
- A total of 124 parking bays will be removed from the site, the provision of 136 long stay, and 34 short stay cycle parking spaces and suitably located and desirable showering and changing facilities will encourage the use of sustainable travel alongside improvements to the surrounding highways environment to encourage active travel to the site.
- The proposed scheme will make significant improvements to the energy performance of the existing building through an internal and external retrofitting strategy. The proposed Trinity Building will provide a sustainable which will achieve suitable passive design and mitigation, some outstanding sustainability matters will be resolved through further submissions.
- The proposal through improvement to accessibility would have a positive equalities impact

## 2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to signing of a shadow Section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below and a section 278 Legal Agreement providing for the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

- 2.4 That the Committee resolve to GRANT Listed Building Consent and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the Listed Building Consent and impose conditions and informatives.
- 2.5 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 (planning permission and/or Listed Building Consent) as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Sub-Committee.

**Conditions Summary – Planning Application HGY/2023/1043** (the full text of recommended conditions is contained in Appendix 01 of this report).

- 1) 3-year time limit
- 2) Approved Plans & Documents
- 3) External materials
- 4) No occupation until LBC substantially complete
- 5) Site levels
- 6) Detailed Fire Statement
- 7) Landscape Details – incl. boundary treatment
- 8) Art installation strategy
- 9) Community and Civic Use Plan
- 10) Trees protection plan
- 11) Arboricultural Method Statement
- 12) Biodiversity
- 13) Living roofs
- 14) Energy Strategy
- 15) Retrofit strategy and monitoring
- 16) Future DEN Connection
- 17) Overheating
- 18) BREEAM Outstanding (PRE-COMMENCEMENT)
- 19) PV Arrays
- 20) Secured by Design
- 21) Secure by Design Accreditation
- 22) Land Contamination – Part 1 (PRE-COMMENCEMENT)
- 23) Unexpected Contamination
- 24) Car Parking Design & Management Plan
- 25) Cycle Parking Details (PRE-COMMENCEMENT)
- 26) Vehicular Barriers
- 27) Refuse and other stores
- 28) Delivery and Servicing Plan
- 29) Management and Control of Dust (PRE-COMMENCEMENT)
- 30) Non-Road Mobile Machinery 1 (PRE-COMMENCEMENT)

- 31) Non-Road Mobile Machinery 2 (PRE-COMMENCEMENT)
- 32) Impact Piling Method Statement (PRE-COMMENCEMENT)
- 33) Telecommunications

**Informatives Summary – Planning Application HGY/2023/1043** (the full text of Informatives is contained in Appendix 01 to this report).

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall
- 5) Asbestos Survey prior to demolition
- 6) Dust
- 7) Disposal of Commercial Waste
- 8) Piling Method Statement Contact Details
- 9) Land Ownership
- 10) Site Preparation Works
- 11) Listed Building Consent
- 12) Early Purchase of Trees

**Conditions Summary – Listed Building Consent Application HGY/2023/1044** (the full text of recommended conditions is contained in Appendix 02 of this report).

- 1) 3-year time limit.
- 2) Development to be in accordance with approved plans and documents.
- 3) Detailed external elevations
- 4) Roof level repairs and alterations
- 5) Interior plans and methodologies
- 6) Lobby reception area details and methodologies
- 7) Registrars wing area details and methodologies
- 8) North wing office area details and methodologies
- 9) Committee rooms area details and methodologies
- 10) Council Chambers area details and methodologies
- 11) Hidden historic features
- 12) Plumbing, mechanical & electrical services
- 13) Lighting
- 14) 5-10-year cycle of surveys
- 15) Installation of any fixtures to fabric of building

**Informatives Summary – Listed Building Consent HGY/2023/1044** (the full text of Informatives is contained in Appendix 02 to this report).

- 1) Working with the applicant
- Planning Obligations**

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

## **Heads of Terms**

### **1. Employment & Skills Plan**

- a) Submission of an employment and skills plan
- b) No less than 20% of the peak construction workforce to be Haringey Residents;
- c) Provision of skills-based training to the 20% referenced above;
- d) 5% of the peak workforce to be provided with traineeships;
- e) Provision of a construction apprenticeships at one per £3m development construction cost up to a maximum of 10% of total construction workforce;
- f) Provision of a £1,500 support contribution per apprentice;
- g) Provision of no less than five STEM/career inspirational sessions per construction phase;
- h) Regular liaison with the Council to allow local businesses and suppliers to tender for works;
- i) Other requirements as agreed in discussions with the Council's Employment and Skills Officer.

### **2. Future connection to District Energy Network**

- a) Submission of Energy Plan for approval by LPA;
- b) Ensure the scheme is designed to take heat supply from the proposed DEN (including submission of DEN Feasibility Study)

c) Design of secondary and (on-site) primary District Heat Network (DEN) in accordance with LBH Generic Specification and approval of details at design, construction, and commissioning stages.

d) Use all reasonable endeavours to negotiate a supply and connection agreement with the DHN within a 10-year window from the date of a planning permission.

### **3. Highways Agreement and Works Plan**

a) £366,000 for agreed highway works, including but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements;

### **4. Site Wide Workplace Travel Plans**

Submission of a Travel Plan to maximise usage of public transport to also include:

a) Provision of welcome workplace induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables;

b) Provision of showers lockers and changing room facilities for the workplace element of the development;

c) Payment of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years.

### **5. Construction Logistics and Management**

a) Provide a contribution of £5,000 towards the assessment and monitoring of a detailed construction logistics and management plan (secured by condition)

### **6. Energy Statement and Carbon offsetting**

a. An amended energy statement is to be provided before building works commence of the development;

b. Provision of a contribution to offset the carbon emissions of the development where not met on site against the zero-carbon target;

c. Estimate of the carbon offset figure is £98,325 (+ 10% management fee) for the whole development

which is to be reviewed once the amended energy statement has been reviewed

### **7. Monitoring**

Provision of a financial contribution towards monitoring of the planning obligations in accordance with the Planning Obligations SPD.

- 2.10 In the event that members choose to make a resolution contrary to officers' recommendation, members will need to state their reasons.

## CONTENTS

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

## APPENDICES:

- Appendix 1: Planning Conditions & Informatives
- Appendix 2: Listed Building Consent Conditions & Informatives
- Appendix 3: Images of the site and proposed scheme
- Appendix 4: Internal and External Consultee representations
- Appendix 5: Neighbour Consultation responses
- Appendix 6: Planning Sub-Committee Minutes
- Appendix 7: Development Management Forum
- Appendix 8: Quality Review Panel Report
- Appendix 9: Quality Review Panel Report
- Appendix 10: Plans and Documents List

### 3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

#### Proposed Scheme

3.1. The proposal consists of two applications for:

- 1) Full planning permission for the erection of a three storey building linked to the existing Civic Centre and connections between the two buildings and associated works;
- 2) Listed building consent for works to the existing Grade II Listed Civic Centre building.

Image 1 – CGI of renovated Civic Centre and Proposed Trinity Building



#### *Full planning application*

- 3.2. Planning permission is sought for a proposed new building (that would be linked to the existing Civic Centre) located in the existing northern car park, which would be three storeys in height, with a recessed fourth storey, providing screening for the associated plant and mechanical equipment at roof level.
- 3.3. The existing Civic Centre entrance would be restored with substantial alterations to the exterior, it would be altered through the removal of the entrance steps and associated handrails, as well as the removal of the 1980s ramp structure. This will be replaced with a simplified sloping ground level entrance below the existing entrance canopy. This main entrance will also be the primary entrance to the proposed Trinity Building.
- 3.4. The proposal would provide office floorspace to be used by the Council as offices and provide space for civic uses.

- 3.5. The proposed new building, which would be linked to the existing Civic Centre building is referred to in this application as 'The Trinity Building' from here on which is a working title only.
- 3.6. The height and design of the proposed Trinity Building would be similar to that of the existing Grade II Civic Centre, sited north west of the existing building in the existing car park. These would be connected through 2 x two storey links.
- 3.7. The proposal would create a courtyard area at the rear of the existing Civic Centre building and west of the proposed Trinity Building. The existing undercroft and first floor annex at the rear of the Civic Centre would be enclosed to create new floorspace. This would connect into a new two storey link running parallel to the rear elevation of the existing Civic Centre building and connecting to the proposed Trinity Building. A further link will connect the north-western corner of the existing Civic Centre building to the Trinity Building and would have an undercroft ground floor with an enclosed first floor above.

Image 2- View from courtyard toward proposed Trinity Building



- 3.8. The proposed development will redevelop the car parking spaces (132 in total) in the main rear car park and side car park accessed from Bounds Green Road. Parking will be retained at the front of site to accommodate eight car parking spaces, three of which will be blue badge accessible spaces but all of which are of sufficient size to be converted to disabled bays if need be. All bays will have EV charging capability and 20% of the overall total of parking bays will have this EV charging capability provided from completion of the development. The proposal will provide 136 long stay and 34 short stay cycle parking spaces,

upgrades to vehicular barriers, hard landscaping furniture and improved soft landscaping, including planting of 28 new trees.

3.9. Further landscaping works are proposed along the northern corner of the site above the existing area basement bunker entrance, as will the area along the Trinity Road side of the site. The Trinity Road street frontage will have greater permeability through removal of the existing mesh fencing and introduction of 'play-on-the-go' equipment for use by the wider community.

3.10. The existing Woodland Garden, to the south-west of the site will be enhanced through additional planting and hard landscaping – the Woodland Garden will remain open to the public. The final landscaping is to be determined through further engagement so at this stage general improvements of this landscaping are proposed. The adjacent car park and service area will remain as hard landscaping but will have improved pedestrian access. A one-way system will operate from High Road into the service yard, exiting onto Bounds Green Road. A smaller bin store and other freestanding storage structures are also proposed around these areas.

3.11. A secondary access for staff would be located in the undercroft, into the north western part of the existing building. Adjacent to that entrance would be a cycle parking enclosure, with a further cycle storage enclosure adjacent to the northern elevation of the proposed Trinity Building. The main service yard would also be located in this space and accessed from Trinity Road.

Image 3 – Trinity Road link and secondary access in undercroft



3.12. The existing Civic Centre and proposed Trinity Building would accommodate solar PV panels. The proposed Trinity Building also proposes Air Source Heat Pumps (ASHP) at roof level, all of which will be set behind the recessed screen. Further sustainability and energy efficiencies would be

achieved through use of high performance insulation and materials in the proposed Trinity Building and a mix of internal and external retrofitting solutions of the existing Civic Centre. Green roofs will be provided on the cycle and other storage structures.

- 3.13. The proposed works to the existing Civic Centre and the proposed Trinity Building extension are proposed to be undertaken concurrently, as a single phased development.

*Works to existing Civic Centre*

- 3.14. Listed building consent and planning permission are sought for refurbishment and renovations to the existing Civic Centre. The proposed works include the following:

- Replacing existing precast concrete panelling with glass reinforced concrete (GRC) throughout;
- Replacing existing single glazed aluminium windows and curtain walling with double glazing aluminium frames to replicate the existing design and profile;
- Removal of existing front entrance steps, ramp and railings, to be replaced with a gentle sloping entrance below the entrance canopy;
- Removal of a section above the existing caretakers flat and plant room to create an open air plant room behind a retained façade;
- Increased height of coping on parapet wall to facilitate the installation of solar PV panels;
- Internal alterations to restore individual rooms and allow for insulation;
- Internal removal of partitions to create more open plan, modern office space;
- Re-working of internal areas such as the existing entrance foyer and undercroft annex;
- There will be further restoration of internal structures and furniture.

*Use of site*

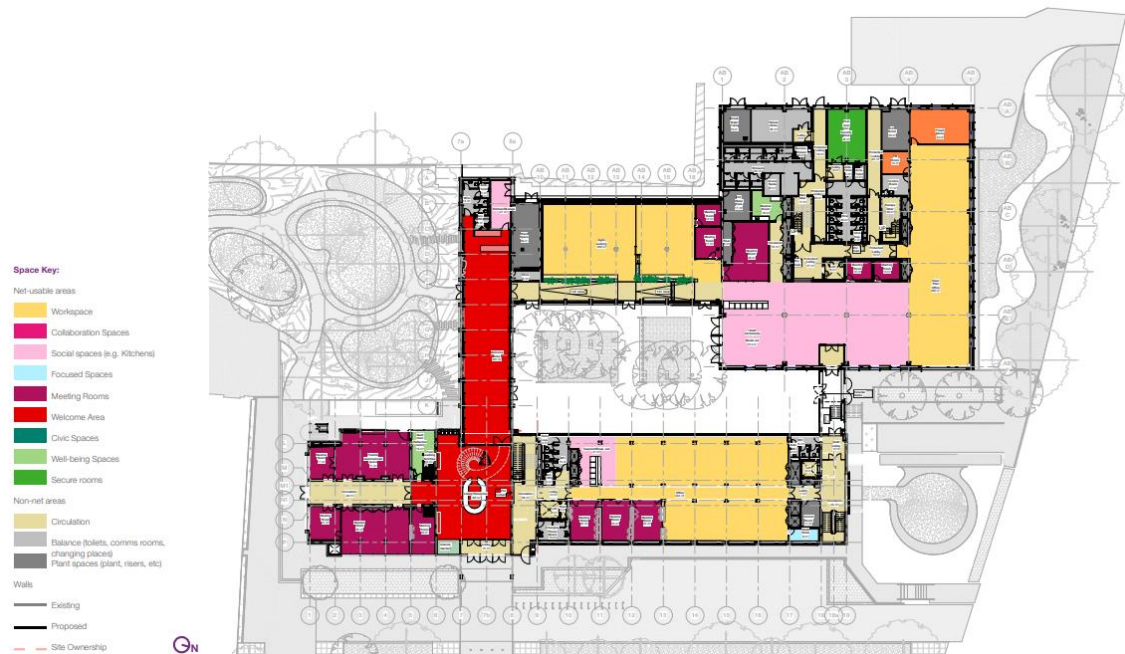
- 3.15. The proposed development seeks to rationalise the Council's existing accommodation. The site would be the primary office hub for the Council and retain previous civic functions.

- 3.16. The proposal is part of a wider project to consolidate the council offices in Wood Green, to provide a modern efficient civic campus and enable redevelopment of other existing office sites. The proposed site would have capacity for approximately 800 workstations for a variety of Council departments.

Although the exact occupants are not known, the use would predominantly be 'back-office' based staff rather than 'front-facing' roles.

- 3.17. It is anticipated that on a typical weekday, there will be capacity for approximately 800 office employees during the core hours of 08:30 to 18:00 plus a number of external visitors that attend meetings by appointment. This would include approximately 100 to 120 visitors and community groups of 70 to 100 people. It is therefore reasonable to assume that up to 1,030 people may be in the building at any one time.
- 3.18. Weekday evening events will include meetings and other Council-related functions. These evening events typically operate between 18:00 and 22:00 and up to 350 people could attend these events, although many of these will include employees / visitors already working at the site during the day.
- 3.19. Weekend operations are anticipated to be less frequent, with the reception, meeting rooms and welcome space at the ground floor likely to be the only areas that would be in use. There is also potential for occasional events that might take place in the Council Chamber. A top-end scenario has been assumed of potential for up to 350 people on-site at the weekend with events ending around 20:00 at the weekend. This would be in line with the previous use of the building.
- 3.20. The existing ground floor entrance and reception lobby would remain the main entrance for both existing and proposed buildings and would undergo associated refurbishment to improve circulation. This would lead into the 'welcome area', with a modest café function for staff and visitors to the site (marked red in plan below). More conventional office space would be accommodated in the northern wing of the existing Civic Centre building and the proposed Trinity Building. Security access doors would control entry to these private office areas of the site.

Image 4: Proposed layout



- 3.21. The former Registrar area in the Civic Centre Building, in the southern part of the ground floor, would function as a collaborative workspace, as well as space for community meetings. This part of the building is somewhat detached from the main office space and would have access to the Woodland Garden, making this a suitable space for civic functions and event space for any weekend functions. The hard landscaping of the courtyard would also lend that space as suitable for civic functions should it be required.
- 3.22. The northern wing of the existing Civic Centre Building will provide a mix of meeting rooms with formal, and some informal, workstations at ground floor.
- 3.23. The civic and democratic functions will return predominantly to the existing Civic Centre Building. The Council Chamber will primarily accommodate Council meetings. The internal fittings would all be improved and refurbished, making this fit for purpose. Potential secondary functions such as pop up cinema or small scale music events, lectures, conferences and special ceremonies have also been highlighted as potential uses.
- 3.24. The corridor adjacent to the council chambers to the west will continue to accommodate Committee rooms and the Mayor's Parlour. When these democratic functions are not in use the areas will form additional flexible office space. This area will accommodate a mixture of meeting rooms of different sizes, Mayoral ceremonial functions and break out facilities.
- 3.25. A central courtyard will be created, with associated landscaping and will be accessed and overlooked by the existing and proposed buildings. This area

is to be landscaped in a manner than can provide additional flexible working and informal meeting space.

Table 01: Proposed land uses and parking provision.

<b>Total floorspace</b>	<b>9,439sqm (GIA)</b>
Office (Use Class E)	8,320 (GIA)
Civic functions (Use Class F1)	1,119 (GIA)
Car parking	Existing: 132 spaces Proposed: 8 spaces (3 accessible). <ul style="list-style-type: none"> <li>• Flexible layout potential for additional accessible bays if required</li> <li>• 50% EV charging installed and 50% infrastructure</li> </ul>
Cycle parking	136 long stay 34 short stay

**The Site and Surroundings**

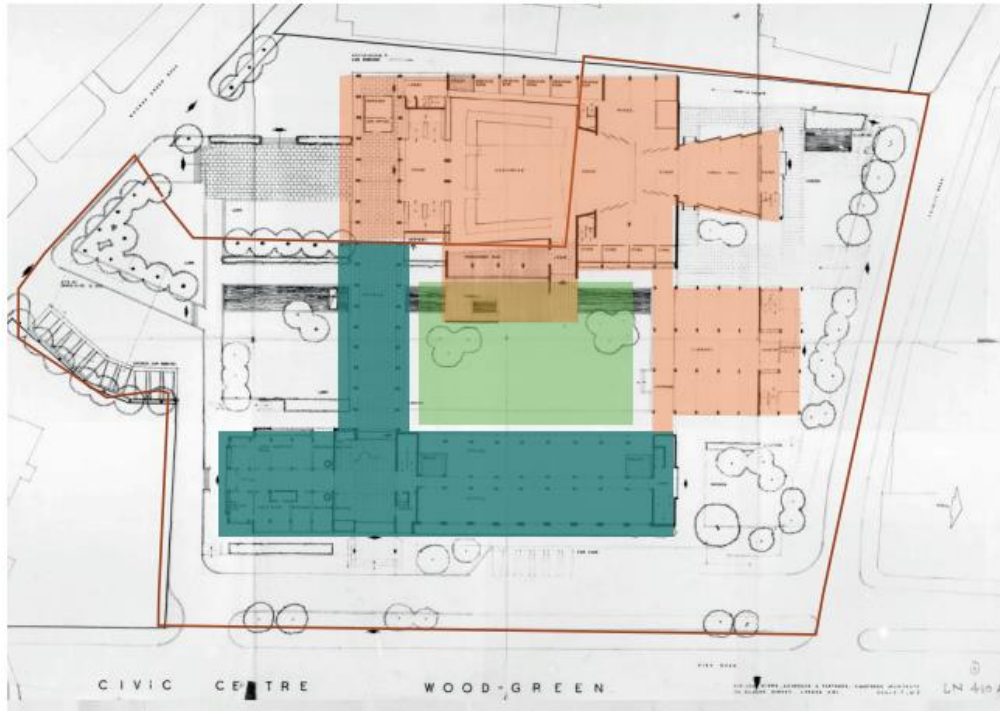
3.26. The site is located on the western side of Wood Green High Road and is occupied by the existing Grade II listed Civic Centre building. The building is predominantly three storeys in height, with a ‘set back’ fourth floor containing plant and associated servicing and the historic caretakers flat.

Image 5 – Site and Surroundings



- 3.27. The Civic Centre building is set back from all site boundaries behind landscaping. There is a large car park to the north of the site, accessed from Trinity Road and smaller car park to the front and eastern side of the site. These car parks provide a cumulative total of 132 parking spaces.
- 3.28. The site has been temporarily closed since 2020 and is awaiting renovation. Prior to closure, the Civic Centre was used as offices and workspace as well as public and civic uses, including wedding ceremonies and council meetings and forums within the main chambers.
- 3.29. The Civic Centre building became Grade II Listed building in July 2018. The building was constructed between 1955-58 to designs by Sir John Brown, AE Henson and Partners. The Listing notes that it was the first civic centre of its size to be built after WWII, and has influenced the design of later civic centres, with clear Scandinavian influences, generous plan form and creative use of space.
- 3.30. The site is located within the Trinity Gardens Conservation Area. To the south of the site is the Grade II Listed St Michaels Church and to the west is Trinity Primary School, which is also Grade II Listed. To the north of the site is the former Fishmongers Arms which is Locally Listed. The remainder of Trinity Road is predominantly terraced residential properties. To the east of the site is the Crescent Gardens open space.
- 3.31. The site and adjacent building are allocated for a continued civic role or redevelopment for mixed-use development if the Council's Civic functions are secured elsewhere through Site Allocation SA5 of the Council's Site Allocations Development Plan Document (DPD) 2017 and WGSA1 of the draft Wood Green Area Action Plan (AAP). These policy documents pre-date the 2018 listing of the Civic Centre, but both recognise the opportunity to redevelop the car park, alongside renovations of, and retention of uses in, the Civic Centre building.
- 3.32. The site has a Public Transport Accessibility Level (PTAL) of 6, being immediately adjacent to local bus routes on the High Road, and in close proximity to Wood Green Underground and Alexandra Palace mainline station.
- 3.33. The initial plans for the site from the 1950s intended to have a total of three phases of development which sought to construct the town hall and council offices, then an auditorium and small hall and a public library respectively. However, phases 2 and 3 were not realised and as a result, the site solely comprises the council offices and Civic Centre.

Image 6 - 1950s plan for the site



### 3.34. Relevant Planning and Enforcement History

HGY/2023/2112 Listed building consent for survey, trial cleaning and repairs of internal stone and terrazzo finishes Pending

HGY/2021/1176 Listed building consent for asbestos R&D intrusive survey, structural investigations, condition survey, facade survey, ground investigations and investigative works. Approve with Conditions

HGY/2022/1059 Listed building consent for asbestos R&D intrusive survey, structural investigations, condition survey, facade survey, ground investigations and investigative works. Approve with Conditions

HGY/2022/0329 Listed Building Consent for alterations including the removal of asbestos, building services and soft strip in order to enable the refurbishment of the listed building Approve with Conditions

OLD/1987/0673 Provision of new ramped access to main entrance, renewal of paving and provision a handrails to main entrance pavements & north stop Approve with Conditions

OLD/1967/0347 Extension of car park to provide an additional 20 spaces. Approve with Conditions

OLD/1956/0303                      Erection of large assembly hall and small hall at civil centre.  
Approve with Conditions

OLD/1954/0238      Erection of a civil centre and council offices.      Approve                      with  
Conditions

**3.35. Consultation and Community Involvement**

3.36. The applicant's Statement of Community Involvement (SCI) sets out that there have been two public consultation meetings in February 2023 at Trinity Primary Academy and Wood Green Library. There have also been ongoing consultations with key stakeholders, including the adjacent Travellers Site, churches and local schools.

3.37. There has been a series of staff roadshows where feedback on the evolving design has been received. There has also been a wide range of consultation with officers, Quality Review Panel, Development Management Forum and Planning Sub-Committee.

**3.38. Development Management Forum**

3.39. This took place on 23 February 2023. A summary of the discussion are set out in Appendix 7

**3.40. Quality Review Panel**

3.41. The proposal was presented to QRP on 27 April 2022 and on 18 January 2023.

3.42. The summary of their comments from the most recent, 18 January 2023 discussion is as follows:

3.43. The panel warmly supports the proposals for the Haringey Civic Centre, which will give a valued heritage asset an extended lease of life in public service. The project team has responded well to the comments from the previous review (held on 27 April 2022) and presented a scheme that is sensitive, works well, and is in keeping with the spirit of the original building. The height and massing are an appropriate response to both the existing Grade II listed building and the wider context. The east-west pedestrian and cycle route through the site needs further work to help encourage staff and visitors to travel sustainably. The amount of greenery in the scheme should be increased, particularly in the courtyard. There should be a direct connection between the indoor community spaces and the woodland garden. The suggestion of community co-design for the woodland garden is positive and should be developed. Mature trees should be retained where possible.

- 3.44. This scheme has the potential to be an exemplar for incorporating passive sustainability in a site with heritage assets. The panel encourages the project team to continue to reduce the scheme's embodied carbon, perhaps through a hybrid ventilation system. The panel is not convinced by the introduction of brick to the elevations, which it considers to interrupt the purity of the original Scandinavian-inspired Civic Centre design. The setback of the plant on the roof and the faceted screening appear likely to conceal it well in views. The internal stairs would benefit from further work to ensure that they feel open and high quality. The staff entrance sequence works well. The bicycle stores are currently too prominent in front of the Civic Centre and resemble portacabins. They should instead be integrated into the landscaping using the site topography.

#### 4. CONSULTATION RESPONSE

- 4.1. The following were consulted regarding the applications:

##### Internal Consultees

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

##### External Consultees

- Historic England
- London Fire Brigade
- Metropolitan Police - Designing Out Crime Officer
- Thames Water
- Twentieth Century Society
- Transport for London

- 4.2. An officer summary of the responses received is below. The full text of internal and external consultation responses is contained in Appendix 4.

Internal:

**Building Control (HBC)** – No objection. Further comment that greater flexibility of 'Part L' to be applied for listed buildings.

**Carbon Management** – Revised Energy and Overheating Statements will be required. Further information and clarifications has been submitted but officers have not had the opportunity to review. These documents will be reviewed, and an addendum will summarise that further assessment.

**Conservation Officer** – Welcome the retention of intended uses, extensive efficiency upgrades and retrofitting in principle. The site layout, new building and landscaping supported. Acceptance that internal alterations to form and to provide energy efficiency measures required. Likewise, with external window and panel replacements and supportive of this approach, subject to detailed submission of methodologies and bespoke materials to ensure high quality replication of original features. Supportive of retained brickwork and other original features where possible. Supportive of the appearance of the proposed buildings in the context of the listed building and conservation area. Concerns raised regarding the loss of the front steps and unnecessary harm by the removal of the steps, when a replacement ramp in the existing location would seemingly be achievable, even if it would not be an ideal access arrangement  
*(Officer response: The further details and methodologies for works are required as condition. The removal of steps is considered in the body of the report and balanced against the improved accessibility and inclusivity as well as the wider benefits of the scheme and improvements to the frontage as a whole.)*

**Design Officer** – Supportive of the works to the existing building as required for improved usability of the site. Complimentary of the proposed scale massing and detailed design of the proposed extensions and how they will sit within the context of the site and surrounding area.

**Lead Local Flood Authority** – The applicant has followed the London Plan hierarchy and the proposed SuDS features are acceptable subject to management and maintenance being secured.

**Pollution** – No objection, subject to conditions on Land Contamination, Unexpected Contamination, Non-Road Mobile Machinery (NRMM) and Demolition/Construction Environmental Management Plans.

**Transportation** – No objection, subject to conditions for cycle parking, delivery and servicing, parking management and vehicular barrier changes and securing a Construction Logistic Plan, highways improvement, workplace travel plan.

**Tree Officer** – No objection following clarification of tree planting.

**Waste Management** – No objections to the proposed waste arrangement given the constraints of the site.

External:

**Historic England** – No objection. Supportive of continued civic and local authority use of site. Understand that internal and external works required to improve state of repair and thermal performance of building. Encourage conditions for detailed drawings and on-site samples for new windows and facades, pre-cast panels and detailed junctions between historic and new facing materials. The Council should seek the views of own specialist conservation advisers for the proposed building.

**Metropolitan Police (Designing Out Crime Officer)** – No objection in principle, subject to a planning condition requiring a ‘Secured by Design’ accreditation to be achieved and the inclusion of an informative.

**Thames Water – Waste** - No objections subject to conditions.

**The 20<sup>th</sup> Century Society** – Supportive of retained use and works already undertaken. Initial concerns raised regarding replacement of panels and windows if they can be repaired, as well as the loss of plan form in the northern wing and ‘low significance’ attributed to the basement. Subsequent comments following review of additional surveys and meeting on-site confirm full support of the scheme and that all concerns now alleviated. Further comments that the brickwork be retained and not insulated externally.

## LOCAL REPRESENTATIONS

5.1. On 18 May 2023, notification was sent to the following regarding the planning application HGY/2023/1043:

- 119 Letters to neighbouring properties
- 4 site notices erected in the vicinity of the site

5.2. The number of representations received from neighbours, local groups etc. have been collated for the planning application and listed building consent application (HGY/2023/1044) are as follows:

No of individual responses: 2

Objecting: 2

Supporting: 0

5.3. The main issues raised in representations from adjoining occupiers are summarised below:

Objections:

- The Council should be spending resources elsewhere e.g. swimming pools;
- Accessibility and siting of disabled seating in the Council Chambers.

## MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
1. Policy Assessment
2. Development Design
3. Heritage Conservation
4. Accessibility – steps / ramp, accessibility issues of public gallery
5. Secure by design
6. Impact on Amenity of Adjoining Occupiers
7. Transportation and Parking
8. Energy, Climate Change and Sustainability
9. Trees, Ecology & Landscaping
10. Flood Risk, Drainage and Water Infrastructure
11. Air Quality
12. Waste and Recycling
13. Fire Safety and Security
14. Equalities
15. Conclusion

### 6.2 Principle of the development

#### 6.2.1 *Policy Background*

6.2.2 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.

#### 6.2.3 *The Development Plan*

6.2.4 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 the London Plan (2021).

6.2.5 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and 1 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open question about the issues and challenges facing the future planning of the borough and seeks views on options

to address them. It has very limited material weight in the determination of planning applications.

*The London Plan*

- 6.2.6 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.

*The Local Plan*

- 6.2.7 The Strategic Policies DPD (referred to as the Local Plan here on in) sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision. The Site Allocations Development Plan Document (DPD) gives effect to the spatial strategy by allocating sufficient sites to accommodate development needs.

*Strategic Policies*

- 6.2.8 Local Plan Policy SP1 requires that development in Growth Areas maximises site opportunities, provides appropriate links to, and benefits for, surrounding areas and communities, and provides the necessary infrastructure and is in accordance with the full range of the Council's planning policies and objectives.

*DPD Site Allocation SA5 - LBH Civic Centre*

- 6.2.9 The site allocation for the Civic Centre proposes the continuation of the building's civic role, exploiting the site's capacity to develop onto the car park area, or, subject to alternative premises for the Council's civic functions being secured, redevelopment for mixed-use development.
- 6.2.10 This pre-dates the grade II Listing of the building in 2018. Both the SA DPD and draft AAP note that the Council was investigating how best to utilise its landholdings. The Council has subsequently determined the best use for the site would be to retain the civic uses with compatible use of office.
- 6.2.11 Site Allocation SA5 covers the application site and the adjacent building; 247 High Road and contains site requirements and development guidelines. These are set out below.

## SA5 Site Requirements

- The Civic Centre building is locally listed and careful consideration regarding its retention and potential enhancement should be given through any redevelopment. It could be suitable for conversion for use as a community/cultural/art space.
- There is potential to develop the currently underused land to the rear of the Civic Centre.
- The building at 247 High Rd should also be retained, with the southern and eastern facades visible.
- The public realm to the front of the site will be designed to enhance the Trinity Gardens Conservation Area.
- The need to retain the Traveller pitches adjacent to the site will be considered within the context of any development on this site.
- Any development on this site should enhance the overall setting of Trinity Gardens Conservation Area.
- This site accommodates a bus stop outside the entrance; the accessibility of this bus stop would be expected to be maintained if not improved.

## SA5 Development Guidelines

- The setting of St. Michael's Church should be preserved, in particular views from the High Street to the south, Trinity Gardens to the west, and to the east from Crescent Gardens.
- Access to the site by car should be from Trinity Road. Height of development along Trinity Road will be limited to complement the residences opposite.
- The current offices could be converted to residences, with the car parking and open space to the rear of the site will provide opportunities for new residential blocks.
- The existing façade along the High Road will be preserved, including the urban realm between the building and the street.
- There is potential for development between the Church and the Travellers site on Bounds Green Road, but this must be sympathetic to both uses. Additionally, development of this block must preserve the viewing corridor from Trinity Gardens Park to St. Michael's Church.
- A new residential block is expected behind the Civic Centre built in a style that complements the modernist Civic Centre (should it be retained) and is sympathetic to the adjacent Travellers site.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.

- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- This site is in a groundwater Source Protection Zone and therefore any development should consider this receptor in any studies undertaken. Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place and where appropriate, a risk management and remediation strategy.
- A flood risk assessment is required for any development. The Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include

*Draft Wood Green Area Action Plan (AAP)*

6.2.12 A draft Wood Green Area Action Plan (AAP) has previously been developed by the Council but is no longer being worked on. There has previously been an Issues and Options Consultation (February 2016), Preferred Option Consultation (February 2017) and lastly a Preferred Option Consultation #2 (February 2018). The Council is now embedding work that would have previously been in the AAP into the emerging comprehensive New Local Plan instead, which has only had an initial 'First Steps' engagement (November 2020). Therefore, the AAP is not part of the Development Plan and is only a material consideration with very limited weight, compared to the Site Allocations DPD which was fully adopted in July 2017 and has full weight as part of the Development Plan.

The site was designated as WGSA1 of the draft Wood Green Area Action Plan (AAP). This reiterated much of Site Allocation SA5 of the Site Allocations DPD 2017 and expands on this, stating that the proposed site allocation seeks extension and conversion, or if suitably justified, redevelopment of the Civic Centre building, exploiting the site's capacity to develop onto the car park area, to create a mix of employment and residential buildings.

6.2.13 The commentary notes that a potential location for the existing civic use had been identified in the Heartlands area, and many parts of the existing building are no longer suitable for their current use, however the Council is no longer pursuing this option. It notes that new employment floorspace will be sought on this site and sets out design principles for development largely following those set out in the DPD.

6.2.14 As set out above, the AAP is not part of the Development Plan, is no longer being worked on and is only a material consideration with very limited weight, compared to the Site Allocations DPD which was fully adopted in July 2017 and has full weight as part of the Development Plan.

### 6.3 Policy Assessment

#### *Principle of Proposed Civic and Office Uses*

6.1.1 Local Plan Policy SP15 and SP16 relate to retention and expansion of existing cultural and community facilities the thrust of these policies are reiterated in DPD Policy DM49. London Plan Policies GG1 and SD6 seek to build strong and inclusive communities and enlivened town centres and high streets that promote the use of social, civic and economic factors role in these areas.

6.1.2 The site is just outside of the Wood Green Metropolitan Centre but is within a designated Growth Area, as defined by the DPD. Proposals for new and extended community infrastructure are encouraged within such growth areas due to high accessibility and proximity in the heart of the community. The proposed civic, office and community uses would deliver retained and expanded community uses, in accordance with these policies.

6.1.3 The Listing of Civic Centre has materially altered the planning policy position since the adoption of the Site Allocation and consultation on the draft AAP. The decision has been taken to retain the building and civic function which was one of two options anticipated by the Site Allocation. The other site requirements and guidelines largely remain relevant, along with other Local Plan policies.

6.1.4 In this case, the principle of using the car parking area of the site for new office accommodation, refurbishing the buildings for civic and office use, whilst giving significant regard to the listed building generally accords with the objectives for the site allocation. Whilst the proposal does not include the residential use anticipated in the site allocation, in the context of the wider consolidation of the Council's office space to enable residential development elsewhere in Wood Green, the provision of a significant quantum of office and civic floorspace is welcomed.

6.1.5 The proposal provides excellent new civic and community facilities that will provide high quality office facilities in a heritage setting. The renovations and alterations to the existing civic facilities will be restored to an exemplary standard. Where interventions are required, they will be of a high quality and sensitive to the heritage of the building will make significant improvements to the performance of the building to ensure the longevity of this heritage asset. The resultant development will provide a restored and expanded high quality use on the site, with greater accessibility and inclusivity, in the heart of the local community.

- 6.1.6 The predominant weekday office and civic uses would be supplemented by occasional weekend community events and additional civic ceremonies and functions. The potential for additional community events has been outlined in the submission to include pop-up cinema events and cultural and arts events within the building itself and grounds, with a link to civic function and pride. The proposed landscaping will provide further space for display of art installations, which will be linked to the local community and such events.
- 6.1.7 Such community, art and cultural use of the space are strongly encouraged within the adopted and draft site allocations for the site as a means of embedding the use in the heart of the community. The specifics of these functions are being progressed through engagement with potential users and will be refined in further detail through a community and civic use condition to ensure the community is encouraged to enjoy the space.
- 6.1.8 Overall the proposed retention of the civic, council offices and community uses within the site will secure the future of the listed building whilst providing a high quality accessible environment for Civic, community and Council functions. Compliance with the other site requirements and guidelines is assessed in the relevant sections below.

## 6.2 Development Design

### *Policy Background*

- 6.2.1 The NPPF (July 2021) makes beauty and placemaking a strategic national policy and places an emphasis on granting permission for well-designed development and for refusing it for poor quality schemes, especially where it fails to reflect local design policies and government guidance contained in the National Design Guide (January 2021) and, where relevant, National Model Design Code (July 2021).
- 6.2.2 Policy SP11 of the Council's Local Plan and Policy DM1 of the Council's Development Management Development Plan Document (referred to as the DM DPD from here on in) are relevant to the design of developments. Policy DM1 of the DM DPD states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials, and architectural detailing. Local Plan Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe, and easy to use.

### *Quality Review Panel Comments*

- 6.2.3 Haringey's Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage twice (on 27 April 2022 and 18 January 2023). A summary of

their response QRP comments from the final review and an officer response to this are set out in Table 02 below.

Table 02: QRP comments & officer response:

QRP Comment	Officer Response
<p><i>Height and massing</i></p> <ul style="list-style-type: none"> <li>• <i>The panel supports the refinements to the height and massing made since the previous Quality Review Panel meeting.</i></li> <li>• <i>Reducing the height by one storey by removing the central atrium and atrium lantern has helped the scheme to sit comfortably in its surroundings and has alleviated concerns about impact on the listed Civic Centre building.</i></li> <li>• <i>The removal of the atrium from the previous design iteration is logical, as the scheme already benefits from a courtyard. It also helps the building to be more outward looking, and to better address its urban setting.</i></li> </ul>	<p>Positive design responses to the initial QRP assessment are noted, especially the reduced scale and massing.</p>
<p><i>Wider connectivity</i></p> <ul style="list-style-type: none"> <li>• <i>The panel is not yet convinced that the east-west pedestrian and cycle route through the site will be well used. The width of the path and cycle route should be increased to match the ambition of the transport access diagram and successfully promote this route.</i></li> <li>• <i>The service yard to the north should be open to allow overlooking, helping to ensure it is a safe space. Further consideration is needed of how access to the smaller service area to the south is managed while maintaining the public east-west through route.</i></li> <li>• <i>The panel asks the project team to avoid double-stacked bicycle storage, which is difficult to use and may put staff and visitors off travelling sustainably to the Civic Centre</i></li> </ul>	<p>The west-east pedestrian cycle route through the site (connecting Bounds Green Road to the High Road) provides a contra-flow route for cyclists that avoids the main traffic junction. The pedestrian route will be directed through the woodland garden, creating a more inviting pedestrian experience.</p> <p>The management of the service yard to the north has been informed through detailed engagement with security professionals to ensure that this is a safe space. Passive surveillance of the area will be improved through the glazed 'welcome area' and this will further be protected with CCTV.</p> <p>QRP advice regarding double stacked bicycle storage is noted, however this has been required in some parts of the site, to accommodate the number of cycle parking spaces required. The proposed double stacking at the west of the site helps to maintain clear visibility of the bicycle storage</p>

	<p>to the offices. Storage has been designed to ensure easy operation and access to permitted users.</p>
<p><i>Landscape design</i></p> <ul style="list-style-type: none"> <li>• <i>The panel supports the ambition to create lush, green landscaping, but thinks that the design could do more to achieve this, particularly in the fully paved courtyard.</i></li> <li>• <i>The courtyard should have a relationship to the adjacent woodland garden, allowing greenery to permeate deeper into the scheme. This would help the space to be more welcoming and comfortable at all times of year, increase its urban greening factor, and support the health and wellbeing of Haringey staff and visitors.</i></li> <li>• <i>The panel encourages the project team to continue discussions with London Borough of Haringey to better understand their requirements for the courtyard space, as it may be used for large events more suited to hard landscaping. Alternative ways to meet Haringey’s needs should be investigated, such as pavilions in the courtyard that provide hard standing but allow greenery to take over the rest of the space. The indoor community spaces should have a stronger connection to the outdoor woodland garden (also for community use).</i></li> <li>• <i>The panel understands that there is a vent to the basement of the existing Civic Centre that makes direct access between the garden and community spaces difficult. It encourages the project team to work with planning officers and heritage experts to come to a resolution that balances heritage concerns with community benefits. For example, the vent could be grated over. The idea that the woodland garden space could be co-designed with the local community is positive. The panel would like</i></li> </ul>	<p>Positive comments noted. The courtyard design now includes additional greening and has balanced this against the functional requirements of the space.</p> <p>The ‘welcome area’ will open out onto these two spaces. Additional greening has also been achieved in both these green spaces.</p> <p>No specific functions for the space have been determined, but types of functions have been discussed and potentially would extend to use of the one or all of the adjacent spaces. These discussions are ongoing, in line with the QRP comments.</p> <p>There is considered to be a good interrelationship between the courtyard, the building and the woodland garden. This is achieved through the full height glazing, and linkages to the planting and cladding treatments (timber clad rear wall to café).</p> <p>Early co-design work of the Woodland Garden is underway. Discussions are ongoing with the adjacent Trinity Primary Academy, St Michael’s CE School and the Rector of St Michaels’s Church about involving families from the school, congregation and neighbouring Wallman Place residents. An indicative scheme has been proposed based on the site’s existing landscape but it is proposed to review the design of the garden space with children and families that will benefit from, and use the</p>

<p><i>to see this taken seriously and developed further, considering which communities will be approached, the management strategy, and involving them as early as possible in the design process to help with engagement.</i></p> <ul style="list-style-type: none"> <li><i>• The panel’s concerns about the impact of the service yard in the northwest corner of the site on the neighbouring primary school have been addressed. The project team should ensure that sufficient space is allowed along this boundary for mature trees to help mediate this relationship.</i></li> <li><i>• The panel suggests that the trees required for this scheme should be purchased as soon as possible to give them time to grow, and ensure that the landscape proposals will work from day one. This strategy has been already successfully tested in the Queen Elizabeth Olympic Park.</i></li> </ul>	<p>space. The more detailed co-design exercise is due to start in 2024 and a final landscaping proposal will be submitted as part of the approval of landscaping details for the planning permission.</p> <p>Positive response to first QRP noted. Space for trees, landscaping and ‘play-on-the-way’ have been incorporated.</p> <p>Noted and tree planting conditions are applied, where reasonable. An informative regarding early tree purchase is advised.</p>
<p><i>Sustainable design</i></p> <ul style="list-style-type: none"> <li><i>• The panel commends the project team’s work on the sustainability narrative and proposals. It thinks that this scheme has the potential to be an exemplar for others to follow, especially for incorporating passive sustainability into a listed building.</i></li> <li><i>• The panel is pleased to see a realistic figure for the scheme’s embodied carbon, especially considering the heritage constraints on this site. The project team should continue to work to reduce embodied carbon where possible. The analysis of the way the building’s design responds to different conditions on each side of the scheme is a positive factor, but the variations are subtle.</i></li> <li><i>• The panel encourages the project team to take this further by exploring the potential</i></li> </ul>	<p>The positive comments are noted.</p> <p>Heritage constraints in retrofitting listed buildings are noted. The importance of reducing embodied carbon and the operational energy requirements of the building has been a critical part of the design brief. A strategy has been developed to promote resource efficient construction; facilitate reuse and recyclability; use materials with low embodied carbon &amp; water; use responsibly sourced materials; optimise durability and lifespan; and design flexibility.</p> <p>A mixed mode ventilation strategy has been proposed in line with the QRP comments.</p>

<p><i>for a hybrid, natural and mechanical ventilation system. This will help to cool the building where there are large windows allowing solar gain. As there is no longer a central atrium and only the perimeter of the building can benefit from natural ventilation, this potential should be maximised where possible.</i></p> <ul style="list-style-type: none"> <li><i>• The mature trees to the front of the existing Civic Centre should be retained, as they will help to provide solar shading.</i></li> </ul>	<p>Therefore, natural ventilation via openable windows is an option for users of the building.</p> <p>These mature trees are retained.</p>
<p><i>Architectural language and materiality</i></p> <ul style="list-style-type: none"> <li><i>• The panel largely supports the architectural language and materiality proposed for the existing building.</i></li> <li><i>• However, it considers that the introduction of brickwork on the ground floor elevations interrupts the purity of the elevations. This makes the ground floor plinth appear recessed behind the white fins, which is a departure from the original Scandinavian-inspired design. The material treatment of the elevations within the courtyard should also wrap around all sides.</i></li> <li><i>• The panel is convinced that the faceted design of the screening to the services on the roof of the building will help it to disappear into the sky. While the approach is different to the clean horizontality of the existing building, the ragged top edge of the screen seems likely to catch the light, and successfully evokes the playfulness of the existing building.</i></li> </ul>	<p>Positive design noted.</p> <p>It is noted that concerns were raised regarding the brickwork on the ground floor elevations of the extension. This element has been removed from the final proposal in response to comments received. The ground floor elevations will comprise GRC in line with the remainder of the building.</p> <p>Positive notes regarding the plant screening are noted.</p>
<p><i>Internal layout</i></p> <ul style="list-style-type: none"> <li><i>• The panel finds the layout successful and enjoys the positioning of the link buildings in relation to the original 1950s Civic Centre masterplan.</i></li> </ul>	<p>Positive comments regarding links noted.</p>

<ul style="list-style-type: none"> <li>• <i>The panel is confident of the project team’s approach to the Civic Centre restoration and does not have concerns about interior modifications.</i></li> </ul>	<p>Positive comments regarding the internal changes.</p>
<ul style="list-style-type: none"> <li>• <i>The staff entrance sequence is logical and will allow staff to easily circulate around the entire internal building loop. It is acceptable to have two doors at the staff entrance because it creates views through to the courtyard and is easier to manage, therefore more likely to remain in operation.</i></li> </ul>	<p>Positive comments regarding entrance lobby and arrangements noted.</p>

*Proposed Trinity Building and context*

- 6.2.4 DPD Policy DM9 encourages extensions to be restricted to less significant parts of the building, relate sensitively to the original building and do not adversely affect the internal or external appearance or character of the listed building, curtilage or its setting.
- 6.2.5 The proposed Trinity Building would be predominantly three storeys in height with a ‘set back’ fourth floor (which would accommodate plant surrounded by a screen) and sited north-west of the existing Civic Centre building, within the existing car park. The proposed siting of Trinity Building in the existing car park would adhere to the requirements of Site Allocations SA5 and draft AAP policy WG SA1, as an acknowledgement that the car park neither makes efficient use of the site nor promotes sustainable transport modes. The existing car park also makes a negative contribution to the Conservation Area and the setting of the Grade II Listed Civic Centre Building.
- 6.2.6 The proposed Trinity Building will have subtle connections to the existing Civic Centre through proposed glazed links. The western link will be the main physical connection and will also accommodate meeting rooms and ancillary space. A short, narrow first floor bridge will connect the northern end of the existing north wing, where the annex will be closest to the existing, enclosing a central courtyard. These are considered to provide an elegant and well composed connection between existing and proposed. The courtyard created between the buildings and links is also welcomed as a design feature and multi-functional, well landscaped area within the core of the site. The proposed built form would be similar to that envisioned in the original 1950s design for the site and sit comfortably within the site.

Image 7 – View of Civic Centre, landscaped bunker and Trinity Building



6.2.7 The massing of the proposed Trinity Building follows the geometry of the existing Civic Centre rather than the angled site boundaries. This deliberate choice of proposed massing will positively relate to the existing Civic Centre. The Council’s Design Officer has welcomed this design approach. The Design Officer has gone on to comment on the existing setting noting that the existing urban structure is that of buildings, of a predominantly public function, sitting within a landscaped setting between Trinity Gardens and Crescent Gardens, distinct from the predominate street frontages of the wider context. The proposed Trinity Building is considered to sit comfortably within this distinct setting, as well as the wider area.

Image 8– Massing of Civic Centre, Trinity Centre and surrounding



6.2.8 Site Allocation SA5 of the Site Allocations DPD predates the Civic Centre’s designation as a Grade II listing building but nevertheless does recognise the requirement for any new development to complement the modernist design of the Civic Centre (locally listed at that time). The architecture of the Trinity Building has been praised by the Council’s Design Officer for its simple, elegant and well-proportioned design. The predominant three storey height with recessed fourth storey plant screening is considered to be a modest addition approximately

matching that of the existing Civic Centre building. The proposed Trinity Building would also have similar maximum height as the neighbouring Trinity School and sympathetically respond to these surrounding buildings. The 'set back' fourth storey / top floor plant screening is considered to have been carefully designed to be recessive, set back, and carefully designed so not to detract from the prominence of the Civic Centre, which remains the prominent building within this hierarchy of the site.

- 6.2.9 The requisite space for plant and proportions of this top floor have been scrutinised and deemed necessary to provide comfortable working conditions, whilst ensuring sustainable credentials. The nature of the plant machinery is not compatible with an enclosed basement, due to a requirement for open sides and a basement was not taken forward in part due to sustainability considerations of basement construction.
- 6.2.10 Views of the proposals in the conservation area setting have been provided and convincingly demonstrate that it will be a recessive background building compared to the more prominent public buildings, including the original Civic. This is considered in more detail below.
- 6.2.11 The Design Officer has advised that although the concept of the proposed new Trinity Building will be an "object-in-space" with no obviously distinguishable front and rear, each of its facades are differently composed to reflect their orientation and context. Within these façade variations there will be a coherent overall language of elevational composition through repeated, vertically proportioned windows between glass reinforced concrete (GRC) panels set in a grid of projecting GRC vertical and horizontal fins. The facades would encompass one large window and curtain-wall panel to the right side of each façade to mark these feature corners. Internally these spaces would create desirable office "breakout" spaces and are welcomed for their internal and external expression.
- 6.2.12 The variation in elevation treatment will achieve enhanced performance of each aspect of the building. Proposed fins are featured throughout but with distinct variation. The proposed vertical fins on the east and west facing windows are more prominent and positioned so as to provide shade to these windows. These proposed windows have been designed to relate positively to the contextual relationship and architecture of the existing Civic Centre.
- 6.2.13 More prominent horizontal fins will be integrated into the southern façade to create greater levels of shading in this elevation. The northern façade would have a flatter, calmer, more domestic façade facing, and emulate the proportions of fenestration in the residential Trinity Road. This approach is considered to be a successful design to both context and passive orientation, whilst achieving an elegant building in its own right.

6.2.14 Materials and details, including windows, GRC panelling, design of ribs, windows, parapet coping, and how the building meets the ground, are important details that can be secured through the imposition of conditions for further detail and material samples. Materials choices will need to ensure durability and weather proofing to avoid staining and ensure attractive appearance. Overall, the proposed office annex of the Trinity Building promises to be an elegant contemporary building of a calm, subordinate nature that respects its context.

*Site Layout & landscaping*

6.2.15 DPD Site Allocation SA5 states that public realm to the front of the site will be designed to enhance the Trinity Gardens Conservation Area. The draft Wood Green AAP supported this and suggested that redevelopment of the site should complement the network of green spaces in the area and that the northern edge of the site should be landscaped to complement the network of green chains in the area.

6.2.16 The public realm areas surrounding the existing and proposed buildings will be significantly improved as part of the redevelopment and are considered to enhance the wider Trinity Gardens Conservation Area setting. The front entrance will be decluttered and have a simplified entrance arrangement, accessible for all. The removal of the convoluted ramp will enable an improved planting bed and landscaping scheme, along with additional tree planting and soft landscaping. These proposed changes combined with reduction in vehicle parking will greatly improve the appearance of this frontage. These changes are considered in more detail in the Heritage section below, specifically with regard to the impact of the replacement of steps to sloping entrance and the impact on the Grade II Listed Building.

6.2.17 Similar improvements above the basement bunker on the northern part of the site frontage will improve the legibility and usability of this area and flow into Trinity Road frontage. The retention of mature trees along Trinity Road, removal of the low mesh fence and introduction of 'play-on-the-way' along will greatly enhance the appearance and usability of this area. This will also enhance this as an access to Trinity Academy and Trinity Gardens and create the green network connectivity as encouraged in Site Allocation SA5 of the Site Allocations DPD.

Image 9 – Trinity Road, open grass verge, existing trees and play-on-the-way



6.2.18 The improvements to landscaping and accessibility of the Woodland Garden are welcomed. This area will become enlivened by the glazed “welcome area” replacing the dead space of the existing undercroft. Landscape improvements are proposed alongside renewal of this area and a reduced intensity of use of the adjacent service area. The specific designs are not yet finalised, as a community engagement programme is being undertaken to see how this can best serve the local community groups, school children and the adjacent Traveller community. The improved rear boundary treatment will respect the adjacent Traveller site and provide a secure distinction between the public and private sites.

6.2.19 The hard surfaces surrounding the site will generally be significantly improved in terms of permeability and appearance. The tarmac area adjacent to the Woodland Gardens is proposed to be re-laid but an improved material, such as that in the Trinity Road service area will be sought through the imposition of a condition for landscaping that will require full details, including paving and boundary treatment.

### 6.3 Heritage Conservation

6.3.1 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.

6.3.2 London Plan Policy HC1 is clear that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail and places emphasis on integrating heritage considerations early on in the design process.

- 6.3.3 Policy SP12 of the Local Plan seeks to maintain the status and character of the borough's conservation areas. Policy DM6 of the DM DPD 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.
- 6.3.4 Policy DM9 of the DM DPD specifically considers how development to listed buildings should be approached to balance how regenerating heritage assets can secure the use and reinforce a sense of community. With regard to securing the future use, this policy recognises that in promoting a more positive approach to conservation management, we can ensure a viable future for listed buildings by preventing them from becoming at risk in the first place.
- 6.3.5 Site Allocation SA5 of the Site Allocations DPD and draft Wood Green AAP note that any development on this site should enhance the overall setting of Trinity Gardens Conservation Area and that the principles of the Civic Centre & Trinity Gardens Character Area should be used to guide development on this site.

*Legal Context*

- 6.3.6 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".
- 6.3.7 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."
- 6.3.8 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."
- 6.3.9 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.

6.3.10 If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight.

6.3.11 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 emphasized 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.

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

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

6.3.14 The future and continued use of listed buildings and ensuring that they remain as usable and functional spaces to secure their future is a key factor is the balance of heritage harm. However, mitigation and adaptation should avoid harming intrinsic qualities that contribute to significance of heritage assets or their settings.

#### *Townscape and Visual Effects*

6.3.15 The prospective views of the proposed development seen in context of accurate relevant views show how the extension to the listed building will complement the existing site and surrounding built and natural environment from a variety of sensitive viewpoints. The proposed scale, overall proportions and architectural language respond positively to that of the Civic Centre and sit comfortably within this conservation area setting.

6.3.16 The scale and siting of the proposed Trinity Building extension and associated links will retain the legible primacy of the Listed Building along the High Road and prominence of the main building in this hierarchy. Views of the existing Civic Centre from Bounds Green Road and Trinity Road will be retained through the design and scale of the links. The relationship between the new building and Trinity Academy has been respected through suitable scale and siting.

Image 10 – View from Crescent Gardens / White Hart Lane



6.3.17 Overall, the proposed development has been considered within these views and the relationship with immediate and wider surroundings is considered acceptable, subject to the imposition of conditions requiring detailed design and materials to be submitted for approval following any grant of planning permission or listed building consent.

6.3.18 The Conservation Officer supports the principle of the proposed new link buildings, the new office building located to the north of the site and related landscape scheme, and concurs with the comments and proposed conditions provided by the Council's Design Officer. They note that the proposed new development is promising and will very likely have a positive impact on the setting of the Civic Centre, surrounding listed buildings and the conservation area. However, they note that the detailed building and landscape design are fundamental to ensure that the new development delivers all its design potential. Therefore the design of highly visible and prominent built elements, such as the crowning plant enclosure that will define its roofline will need to be carefully detailed to elegantly complement the roofline and silhouette of the Civic Centre and surrounding heritage assets. This can be controlled through conditions.

*Existing Buildings and Significance*

- 6.3.19 The Site lies within the Trinity Gardens Conservation Area. The site includes Haringey Civic Centre, a statutory Grade II listed building. The Civic Centre was statutorily listed in 2018. There are no other statutory listed buildings or structures within the Site boundary. The Civic Centre was constructed in 1955 by Sir John Brown of A E Henson and Partners, the design was selected following a national competition in 1939 and was the first civic centre of its size to be constructed in its entirety after the Second World War, providing a source of inspiration for a new generation of civic centre schemes elsewhere in the country.
- 6.3.20 As noted above, the initial plans for the site intended to have a total of three phases of development which sought to construct the town hall and council offices, then an auditorium and small hall and a public library respectively. However, phases 2 and 3 were not realised and as a result, the site solely comprises the council offices and Civic Centre. The remainder of the site has since been dominated by large expanse of hardstanding for front and rear car parks and servicing areas.
- 6.3.21 Its special character and features of interest are detailed in the listing description published in the National Heritage List for England that reflects the special features of interest and heritage value of this public building. These are summarised below:
- \* *a clear Scandinavian influence, the subtle qualities of which express architecturally the values of informality, transparency, and modernity, defining aspirations of the post war civic centre as a type.*
  - \* *its generous planning and creative use of space.*
  - \* *its elegant and consistent application of high-quality materials and detailing in the principal internal spaces.*
  - \* *the level of survival of key aspects of the building's character and physical fabric.*
- 6.3.22 The listed Civic Centre sits as one of the finest examples of public buildings of the 1950s and as an architectural landmark at the heart of the Trinity Gardens Conservation Area which encompasses three principal public open spaces, each of townscape and historic interest, which together provide the setting for public buildings and places of worship as well as the setting for houses dating from the early to late 19th century. Part of the listing was on the basis of this greater historic recognition and formed part of the rationale for listing the building in 2018.
- 6.3.23 The Civic Centre is also surrounded by several listed and locally listed buildings / assets that define the historic character of the Conservation Area; in the immediate surrounding of the development site sit Grade II listed St. Michael's church located to the south of the development site along the High Road, and the Grade II listed Trinity Primary school located to the west and therefore to the rear of the development site and listed Civic Centre. At the northern side of the junction

of the High Road with Trinity Road, the former Fishmongers' Arms is a striking corner public house in the Italianate style, built in brown stock brick and stucco, with pedimented first-floor windows and a balustraded parapet. North - south views across the conservation area along its High Road, as well as east-west views along White Hart Lane, Bounds Green and Trinity Road are important part of the experience of the listed Civic Centre and of the character and appearance of the Conservation Area and its defining institutional buildings.

*Proposed works and Assessment*

6.3.24 The context for proposed changes to the Listed Building include securing the future use of the site for the intended Civic and Council uses, as well as creating an inclusive environment and improving sustainability. The aim is that by ensuring such retention of use and improving the appearance and sense of inclusion will anchor new development and reinforce a sense of community in the local area.

6.3.25 The application is supported by feasibility studies, comprehensive surveys and investigations, which have been carried out while developing the proposed scheme. These studies have enabled an assessment of defects of the listed building and areas to be repaired / replaced. The finishes, original fixtures and detailing have been subject to a comprehensive salvage strategy alongside asbestos removal and other preliminary works which have been carefully designed and expertly implemented, ensuring appropriate protection of significant fabric and features. These have been considered in previous and current listed building consent applications.

6.3.26 A key consideration framing the heritage assessment is to ensure that the alterations will secure the long term future for the Grade II Listed Building for its original Civic and Council office purpose. The retention of use has necessitated proposed upgrades to the building for these purposes, encompassing alterations for modern working and access requirements, as well as improvements to the energy performance of the building. It is positive that such considerations have been in the forefront of the application.

6.3.27 The main development proposals are considered below, taking into consideration the potential impact on the Listed Building and concluding the planning balance of harm and the potential benefits of retaining the civic and council uses and ensuring the longevity and improved performance of the building.

*Façade alterations:*

6.3.28 Extensive survey works have been undertaken to assess the existing condition of the Civic Centre. These surveys have identified that the exterior of the building has deteriorated and many component parts such as precast concrete panels, windows and curtain walling are at the end of their life span and in a poor state of repair. As such these areas are considered to require replacement. Brickwork is

generally in good condition and is only proposed for localised repointing, cleaning and crack repairs.

- 6.3.29 It is proposed that all panels be replaced with pre-cast glass reinforced concrete (GRC) insulated panels, replicating the colour and patination of the existing. The thinner massing of the GRC enables inclusion of mineral wool insulation but does result in a modest overall build-up of approximately 60mm. These replacement panels will enable improved performance and life span from the existing.
- 6.3.30 The façade surveys indicate that damage to cast concrete appears to have been repaired using an ungraded poorly compacted backing mortar faced with a finer finishing mortar. The irregular compaction and aggregate ratio of the mixes has allowed the migration of moisture through panels leading to oxidisation of the reinforcement and subsequent failure of the panels.
- 6.3.31 The Council's Conservation Officer has reviewed these surveys and agrees that the condition of the pre-cast panels is generally poor with signs of on-going failure due to corrosion of embedded reinforcement, erosion and break down of the facing mortar and of previous repairs. The comments note that attempted historic repairs are of low quality, which are now in a deteriorating condition or failed completely and therefore have not been of a suitable quality to ensure the longevity of the frontage. Furthermore, metal restraint fixing slots were found to be corroded and in need of replacement. The Conservation Officer concludes that besides their intrinsic poor quality and inherent defects, the pre-cast panels are potentially at the end of their serviceable life, and the specialist survey recommends full replacement with new pre-cast panels allowing for the introduction of insulation.
- 6.3.32 The 20<sup>th</sup> Century Society , in their capacity as statutory consultees and experts in the heritage of buildings of this period, initially commented on the Buro Happold preliminary survey, which suggested potential for some replacement. However, further surveys by PAYE have confirmed that the damage to these panels meant that they could not feasibly be removed without cracking the panels. The supporting documents also highlight that any hybrid of repair and replacement of panels would have a contrasting appearance and undesirable impact on the visual appearance of the façade, when installed and through variable weathering of the contrasting materials. Furthermore, that the thickness of those panels would be unable to achieve the consistent insulation and performance improvements of the proposed GRC and insulation material. Subsequent comments following a meeting on the site have wholeheartedly supported the approach. Accordingly, the replacement is acceptable, subject to further details and methodology submission.

*Windows and curtain walling*

- 6.3.33 The Council's Conservation Officer, 20<sup>th</sup> Century Society and Historic England have also raised concerns about this loss of original fabric of the building. However surveys have confirmed that the existing curtain walling is also in a poor state of repair and the existing single glazed aluminium framed windows have inherent issues as well as issues of solar gain / glare and asbestos contamination.
- 6.3.34 Although initial surveying suggested there may be scope for some repair, the detailed ASWS survey subsequently submitted highlights issues of such a repair solution even in the limited examples where such a solution is possible. The ASWS report highlights opening mechanisms beyond their lifespan, which can no longer be opened or closed; oxidisation of frames that cannot be retained for risk of breakages; existing health and safety risks from the thermal stress breakages; t-bar, mitre and joint fracturing; and asbestos within existing frames. Furthermore, the hybrid method of attempting to repair and predominant replacing would give an uneven and patchy appearance.
- 6.3.35 The attic level framed windows are in a better state of repair but would still have issue of thermally broken frames, asbestos and poor performance through single glazing. These frames are set well back and less visually integral to the appearance of the building. The bespoke solution to replacing these frames is supported by officers. Following review of the additional information all Statutory consultees are in support of the principle of replacing.
- 6.3.36 Accordingly, it is proposed that these will be replaced with windows with improved performance of similar frame size, proportions and materiality. However, the additional weight will require installation of reinforced steel curtain walling to retain the structural integrity. This new walling will be coated in a finish to echo the current anodised aluminium of the window frames and bespoke replacements, that will seek to retain the existing proportions and design of the existing, in keeping with the historic character of the building.
- 6.3.37 The original glazed elements are key features of the original design and character of the listed building, strongly characterise its architectural composition and the aesthetics of both facades and internal spaces and require a clear and convincing justification for their total loss and full replacement. The significant improvements in appearance and performance of the double glazed aluminium framed windows and required structural enhancements to curtain walling are welcomed from a sustainability perspective but require a sensitive heritage approach.
- 6.3.38 Further details will be required to ensure that any such replacement can be achieved without harming these highly significant heritage features. The Council's Design Officer has referred to the Council's own recent experience of similar window and façade replacement at Hornsey Library, and the architects have highlighted their own recent experience of working with very similar replacement

curtain walling at ARK Putney Academy. These are both examples of how such development can be sympathetically achieved to preserve the frontage and secure the longevity of the heritage asset. Officers are therefore confident that similar success can be achieved through stringent adherence to conditions.

*Alterations to front entrance*

*Image 11 - Existing steps and ramps to entrance*



6.3.39 The main entrance of the listed Civic Centre is characterised by the prominent canopy and stepped access and is highlighted as having high heritage significance. The original design of the building had planting beds on either side, which ran the majority of the width of the frontage. Unsympathetic alterations to the front entrance were installed in 1989 to create a ramp to the southern side of the entrance, as well as extensive handrails to that ramp and the steps themselves. The area between highway and base of the steps has been altered to create a raised cross hatched road marking grid, which creates a level access between highway and the base of the building.

6.3.40 The steps are not specifically referenced in the statutory listing for the Civic Centre, which more broadly references the principal elevation being “defined by a projecting frontispiece (the principal face of a building) with full-height glazing and an off-centre entrance canopy supported by a pair of square columns”. Regardless, the loss of the steps will be a permanent alteration to the building and thereby have a level of harm to this heritage asset.

6.3.41 The case for introducing a level access focuses on inclusive design guidelines, as required by the Equality Act 2010 and Part M of Building Regulations. The Historic England ‘manual for easy access to buildings’ does set out scenarios where total compliance with the building regulations can be more flexibly applied to avoid significant harm. However, the importance of the proposed use for the Civic and

Council as a public building means that inclusivity in design is a key aspiration for the site.

6.3.42 The steps and ramp are both in poor condition and would not meet current modern regulations and standards for accessible entry for a front entrance to a public building. The existing ramp is too steep, has inappropriate landing areas, insufficient width and non-compliant handrails. The most up to date accessibility guidance also requires all users be able to use primary access, no greater than 50m distance from disabled bays and that such bays be no steeper than 1:50 in any direction.

6.3.43 The steps themselves have been altered and repaired over time and are not of the original form. Even if these were to be repaired, any reinstatement would retain the issue of the drop in levels from the entrance to the highway and requirement for a ramp, landing area and handrails. The proposed gentle sloping access would avoid such a drop and create a continuous route from highway to building entrance. The Accessibility Statement submitted with the application has investigated alternative options to the sloped entrance, which would require 15m width if sited to the south of the entrance and 19m width if sited to the north of the entrance, both with additional landing areas. These options would impact the parking bays and landscaping of the frontage and the northern option would also require a 'dog leg' to avoid removal of established existing trees. The steps themselves would still require replacing even if there was no change to the existing stepped access and entrance arrangement, but would retain this feature of the building. In such a scenario of replacing the steps, the ambition of the simplified, singular access would also not be achieved, whilst the cluttered and convoluted dual entry point to the entrance would remain.

6.3.44 It is therefore proposed, in order to comply with current accessibility regulations and standards, to remove both the existing front steps, side ramp and raised cross-hatched marked area and replace them with a single sloped entrance. This would have a gentle rise of 490mm over 15 metres from the highway and would allow the decluttering of railings and retaining walls, as well as re-introduction of planting beds in place of the existing ramp. The prominent canopy above the entrance would also be retained and restored, with lighting replaced, to better emphasise and enhance this area of high significance. The cross hatched road marking and rise and fall of kerbs would be encompassed in the singular landscaped material, providing a simplified and de-cluttered area

6.3.45 The Council's Conservation Officer has raised concern regarding the potential harm caused to the original building through the removal of the stepped entrance and considers that replacing the existing ramp would be a preferable solution. No objection has been received from Historic England or the 20<sup>th</sup> Century Society regarding the loss of the steps but the harm raised by the Council's Conservation Officer does hold significant weight. However, it is considered that the requirement to replace steps and re-introduce handrails and ramps would also

have a degree of harm, even though these would replicate existing undesirable features that pre-date the listing.

6.3.46 The removal of the ramp and restoration of the canopy and landscaped area in front of the entrance are considered to better emphasise the principle face of the building, entrance canopy and supporting columns through de-cluttering and restoring a planting bed in place of the additional convoluted secondary arrangement within the frontage. The development would also enable the ambition for inclusivity of access, to provide an inclusive civic use. When considered in the context of the wider design of the frontage this would also provide a much improved and simplified entrance and landscaping.

6.3.47 Accordingly, it is accepted that the proposed works instead of the alternative of new sloped access and replacement steps is the best option to enhance the accessibility of this site and preserve the heritage context and that loss of the steps would amount to less than substantial harm, outweighed by the wider benefits of the proposal

Image 12 – Proposed entrance arrangement



*Alterations to roof of the Civic Centre Building*

6.3.48 A small section of roof above the caretaker's flat and plant room will be removed to accommodate the open air requirements of modern day plant equipment. The roof itself will also be insulated and house solar PV panels. The parapet wall will be modestly extended to provide a small upstand, to accommodate the insulation and to improve water proofing and run off, thus protecting the roof and facade.

6.3.49 These works would involve modest alterations to the parapet wall and surface of the roof but would retain the original character and integrity of the statutory Grade II Listed Civic Centre building.

*Other façade works*

6.3.50 The Council's Conservation Officer is supportive of the restoration of brickwork but has encouraged further investigation of the cracks and potential subsidence impacts on the western elevation brickwork, pointing to damaged fire escape fixings which are no longer providing restraint to the staircase. Further investigation by a structural engineer is required to be carried out to determine the cause and develop an appropriate repair strategy for all brickwork. Likewise, the render on this elevation will also require replacing, as will cracked tiles in the fascia of columns in the east elevation. Appropriate conditions requiring full investigation, details and remediation works to be submitted for approval have been imposed following any grant of planning permission.

6.3.51 Various panels in the eastern elevation have marble clad columns and fascia, which have signs of minor displacement observed to low level panels. Numerous cracked tiles require replacement, and a general cleaning is recommended as well as possible re-fixing of the larger cladding stones at the canopy columns which appear dislodged.

6.3.52 The applicant's specialist survey recommends developing a 'Planned Preventative Maintenance Strategy' including a 5-10-year cycle of surveys following completion of the masonry works to maintain the fabric and long-term integrity of external masonry and helping to reduce the frequency and cost of future possible repair. Appropriate conditions requiring details of remedial works to be submitted and approved have been imposed.

6.3.53 Other minor works include decluttering of existing unsympathetic features such as the rear external rear fire escape and are welcomed as part of the improved design of the building.

*Setting of the Listed Building*

6.3.54 The proposed alterations to the landscaping will broadly have a positive impact on the setting of the statutory Grade II Listed Civic Centre Building. It is considered that the improved surfaces, soft landscaping and re-provision and repair of the planting beds will enhance the character and setting. However, officers are concerned that the proposed siting of two plinths and symmetrical sculptures in front of the main entrance may detract from the heritage qualities of the building and introduce fresh cluttering and detract from the entrance. The use of the site for public displays is welcomed in general but will need to consider the impact on the Listed Building with regards to scale and siting of these features. It is therefore recommended that a condition is imposed requiring a public art plan

to be submitted for approval in order to assess this in more detail and ensure that the setting of the listed building is protected.

6.3.55 The benefits of removing the ramp and handrails have been cited above and this de-cluttering is welcomed. The existing site has significant hard landscaped areas and street furniture including barriers, bollards and lighting columns. The proposed development will update these and provide sympathetic landscaping in-keeping with the heritage setting. Indicative details have been submitted but these are subject to review as part of the detailed landscaping condition.

6.3.56 The proposed development also includes a number of cycle and refuse storage areas, which are considered to be sympathetic in design and scale, but precise details will be required to ensure these are secure and well designed. The use of green roofs and contextual materials are welcomed. The opening of the site, particularly in the Trinity Road frontage, is welcomed. Likewise the additional trees, planting and 'play-on-the-way' installations.

6.3.57 The proposed development of the existing car park and wider setting of the Grade II Listed Building are supported and considered to better utilise the site, thus securing the long term future of the building. The proposed scale, massing and design of the proposed developments will not harm the heritage setting and are detailed further in the Design section of this report.

*Removal of internal partitions:*

6.3.58 DPD Policy DM9 highlights that the Council recognises that in order to make heritage assets fit for contemporary use they may require changes to deliver energy efficiencies and greater resilience to climate change. However, mitigation and adaptation should avoid harming intrinsic qualities that contribute to significance of heritage assets or their settings.

6.3.59 The proposed removal of internal partitioned small rooms within the existing Civic Centre building are proposed to create a modern, predominantly open plan office layout. The partitions in the North wing of the existing building are predominantly of low, medium and neutral significance in the listing. The Council's Conservation Officer notes that the office wing has been altered and impoverished at various stages of the life of the building and generally has modest finishes and further notes the aesthetic, historic and communal values attached to the interiors progressively decrease towards the north end of this wing. It is acknowledged that the proposed layout does retain and refurbish the best preserved, medium significance rooms though and that a sense of the corridor is retained through the retention of columns and internal ceiling and plan form achieved through such furnished finishes.

6.3.60 Although these rooms are of lower significance the overall layout and plan form of corridors with rooms forms part of the historic form of the building and the

original plan form. Officers have suggested through the planning process that investigation of the potential for retaining more of this plan form and ways to retain a visual corridor be considered. Similar suggestions of plan form retention are also reiterated in comments from the 20<sup>th</sup> Century Society.

6.3.61 In response to requests for greater retention of these rooms the applicant has set out that retention would provide 42 formal workstations and 10 short stay workspaces whereas the open plan layout would accommodate 68 formal workstations and 14 short stay workspaces per floor. Removal of the partitions is therefore critical to meeting the Council's brief for the capacity of the office space and fundamental to increased accidental collaboration; promotion of transparency; increased future flexibility; increased efficiency of the workspace layout; creation of an airy, open environment for staff; and the possibility of cross ventilation. The internal design has also been designed to retain the impression of a corridor, with retained columns, suspended ceiling and suitable furnishings.

6.3.62 It is therefore accepted that the cellular design may not lend itself to modern office layout and would not be efficient use of this floor plan for modern day working environment. Officers have reviewed these scenarios and viewed the proposed partitions on site and agree that such benefits, alongside the proposed sympathetic retention and restoration works would outweigh further retention of the plan form. There is also an acceptance that retaining viable office use alongside the civic uses within the building is a key component in these uses being retained on site and a sympathetic built form of the proposed Trinity Building. As such, the Council's Conservation Officer has advised that the potential harm to the listed building is less than substantial and is acceptable.

6.3.63 The 20<sup>th</sup> Century Society initially raised a concern regarding the blanket low heritage significance of the basement and citing that this was constructed as 'Class A air raid shelter, conforming to Home Office requirements for atom bomb attack. The applicant's heritage advisers have responded by providing showing photographic evidence that these rooms are utilitarian in appearance, comprising typical basement level, functional rooms, some of which have undergone later alteration. One of the telephone exchange rooms is now empty and the other has a power distribution board within it. It notes that a strong room also remains, which again, is not rare in its existence and further reinforces the utilitarian and functional character of this part of the building. Concluding that minimal features of interest remain, limited to light switches and doors, all typical of the era. Following a site visit the 20<sup>th</sup> Century Society have confirmed that there is little heritage value retained in the basement and have expressed this in the most recent comments.

6.3.64 The Council and the applicant's Heritage Officers have previously reviewed the significance and have agreed the current basement is of low heritage value. Therefore, modest alterations to allow suitable plant and machinery in this part of

the building have been accepted and are preferable to options of further extensions to the roof or loss of other internal floorspace.

*Works to Council Chambers and Committee Rooms:*

- 6.3.65 The internal structural layout and configuration of these areas of high significance would remain largely intact. Works have already begun to restore aspects of heritage significance in the Council Chambers through sensitive removal of the asbestos ceiling. The ceiling will be reinstated as part of this proposal following asbestos removal and such alterations are considered to be enhancements to the heritage asset.
- 6.3.66 Further works are required to remove and replace internal timber panelling, marble terrazzo repair and wall finishes as a means to provide internal insulation for these areas of high significance. These intrusive works will need to be carefully managed (as has been the case to date) and undertaken by heritage experts, together with the imposition of conditions requiring further details.

*Internal insulation*

- 6.3.67 Historic England general guidance is that it is possible to respond to climate change and improve the energy efficiency of older buildings without destroying their distinctive character and value. This policy supports sustainable retrofitting of heritage assets (in line with Policy DM21) but where there is a conflict between delivering sustainability measures and the potential to cause damage to the significance of the heritage asset, priority will be afforded to the preservation of the heritage asset.
- 6.3.68 Insulating and retrofitting any listed building is a challenging process and has potential for harm to the fabric of the building. This is accepted in a more flexible approach to application of Building Regulation Part L and relevant targets for such retrofitting. Whilst changing precast panels, curtain walling and windows were required the brickwork is in a good condition and this part of the façade is therefore proposed to be retained and not clad. A design choice, based on heritage ideals of preserving the original fabric where possible, was made on the basis that removing and replacing existing well preserved external brickwork would cause heritage harm and has not been progressed in modelling for that reason, contrary to this being considered as an optimal solution for energy performance.
- 6.3.69 Internal insulation is proposed for rooms which feature external brickwork. This is welcomed for its potential performance enhancements and improvements to the longevity of the building but has created potential for harm to the internal fabric of the building within rooms of high significance, such as the Council Chambers. In the north wing and Council Chambers predominantly, such a method will require careful removal of panelling and a modified relationship to the

internal floor and ceiling, but this is considered to have a modest impact. The detail of such replacement will require detailed methodology and will be conditioned accordingly. Likewise, further replacement of internal ceilings and floors will require consideration of the final design and shall be conditioned accordingly.

6.3.70 In areas of less significance, such as the northern wing, the applicant has proposed more significant changes to achieve this, in part due to the alcove, inset internal finishes of those rooms and relationship with upstand columns. These have been discussed in detail and subject to site visits and further detailed submissions made during the assessment of the application. These modest infringements of the internal envelope are considered to be acceptable in terms of providing the energy performance improvements.

6.3.71 The hybrid model of internal and external insulation is not the optimal solution and can create issues of thermal bridging and potential condensation. The applicant has addressed these concerns in part and has cited examples where such a solution has been successful. However, it is noted that more detail will be required as the long term success is less known. The applicant team have responded that even if any such issues were to occur, these could be mitigated through potential further mechanical ventilation if required.

6.3.72 The potential issues outlined do not significantly detract from the overall enhancements to the energy performance of the listed building from the existing baseline. The proposed intrusions into the building will be condition as will a need for monitoring post installation, thus reassuring officers that there will be no harm to the internal fabric.

#### *Works to Entrance Hall*

6.3.73 The main entrance hall is a key feature and of high significance to the building, with the triple height entrance foyer, striking curved stair and council chamber with its floating balcony and curved roof. The entrance foyer will retain finishes and decorative features of the most significant public areas.

6.3.74 The existing reception desk and platform will be removed and relocated in a more central part of the room. These are not original features and will help improve legibility of the space and prominence of the prominent spiral staircase. Other alterations such as removal of non-original partitions, glazed panelling and restored internal garden are also proposed. The existing rear wall will be replaced and lead onto an enclosed welcome area in place of the existing open sided undercroft.

*Planning balance*

- 6.3.75 Taking full account of the Council's statutory duty under sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, paras 202 and 203 of the NPPF this harm has been given significant weight and requires a balancing exercise against public benefit.
- 6.3.76 The alterations to the external parts of the building are supported by extensive survey work and exploratory works. The proposals have taken a 'preservation first' approach and sought a strategy that repairs and restores where possible, such as the retention and restoration of the original brickwork within the façade and restoration of rooms of high significance. However, the requirements of retaining civic and council office use on-site and achieving a sustainable, accessible building, suitable for modern working practices, inevitably creates an element of alterations that have resultant harm to the listed building.
- 6.3.77 The retention of the use and providing improved accessibility and enhanced performance and longevity are all considered to hold significant weight in the balance against harm to the statutory Grade II listed Civic Centre building. Where intervention with the heritage building and setting have been required, the proposal has balanced these changes against the benefits. The façade changes have attempted to provide detail to ensure that the integrity and appearance of the listed building would be retained and that the replacements will achieve high quality material finishes that complement the original façade as well as ensuring significant enhancements to the energy performance of the building.
- 6.3.78 Removal of non-original entrance ramp and handrails which do not meet current accessibility standards are welcomed in principle but would create a level of harm through the removal of the stepped access. The benefits through providing improved access and support for the use as a public building, coupled with this de-cluttering and improvements to the prominent canopy are considered to outweigh the less than substantial harm to the heritage asset.
- 6.3.79 The harm from internal changes to the plan form to enable modern office environment are mitigated by the retention of the best examples of the preserved cellular rooms and the retention and restoration of rooms with high significance. The retention of the vestige of the corridor is positive and provides an acceptable balance when ensuring the efficient use of the proposed floor plan.
- 6.3.80 Insulating and retrofitting the building must also achieve an acceptable balance between sustainability benefits and potential for harm to the fabric of the Statutory Grade II listed Civic Centre building. Modest changes in the relationship between external replacement panels, windows and curtain walling and the original façade are considered acceptable due to a requirement for these to be replaced as they approach the end of their lifespan, coupled with significant performance improvements.

6.3.81 The retention of external brickwork has meant potential complications from internal alterations to the Listed Civic Centre Building. The solution of removing and replacing panelling / re-plastering will require a detailed methodology and exploration on site, at a more advanced stage of development. The applicant team have demonstrated that this is a viable option that can be sensitively achieved in this instance. However, this will require monitoring in-line with Conservation and Carbon Officer comments to ensure that such a solution will not harm the long term condition of the building. On this basis the significant improvements to building performance are considered to outweigh any potential harm. If sufficient reassurance cannot be achieved, then this would need to be re-considered in a revised energy strategy.

#### *Heritage Conclusion*

6.3.82 Historic England recognise that the proposals would involve significant works to the external elevations of the Civic Centre in order to bring them up to a good state of repair and improve thermal performance. Historic England encourage conditions for further detailed drawings and on-site samples to ensure that the new windows, glazed facades, replacement panels and detailed junctions between historic fabric and external facing materials be explored. They have deferred to Haringey to determine seeking views of its specialist conservation advisers.

6.3.83 The 20<sup>th</sup> Century Society are positive about the retention of the civic and council uses on site and the majority of works but initially raised similar concerns regarding the detailing of such alterations to the fabric of the building, as well as exploring potential for repairing existing panels and windows, as suggested in the initial survey. Further survey works have confirmed that these features are in unrepairable condition and that such a process would be unlikely to be successful and subsequent comments from the 20<sup>th</sup> Century Society confirm their support. The supporting documents also highlight that in the unlikely event of some successful façade repairs, the façade would still be substantially replaced and have an uneven appearance between old and new elements.

6.3.84 Further initial concerns were raised concerns regarding loss of original plan of the North wing and potential for loss of significance in the basement, but similarly have been overcome in subsequent comments from the 20<sup>th</sup> Century Society. These issues have been reviewed in the balance of providing suitable and efficient use of the site and the significant benefits of retaining the original civic and council office use of the site.

6.3.85 Officers must consider the strong presumption against granting permission for development that causes harm to the setting of a listed building or to a conservation area in line with the legal and policy context set out above.

- 6.3.86 The proposed scheme would retain and in parts enhance the Grade II Listed Civic Centre Building within the site and improve its setting and would, overall, have a positive effect on the character and appearance of the Conservation Area. The replacement of external façade details is required and improved materials in-keeping with the original design and appearance are supported, subject to further detail submission.
- 6.3.87 The loss of the steps will enhance accessibility of the building, de-clutter and better enable to retention of existing civic and council uses on the site. These external alterations are considered to outweigh the harm caused to heritage significance.
- 6.3.88 The internal alterations will enable the retention of civic and council uses and are predominantly in areas of lower significance. Any changes within the areas of high significance will be sensitively undertaken and conditioned accordingly. The less than substantial harm has to be weighed proportionally in the planning balance, in accordance with paragraphs 202 and 203 of the NPPF.
- 6.3.89 As such, paragraph 202 of the NPPF is engaged, requiring the public benefits to be weighed against the heritage harm. The resultant harm has been given significant weight, but, in accordance with guidance in the NPPF paras (202 and 203) is considered to be outweighed by substantial public benefits referred to above.

#### 6.4 Inclusive Design

- 6.4.1 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.
- 6.4.2 Inclusive Design is the practice of ensuring that a design is convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment for all users, and is a key ambition for the applicant.
- 6.4.3 The alterations to the front steps and landscaping are discussed above in heritage context and how these are balanced against the improvements to accessibility through 'level' access to the main entrance. Any changes of level within the public realm and the approach to the main entrance will ensure gradients and any changes in level will be as shallow as possible and circulation routes will be clear, logical and free of obstructions.
- 6.4.4 Upon entering the building, the lower levels will be fully accessible and there will be improved lift access to upper floors. Suitable storage and changing facilities will be provided, alongside accessible facilities. Details of the proposed restrooms arrangements will require compliance with accessibility and provision of gender

neutral toilets and baby changing facilities can be accommodated. The council chamber will be fully accessible to wheelchair users. However, the Public Gallery will not have level access as this would require substantial structural changes to which would be detrimental to the heritage value.

- 6.4.5 The site proposes to retain 8 parking bays of which there would be at least 3 accessible bays. The precise number of bays to be provided will be determined through the parking management plan (PMP) prior to occupation, which will ensure that suitable arrangement of on-site or on-street parking is available to all staff with specific access requirements. All 8 spaces are proposed to have sufficient size for future allocation, and these will be monitored within the PMP.
- 6.4.6 The building will require full compliance with Part M of the Building regulations and has gone beyond this to ensure improved accessibility and inclusivity for all.

## 6.5 Secured by Design

- 6.5.1 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. These principles and other issues of safety, security and resilience to emergency are also expanded in the more recently adopted 2021 London Plan, in Policy D11.
- 6.5.2 As discussed above, the proposed layout improves the openness of the site for pedestrians and cyclists and has sought to avoid hard boundaries. The predominantly open boundaries can be accommodated by the use of security cameras attached to proposed lighting columns. Retention and improving of security features such as vehicle barriers and bollards will ensure the site maintains a safe and secure environment. The provision of ground floor windows and glazing will create passive surveillance as well. Collectively, this can ensure a safe and secure development and establish an active public realm particularly along the woodland garden and Trinity Road frontage. The detailed design of the public realm, including proposed security features, landscaping and lighting, are also considered acceptable.
- 6.5.3 The applicant's Design and Access Statement (DAS) sets out a number of detailed access features and internal and external barriers that are intended to be incorporated into the scheme, including secure access doors and CCTV. The Designing Out Crime Officer (DOCO) raises no objection in principle, subject to the imposition of conditions to require Secured by Design accreditation and ensure the DOCO's continued involvement in detailed design issues.

## 6.6 Impact on Amenity of Adjoining Occupiers

- 6.6.1 Policy D6 of the London Plan notes that development proposals should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- 6.6.2 DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.
- 6.6.3 The design and layout of buildings must enable sufficient sunlight and daylight to penetrate into and between buildings and ensure that adjoining land or properties are protected from unacceptable overshadowing. The Building Research Establishment (BRE) provides guidance on site layout planning to achieve good sun-lighting and day-lighting (BRE Site Layout Planning for Daylight and Sunlight: a guide to good practice)
- 6.6.4 To the north, the new office annex will face existing and predominantly two storey residential terraced houses on Trinity Road. As noted in the design section of this report, the proposed Trinity Building would not follow the established building line of Trinity Road, but gradually diverges from it. The proposal is generally well set back from the street edge, in particular to avoid any interference with the existing large mature trees along the boundary with Trinity Road. These trees and this set back will mitigate disturbance from privacy or light pollution to those houses to the north, for which this is also their street frontage, where there is less expectation of privacy and lack of disturbance than to a back garden.
- 6.6.5 Given the distance and relatively modest height of the proposed Trinity Building, there would be no material detrimental loss of daylight and sunlight to adjacent and surrounding residents. Nevertheless, the applicants have prepared a daylight and sunlight assessment in accordance with BRE Guidance. This assessment demonstrates that there would only be minor loss of daylight (that would be barely noticeable) and no loss of sunlight to surrounding residents. This is because of the distance between proposed and existing buildings and scale and massing.
- 6.6.6 The main massing of the Trinity Building would be set well away from Trinity School and the Traveller's site and would avoid significant impact on daylight, sunlight and overshadowing. The window design and siting of the building ensure that overlooking is minimised to these neighbouring sites.

- 6.6.7 The western link will back onto Traveller site, as the western end of the west wing does now, but scale is minimised in this corner of the site. Both Trinity Building and the link will be largely blank façade or only with high-level clerestory lights, to avoid overlooking, whilst maintaining the architectural language of raised ribs and recessed panels in GRC.

*Noise*

- 6.6.8 The existing civic and office uses would be retained but intensified through the increased floorspace but this would be unlikely to result in additional noise impacts. Additional use for community and civic events is a positive aspect of the proposal and will be managed on-site and will not create significant additional noise and disturbance beyond the existing use. Conditions are proposed to ensure the effective management of such community and weekend use of the site.
- 6.6.9 The applicant's Site Construction Management Plan also sets out minimum standards and procedures for managing and minimising noise during construction. Conditions have been imposed requiring full details and mitigation measures to be submitted for consideration and approval on any grant of planning permission.

*Amenity Impacts – Summary*

- 6.6.10 The proposal would not have a material adverse impact on the amenity presently enjoyed by surrounding residents.

**6.7 Transportation and Parking**

- 6.7.1 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 reflects national guidance (including the National Design Guide).
- 6.7.2 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.
- 6.7.3 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.

- 6.7.4 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.
- 6.7.5 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.
- 6.7.6 The site is located within the Wood Green CPZ, which restricts parking to permit holders only Monday to Saturday, 0800-1830. Trinity Road does contain some pay and display bays with a max stay of 2 hours. Furthermore, a 'School Streets' system is located on Trinity Road, which operates Monday to Friday 08:15-09:15 and 14:45-15:45.
- 6.7.7 The site has a Public Transport Accessibility Level (PTAL) of 6b, indicating excellent public transport accessibility and opportunities for trips to be made to and from the site by modes of transport other than the private car. The site is easily reachable from Wood Green Station, which is only a 4 minute walk. Alexandra Palace Station is within 12 minute walk and 5 minute bike ride from the site. The location is well served by buses along High Road, with frequent 121, 141, 232, 329, 629, and W4 services. Bus stops are located on both sides of High Road in front of the Civic Centre entrance.
- 6.7.8 The proposed development will provide 8 on-site car parking spaces, with 3 allocated as accessible spaces. This is a reduction of 124 spaces from the existing 132 spaces on site. A total of 136 long-stay and 34 short-stay cycle parking spaces would be provided on-site, with further provision made for staff showers and lockers. Four of the on-site car parking spaces would have electric vehicle charging points provided upon delivery, with future infrastructure available for the remaining spaces.
- 6.7.9 The proposed development will have a gross internal floorspace of 10,547sqm, which represents a total increase of 5082sqm from the existing 4357sqm. The development will have an average of 800 office workers on site during the core hours of 08:00 –18:00, with a maximum of 1,030 persons occupying the new development at any one time. The site is currently served by four vehicular accesses to the site.

### *Trip Generation*

- 6.7.10 Trip generation has been calculated using both census data from 2011 and TRICS sites data, where the developer has utilised comparable sites. Transport officers note that these sites have significant differences in terms of their location compared to the development site, which limits comparability, and that some data is more known, as future users are be transferred from existing sites.
- 6.7.11 The proposed hosting of council meetings during weekday evenings from 18:00 – 22:00 and weekends from 09:00 – 20:00 will be similar to the previous use of the Civic Centre. Additional functions are unlikely to generate significant additional trips when compared to the previous use as a Civic Centre and office use. Most of the proposed staff are already located within the local area so Transport Officers have considered that the additional trips be generated by the development proposal will be negligible and likely by sustainable modes of transport.
- 6.7.12 The Transport Assessment (TA) and subsequent addendum sets out that the existing car park is predominantly for casual users who are not reliant on car travel. The removal of the car park for such casual use is reflected in the existing and proposed modal split drop in car drivers to site down from 30% to 5%. The modal split shows projected improved use of public transport, walking and cycling, representing considerable sustainability improvements.

**Table 03 – Modal split for proposed use**

<b>Mode</b>	<b>Existing Mode Share</b>	<b>Proposed Adopted Mode Split</b>
Car driver	30%	5%
Car passenger	2%	3%
Taxi	0%	0%
Motorcycle	0%	0%
Bus	29%	39%
Underground	14%	19%
Train	9%	12%
Cycle	3%	4%
Walking	13%	18%
<b>Total</b>	100%	100%

- 6.7.13 Transportation Officers acknowledge that there will be reduction in on-site car parking, meaning the new development will produce considerably less vehicle trips. Overall, trip generation is considered to be acceptably reasoned and attempts to improve sustainable modes of transport will be encouraged through condition for a commercial travel plan.

*Car parking*

- 6.7.14 London Plan 2021 Policy T6.2 'Office Parking' sets out maximum parking standards, which equates to 1 space per 100 sqm GIA. The proposed office (Class E) use for a site with PTAL 6b, the maximum number of car parking spaces permitted would be 105 spaces. This is a 'maximum provision' and should not be considered as justification for car use where sustainable modes of transport are available. The London Plan is clear that lower car provision for office developments is supported where the site is accessible via public transport, walking and cycling. Given the 'excellent' PTAL for the site, the 8 proposed parking bays are considered sufficient.
- 6.7.15 London Plan Policy T6.5 relates to non-residential disabled parking and indicates that a minimum 5% of the on-site car parking spaces be designated disabled persons parking bay from the outset. Three disabled bays are proposed, which would equate to 37.5% of the total spaces. This would therefore be an overprovision. Furthermore, the parking bays proposed would all have sufficient space to be marked as accessible bays, should there be a requirement for more designated bays on site.
- 6.7.16 The Transport Assessment (TA) highlights 5 existing blue badge holders currently working from Alexandra House, which initially led Transportation Officers to request that 5 bays be dedicated from the outset. However, the applicant has clarified that no final decision has been made on which staff / departments will be moved to the site and that hybrid working from home options will be available to staff. They further note that the transfer to the site is not imminent. Accordingly, it is considered that the provision for proportion of accessible bays be better considered closer to occupation. A Parking Management Plan condition will require review of the parking levels and ensure that suitable provision is monitored.
- 6.7.17 The TA and subsequent addendum detail the method for allocation of staff parking permits, which are issued via a priority system. These are ranked from P1-P9, with P1 being the highest (blue badge or mobility issues) and P9 as the lowest (casual use). There are currently 134 permits issued to staff for the existing site, but many of these are for the lower priority categories and 94 would no longer be eligible. As such car use for these casual users with no reason for driving to site is considered unnecessary and unsustainable and should be discouraged. The remaining 46 staff are in the higher priorities, but not in P1 eligibility. The TA and addendum are clear that these staff would still have access to local council sites at Bury Road, George Meehan House and The Mall, all of which are in close walking distance from the site.
- 6.7.18 The TA is clear that any on-street parking permits for surrounding streets would only be staff in the P1 category. Any visitors with a blue badge would be able to park on-street for a limited time if displaying the relevant blue badge. A parking

stress survey was conducted, using the Lambeth Methodology distance of 500m from the site, which covered a maximum 7min walk radius. This survey recorded 317 available on-street parking spaces, which would be more than capable of accommodating any such future use. Blue badge holders can be exempt from School Street restrictions applied to Trinity Road so this would not restrict such access to on-street parking.

6.7.19 The allocation and potential need for converting existing bays will be set out in a Parking Design and Management Plan condition. The requirement of blue badge parking bays on-site will be subject to review and the oversized parking bays will allow such flexibility for these to be allocated if necessary. Accordingly, Officers consider the provision of the 8 total bays, of which 3 will accessible, to be acceptable.

#### *Cycle parking*

6.7.20 London Plan Policy T5 refers to the outdated Use Class Order but can reasonably be applied to proposals. This states that office (formerly B1 Use Class) would require long stay cycle parking at a rate of 1 space per 150sqm (GEA), as defined in Figure 10.3. This would equate to a requirement for 68 spaces. Although Wood Green is defined as an area 'with higher parking standards' the site itself is outside of the Metropolitan Town Centre and therefore the lower calculation of 68 spaces is relevant. The Civic use would require 21 long stay spaces, which is based on a calculation of 1 long stay space per 8 full time staff and 1 short-stay space per 3 full time staff. Short stay parking for offices requires provision of 1 space per 500 sqm for the first 5000sqm and 1 space per 5,000sqm thereafter. The civic use requires 1 space per 100sqm. These figures are detailed below:

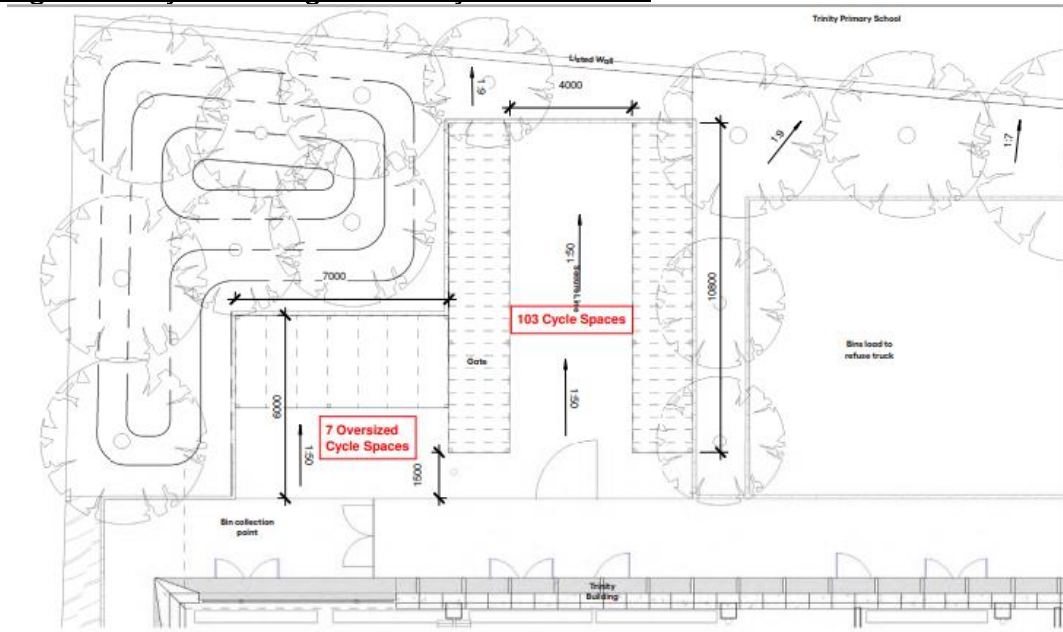
**Table 04 – Minimum Cycle Storage**

Land Use	Standard Applied		Applied Parameters	Long Stay Spaces	Short Stay Spaces
	Long Stay	Short Stay			
<b>Office use</b> "B1" use in London Plan  "rest of London" standards ie. higher standard not applied	1 space per 150sqm GEA	1 space per 500 sqm for the first 5000sqm and 1 space per 5,000sqm thereafter	10,184sqm GEA	68	12
<b>Civic use</b> "D1 other" use in London Plan	1 space per 8 FTE staff	1 space per 100sqm GEA	2,115sqm GEA  166 FTE staff (est. pro rata)	21	22
<b>Total</b>				<b>89</b>	<b>34</b>

6.7.21 The site is in close proximity to the designated Wood Green Metropolitan Area and improving cycle infrastructure and encouraging sustainable modes of transport are important priorities for the Council therefore there is an expectation for the proposal to provide cycle parking in excess of the minimum requirement. The proposal has therefore sought to provide storage capacity for 136 long stay cycles, significantly above the minimum 89 spaces. The requirement for 34 short stay spaces would meet the minimum standard but these can be added to should there be higher demand outlined as the use commences. There are also existing short stay spaces provided on the public highway in front and should further storage be required in the short term.

6.7.22 Detailed plans for cycle storage layout have been provided in the supplementary document submission (HCC-HBA-XX-XX-RP-A-081001, dated July 2023) and show double stacked storage in the main enclosure. This would provide space for 103 cycles alongside storage for 7 larger cycles. The remaining 26 spaces would be in enclosed Sheffield stands adjacent to the north western corner of the existing Civic Centre. Although the use of double stacking bicycles was raised as a concern in the QRP review, the generous provision of cycle storage is supported. The size of enclosures would allow for full manoeuvrability and access for users and a variety of storage solutions are provided. The quantum of oversized cycle storage would meet the required 5% target.

Image 13 – Cycle storage in Trinity service area



6.7.23 The main cycle storage enclosure is adjacent to the rear entrance of the Trinity Building, allowing easy access to staff changing and shower room facilities. Such facilities are welcomed as a means of encouraging greater use of cycling. Overall

the cycling storage and facilities proposed are considered to exceed policy requirement and would encourage cycling to the site.

*Pedestrian / vehicular access*

6.7.24 The Transport Assessment has included an Active Travel Zone (ATZ) assessment which covers a 20-minute cycle area from the site. An examination of the walking and cycling environment to the site via five routes and 5 clusters for collision data has been provided as part of the assessment. Cluster 1 (A105 High Road – White Hart Lane junction) and cluster 2 (A105 High Road – A109 Bounds Green Road junction) are near the site location and both reference several serious and slight collisions. However, it is unknown how many of these relate to pedestrians and cyclists.

6.7.25 The ATZ recommends improved and upgraded signalled crossings and facilities for pedestrians, tactile paving on existing crossings, dedicated cycle infrastructure on White Hart Lane, and improved east-west pedestrian crossing facilities on High Road-White Hart Lane. These are specifically impacted by the development by virtue of anticipated increase of cycling and pedestrian movements and reduction of on-site parking. As such the proposal must provide funding towards a highway improvement scheme to address this greater demand.

6.7.26 The specific highway works have been detailed and costed below and will form part of the wider highway improvements envisaged for the area:

- Remove existing pedestrian crossing north of Trinity Road, £10k
- Install signalised junction on White Hart Lane / High Road, widened footway on both sides of White Hart Lane, £80k
- Install 2 x shared use bus borders on High Road £20k
- Install 100m of step track on northbound High Road between Bound Green Road and White Hart Lane, involving realigning existing footway and associated gully works £50k
- Install 110m of step track on southbound High Road High Road between Bound Green Road and White Hart Lane, involving realigning existing footway and associated gully works £55k
- Reconfigure Bounds Green Road / High Road junction to facilitate pedestrian crossings and cycle friendly movements across the junction, including widening the footway northbound High Road junction, £90k
- Total works costs: £305k, 10% fee for design and consultation £30.5k and 10% fee on implementation £30.5k
- **Total scheme cost: £366k**

6.7.27 The applicant has agreed to the principle and is broadly in agreement regarding the specific fees, subject to the detailed design.

6.7.28 The existing vehicular accesses to the site will be retained, with barriers used to prevent unauthorised access of vehicles. There are existing barriers, but these are proposed to be relocated closer to the highway, which would have potential for vehicles entering the site to block the pedestrian footpath, which has potential to reduce highway safety. A condition requiring repositioned barriers and barrier operation is recommended.

*Electric vehicle charging*

6.7.29 London Plan Policy T6.2 'Office Parking' states that '*Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra Low Emission vehicles*'. The proposed development would have infrastructure for EV charging for all 8 spaces and active charging points installed for 3 on-site parking spaces only. The applicant has suggested that some of these be provided up front and that review of further connections be covered through monitoring and future installation. It is considered reasonable that half the bays be provided from commencement of use and the remaining half be reviewed through the Parking Management Plan.

*Service and Delivery*

6.7.30 Servicing of the site will be undertaken from the main service yard off of Trinity Road and smaller yard off of Bowes Green Road. Swept path drawings have been submitted to demonstrate how vehicles will exit in a forward gear. Vehicles using the main servicing location will turn on site and those using the secondary service area will enter via High Road and exit onto Bounds Green. Transportation Officer and Waste Management Officers are satisfied with the proposed arrangement, subject to further details submission. A suitable Service and Delivery Plan will be conditioned.

*Construction Logistics Plan*

6.7.31 A Construction Logistics Plan (CLP) has not been provided at this stage but some construction detail has been provided within the Transport Assessment. Overall, construction is expected to last 20-22 months, with a start date given of January 2023. A worst-case scenario has been presented in which 75% of traffic will use Trinity Road, and 25% would be diverted by High Road A105. Core working hours have been given as the following Monday to Friday 08:00 – 18:00, Saturday 08:00 – 13:00, and no working on Sundays, Bank or Public Holidays. Working within these times will need to be managed and focussed outside of peak AM and PM traffic flows to minimise the impact to residents, school traffic and the highway network.

6.7.32 The CLP is recommended as condition. Such submission will require the developer to adhere to Transport for London's guidance when compiling the

documents and ensure construction activity be planned to avoid the critical school drop off and collection periods. Payment for the monitoring of the CLP contribution of fifteen thousand pounds (£15,000) will be required.

### 6.7.33 Recommendation

6.7.34 There are no highway objections to this proposal subject to the following conditions.

## 6.8 Energy, Climate Change and Sustainability

6.8.1 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). 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 15% should be achieved through energy efficiency measures for commercial development and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon).

6.8.2 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).

6.8.3 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

6.8.4 London Plan Policy SI5 calls for the use of planning conditions to minimise the use of mains water and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).

6.8.5 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.

6.8.6 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.

6.8.7 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.

6.8.8 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.

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*Energy Strategy*

6.9.9 The existing building is proposed to be retrofitted with use of external insulation in the pre-cast panelling, windows and curtain walling façade details that require replacing. The existing brickwork is in good condition and therefore is not proposed to be dismantled or wrapped in external insulation, as such interventions would be detrimental to the character of this listed building. As such, a hybrid strategy of these external façade areas and internal insulation measures are proposed. This approach is supported in principle by Haringey Policy DM21 to sustainably retrofit existing buildings.

6.9.10 The proposed Trinity Building would provide a predicted reduction in CO<sub>2</sub> emissions, which shows an improvement of approximately 52% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model. This part of the development is therefore compliant and represents an annual saving of approximately 12.8 tonnes of CO<sub>2</sub> from a baseline of 24.8 tCO<sub>2</sub>/year.

6.9.11 The tabulated data received has not been verified to date and officers will continue to review. An Energy Strategy will be required within the Heads of Terms but Officers have welcomed further information submission prior to the Committee and can review as an addendum if required.

*Energy Use Intensity / Space Heating Demand*

6.9.12 Applications are required to report on the total Energy Use Intensity (EUI) 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.

6.9.13 Concerns have been raised from the Council's Carbon Team that the calculated EUI does not perform well against the GLA benchmark of 55 kWh/m<sup>2</sup>/year.

6.9.14 The applicant has justified the higher number, highlighting that this exceedance is a result of the office based function of the proposed site and small power (use of equipment plugged into sockets) required for such office use, which is not accounted for in the GLA benchmark. The density of workstations is also relatively high and the site would also have a dual function office and civic use, with

additional evening and weekend use. However, this will need to be data driven and justified and will be required to be fed into the revised Energy Statement.

*Energy – Baseline*

6.9.15 For major refurbishments, the GLA Energy Assessment Guidance requires an estimate of the carbon savings using an estimated baseline performance of the existing building assuming the notional specification for existing buildings, based on approved document L2. Where existing elements are more efficient than the notional specification, the actual energy performance of the building element should be used with supporting evidence.

6.9.16 The applicant has stated that the information is available and linked to the on-site condition surveys provided, but these must be specifically referenced in the Energy Statement in order to justify the assumptions made for existing building fabric. Information has been submitted to this effect, but Officers have not had time to review. It is anticipated that review of this information for the addendum will ensure more accurate and robust conditions and obligations.

*Energy – Lean*

6.9.17 DPD Policy DM21 requires existing buildings to be retrofitted sustainably, and should demonstrate adequate consideration for sustainable design, layout and construction techniques. DM21 does also state that where there is a conflict between delivering sustainability measures and the potential to cause damage to the significance of the heritage asset, priority will be afforded to the preservation of the heritage asset.

6.9.18 Although the Council's Carbon Officers have expressed concern that the proposed design does not adequately demonstrate how the existing fabric of the building could be retrofitted sustainably with the right design and construction technique, the applicant has responded that the hybrid model is the best solution for retrofitting in a heritage sympathetic approach. The applicant has subsequently provided outline information to describe the heritage impact that the alternative to the hybrid model would either require dismantling and rebuilding the brickwork or 'wrapping' the building in an external insulation cladding. These options have been avoided as there would be a significant heritage impact, which is afforded to preservation of the heritage asset.

6.9.19 Further concerns have been raised that the proposed modelling does not demonstrate how the building's thermal bridging risks have been modelled nor mitigated and how this can be monitored to resolve once the building is in use. The applicant has responded with details of studies of condensation dew point surveys and internal sections that show that where there are issues of thermal bridging, these can be effectively modelled. Such justification of retrofitting and monitoring is recommended for review as conditions.

6.9.20 The applicant has proposed a saving of 3.2 tCO<sub>2</sub> in carbon emissions (13%) through improved energy efficiency standards in key elements of the new build, based on SAP2012 carbon factors. This would fail to comply with the minimum 15% reduction set in London Plan Policy SI2. Be Lean savings have not been reported for the Civic Centre building. Additional information has been prepared, which has sought to clarify this figure, but Officers have not been able to review. This will be assessed further with an update to be prepared in the addendum.

*Energy – Clean*

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

6.9.22 The development is close to the planned future DEN area in Wood Green, so the development is expected to secure connection once this becomes available, subject to demonstration of technical feasibility and financial viability. A condition requiring a plan showing where proposed infrastructure could be installed to outline how the site could reasonably connect to the DEN in future. Further details will be required to show further details regarding such an arrangement.

*Energy – Green*

6.9.23 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 air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 9.6 tCO<sub>2</sub> (39%) reduction of emissions are proposed under Be Green measures.

6.9.24 The total solar array peak output would be 141.7 kWp, which is estimated to produce around 122,367 kWh/year of renewable electricity per year. This translates into 9.2 kWh/sqm for the Civic Centre and 13.7 kWh/sqm for the annexe. The array of 368 panels would be mounted on a total assumed roof area of 691 sqm on roofs of the Civic Centre, and its link block, the new annexe link block and new annexe building on the roof and as a canopy above the plant area. The panels are assumed at a 12° title, with a 20.7% efficiency, 385 Wp per panel,

and facing south and west. The applicant has clarified that the PV arrays are expected to be connected to their nearest main distribution board. They will be assigned to either the existing building or new building in accordance with the most cost effective electrical design. These details will be finalised by condition.

6.9.25 The central ASHP system (min. SCOP of 3.5) will provide space heating to the buildings, anticipated to be delivered through radiators, door curtains, underfloor heating, the air handling and fan coil units. A water-source heat pump (WSHP) will boost temperatures to 70C to serve the existing Civic Centre and will provide domestic hot water to the ground floor showers in the new annexe. The combined SCOP for the Civic Centre of the ASHP and WSHP is 2.5. The hot water storage capacity is calculated at 900L, with a storage loss factor of 3.7 kWh/l/day and secondary pipework losses of 8 W/m.

6.9.26 The development would have expected energy consumption for the whole building:

- ASHP heating: 5.3 kWh/sqm
- ASHP/WSHP heating: 16.9 kWh/sqm
- WSHP hot water: 1.1 kWh/sqm
- Point of use hot water: 3.9 kWh/sqm
- ASHP cooling: 5.2 kWh/sqm
- Electric hot water will instantaneously be provided for handwash basins and staff shower.

6.9.27 Further details are required for the final capacity of the roof spaces for such PV array, as well details of how this will be distributed off site, roof design to maximise PV and insulation performance, water storage, recovery of heat rooms from space heating systems. The Carbon Officer has flagged that waste heat does not appear to be recovered and seeks further explanation of this.

6.9.28 Overall the 39% reduction would be policy compliant but further clarifications will be required to ensure this is the optimum solution. Conditions and obligations will ensure these renewable solutions will be provided.

#### *Energy - Seen*

6.9.29 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.

6.9.30 It is expected that the whole building will use 1,166-1,490 MWh of energy per year, translating into an estimated cost of £293k to £375k (based on a unit price of 25.13p/kWh), which should be measured using metering equipment on site. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of visitors, staff members and elected members. These details will be conditioned accordingly.

#### *Carbon Offset Contribution*

6.9.31 The carbon shortfall will inform the carbon offsetting contribution. This shortfall should be calculated on the basis of the new build and refurbished building. Currently only a shortfall of 12 tCO<sub>2</sub>/year is reported in the spreadsheet and this figure will require further scrutiny as the Energy Strategy evolves.

6.9.32 The remaining carbon emissions for the entire development will need to be offset at £95/tCO<sub>2</sub> over 30 years, plus a 10% management fee. The exact figure will be determined from the updated Energy Strategy but an indicative figure of £98,325 anticipated and an obligation attached accordingly.

#### *Overheating*

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

6.9.34 The applicant has modelled the thermal comfort of the new build and civic centre building in accordance with BREEAM credit Hea04 thermal modelling and design for future thermal comfort requirements. The applicant has used the London Weather Station, for 2020s (DSY1, DSY2, DSY3), 2050s (DSY1), 2080s (DSY1).

6.9.35 All modelled spaces pass the TM52 overheating criteria. The elevational treatment of the proposed building has been specifically designed with solar gain / loss and window proportions and reveal depths in mind. The improved glazing and energy performance for the retrofitted building will also be beneficial in calculations of overheating. However, the proposed Thermal Heating report has not specifically shown how such passive measures have been integrated to reduce overheating risk prior to specifying active cooling.

6.9.36 These details are a requirement of the GLA Energy Assessment Guidance and should be incorporated in the revised overheating and future mitigation strategy required through planning obligation.

*Sustainability*

- 6.9.37 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, materials and waste, water consumption, flood risk and drainage, biodiversity, energy and CO2 emissions. Although no commentary on climate resilience has been provided at this stage.
- 6.9.38 The applicant has prepared a Bespoke BREEAM Pre-Assessment Report to combine the New Construction and Refurbishment & Fit-Out methodologies. Based on this report, a score of 89.97% is expected to be achieved, equivalent to the 'Outstanding' rating. A potential score of 93.56% could be achieved (also equivalent to Outstanding). This is supported in principle and exceeds the policy target to aim for an Excellent rating, and will be secured via planning condition.
- 6.9.39 The potential credits include Wst 01 (project waste management), Wst 02 (recycled aggregates), Pol 02 (NOx emissions) and the innovation credit for sustainable lighting.
- 6.9.40 Achieving these targets will be secure through a BREEAM compliance condition, which is attached.

*Energy, Climate Change and Sustainability Summary*

- 6.9.41 There are ongoing discussions regarding the specifics of calculations and data sets and these are anticipated to be clarified through an addendum, when Officers have had an opportunity to review the updated information.
- 6.9.42 The precise details of the energy strategy will be finalised through obligations, requiring updated Energy Statement and Overheating reports and future connectivity to the DEN, as well as through conditions.

**6.10 Tress, Ecology and Landscaping**

- 6.10.1 London Plan Policy G7 states that wherever possible existing trees of value should be retained, if a development necessitates removal of trees then there should be adequate replacement, in line with. The planting of new trees should generally be included in new developments. Developments that are likely to be used by children and young people should increase opportunities for play and informal recreation, in accordance with London Plan Policy S4.
- 6.10.2 Local Plan Policy SP11 notes that development should promote high quality landscaping on and off site. Development should protect and improve sites of biodiversity and nature conservation, in line with Local Plan Policy SP13.

Opportunities for biodiversity enhancement should be maximised, in accordance with DM DPD Policy DM21.

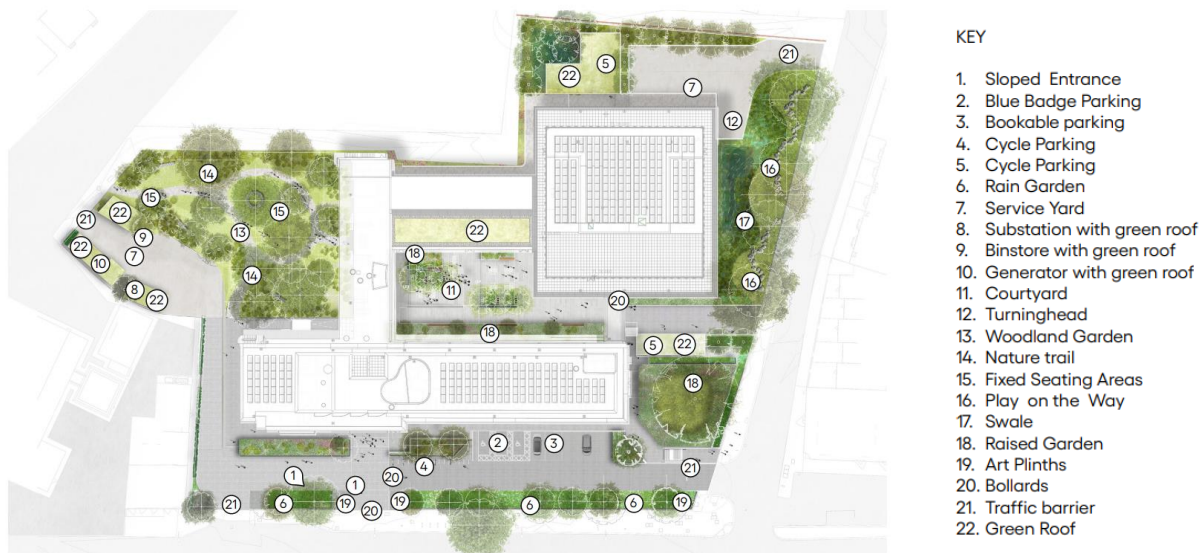
- 6.10.3 The supporting text to Local Plan 2017 Policy SP13 recognises, “trees play a significant role in improving environmental conditions and people’s quality of life”, where the policy in general seeks the protection, management and maintenance of existing trees.
- 6.10.4 The proposal would require the removal 6 low value Cherry / Wild Cherry, Holly and Buddleja trees and a group of 4 smaller trees (predominantly Goats Willow and a single Ash) but proposes a total of 28 additional trees to be planted and protection measures for the mature trees retained on site. Five of the trees to be removed are Category C, low-quality with limited amenity value, as well as one Category B tree. These are predominantly cherry trees and a group of smaller trees and a marginally larger cherry tree. The outline tree planting schedule has been reviewed by the Council’s Arboricultural officer who is satisfied that the planting of 28 trees of a variety of species will provide a net gain of trees on site.
- 6.10.5 Native hedgerow planting and further enhancements to biodiversity and landscaping are proposed as part of a comprehensive landscaping scheme for the site. This will also include a series of rain gardens, a swale and roof gardens, as well as predominantly permeable paving, which will all have positive impacts on surface water drainage. Flower rich perennial planting will also be planted to further encourage biodiversity, alongside aesthetic improvements.
- 6.10.6 The existing frontage will be simplified and offer the chance for planting beds, rain gardens, art plinths and additional trees along the southern part of the frontage. The northern part of the frontage will also provide cycle and vehicle parking near the main entrance. The north-eastern corner of the frontage will be retained as a raised garden above the historic bunker with associated seating.
- 6.10.7 The proposed central courtyard between the proposed Trinity Building and the existing Civic Centre building will be predominantly made up of permeable paved landscaping and will provide outdoor seating areas, tree planting and planting beds to create a green pocket within the centre of the site, whilst retaining a functional use. The roof of the proposed western two storey link (connecting the proposed Trinity Building and the existing Civic Centre building) will provide a further green roof. The glazed ‘welcome’ area at the southern end of this space will also allow views out onto the woodland garden, further enhancing the greening of this area. The only public access point is the main entrance so this area will be controlled for people using the buildings only.
- 6.10.8 The areas around the proposed Trinity Building and the Civic Centre building will have greater accessibility than existing and allow improved legibility and access for cyclists and pedestrians. The existing woodland garden will be further enhanced through the planting of additional perimeter planting of trees and

enhancements through installation of natural play equipment and seating within this area. The specific design of this landscaping is subject to discussion with adjacent sites (local schools and the Travellers' site) and will form part of the comprehensive landscaping scheme for this area. The existing and proposed stores located in the adjacent service area will incorporate green roofs and an additional tree, as a softening of these structures. The precise details will also be required to be submitted for approval by the imposition of conditions.

6.10.9 Further extensive tree planting is proposed in the main service area, in the western corner of the site, accessed off Trinity Road. This area will also include the main bicycle enclosure, which will also incorporate a green roof. The areas surrounding the enclosure will have significant landscaping and planting. The rear boundary currently has an imposing wall separating it the site from Trinity Primary Academy, which will be softened somewhat through landscaping. This is a functional area for servicing but the proposed landscaping and semi-permeable paving is considered to improve the visual appearance and performance of this space.

6.10.10 The proposed building line of the Trinity building will be set back from the mature trees along Trinity Road. These trees are proposed to be retained and protected during construction. The green strip of land that they inhabit is currently fenced off but will be opened up to incorporate 'play on the go' play equipment for use by the wider community. This is especially appealing given the use of Trinity Road as an access point to Trinity Primary Academy and Trinity Gardens open space. The area set back from tree lined frontage will provide a swale area of grass, which is a grassy space able to help drain in times of excessive rainfall.

Image 14- Proposed Landscaping



*Ecology*

- 6.10.11 Policy G6 of the London Plan outlines that proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. The Biodiversity Net Gain calculation shows a net gain of 10.13%, which is above the 10% requirement due to come into force in November 2023, as set out in the Environment Act 2021.
- 6.10.12 The site has no ecological designation but is adjacent to designated green chain leading to designated open space of Trinity Gardens. These do not result in any specific restrictions over the application site, but the improvements to hedgerow and landscape improvements will help improve this wider ecological context.
- 6.10.13 An Ecological Impact Assessment and BREEAM Ecological Assessment have been provided and set out baseline information on habitats and protected species. The proposed landscaping enhancements and mitigation will ensure ecological enhancement opportunities and Biodiversity Net Gain improvements.
- 6.10.14 Any light spill is considered to be reasonably contained within the building and can be managed externally, subject to condition. As such the proposal would not materially harm adjacent ecological areas.

*Urban Greening Factor*

- 6.10.15 Policy G5 of the London Plan notes that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design. The Mayor recommends a target urban greening factor score of 0.3 for developments that are predominantly commercial.
- 6.10.16 The Woodland Garden, trees and grassland surround the existing building create a green perimeter. The main part of the proposed development (Trinity Building) would be located on the existing car park, which allows enhanced greening through the provision of biodiverse green roofs. The associated landscaping will also offer significant improvements with hedgerows, shrubs, trees, grassland and rain gardens.
- 6.10.17 The submitted Urban Greening Factor Statement indicates that such measures will accord with policy, with a score of 0.30. In addition to the UGF the development would also provide a 0.12 for hedgerow gain, with associated greening and biodiversity improvements. The policy compliant 0.3 factor is suitably addressed within the UGF Statement and will be secured through condition. As such this is considered acceptable.

**6.11 Flood Risk, Drainage and Water Infrastructure**

6.11.1 Development proposals must comply with the NPPF and its associated technical guidance around flood risk management. Policy SI12 of the London Plan requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed.

6.11.2 Policy SI13 of the London Plan and Policy SP5 of the Local Plan expect proposed development to utilise Sustainable Urban Drainage Systems (SUDS).

6.11.3 Policies DM24, 25, and 29 of the DM DPD continues the NPPF and London Plan approach to flood risk management and SUDS to ensure that all proposals do not increase the risk of flooding. Policy DM27 of the DM DPD seeks to protect and improve the quality of groundwater.

6.11.4 Policy SI5 of the London Plan requires proposals to ensure adequate wastewater infrastructure capacity is available.

#### *Flood Risk*

6.11.5 The site is entirely in Flood Zone 1 and has a low probability of flooding from tidal and fluvial sources. The nearest watercourse to the development site is approximately 1.4km north of the site, meaning likelihood of flooding is low.

6.11.6 Since the proposed surface water drainage strategy represents an improvement in surface water flood risk the proposal meets the requirements for development within Critical Drainage Areas within Policy DM26 of the DM DPD.

6.11.7 Foul water from the proposed development is proposed to be discharged to the existing combined sewers at a peak rate of approx. 6.69/s, which would represent a significant increase from the estimated foul water discharge from the existing site (2.99l/s). The combined discharge of foul and surface water from the proposed development is 12.59l/s, a reduction of over 130l/s from the existing combined rate. The risk of surface water flooding and flooding from combined sewers is therefore considered to be low.

#### *Drainage*

6.11.8 The proposed surface water drainage strategy takes account of likely increased rain fall as a result of climate change, factoring in a 40% increase in peak rainfall intensity. The SUDS report has been compiled in conjunction with the Environment Agency, lead local flood authority and Thames Water. The existing site contains approximately 75% impermeable surfaces.

6.11.9 A variety of SuDS features are proposed to be incorporated, in accordance with the London Plan drainage hierarchy. Areas of living/blue roofs, podium level gardens, tree pits, vegetated areas, dedicated swale and improvements to

permeable surfaces would attenuate water flow and avoid any requirement for underground tanks. The swales also provide effective removal of urban pollutants, as well as reducing run off rates and ground conditions.

6.11.10 The surface water improvement provided is a reduction in peak run-off from approximately 144.10 l/s to 5.9 l/s, equating to 96% less than the previously undeveloped site. As such, this accords with Policy SI3 of the London Plan (which aims to achieve greenfield rates).

6.11.11 Thames Water has raised no objection to the proposed scheme, subject to requested conditions and informatives. The Lead Local Flood Authority (LLFA) likewise has not objected, subject to maintenance of SuDS features. It is recommended that a SuDS management and maintenance plan be secured by a condition.

## 6.12 Air Quality

6.12.1 Policy SI 1 of the London Plan requires development proposals to not worsen air quality and be at least Air Quality Neutral. The London Plan is supported by the Control of Dust and Emissions during Construction and Demolition SPG.

6.12.2 Policies DM4 and DM23 of the DM DPD require development proposals to consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development. Air Quality Assessments will be required for all major developments where appropriate. Where adequate mitigation is not provided planning permission will be refused. Haringey is an Air Quality Management Area (AQMA).

6.12.3 The application is supported by an Air Quality Assessment, which includes an Air Quality Neutral Assessment. The applicant's Site Construction Management Plan also sets out minimum standards and procedures for managing and minimising dust and air quality impacts.

6.12.4 The heating and hot water strategy is to be emission free, with heating / hot water demand being met through air and water source heat pumps, with feasibility of future connection to a Decentralised Energy Network (DEN) to be investigated. There is a diesel-powered backup generator proposed, however this will only be used in the case of an emergency and for testing. As a result, any impact on air quality is likely to be negligible. Therefore, the impact of combustion plant associated with the proposed development will be not significant.

6.12.5 The applicant's Air Quality Assessment finds that construction activities including emissions, traffic and dust will increase but that these can be mitigated and will not have a residual impact on local air quality. This goes on to note that in the

longer term the significant reduction in 124 parking spaces will compensate and provide a net decrease from the existing site.

6.12.6 The proposed development will seek to connect to any future Decentralised Energy Network and has incorporated suitable steps for energy use to ensure emissions are minimised. Due to the net decrease in vehicle trips and the zero onsite emission energy strategy, the proposed development satisfies the requirements for Air Quality Neutral.

6.12.7 It is recommended that conditions are imposed in order to manage and minimise impacts during demolition and construction, in accordance with the measures highlighted by LBH Pollution.

### 6.13 Waste and Recycling

6.13.1 Policy SI7 of the London Plan requires proposed development to have adequate, flexible, and easily accessible storage space and collection systems that support the separate collection of dry recyclables and food. Policy SP6 of the Local Plan and Policy DM4 of the DM DPD require development proposals make adequate provision for waste and recycling storage and collection.

6.13.2 The applicant's Waste Management Plan has been developed in accordance with guidance provided by Waste officers and outlines that the waste and recycling storage arrangements will be supported by the facilities management team.

6.13.3 Two refuse stores are proposed and located in the rear and side service areas. The side service area is accessed off Bounds Green Road and would accommodate a freestanding external refuse store for the existing Civic Centre building. Refuse vehicles would operate on a one way system between Bounds Green Road and High Road. The rear service area is accessed off Trinity Road and would have the refuse store contained internally within the proposed annex. This would serve as refuse store for the annex only. Tracking diagrams show that there would be sufficient space for refuse vehicles to manoeuvre within the service yards and enter and egress in a forward gear.

6.13.4 Both waste stores would contain recycling, residual and organic bins. The waste generation rates and compositional splits for residual, recyclable and organic waste are considered to be reasonable assumptions. Collection has been agreed to be three times a week for both existing and proposed buildings and such an arrangement has been agreed with the Waste Management Team. As such the size of the proposed refuse stores are considered acceptable in size and siting and can be collected effectively by refuse vehicles.

## 6.14 Fire Safety and Security

6.14.1 Policy D12 of the London Plan clearly states 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)).

6.14.2 The application is supported by a Fire Statement that meets the requirements of a Fire Statement required by Policy D12 (A) of the London Plan.

6.14.3 It is recommended that, in accordance with the Mayor of London's draft guidance, it should include a planning condition requiring the development to be carried out in accordance with the planning fire safety strategy (included in the Fire Statement).

## 6.15 Employment

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

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

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

## 6.16 Equalities

6.16.1 In determining this planning application, the Council is required to have regard to its obligations under equalities legislation including obligations under the Equality Act 2010. In carrying out the Council's functions due regard must be had, firstly to the need to eliminate unlawful discrimination, and secondly to the need to promote equality of opportunity and to foster good relations between persons who share a protected characteristic and persons who do not share it. Members must have regard to these duties in taking a decision on this application.

6.16.2 As noted in the various sections in this report, the proposed scheme would retain enhance the civic functions of the site and provide modern accessible council offices in a highly accessible site, just outside of a Metropolitan Town Centre.

6.16.3 The alterations to the existing Civic Centre and new office space would provide significant improvements to the accessibility and inclusivity of the building, enhancing the accessibility of these Civic functions and the Council's offices. The enhancements include an equal access for all users; staff and members of the public and generous lifts to all floors. The proposal provides accessible landscaped spaces within the surrounds of the building for all to enjoy. Accessible WCs are provided on all floors and gender neutral WCs are also included alongside gender specific WCs.

6.16.4 The proposal will therefore have a positive equalities impact for people with a disability and other people who require level access such as people using prams, it will also be positive for people undergoing gender reassignment whilst respecting the religious beliefs of others.

## 6.17 Conclusion

6.17.1 The proposal will provide an exemplary restoration of the Grade II listed Civic Centre securing the future the building through providing high quality civic and office space

6.17.2 The proposal will improve the immediate setting of the Conservation Area and locality. The 'less than substantial harm' to the heritage significance would be outweighed by the significant public benefits that the proposed scheme would deliver.

6.17.3 The layout and design optimises the development potential of the site, providing a high quality design that respects the scale and character of the surrounding area and is sensitive to the amenity of neighbours.

6.17.4 The proposed scheme broadly complies with Site Allocation SA5 of the Council's Site Allocations Development Plan Document.

6.17.5 A total of 124 parking bays will be removed from the site, the provision of 136 long stay, and 34 short stay cycle parking spaces and suitably located and desirable showering and changing facilities will encourage the use of sustainable travel alongside improvements to the surrounding highways environment to encourage active travel to the site.

6.17.6 The proposed scheme will make significant improvements to the energy performance of the existing building through an internal and external retrofitting strategy. The proposed Trinity Building will provide a sustainable which will achieve suitable passive design and mitigation, some outstanding sustainability matters will be resolved through further submissions.

6.17.7 The proposal through improvement to accessibility would have a positive equalities impact.

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

- 7.1 Based on the information given on the plans, the Mayoral CIL would be £334,304.45. There would be no Haringey CIL charge as office are subject to a Nil CIL rate.

## **8 RECOMMENDATIONS**

- 8.1 GRANT planning permission and listed building consent for the reasons set out in Section 2 above.

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**Conditions for HGY/2023/1043:**Time limit

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

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

Approved Plans

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

HCC-HBA-CC-B1-DR-A-008150 Level B1 - Proposed Strip Out Plan	P1
HCC-HBA-CC-00-DR-A-008151 Level 00 - Proposed Strip Out Plan	P1
HCC-HBA-CC-01-DR-A-008152 Level 01 - Proposed Strip Out Plan	P1
HCC-HBA-CC-02-DR-A-008153 Level 02 - Proposed Strip Out Plan	P1
HCC-HBA-CC-03-DR-A-008154 Level 03 - Proposed Strip Out Plan	P1
HCC-HBA-CC-04-DR-A-008155 Level 04 - Proposed Strip Out Plan	P1
HCC-HBA-CC-ZZ-DR-A-008250 East Elevation - Proposed Strip Out	P1
HCC-HBA-CC-ZZ-DR-A-008251 North Elevation - Proposed Strip Out	P1
HCC-HBA-CC-ZZ-DR-A-008252 West Elevation - Proposed Strip Out	P1
HCC-HBA-CC-ZZ-DR-A-008253 South Elevation - Proposed Strip Out	P1
HCC-HBA-CC-ZZ-DR-A-008350 Sections / Internal Elevations - Proposed Strip Out	P1
HCC-HBA-ZZ-B1-DR-A-208100 Level B1 - Proposed GA Plan	P1
HCC-HBA-ZZ-00-DR-A-208101 Level 00 - Proposed GA Plan	P1
HCC-HBA-ZZ-01-DR-A-208102 Level 01 - Proposed GA Plan	P1
HCC-HBA-ZZ-02-DR-A-208103 Level 02 - Proposed GA Plan	P1
HCC-HBA-ZZ-03-DR-A-208104 Level 03 - Proposed GA Plan	P1
HCC-HBA-ZZ-04-DR-A-208105 Level 04 - Proposed GA Plan	P1
HCC-HBA-ZZ-ZZ-DR-A-208200 Proposed East Elevation	P2
HCC-HBA-ZZ-ZZ-DR-A-208201 Proposed North Elevation	P2
HCC-HBA-ZZ-ZZ-DR-A-208202 Proposed West Elevation	P2
HCC-HBA-ZZ-ZZ-DR-A-208203 Proposed South Elevation	P2
HCC-HBA-ZZ-ZZ-DR-A-208204 Proposed East Courtyard Elevation	P1
HCC-HBA-ZZ-ZZ-DR-A-208205 Proposed North Courtyard Elevation	P1
HCC-HBA-ZZ-ZZ-DR-A-208206 Proposed West Courtyard Elevation	P1
HCC-HBA-ZZ-ZZ-DR-A-208207 Proposed South Courtyard Elevation	P1
HCC-HBA-ZZ-ZZ-DR-A-208208 Proposed Context Elevations	P1
HCC-HBA-ZZ-ZZ-DR-A-208209 Proposed Context Elevations	P1
HCC-HBA-ZZ-ZZ-DR-A-208210 Proposed Courtyard Context Elevations	P1
HCC-HBA-ZZ-ZZ-DR-A-208211 Proposed Courtyard Context Elevations	P1
HCC-HBA-ZZ-ZZ-DR-A-208300 Proposed Section AA	P2
HCC-HBA-ZZ-ZZ-DR-A-208301 Proposed Section BB	P1
HCC-HBA-AB-ZZ-DR-A-218300 External Wall Assembly Section -AB - North Elevation	P1
HCC-HBA-AB-ZZ-DR-A-218301 External Wall Assembly Section -AB - East Elevation	P1
HCC-HBA-AB-ZZ-DR-A-218302 External Wall Assembly Section -AB - West Elevation	P1
HCC-HBA-AB-ZZ-DR-A-218303 External Wall Assembly Section -AB - South Elevation	P1
HCC-HBA-AB-ZZ-DR-A-218304 External Wall Assembly Section -AB - Picture Window	P1
HCC-HBA-AB-ZZ-DR-A-218310 External Wall Assembly Section -AB - East Linkblock	P1
HCC-HBA-AB-ZZ-DR-A-218311 External Wall Assembly Section -AB - West Linkblock	P1
HCC-HBA-AB-ZZ-DR-A-218401 External Wall Details - AB - Typical Facade Detail - Plant Screen	P1
HCC-HBA-CC-ZZ-DR-A-218050 External Wall Types - CC - Brickwork Enhancement	P1
HCC-HBA-CC-ZZ-DR-A-218051 External Wall Types - CC - Precast Concrete	P1
HCC-HBA-CC-ZZ-DR-A-218052 External Wall Types - CC -Miscellaneous Enhancement	P1

HCC-HBA-CC-ZZ-DR-A-218210	External Wall Scoping Elevations- CC - Brickwork - Sheet 01	P1
HCC-HBA-CC-ZZ-DR-A-218211	External Wall Scoping Elevations- CC - Brickwork - Sheet 02	P1
HCC-HBA-CC-ZZ-DR-A-218212	External Wall Scoping Elevations- CC - Concrete & Render -Sheet 01	P1
HCC-HBA-CC-ZZ-DR-A-218213	External Wall Scoping Elevations- CC - Concrete & Render -Sheet 02	P1
HCC-HBA-CC-ZZ-DR-A-218350	External Wall Bay Studies - CC -North Wing - East Elevation	P1
HCC-HBA-CC-ZZ-DR-A-218351	External Wall Bay Studies - CC -North Wing - West Elevation	P1
HCC-HBA-CC-ZZ-DR-A-218352	External Wall Bay Studies - CC -South Elevation	P1
HCC-HBA-CC-ZZ-DR-A-218353	External Wall Bay Studies - CC -West Wing - South Elevations	P1
HCC-HBA-CC-ZZ-DR-A-218354	External Wall Bay Studies - CC -L03 - East & West Elevations	P1
HCC-HBA-CC-00-DR-A-248100	Level 00 - Stairs & Ramps Civic Centre repair plan	P1
HCC-HBA-CC-01-DR-A-248101	Level 01 - Stairs & Ramps Civic Centre repair plan	P1
HCC-HBA-CC-02-DR-A-248102	Level 02 - Stairs & Ramps Civic Centre repair plan	P1
HCC-HBA-CC-03-DR-A-248103	Level 03 - Stairs & Ramps Civic Centre repair plan	P1
HCC-HBA-ZZ-RF-DR-A-278106	RF Level - Civic Centre Roof Scoping Plan	P1
HCC-HBA-CC-00-DR-A-348100	Level 00 - Balustrading Civic Centre repair plan	P1
HCC-HBA-CC-01-DR-A-348101	Level 01 - Balustrading Civic Centre repair Plan	P1
HCC-HBA-CC-02-DR-A-348102	Level 02 - Balustrading Civic Centre repair Plan	P1
HCC-HBA-CC-03-DR-A-348103	Level 03 - Balustrading Civic Centre repair Plan	P1
Civic Centre		
HCC-HBA-CC-B1-DR-A-358099	Level B1 - Basement Ceiling Finishes Plan	P1
HCC-HBA-CC-00-DR-A-358100	Level 00 - Ground Floor Ceiling Finishes Plan	P2
HCC-HBA-CC-01-DR-A-358101	Level 01 - Ground Floor Ceiling Finishes Plan	P2
HCC-HBA-CC-02-DR-A-358102	Level 02 - Ground Floor Ceiling Finishes Plan	P2
HCC-HBA-CC-03-DR-A-358103	Level 03 - Ground Floor Ceiling Finishes Plan	P2
HCC-HBA-CC-ZZ-DR-A-358400	North wing incl. meeting room - Typical RCP + detail	P1
Civic Centre		
HCC-HBA-CC-B1-DR-A-428099	Level B1 - Basement Floor Internal Wall Finishes Plan	P1
HCC-HBA-CC-00-DR-A-428100	Level 00 - Ground Floor Internal Wall Finishes Plan	P1
HCC-HBA-CC-01-DR-A-428101	Level 01 - First Floor Internal Wall Finishes Plan	P1
HCC-HBA-CC-02-DR-A-428102	Level 02 - Second Floor Internal Wall Finishes Plan	P1
HCC-HBA-CC-03-DR-A-428103	Level 03 - Third Floor Internal Wall Finishes Plan	P1
HCC-HBA-CC-B1-DR-A-438099	Level B1 - Basement Floor Finishes Plan	P1
HCC-HBA-CC-00-DR-A-438100	Level 00 - Ground Floor Finishes Plan	P1
HCC-HBA-CC-01-DR-A-438101	Level 01 - First Floor Finishes Plan	P1
HCC-HBA-CC-02-DR-A-438102	Level 02 - Second Floor Finishes Plan	P1
HCC-HBA-CC-03-DR-A-438103	Level 03 - Third Floor Finishes Plan	P1
HCC-HBA-CC-00-DR-A-778506	Room Data Sheet - Typical North Wing Meeting Room	P1
HCC-HBA-CC-01-DR-A-778507	Room Data Sheet - Committee Room 1&2	P1
HCC-HBA-CC-00-DR-A-778508	Room Data Sheet - Large Room of the Registrars	P1
HCC-HBA-CC-00-DR-A-778509	Room Data Sheet - Lobby / Reception Area	P1
HCC-HBA-CC-01-DR-A-778510	Room Data Sheet - Council Chamber	P1

Documents:

- Design and Access Statement (DAS)-August 2023
- Landscape Strategy / Urban Greening Statement (within DAS)-April 2023
- Flood Risk Assessment-April 2023
- Sustainable Drainage Strategy-April 2023
- Arboricultural Impact Assessment-April 2023
- Tree Protection Plan-April 2023
- Planning Statement-April 2023
- Heritage Statement-April 2023
- Façade Condition Survey-April 2023
- Sample Petrographic Analysis-April 2023
- Townscape and Visual Impact Assessment -April 2023
- Ecology BREEAM Assessment-April 2023
- Bat Survey-April 2023

Biodiversity Impact Assessment-April 2023  
Ecology BREEAM Assessment-April 2023  
Energy Statement-April 2023  
Sustainability Strategy and BREEAM Assessment-April 2023  
Thermal Comfort Report -April 2023  
Transport Assessment -April 2023  
Transport Addendum – 9 August 2023  
Draft Travel Plan-April 2023  
Air Quality Assessment-April 2023  
Noise Impact Assessment -April 2023  
Generic Quantitative Risk Assessment - 0044501-BHE-XX-XX-RP-YG-0003 - 10 March 2023 – P01  
Sunlight / Daylight Assessment - April 2023  
Crime Prevention Statement - April 2023  
Waste Management Plan - April 2023  
Lighting Assessment - April 2023  
Statement of Community Involvement - April 2023  
Fire Strategy - HCC-BHE-XX-XX-RP-YF-000001- 3 March 2023 – Rev P05  
Typical Details Schedule - July 2023  
Supplementary Planning Info - HCC-HBA-XX-XX-RP-A-081001  
Barrier and Bollard Location Plan -HCC-CTF-ZZ-00-DR-L-100011 S4 P1  
Furniture Comparison Plan-HCC-CTF-ZZ-00-DR-L-100011 S4 P2  
Existing and Proposed Trees -556-CTF-ZZ-ZZ-DR-L-500007 S4 P1  
Site Planting Plan -556-CTF-ZZ-ZZ-DR-L-500000 S4 P1  
PAYE Letter - DM/23007/001  
External Wall Bay Studies – CC – South Wing – West Elevation – HCC-HBA-CC-ZZ-DR-A-218358 P1  
Heritage Joinery Modifications - Typical North Wing Meeting Room - HCC-HBA-CC-ZZ-DR-A-728032 P1  
External Wall Bay Studies – CC – South Elevation - HCC-HBA-CC-ZZ-DR-A-218352 P1  
Access Statement – 0044501- 14 August 2023 Revision P01  
ASWS Report – 23 August 2023  
ASWS Window Condition Survey – 23 August 2023  
Supplementary Planning Information HCC-HBA-XX-XX-RP-A-081001 – 11 July 2023

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

### External Materials

3. (a) Prior to the commencement of buildings works above grade, detailed of all proposed external materials and elevational details for the Building have been submitted to and approved by the Local Planning Authority. These external materials and details shall include:
- i). External facing materials and glazing, including sample boards of all cladding materials and finishes;
  - ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
  - iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, curtain walling and parapets to roofs;
- (b) Thereafter the development shall be carried out in accordance with the approved details and materials.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policy SP11 of Haringey's Local Plan Strategic Policies 2017, Policies DM1, DM3 and DM9 of the Development Management Development Plan Document 2017, Policies D4 and HC1 of the London Plan 2021.

Phasing of Works

4. Commencement of use of the Trinity Building extension hereby approved shall not take place until the listed building works approved under HGY/2023/1044 have been substantially completed.

Reason: To ensure long term future of the listed building in accordance with Policy SP12 of Haringey's Local Plan Strategic Policies 2017, Policy DM6 of the Development Management Development Plan Document 2017 and Policy HC1 of the London Plan 2021.

Site Levels

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

Reason: In order to ensure that any works in conjunction with the permission hereby granted respects the height of adjacent properties through suitable levels on the site in accordance with Policy D4 of the London Plan 2021, Policy DM1 of the Development Management Development Plan Document 2017, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policy DH2 of the Highgate Neighbourhood Local Plan 2017.

Detailed Fire Statement

6. Notwithstanding the provisions of the Fire Strategy (HCC-BHE-XX-XX-RP-YF-000001\_Revision P05) prepared by Buro Happold dated 03 March 2023 the proposed development shall include appropriate fire safety solutions and represent best practice in fire safety planning in both design and management and should include a more detailed fire strategy/fire engineered design in order to satisfy Part B of the Building Regulations - Fire Safety. Detail of compliance and Building Control approval shall be submitted to the Local Planning Authority prior to occupation.

Reason: In the interest of fire safety to comply with Policy D12 of the London Plan 2021.

Hard and Soft Landscaping:

7. (a) Prior to the commencement of the development above ground level full details of both hard and soft landscape works that shall achieve an urban greening factor of 0.3 shall be submitted to and approved in writing by the Local Planning Authority, and these works shall thereafter be carried out as approved. These details shall include information regarding, as appropriate:
  - (i) Hard surfacing materials;
  - (ii) Play areas and equipment;
  - (iii) Boundary treatments and balustrade railing details;
  - (iv) Any relevant SuDs features (as identified in the Drainage Strategy (HCC-BHE-XX-XX-RP-C-000001 Rev P02, dated 15 March 2023));
  - (v) A SUDS management and maintenance plan for the proposed SUDS features, detailing future management and maintenance responsibilities for the lifetime of the development;

- (vi) Minor artefacts/structures (e.g. planting beds, furniture, refuse or other storage units, signs, bollards, lighting columns, barriers, CCTV, art installation infrastructure; etc.);
- (vii) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);

Soft landscape works shall include:

- (viii) 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;
- (ix) Written specifications (including cultivation and other operations) associated with plant and grass establishment; and
- (x) Implementation and aftercare management programmes.

(b) The external landscaping and SUDS features shall be carried out in accordance with the approved details, management and maintenance plan and implementation programme unless otherwise agreed in writing by the Local Planning Authority.

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

Reason: To ensure a satisfactory level of amenity, children's play opportunities, biodiversity enhancement and boundary treatments.

#### Art Installation Strategy

8. Notwithstanding the documents hereby approved and prior to the commencement of any landscaping, an art installation strategy shall be submitted to and approved in writing by the Local planning Authority in writing, detailing a design code, size, siting and rationale for art installations and all future installations shall comply with the strategy unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard and enhance the visual amenities of the locality in compliance with Policy SP11 of Haringey's Local Plan Strategic Policies 2017, Policies DM1, DM3 and DM9 of the Development Management Development Plan Document 2017, Policies D4 and HC1 of the London Plan 2021.

#### Community and Civic Use Plan

9. Prior to the first occupation of the development hereby approved details of the proposed community and civic uses within the site and details of how this will be managed and publicised, shall be submitted to and approved in writing by the Local planning Authority and will operate in accordance with this agreement.

Reason: To ensure that community use to the site is retained and managed in a suitable manner.

#### Tree Protection Plan

10. The development hereby approved shall be constructed in accordance with the tree protection plan and method statements and shall be overseen by an Arboriculturist to be retained until completion of the development.

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

#### Arboricultural Method Statement

11. No development should take place until an arboricultural method statement for any works within the root protection areas is submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented and retained in accordance with the approval.

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

#### Biodiversity

12. (a) Prior to occupation of the approved building, details of ecological enhancement measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain of at least 10%, plans showing the proposed location of ecological enhancement measures (including bat boxes, bird boxes and bee bricks), a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

(b) 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.

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

REASON: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with Policies G1, G5, G6, SI1 and SI2 of the London Plan (2021) and Policies SP4, SP5, SP11 and SP13 of the Haringey Local Plan (2017) and DM21 of the Development Management Development Plan Document 2017.

#### Living Roofs

13. (a) Prior to the above ground commencement of development, details of the living roofs be submitted to and approved in writing by the Local Planning Authority. The 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 roof, annotating contours of the varying depths of substrate;
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m<sup>2</sup> of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m<sup>2</sup>, rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m<sup>2</sup>) and density of plug plants planted (minimum 20/m<sup>2</sup> with roof ball of plugs 25m<sup>3</sup>) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.
- viii) A section showing the build-up of the blue roof 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 roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting, and biodiversity measures. If the Local Planning Authority finds that the living roof has not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roof shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

#### Energy Strategy

14. Notwithstanding the Sustainability and Energy Statement (dated 8 March 2023), prepared by Buro Happold a revised Energy Statement will be required prior to commencement of any works on site.

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

#### Retrofit Strategy and Monitoring

15. Prior to commencement of development a retrofit strategy detailing how the insulation will be installed to avoid damage to the fabric of the listed building, proposed monitoring arrangement shall be submitted and approved by the Local Planning Authority and all works will be required to conform with this strategy.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, SI3, and Local Plan Policy SP4 and DM22 and DM49 of the Development Management Development Plan Document 2017.

#### Future DEN Connection

16. Prior to the commencement of above ground works a plan for future connection to the local Decentralised Energy Network (DEN) shall be submitted to and approved by the Local Planning Authority, detailing how the site will connect to the future DEN, siting of proposed infrastructure and connections.

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

#### Overheating

17. (a) Prior to the commencement of the proposed use, an revised Overheating Report shall be submitted to and approved by the Local Planning Authority only if that space is to be occupied in accordance with the NCM Activity Database and will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.

(b) The report shall be based on the current and future weather files for 2020s, 2050s and 2080s for the CIBSE TM49 central London dataset. It shall set out:

- i. The proposed occupancy profiles and heat gains in line with CIBSE TM52.
- ii. The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.
- iii. A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files, with confirmation that the retrofit measures can be integrated within the design.
- iv. The mitigation measures hereby approved shall be implemented prior to occupation and retained thereafter for the lifetime of the development.

Reason: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with Policy SI4 of the London Plan (2021), and Policies SP4 and DM21 of the Local Plan.

#### BREEAM

18. (a) Prior to commencement of the development hereby approved, a design stage accreditation certificate for the development must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM "Excellent" outcome (or equivalent).

(b) The Building 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.

(c) Prior to occupation, a post-construction certificate issued by the Building Research Establishment (or equivalent) for each non-residential use in that phase must be submitted to the local authority for approval, confirming this standard has been achieved.

(d) 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 Policy SP4 and DM21.

#### PV Arrays

19. Notwithstanding the PV Arrays shown on the approved drawings a detailed strategy of PV arrays shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the installed quantum and PV arrays generate renewable energy at their full potential.

#### Secured By Design

20. Prior to the commencement of above ground works, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

Reason: To ensure a safe and secure development and reduce crime in accordance with Policies D4 and D11 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

#### Secured By Design Accreditation

21. Prior to the first use of the buildings, 'Secured by Design' certification shall be obtained for such building or part of such building or use.

Reason: To ensure a safe and secure development and reduce crime in accordance with Policies D4 and D11 of the London Plan 2021, Policy SP11 of Haringey's Local Plan Strategic Policies 2017 and Policies DM1 and DM2 of the Development Management Development Plan Document 2017.

#### Land Contamination – Part 1 (PRE-COMMENCEMENT)

22. No development shall commence other than investigative work 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.

#### Unexpected Contamination

23. (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.

#### Car Parking Design & Management Plan

24. (a) No development shall be occupied until a Car Parking Design and Management Plan (CPMP) has been submitted to and approved in writing by the Local Planning Authority and shall be retained as per these details thereafter, unless otherwise agreed in writing by the LPA.

(b) The CPMP shall include details of the following:

- i. Review of access needs of staff to be moved to site and suitable parking arrangements provided prior to occupation.
- ii. Location and design of car parking spaces and quantum of blue badge spaces to be marked in accordance with the data derived in part (i) of this condition.
- iii. Initial provision of Electric Vehicle Charging Points (direct provision for 50% of spaces, with passive provision for the remaining 50%) and details of how further installation will be provided as required.

- iv. Allocation, management and enforcement of car parking spaces (prioritising blue badge holders, then other impaired staff, then others as part of a dynamic strategy to prioritise use and minimise redundancy of spaces).
- v. Allocation of spaces off-site in the other local car parks.
- vi. Restriction of on-street permits other than to those in category P1, as set out in the approved Transport Addendum, and how these will operate with regard to the 'Scholl Street' restrictions.
- vii. How out of office hours parking will be allocated and managed.

(c) Car parking shall be allocated, managed and enforced in accordance with the approved CPMP

Reason: To manage the on-site car parking provision of the proposed development so that it is used efficiently and only by authorised occupiers, protect the amenity of the site users and promote sustainable travel.

#### Cycle Parking Details

25. (a) Prior to commencement of use, details of cycle parking (136 long-stay and 34 short-stay) and provision for changing/locker space for future users have been submitted to and approved in writing by the Local Planning Authority.

(b) 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.

(c) The cycle parking provision shall be implemented in accordance with the approved details and retained thereafter for this use only.

Reason: To promote travel by sustainable modes of transport and to comply with Policy T5 of the London Plan (2021) minimum cycle parking standards and the London Cycling Design Standards.

#### Vehicular Barriers

26. Notwithstanding the approved drawings and prior to development a revised plan showing the siting of the proposed barriers and details of the operating mechanisms shall be submitted to and approved in writing by the Local Planning Authority and shall be retained as such unless agreed in writing by the LPA.

Reason: To ensure suitable access arrangement and dwell space provided for vehicles to maintain highway safety in accordance with Policy T4 of the London Plan (2021).

#### 27. Refuse and other stores

Prior to the of the use details of the approved waste and other stores shall be submitted and approved in writing by the Local planning Authority prior to the occupation of the use hereby permitted and retained thereafter.

Reason: In order to protect the amenities of the locality and visual amenity.

#### 28. Management and Control of Dust (PRE-COMMENCEMENT)

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

- i) Monitoring locations
- ii) Mitigation measures to manage and minimise demolition/construction dust emissions during works;
- iii) a Dust Risk Assessment.

(b) Demolition and construction works shall only be carried out in accordance with an approved AQDMP for that Phase.

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

29. Non-Road Mobile Machinery 1 (PRE-COMMENCEMENT)

Prior to the commencement of the development, evidence of site registration at [nrmm.london](http://nrmm.london) to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during that Phase of the development shall be submitted to and approved by the Local Planning Authority in writing.

Reason: To protect local air quality and comply with Policy SI1 of the London Plan and the GLA NRMM LEZ

30. Non-Road Mobile Machinery 2 (PRE-COMMENCEMENT)

All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/ EC for both NOx and PM emissions.

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

31. Impact Piling Method Statement (PRE-COMMENCEMENT)

(a) No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

(b) Any piling in each relevant Phase must be undertaken in accordance with the terms of the approved piling.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services to discuss the details of the piling method statement.

### 32. Telecommunications

No telecommunication equipment shall be placed on top of the roofs of the buildings unless approved in writing by the Local Planning Authority.

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

#### 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 the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayoral CIL would be £334,304.45. There would be no Haringey CIL charge as office are subject to a Nil CIL rate. This will be collected by Haringey after the scheme is 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.

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. 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.

6. 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.

7. Disposal of Commercial Waste - Commercial Business must ensure all waste produced on site are disposed of responsibly under their duty of care within Environmental

Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under Section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system.

8. Piling Method Statement - Contact Details. Contact Thames Water <https://developers.thameswater.co.uk/Developing-a-largesite/>  
Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

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

10. 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.

11. Listed Building Consent. This planning permission must be read in conjunction with the Listed Building Consent (HGY/2023/1044).

12. Early Purchase of Trees – As per the advice of QRP discussion, the applicant is advised to purchase trees at the earliest possible time for them to bed in in the landscaping strategy.

## Appendix 2: Listed Building Consent Conditions & Informatives

### Time limit

- 1) The works hereby permitted shall be begun before the expiration of five years from the date of this consent.

REASON: To accord with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

### Development to be in accordance with approved plans and documents.

- 2) The Listed Building Works shall be completed in accordance with the approved plans and documents set out in Appendix 10 except where conditions attached to this Listed Building Consent indicate otherwise.

REASON: In order to ensure the development is carried out in accordance with the approved details and to protect the historic environment.

### Detailed external elevations

- 3) Prior to the commencement of all repairs and alterations to external elevations and rear range on pilotis, details of such works shall be submitted to and approved in writing by the Council as local planning authority in consultation with Historic England before such work is begun. Details shall include:
  - a. Comparative plan, section, and elevation detail drawings to scale 1:5 of both existing pre-cast concrete panelling and proposed GRC cladding and related material specification and fixing method.
  - b. Comparative detail drawings to scale 1: 5 or 1:2 as necessary, material specification and material samples of both existing aluminium and steel windows and related replacement windows to match existing window frames, profiles, and appearance.
  - c. Comparative full height section to scale 1: 10 of existing and proposed curtain walling and comparative detail drawings to scale 1: 5 or 1:2 as necessary to illustrate match with existing frames, profiles, and appearance.
  - d. Material specification and material samples of proposed curtain walling and related glazing
  - e. Comparative detail drawings to scale 1: 5 or 1:2 and material specification of existing and replacement glazed doors to Civic Centre to match existing.
  - f. Method statement, material specification, trial cleaning samples and repair samples to both existing stone cladding, existing concrete precast cornice/window surrounds, existing rendered face in-situ concrete and existing brickwork.
  - g. Full height typical cross section to scale 1: 10 of both existing and proposed rear range on pilotis and comparative detail drawings to scale 1: 5 or 1:2 as necessary to illustrate proposed aluminium windows and aluminium glazed doors.

If any unforeseen discoveries or new information about the condition of the building arises requiring deviation from the approved details, works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority notified.

Works shall remain suspended in the relevant area until the Local Planning Authority authorises further investigation and supporting works.

If the further investigation and or supporting works results in the deviation from the approved details including the approved method statement(s), revised details and required measures shall be submitted to and approved by the Council as local planning authority in consultation with Historic England.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### Roof level repairs and alterations

- 4) Prior to the commencement of all repairs and alterations to the roof level of the listed building and rear range on pilotis, details of such works shall be submitted as follows to and approved in writing by the Council as local planning authority before such work is begun.
  - a. Method statement, material specification and trial samples of repair, upgrade and waterproofing of concrete cornice
  - b. Detailed roof plan to scale 1:50 to include exact location, number, and size of proposed PV panels.
  - c. Detail drawings to scale 1:10 of typical PV panel and related specification.
  - d. Method statement, structural engineer design and specification for demolition of upstands
  - e. Access Ladder
  - f. Details of man safe fall protection system throughout
  - g. Material specification and material samples of new precast concrete coping
  - h. Detail plan, cross sections, and elevation drawings to scale 1:50 of proposed Third floor to include details of proposed ceilings.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### Interior plans and methodologies

- 5) Prior to the commencement of works to the interiors of the listed building, the following details of such works shall be submitted to and approved in writing by the Council as local planning authority in consultation with Historic England before such work is begun:
  - a. Detailed plan drawings of the entire building to scale 1:50 to include schematics of proposed MEP services and related new penetrations.
  - b. Detailed plan, section, and elevation drawings to scale 1:20 and 1:5 to illustrate junctions between existing building and proposed new links to new office building.
  - c. Method statements, material specification and trial samples of repairs to the following balustrades to be retained throughout:
    - Existing aluminium balustrade with timber handrails and kick plates in Georgian wired glass panels
    - Existing aluminium balustrade to the Council Chamber gallery
    - Balustrade to external fire stair
    - Existing external balcony balustrade
  - d. Method statements, material specification and trial samples of repairs to internal and external staircases to be retained throughout to include entrance lobby staircase and bridge structure and fasciae clad in stone.
    - existing stair cores in terrazzo

- Existing external stairs
- existing roof access ladder

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### **Lobby reception area details and methodologies**

- 6) Prior to the commencement of works to the Lobby Reception Area, details of such works shall be submitted to and approved in writing by the Council as local planning authority in consultation with Historic England before the following work is begun:
  - a. Strip off and demolition works to entrance hall and south wing will sensitively reinstate to ground floor a well-connected, flowing internal configuration, and will retain finishes and decorative features of the most significant public areas by decluttering them from later partitions, storage, and doors. These works will be essential to reinstate and reinforce the original character of the public spaces of the Civic Centre and are very welcome.
  - b. Heritage method statement and material specification for removal and reinstatement of internal finishes and related retrofitting works
  - c. Method statement, material specification, trial cleaning and repair samples to floors and wall cladding and existing stairs.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### **Registrars wing area details and methodologies**

- 7) Prior to the commencement of works to the Registrars wing, details of such works shall be submitted to and approved in writing by the Council as local planning authority in consultation with Historic England before the following work is begun:
  - a. Material specification for retrofitting and making good of timber panelled original rooms.
  - b. Detail cross sections to scale 1:20 and related material specification to illustrate proposed ceilings.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### **North wing office area details and methodologies**

- 8) Prior to the commencement of works to the North wing offices details of such works shall be submitted to and approved in writing by the Council as local planning authority before such work is begun.
  - a. Heritage method statement for proposed strip outs and removal of internal partitions.
  - b. Material specification of proposed finishes
  - c. Heritage method statement for removal, retrofitting and reinstatement of timber panelling to retained original rooms.

- d. Material specification for retrofitting and making good of timber panelled original rooms.
- e. Detail cross sections to scale 1:20 and related material specification to illustrate proposed ceilings.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### **Committee rooms area details and methodologies**

- 9) Prior to the commencement of works to the Committee Rooms details of such works shall be submitted to and approved in writing by the Council as local planning authority before such work is begun.
  - a. Material specification for retrofitting and making good of timber panelled original rooms.
  - b. Detail cross sections to scale 1:20 and related material specification to illustrate proposed ceilings.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### **Council Chambers area details and methodologies**

- 10) Prior to the commencement of works to the Council Chamber details of such works shall be submitted to and approved in writing by the Council as local planning authority before such work is begun.
  - a. Material specification for retrofitting and making good of original finishes to walls, columns, and floors.
  - b. Detail cross sections to scale 1:20 and related material specification to illustrate proposed ceiling.

If any unforeseen discoveries or new information about the condition of the interiors arises requiring deviation from the approved details, works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority notified.

Works shall remain suspended in the relevant area until the Local Planning Authority authorises further investigation and supporting works.

If the further investigation and or supporting works results in the deviation from the approved details, revised details and required measures shall be submitted to and approved by the Council as local planning authority in consultation with Historic England.

The works to the Committee Room Corridor shall be carried out in accordance with such approved details and maintained as such thereafter.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the

Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

### **Hidden historic features**

- 11) Any hidden historic features which are revealed during the course of works shall be retained in situ. Works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority shall be notified. Works shall remain suspended in the relevant area until the Local Planning Authority authorise a scheme of works for either retention or removal and recording of the hidden historic features.

REASON: In order to safeguard the special architectural or historic interest of the building.

### **Plumbing, mechanical & electrical services**

- 12) Prior to installation of the proposed services, including plumbing, mechanical, electrical, data services, details of such works shall be submitted to and approved in writing by the Council as Local Planning Authority before such work is begun. Details should include position, type, and method of installation of services, as well as any associated risers, conduits, vents, and fittings.

If any unforeseen discoveries or new information about the condition of the building/structure where the services are to be installed arises requiring deviation from the approved details, works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority notified.

Works shall remain suspended in the relevant area until the Local Planning Authority authorises further investigation and supporting works.

If the further investigation and or supporting works results in the deviation from the approved details, revised details and required measures shall be submitted to and approved by the Council as local planning authority.

The services shall be installed in accordance with such approved details and maintained as such thereafter.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

### **Lighting**

- 13) Prior to the installation of the proposed lighting, details of the proposed lighting shall be submitted to and approved in writing by the Council as local planning authority before the relevant work is begun.

If any unforeseen discoveries or new information about the condition of building/structure where the lighting is to be installed arises requiring deviation from the approved details, works shall be immediately suspended in the relevant area of the building upon discovery and the Local Planning Authority notified.

Works shall remain suspended in the relevant area until the Local Planning Authority authorises further investigation and supporting works.

If the further investigation and or supporting works results in the deviation from the approved details, revised details and required measures shall be submitted to and approved by the Council as local planning authority in consultation with Historic England.

The proposed lighting shall be installed in accordance with such approved details and maintained as such thereafter.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### **5-10-year cycle of surveys**

- 14) Prior to the completion of all repairs and alterations to the listed building, and following completion of the masonry works, a Planned Preventative Maintenance strategy including a 5-10-year cycle of surveys to maintain the fabric and long-term integrity of external masonry shall be submitted to and approved in writing by the Council as local planning authority in consultation with Historic England.

REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### **Installation of any fixtures to fabric of building**

- 15) Prior to installing of any object or fixture to the internal or external fabric of the listed building, details of the proposed location and fixing method shall be submitted to and approved in writing by the Council as local planning authority before that specific fixture is installed.

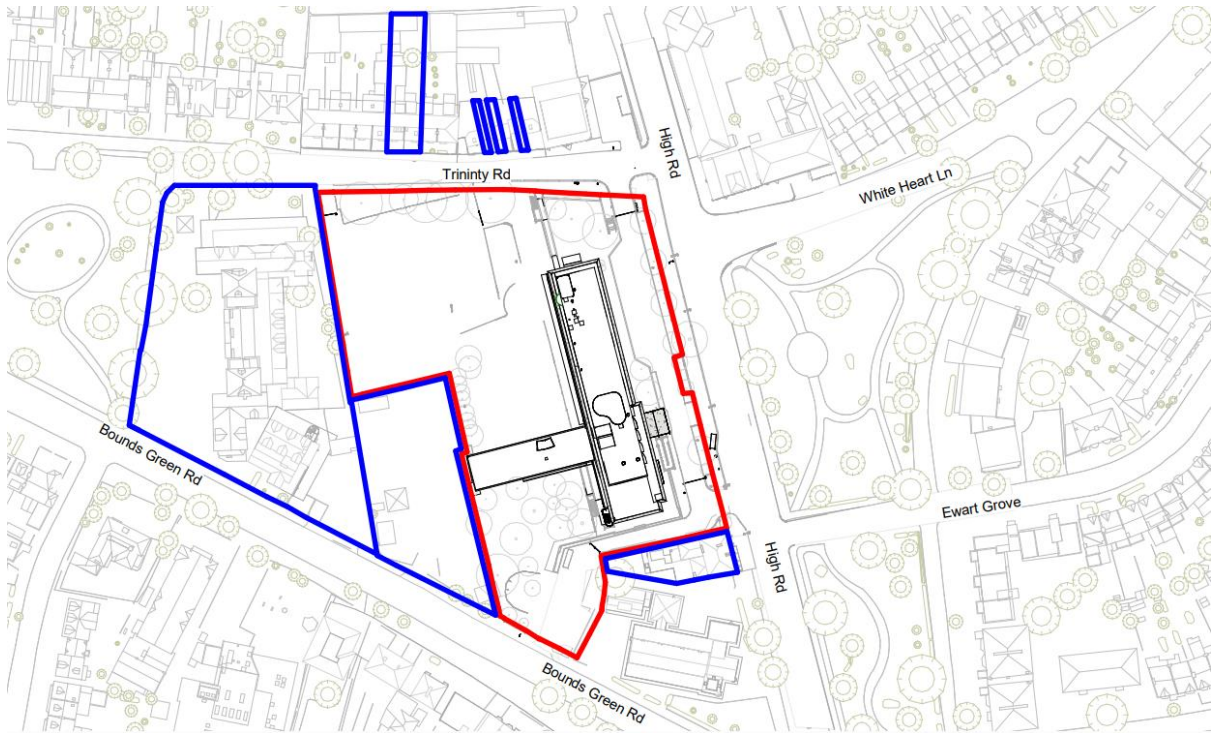
REASON: In order to safeguard the special architectural or historic interest of the building consistent with Policy 7.8 of the London Plan 2016, Policy SP12 of the Haringey Local Plan 2017 and Policy DM9 of The Development Management DPD 2017.

#### **Listed Building Consent - Informatives**

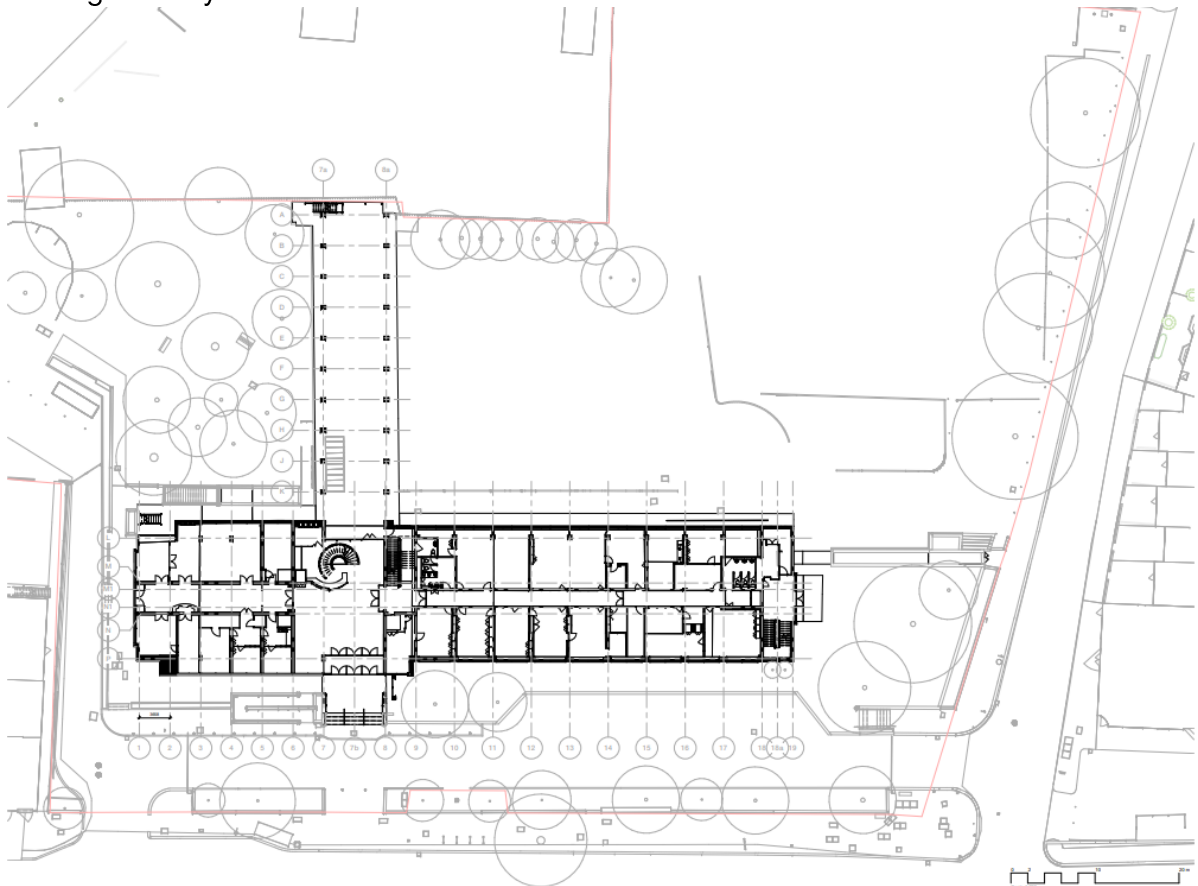
1. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 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. Details of external materials are required to be submitted to and approved in writing by the Local Planning Authority pursuant to Planning Permission HGY/2023/1043.

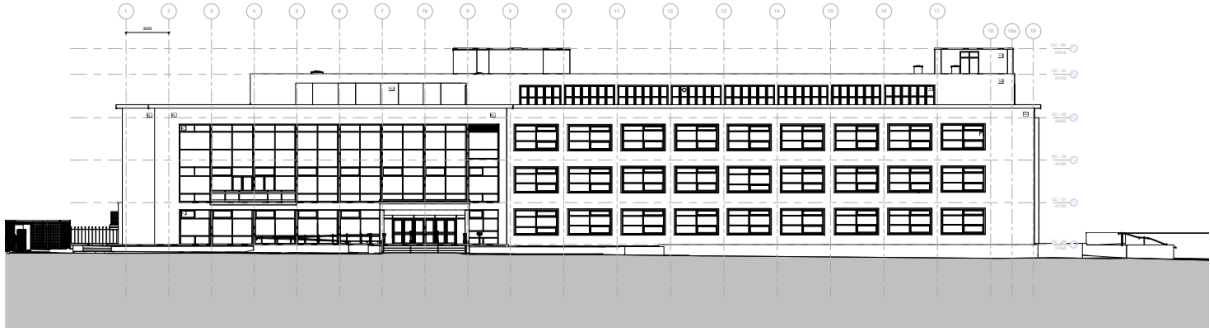
Site plan:



Existing Site Layout



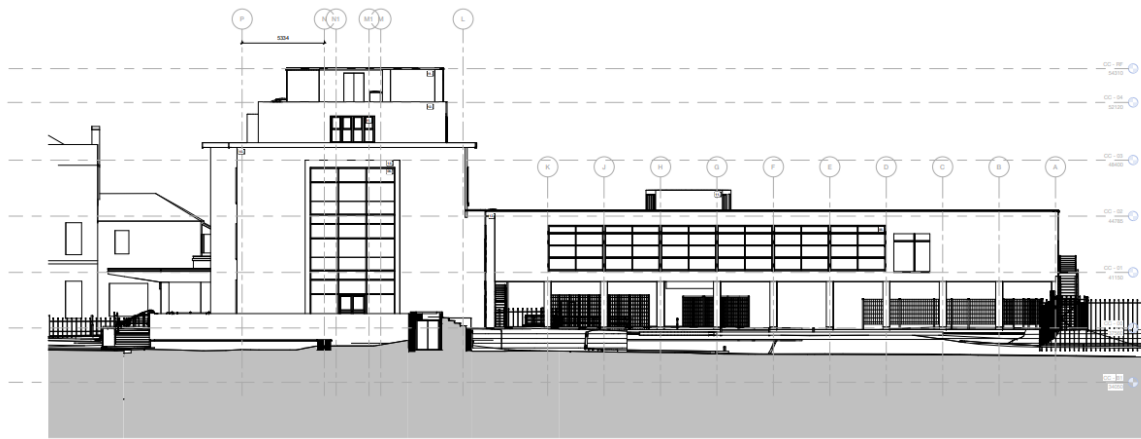
Existing East Elevation



Proposed East Elevation



Existing North Elevation



Proposed North Elevation



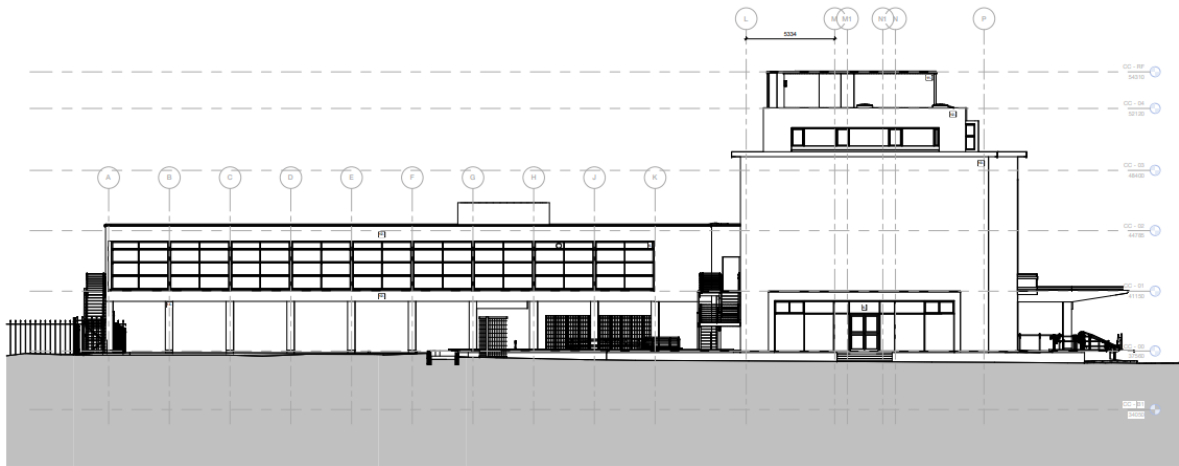
Existing West Elevation



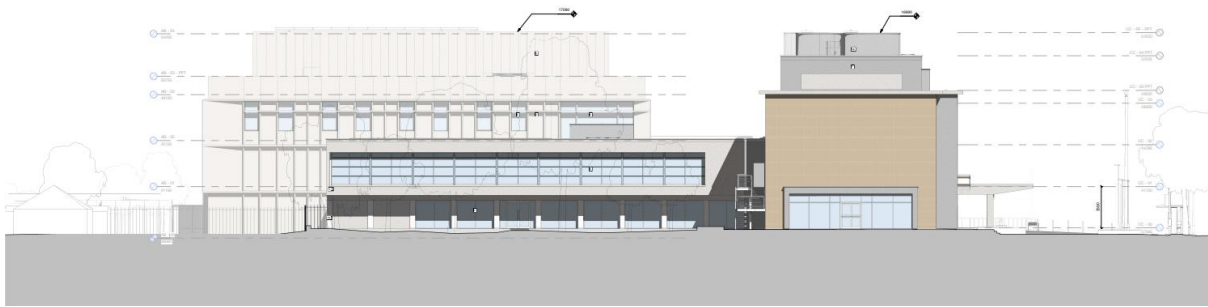
Proposed West Elevation



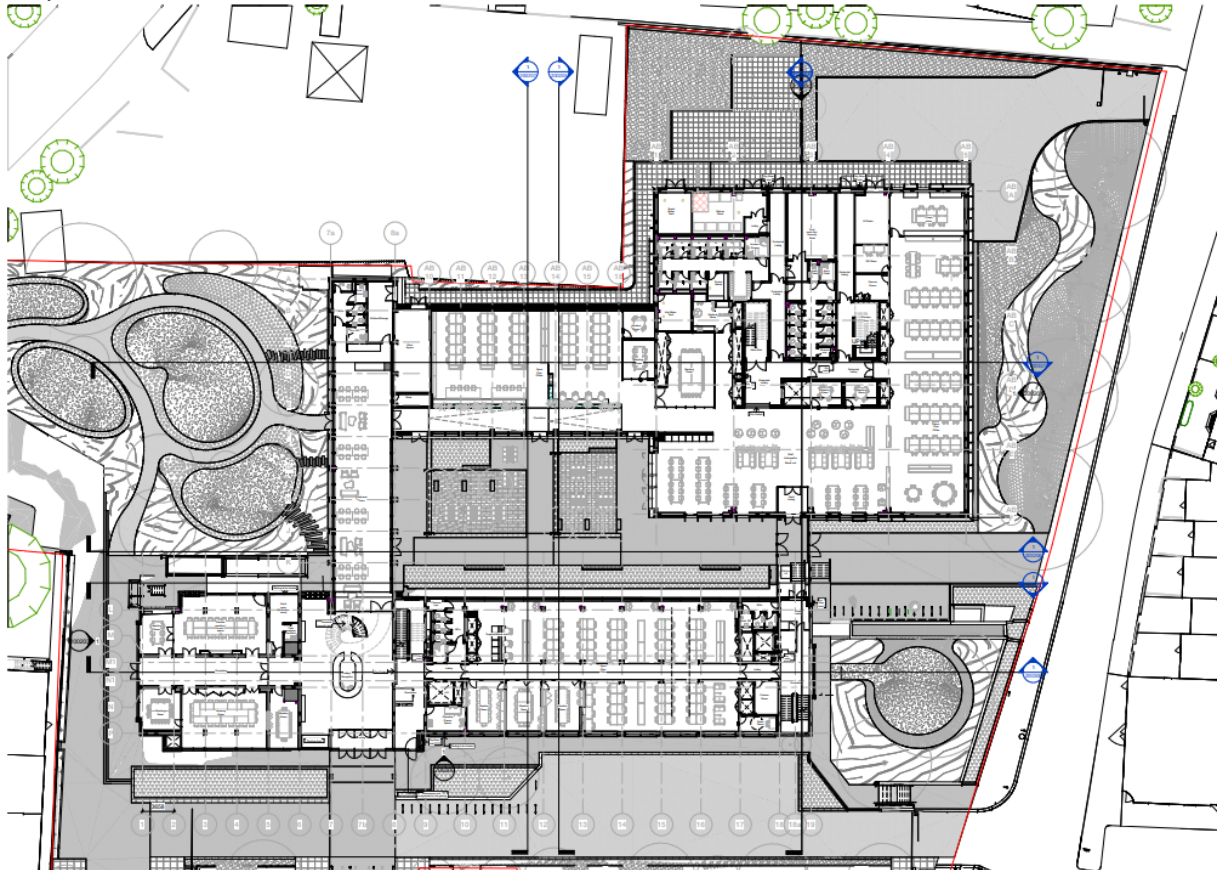
Existing South Elevation



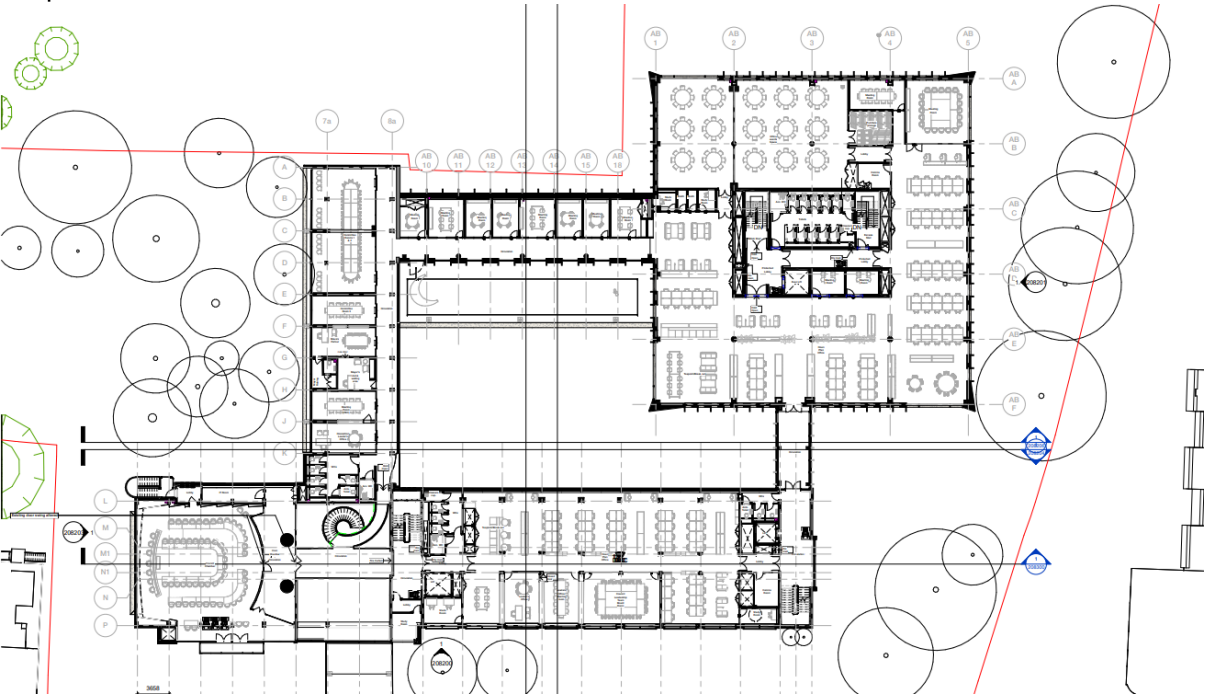
Proposed South Elevation



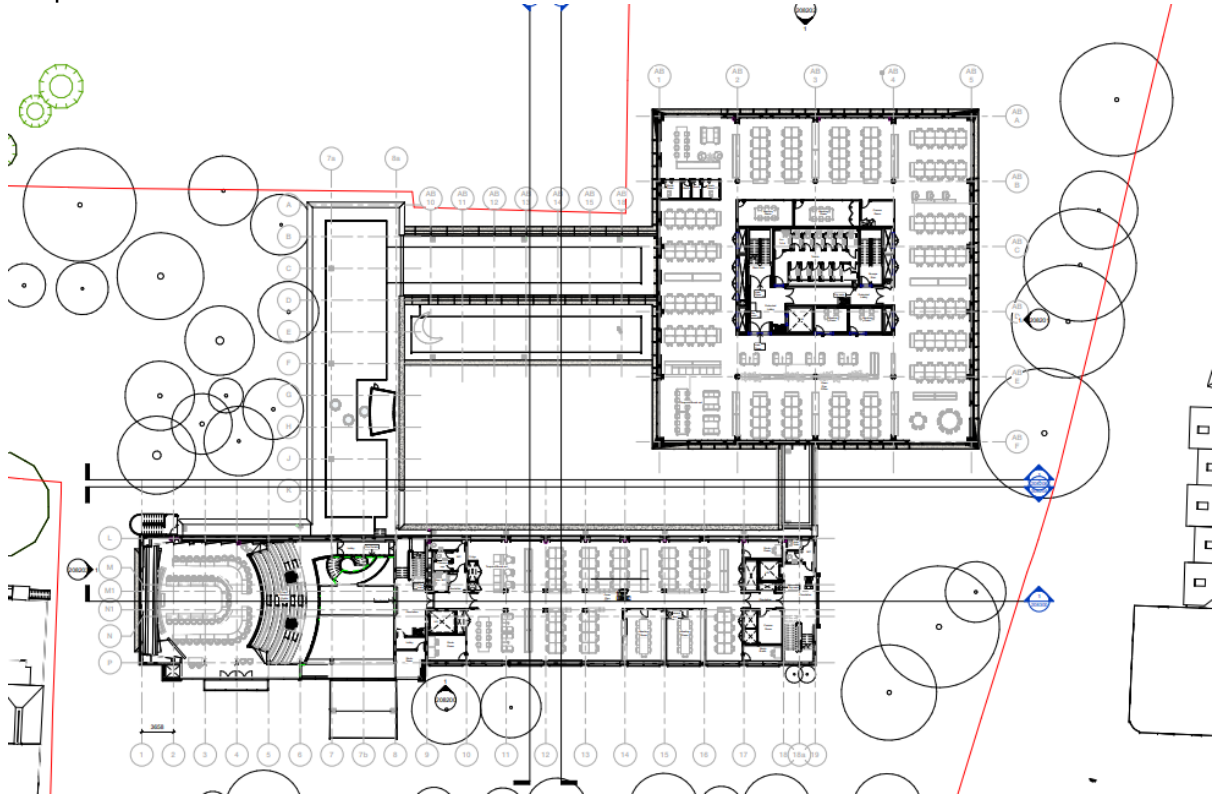
Proposed Ground Floor



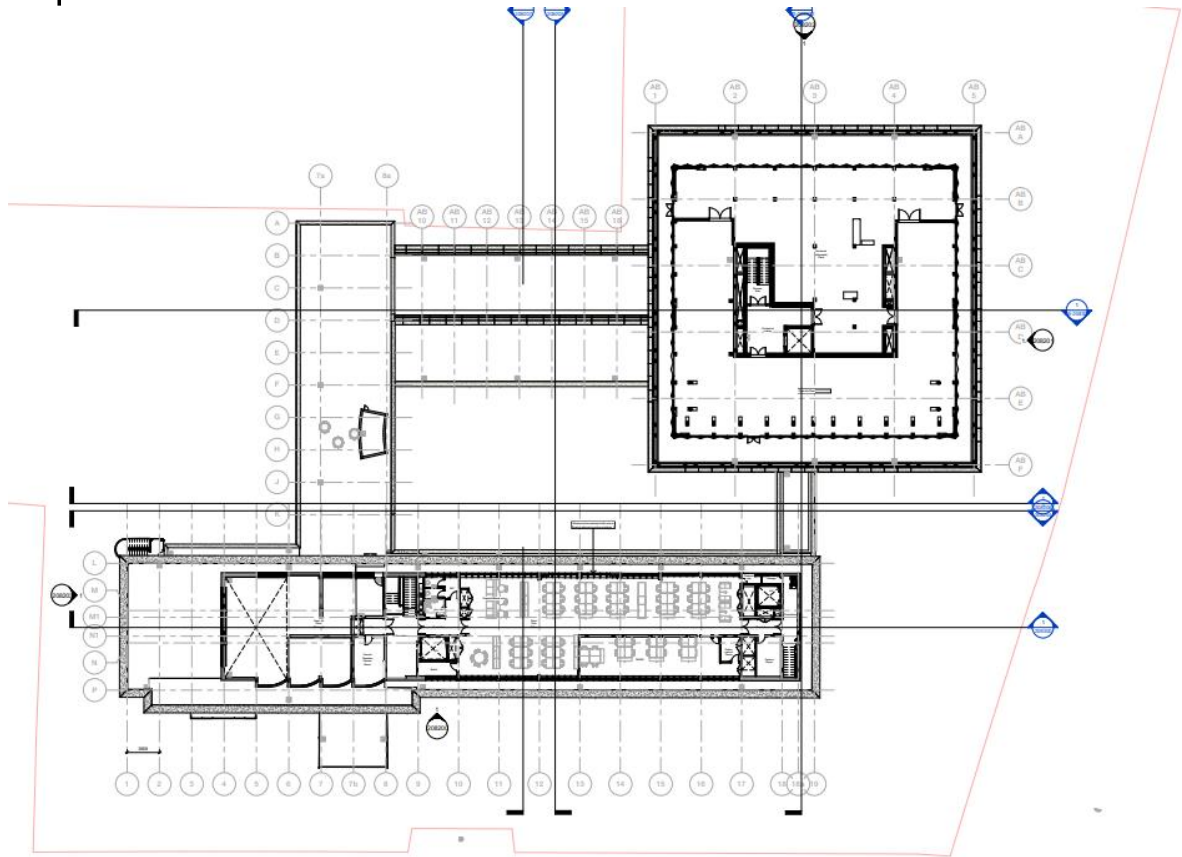
Proposed First Floor



Proposed Second Floor



Proposed Roof Level



CGI High Road



CGI Front



CGI Courtyard



CGI Trinity Link



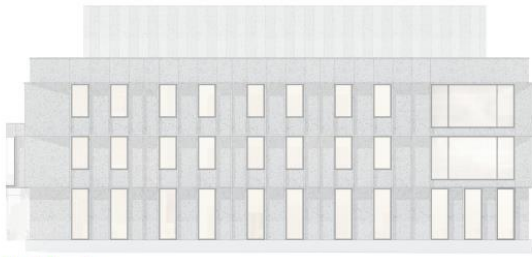
CGI Bounds Green Road



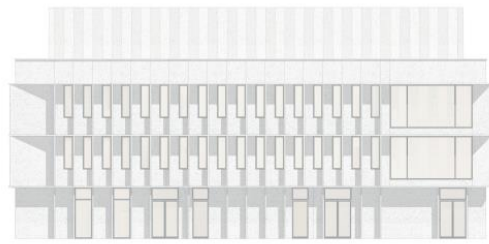
CGI Trinity Road



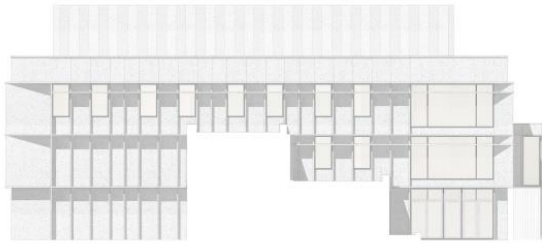
### Façade Treatment



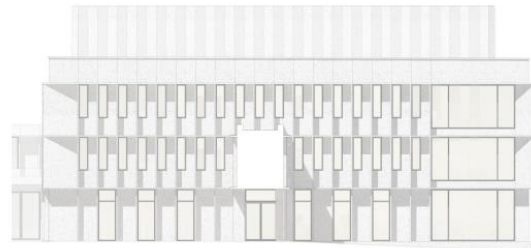
North Façade



West Façade (opposite to school)

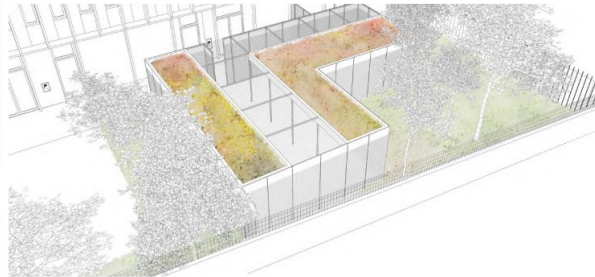


South Façade



East Façade (opposite to Civic Centre)

### Main Cycle Store



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## APPENDIX 4: Consultation Responses

### Consultee Responses

Stakeholder	Comment	Response
<p><b>Arboricultural Officer</b></p>	<p><b>Response 14/06/2023</b> I hold no initial objections to the above proposal.</p> <p>An arboricultural report and arboricultural impact assessment has been completed by Tree Environmental Practice dated 05/04/2023. The report has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction-Recommendations. I concur with much of the report including the tree quality classification.</p> <p>Seven trees have been identified for removal to facilitate the development. Only one tree is a category B tree. Five young trees are to be relocated. There will be some facilitating pruning carried out prior to any development.</p> <p>Providing the all the report and the tree protection plan (drawing 230404-1.2-HCC-TPP-NC) are adhered to and conditioned I see no real issues. However, we will need to know of the replanting of tree numbers e.g. a net gain for loss and the overall planting plan and scheme.</p> <p><b>Response 11/07/2023</b> The planting scheme seems comprehensive and diverse. I can see tree planting to the centre of the design and northeast corner. I still cannot work see how many trees overall</p>	<p>The further clarifications have been responded to with tree planting submitted in supplementary drawing HCC-CTF-ZZ-00-DR-L-500007.</p> <p>Conditions for landscaping, including tree planting and tree protection are recommended.</p>

	<p>are being planted. Since this building is the flagship of the council, it would be good to have this information and push for as many trees as possible.</p> <p><b>Response 02/08/2023</b> The retention and net gain will suffice. Proposed trees and specification can be forwarded.</p>	
<b>Building Control</b>	<p>The applicant and their agents have been engaging with pre app discussions with BC, the majority of which have been focussed on Part B – Fire Safety – we are happy with the proposals to date for both the new build and the refurbishment of the existing building.</p> <p>With regard to Part L, we are given some leeway in that we can vary the requirement as it is a listed building – but we would require a report from the agent justifying the reasons.</p>	<p>These comments are noted and further engagement would be required with Building Control as this progresses</p>
<b>Conservation</b>	<p><u>Site</u> The Civic Centre is an elongated, four storey grade II listed, nationally important building of historic and architectural special interest.</p> <p>The southern wing of the building, hosting the public uses, has a concrete frame with plate glass curtain walling, whilst the north wing offices areas are characterised by large, regular windows with stock brick infill.</p> <p>The building was designed by architects practice Sir John Brown, A E Henson and Partners who also designed other civic centres between the late 1930's and 1960's. It was inaugurated in 1958 and was the first civic centre of its size to be built after the Second World War while providing a source of inspiration for a new generation of civic centre schemes elsewhere in the country. The project was influenced by the design of Danish city halls of the late 1930's and was exemplary of an understated, informal, and transparent form of modernist architecture characterised by modern frame construction, use of reinforced concrete, largely glazed facades, steel, natural finishes, and attention to detail whose subtle qualities aimed to showcase the freedom of expression and values of a modern local democracy.</p>	<p>Comments referenced within the Committee Report.</p> <p>The concern regarding the loss of the steps is considered to be acceptable when balanced against the positive accessibility impacts.</p> <p>Conditions for listed building consent and planning permission are attached accordingly.</p>

Its special character and features of interest are comprehensively articulated in the exceptionally detailed listing description published in the National Heritage List for England that reflects the special features of interest and heritage value of this public building.

Its architectural interest is summarized in the national listing as follows:

- \* for its clear Scandinavian influence, the subtle qualities of which express architecturally the values of informality, transparency, and modernity, defining aspirations of the post war civic centre as a type.
- \* for its generous planning and creative use of space.
- \* for its elegant and consistent application of high-quality materials and detailing in the principal internal spaces.
- \* for the level of survival of key aspects of the building's character and physical fabric.

The listing summary proves that well-preserved design attributes of the civic building such as its siting, plan form, internal and external spatial configuration, architectural language and composition, materiality and detailing concur altogether, without exclusions, to its uniqueness and special interest .

The original design for the wider site included an auditorium and a small hall to be positioned along the western boundary of the site, running at the back of the council offices, and connected to these by means of an extension of the colonnaded walkway. The scheme also included a public library to be built at the north of the site, along Trinity Road, thus concluding a group of public buildings revolving around a central square with a pool and terraces.

Only the town hall and council offices were built, and while the full extent of the original design intent was never realised, the design quality and character of the then innovative early post-war civic centre have since characterised the site and contributed to the architectural and townscape quality of its area, although with varying public appreciation, as shown in historic pictures of the then recently completed Civic Centre in views along the High Road and from Crescent Gardens.

Nowadays the listed Civic Centre sits as one of the finest examples of public buildings of the 1950's and as an architectural landmark at the heart of the Trinity Gardens Conservation Area which encompasses three principal public open spaces, each of

townscape and historic interest, which together provide the setting for public buildings and places of worship as well as the setting for houses dating from the early to late 19th century.

The listed Civic Centre is surrounded by several listed and locally listed assets that define the historic character of the Conservation Area; in the immediate surrounding of the development site sit grade II listed St. Michaels church located to the south of the development site along the High Road, and the grade II listed Trinity Primary school located to the west and therefore to the rear of the development site and listed Civic Centre. At the northern side of the junction of the High Road with Trinity Road, the former Fishmongers' Arms is a striking corner public house in the Italianate style, built in brown stock brick and stucco, with pedimented first-floor windows and a balustraded parapet. North - south views across the conservation area along its High Road, as well as east-west views along White Hart lane, Bounds Green and Trinity road are important part of the experience of the listed Civic Centre and of the character and appearance of the Conservation Area and its defining institutional buildings.

#### Comments

The proposed retention of the civic use of the listed building, its refurbishment and extension, the opportunity to optimise and improve the uses, urban and landscape quality of the wider site which sits in the setting of other listed buildings, all have been carefully considered, tested, and designed by a multidisciplinary team of experienced professionals based on thorough understanding of the original design intent for the site, as well as on the basis of the conditions and heritage significance of the listed building and its heritage setting.

Feasibility studies, comprehensive surveys and investigations have been carried out while developing the proposed scheme so to assess the build-up and defects of the listed building; its finishes, original fixtures and detailing have been benefitting from a comprehensive salvage strategy; fundamental asbestos removal, and other preliminary works have been carefully designed and expertly implemented while ensuring appropriate protection of significant fabric and features.

The retention of the original public and civic uses of the listed building and its site, the extensive refurbishment, energy efficiency upgrades and retrofitting are welcome in

principle as pre-application discussion and related evidence have proven that these works are necessary to bring the listed building back into long lasting, beneficial use.

The proposed site layout, new link buildings to the new office building, the proposed landscape scheme, have been informed by the design and character of the listed Civic Centre and have been imaginatively inspired by the original intent for the wider site, while aiming for an authentic, contemporary design to complement the listed civic centre and respect its heritage setting. Proposed new development is also welcome in principle as a unique opportunity to accomplish and enhance the intrinsic architectural and urban quality of the setting of the listed Civic centre and bring its wider site back into optimal use.

#### Internal works

The proposed internal works are soundly justified and sensitively designed.

- The strip outs, removal of internal partitions and reconfiguration of basement level to host storage and plant equipment space is fully supported as the modest character and ancillary functions of these spaces will be retained and enhanced.
- The proposed strip outs and removal of internal partitions to the north wing's offices have been carefully considered throughout the pre-application discussions considering the necessary reconfiguration and upgrades of the original office space according to contemporary working standards. The Council needs independently functioning flexible office areas, that can flex with needs and accommodate new ways of working (NWOW) and cross departmental integration and collaboration. Within this context the upgrading and integration of the office space available within the listed building with the quality and configuration of the new office space offered by the proposed extensions is fundamental for the optimal and integrated use of the civic hub for the Administrative Office Functions of the council.

It has been acknowledged that the cellular spatial configuration of the northern office wing forms part of the original design intent and appearance of the Civic Centre, as mentioned in the listing section related to the plan form and internal spatial arrangements of the listed building. However, the office wing was altered and impoverished at various stages and has generally modest finishes, progressively towards the north end of the building: the aesthetic, historic and communal values

attached to the interiors of this wing are considered medium/low as it is their contribution to the overall significance of the listed building.

It is desirable in principle to retain these components of significance as any level of harm to heritage significance is undesirable in principle.

Accordingly, the proposed retention of those most valuable, panelled offices still surviving to ground, first and second floor, coupled with an informed and sensitive reconfiguration of the axial office wing aimed at unveiling and enhancing its original design intent and related spatial and architectural qualities, is a positive design response that, depending on its details, can successfully sustain the legibility of the original design and significance of the listed building. The overall energy improvement strategy will require careful removal and reinstatement of timber panelling from suitably experienced heritage contractors, as per relevant statements supporting the application, so to achieve the desired improvements with minimal alterations to the internal spatial configuration of these representative rooms.

- Strip off and demolition works to entrance hall and south wing will sensitively reinstate to ground floor a well-connected, flowing internal configuration, and will retain finishes and decorative features of the most significant public areas by decluttering them from later partitions, storage, and doors. These works will be essential to reinstate and reinforce the original character of the public spaces of the Civic Centre and are very welcome.

- The proposed enclosure of the colonnaded walkway running at the back of the Civic centre will tie the uses, circulation, and spatiality of the Listed building together with the proposed new link building and new office building to the north of the site. The enhanced use of the colonnaded walkway, its transparency and visual connection to the proposed internal courtyard and new landscaped gardens to the south of the site are consistent with the character and design principles of the host building and appear as an elegant, flowing architectural gesture to convey the qualities of the civic centre within the new extensions.

- The proposed refurbishment of the gallery at first floor above the colonnaded walkway and including the panelled committee rooms and mayor parlour is proposed

to be refurbished and allowance for localised removal of severely decayed heritage timber joinery in the Committee Rooms are supported.

- The refurbishment and services upgrade in the Council Chamber and related public gallery, where many of the key features of interest, historic fabric and character still survive and are still relatively well preserved despite the asbestos removal works, are certainly necessary to reinstate the optimal use of the civic and democratic functions of the building and are welcome.
- The extensive strip off, demolitions and sympathetic rebuilding of the top floor of the Civic Centre including the roof plant rooms are robustly justified by the severe state of decay and asbestos presence on this ancillary floor that hosted the staff canteen.

#### External works

Proposed works to the external elevations of the Civic Centre rest on detailed surveys and specialist analysis of the pre-cast stone cladding panels, cast concrete for window heads and the 3rd floor cornice, and facing brickwork. External works are fundamental to restore the good state of repair of the building and its aesthetic qualities, but also to improve its energy performance as a basis for successful retrofitting.

- The condition survey of the façade has shown that where cast concrete is damaged it appears to have been cast using an ungraded poorly compacted backing mortar faced with a finer finishing mortar. The irregular compaction and aggregate ratio of the mixes has allowed the migration of moisture through panels leading to oxidisation of the reinforcement and subsequent failure of the panels. The condition of the pre-cast panels is generally poor with signs of on-going failure due to corrosion of embedded reinforcement, erosion and break down of the facing mortar and of previous repairs. The attempted historic repairs are of low quality in a deteriorating condition or failed completely. Metal restraint fixing slots were found to be corroded and in need of replacement. Besides their intrinsic poor quality and inherent defects, the pre-cast panels are potentially at the end of their serviceable life, and the specialist survey recommends full replacement with new pre-cast panels allowing for the introduction of insulation.

- Recommendations include concrete repairs to the entire length of the 3rd floor cornice and removal of the extremely deteriorated 3rd floor cladding to be replaced with the same solution intended for the 2nd , 1st floors and at ground level.

- The condition survey also reports that Facing brickwork appears in reasonable condition with isolated fracturing on the North and East elevations where pointing appeared to be sound with minimal evidence of historic replacements. There are more significant fractures and subsidence affecting brickwork on the West elevation. Fractures and subsidence have damaged the fire escape fixings which are no longer providing restraint to the staircase. It is recommended further investigation and structural engineer consultation is carried out to determine the cause and develop an appropriate repair strategy.

- The rendered areas of the facade to the West wing are in poor condition with cracking in areas which require further structural investigation. New render should consider.

any movement joints required in the façade of the West wing to minimise the risk of future cracking.

- Travertine marble cladding panels have been used to clad columns and facia on the East elevation. There were signs of minor displacement observed to low level panels, but these appeared to be restrained. Some cracked tiles require replacement, and a general cleaning is recommended as well as possible re-fixing of the larger cladding stones at the canopy columns which appear dislodged.

- The specialist survey recommends developing a Planned Preventative Maintenance strategy including a 5-10-year cycle of surveys following completion of the masonry works to maintain the fabric and long-term integrity of external masonry and helping to reduce the frequency and cost of future possible repair.

- The proposed repair works to stone cladding, concrete elements, brick masonry and replacement of the pre-cast concrete panels are soundly justified and are necessary to protect the building from further decay, also to enhance its thermal

performance and to ensure its optimal and continued use. Accordingly, these works are welcome in principle from the heritage conservation perspective although the proposed energy efficiency enhancements will lead to some degree of departure from the original design and depth of the concrete cladding. Considering the important yet subtle architectural qualities of the listed building, including its lightweight, largely glazed facade currently surrounded by a perceivably coplanar concrete clad frame, any necessary departure from the original design and aesthetic of the concrete facades will need to be minimized and harmonized with the design and proportions of the windows and curtain wall replacements, and would be considered acceptable from the heritage conservation perspective. The need and benefits of the proposed replacement panels as part of an effective set of energy efficiency improvements forms part of the council sustainability experts' assessment.

Further details of the proposed repairs, and replacement panels will be necessary at condition stage to ensure that any impact deriving from this set of works is minimized through good design and that the original aesthetics and proportions among the various components and materials of the façade are respected.

- The aluminium curtain walling and steel windows at all levels are single glazed and are in poor condition. It is therefore proposed to fully replace these elements due to their negative impact on the overall thermal performance of the building, including perceived glare discomfort and heat gain due to solar film applied to most of the existing windows. These original glazed elements are key features of the original design and character of the listed building, strongly characterise its architectural composition and the aesthetics of both facades and internal spaces and require a clear and convincing justification for their total loss and full replacement. The replacement proposal has thoroughly considered the finding of the ASWS window survey that evidenced how from the technical perspective, full refurbishment and potential enhancement of the existing steel windows is possible. The report suggests that a full replacement is also technically possible, but also stresses the issues associated with a poor energy performance and presence of asbestos. The ASWS report also evidences the decay conditions of the aluminium windows which are largely beyond repair and advises that sympathetic replacements should be pursued and is accepted from the heritage conservation stance.

The enhancement of the energy performance and overall comfort of the building are important considerations and have been balanced throughout the design process with the need to preserve the building and its original features from harm. The application stresses how important is to also replace the steel windows to achieve the maximum and most consistent level of thermal efficiency improvements, and the proposed full replacement of steel and aluminium windows and curtain walling with very similar replacements that respect the overall composition and aesthetics of the host building can be acceptable if it successfully delivers energy efficiency improvements as per the council sustainability experts' opinion.

- The proposed demolition of the front entrance steps and reconfiguration of the access through a central ramp to replace the steps is based on an Accessibility Statement from Buro Happold that indicates the noncompliance of the existing 1990's access ramp with current requirements and advises on the technical feasibility to run new ramps or slopes left and/ or right away from the front doors. It is understood that a new ramp located to the right-hand side of the existing entrance will need to be long and convoluted to retain two malus trees. However, the Statement discards the ramp located to the left of the entrance, where a ramp already exists based on the impact to the frontage of the Civic Centre due to the associated lengths of walls and railings which must be provided. This justification for the harmful redesign of the existing entrance, whose relevant feature has always been the uncluttered design, raised access level and soaring silhouette of the canopy, is therefore based on aesthetic impact of the new ramp on the facade of the listed building. No technical justification for discarding the replacement of the current ramp with a new and compliant ramp is provided. Which, from the heritage conservation perspective confirms that it is technically possible to provide dignified and inclusive access into the building without causing further alterations with associated loss of original design and features on the listed façade.

- The existing 1990's access ramp, as much as very utilitarian addition, has still allowed to retain so far, the original design of the entrance and hasn't introduced a totally uncharacteristic symmetric composition of the entrance as the current proposal. This element of the proposal has been discussed at pre-application stage focusing on the important to satisfy universal access needs while maximising retention of original

design and minimizing alterations to well-preserved, defining architectural features of the listed building.

- The application unconvincingly proposes the total reconfiguration of the existing entrance, including an asymmetric couple of uncharacteristic side plinths to both side of the proposed central ramp and raises concerns that unnecessary harm will be caused to the main elevation of the listed building. Therefore, this element of the proposal cannot be supported.

#### New extensions

There is no objection in principle to the proposed new link buildings, the new office building located to the north of the site and related landscape scheme, and the conservation position concurs with the comments and consent conditions provided by the urban design officer. The submitted accurate views of the proposed development at Haringey Civic Centre as seen in relevant views of the listed site across the Conservation Area, show how the extension to the listed building will complement the scale, overall proportions and architectural language of the Civic Centre and its conservation area setting while retaining the legible primacy of the listed building along the high road and while providing much needed and state of the art office and civic spaces on a currently underutilised Site. The proposed new development is promising and will very likely have a positive impact on the setting of the Civic centre, surrounding listed buildings and its conservation area. However, detailed building and landscape design are fundamental to ensure that the new development delivers all its design potential, where the design of highly visible and prominent built elements, such as the crowning plant enclosure that will define its roofline will need to be carefully detailed to elegantly complement the roofline and silhouette of the civic centre and surrounding heritage assets.

#### Conclusions

The proposed refurbishment works and extensions to the Civic Centre are welcome in principle as opportunities to bring the listed building back into beneficial use and as promising enhancements to the setting of heritage assets and to currently underused site. Further details of the proposed works will be necessary to ensure that any impact is fully mitigated through the most appropriate and detailed design solutions and the

	<p>proposed scheme is therefore largely supported with the exclusion of the proposed reconfiguration of the access to the main entrance.</p>	
<p><b>Design</b></p>	<p>This project is to restore the original Wood Green Civic Centre, a Statutory Listed Building (Grade II), built in 1959, a substantial extension that will only lightly touch the existing, largely in place of the existing Civic Centre surface carpark, “the annex”, and landscaping to the remainder of the site, and these comments will consider the design qualities and issues of each part of the proposed works in turn.</p> <p><b>Restoration of the Existing Building</b></p> <ol style="list-style-type: none"> <li>1. Works to the existing Civic Centre are to bring it back into its existing use as the civic headquarters of the local council, including housing civic functions, public and private meetings (including the crucial Council Chamber), customer services and some of the council’s office space needs, the rest being accommodated in the proposed new build works. One of the great virtues of this proposal strategically is bringing these civic functions back to their originally intended home, with most of the council’s functions housed on site in either the restored existing Civic Centre or in the new annex. The applicants point out that the existing Civic Centre was an incomplete masterplan, with further accommodation to the west and north-west of what was built never started. The new build elements occupy some of the space intended for these, and only connect to the existing building in the two places where the unbuilt original plans intended to connect, and which were left in temporary rendered finish.</li> <li>2. It would not be expected that the requirements of the council in the 2030s will be the same as it was in the 1950s, and the precise form will be modernised accordingly. In particular the project aims to provide much more community space, much greater openness and accessibility, whilst also accommodating greater security requirements.</li> <li>3. Detailed comments and analysis of the building heritage conservation qualities of the proposals and how they impact on the heritage significance of the Civic Centre as a Listed Building, that is also in a Conservation Area, are provided by the Council’s Conservation Officer. These Design Officer comments can be taken as supportive of those comments and where possible providing further detail on design.</li> </ol>	<p>Comments noted.</p>

#### Alterations to the External Envelope

4. The restoration works require extensive repairs and in many cases replacement of original fabric, especially of concrete subject to decay, spalling and rusted reinforcements. The intention is it will be replaced with Glass Reinforced Concrete (GRC) panels with insulation behind, to take the opportunity to significantly upgrade the existing building's thermal performance over the uninsulated existing. The applicants promise this will closely match the original appearance of the existing concrete and have similar or better aging and weathering performance and appearance, and have shown extensive research and precedents to demonstrate this will be the case. Its initial appearance can and should be further secured by condition on approval of physical materials samples, which should be carried out on-site against a good (less weathered) example of the existing concrete.
5. Existing windows and curtain walling are generally solid aluminium or steel frames containing single glazed glass, far below the thermal performance expected in modern buildings, as well as creating condensation problems. In principle designs have been devised for new thermally broken aluminium mullions and double glazing, which should achieve a good match to the existing, although this should again be subject to a condition requiring approval of samples on site. The Council's own very recent experience (both as applicant and for planning officers) at Hornsey Civic Library and the architect's recent previous experience at very similar replacement curtain walling at ARK Putney Academy demonstrates good replacement can be achieved.
6. The thickness of the proposed GRC cladding and height of certain parapets, will not be exactly the same as their replaced existing equivalents, but will be slightly thicker or higher. This is partly due to the need to improve rainwater drainage to flat roofs, by slightly raising parapets, to allow a higher, minimum 150mm upstand in the inside to the flat roof, in accordance with good practice construction detailing. Insulation to roofs will also be thicker, due to the legitimate aspiration that the converted building achieves better insulation levels than the generally completely uninsulated existing. This is also why the new GRC panels will be slightly thicker than the existing concrete, to accommodate greater thickness of insulation to the walls to meet and where possible exceed modern building regulation standards. This increased thickness should have a barely noticeable effect on the dimensions, proportions and appearance of the concrete elements

to the rear elevations, which is considered to be a reasonable compromise with the desirable improved internal comfort and reduced energy requirements of the restored building.

7. Overall, the proposed external alterations will repair harmful previous alterations and failed external materials, enabling the restoration of the building to its original use and returning its external appearance to how appealing it originally looked, whilst accommodating better rainproofing, energy and comfort performance.

#### **Internal Alterations**

8. Key spaces such as the triple height entrance foyer, with its striking curved stair and council chamber with its “floating” balcony and curved roof, are to be restored to close to their original function and appearance, with later insertions such as the platform lift in the foyer removed, replaced by better lifts just off the foyer.
9. Meeting rooms in the first floor west wing are also to be restored, with the previously generally unsuccessful open space below, on “pilotti”, to be lightly infilled with a new glass wall to its north and south sides well recessed from the existing 1<sup>st</sup> floor, set-out to the inside face of the existing columns. This should enable this simple glazed infill to have a very similar appearance to its original open appearance and allow the original idea of views of the landscaping to either side to be visible through the open plan, informal meeting space intended for this area. It should also make a really attractive space to greet visitors to the new Civic Centre, with a small café at its western end and with views and potentially spill-out onto the landscaped courtyards to either side.
10. The most significant changes to the internal layout will be to the four-storey north wing, housing offices. As existing and originally laid out, on the ground, 1<sup>st</sup> and 2<sup>nd</sup> floors there was a straight central corridor, with either individual offices or small group offices opening off. The 4<sup>th</sup> floor had a staff dining room, kitchen and smoking terrace. The general principle for the reorganisation is for modern, open plan office space for all. Some of the existing cellular offices have attractive timber panelled walls and doors, and these are to be retained as meeting rooms. The memory of the corridor will be retained in the columns, furniture, carpet and ceiling profile.
11. This office wing promises to provide a better quality, contemporary working environment, with greater equality for staff, the greater potential for efficient working and fortuitous interactions, whilst the dual aspect will provide better

daylighting and cross ventilation, as part of the ambition for better environmental sustainability and comfort.

**New-build element**

12. The main new build element will be a new four storey office “annex” to the north-west of the existing Civic Centre, occupying most of the existing surface car park, which does not present an attractive appearance, makes a detrimental contribution to the Conservation Area and the setting of the Listed Building, and promotes an environmentally unsustainable “car culture” at odds with both good urban design and the council’s corporate priorities. A long, two-story link to the end of the west wing will be the main physical connection, as well as house meeting rooms and ancillary space, whilst a short, narrow 1<sup>st</sup> floor bridge will connect to the northern end of the existing north wing, where the annex will be closest to the existing, enclosing a central courtyard.
13. The new annex and its links will be rectilinear in plan, following the geometry of the existing civic centre rather than following the slightly different angles of the site boundaries. This deliberate choice is made relate more to the existing Civic Centre than to the surrounding residential streets, but also is based on an urban structure observation that the block within the Civic Centre site, alongside just a few other buildings, of predominantly public function, including St Michaels Parish Church to the south and Trinity Academy Primary School to the west of the Civic Centre, sit as “objects in space”, with landscape flowing around them, rather than as “street-based” buildings that fill or nearly their plot frontage and create a clear “front” and “back”.
14. This analysis goes further, with the observation that not only is block containing the site and these other objects-in-space buildings sandwiched between two public parks; Crescent Gardens to the east and Trinity Gardens to the west, giving a significant parkland element to their context. What is more, the history of development of this and neighbouring blocks, is that these objects-in-space buildings, including the almshouses that preceded the Civic Centre, and those parks, and the main roadways of Wood Green High Road, Bounds Green and White Hart Lane, immediately here, developed out of former common land, further vestiges of which can be found in the green spaces south-west of the High Road - Bounds Green Road junction, further up Bounds Green Road, where Trinity Gardens narrows to a slither, and where Crescent Gardens narrows to a point on

White Hart Lane. Therefore, the roughly triangular former common land, bounded by Trinity Road and the north side of White Hart Lane to the north, Crescent Road, east of Crescent Gardens to the east-south-east and the properties south of Bounds Green Road to the south-west, was surrounded by private fields and is now surrounded by private residential and commercial development, as generally continually built-up, street-facing, built form, but now contains public space and public buildings that generally read as objects in landscape, and which this new build element of the annex seeks to continue. As an added advantage, this should help the extensive and ambitious plans for landscaping all around this proposed Civic Centre development integrate into the landscaped setting.

15. The architecture of the new build elements promises to be simple, elegant and well proportioned. Although the height, rising to a maximum of four storeys, the fourth floor being only plant, is modest and matches the number of floors in the existing Civic and neighbouring school, but floor to floor heights and therefore its overall height are slightly higher than the Civic. The top floor of plant has therefore been carefully designed to be recessive, set back, and designed not to attract attention. The amount of plant required is necessary to provide comfortable working conditions whilst being the most sustainable office building possible; much of the land could not be in a basement anyway, but a basement is also avoided for sustainability reasons. Views of the proposals in the conservation area setting convincingly demonstrate that it will be a recessive background building compared to the more prominent public buildings, including the original Civic.
16. Although in concept the new office annex will be an “object-in-space”, each of its facades are differently composed within the common overall language of elevational composition of repeated, vertically proportioned windows between glass reinforced concrete (GRC) panels set in a grid of projecting GRC vertical and horizontal fins, with one large window / curtain-walled panel to the right side of each façade to mark special corners and internally to locate office “breakout” spaces. The differences in elevations respond to both aspect, and its climate response, and to context; fins provide sun shading, with vertical fins more prominent and positioned so as to shade east and west facing windows and relate more to the architecture of the existing Civic Centre, more prominent horizontal fins shading the southern façade, addressing the landscape, and a more flat,

calmer, more domestic façade facing, and emulating the proportions of fenestration in the residential Trinity Road to the north.

17. Materials and details, including windows and the GRC, design of ribs, windows, parapet coping, and how it meets the ground, should be subject to conditions requiring material samples and large scale details to ensure durability and weather proofing to avoid unsightly staining and ensure attractive appearance. Overall, the proposed office annex promises to be an elegant contemporary building of a calm, background nature that respects its context.

**Impact on Neighbours, including daylight, sunlight and privacy**

18. To the north, the new office annex will face existing predominantly two storey residential terraced houses on Trinity Road. As noted above, the new block does not follow the line of Trinity Road, but only gradually diverges from it. The proposal is fairly well set back from the street edge, in particular to avoid any interference with the existing large mature trees along the application property's boundary to Trinity Road. These trees and this set back should avoid any disturbance from privacy or light pollution to those houses to the north, for which this is also their street frontage, where there is less expectation of privacy and lack of disturbance than to a back garden side.
19. Given the distance and relatively modest height, detrimental loss of daylight and sunlight was always unlikely, nevertheless the applicants have prepared a day and sunlight assessment in accordance with the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3<sup>rd</sup> Edition, Littlefair, 2022), known as "The BRE Guide". This demonstrates only minor loss of daylight that would be barely noticeable and no loss of sunlight, which is additionally exceptional given that these houses' existing condition has been an open car park, rather than a more normal for London built context.
20. To the south-west, a corner of the new office annex and the back of the western link will back onto a permanent mobile homes site, as the western end of the west wing does now. To both new build elements, this will be largely blank façade or only with high-level clerestory lights, to avoid overlooking, whilst maintaining the architectural language of raised ribs and recessed panels in GRC. Coincidentally this avoids the greatest overheating threat location being used for offices, and will

instead house ancillary accommodation such as meeting rooms, toilets, storage and plant.

### **Landscape and Public Realm**

21. With both the existing and new Civic Centre buildings acting as “objects-in-space”, landscaping is designed to flow around the building. Nevertheless, a series of distinct landscaped areas can be identified and have been carefully designed to respond to their different contexts, and functions. Therefore, there is landscaping to the frontage, facing Wood Green High Road, to the north-eastern corner, along Trinity Road, to the north-western corner / back of Trinity Primary and the larger landscaped area to the south-western corner, as well as the new central courtyard.
22. The main frontage faces the High Road and Crescent Gardens cross it; this was and will once more be the main public entrance and “public face” of the Council HQ. Previously it was somewhat car-dominated, with a vehicle loop in front of the entrance and extensive parking; some parking will be retained , for disabled visitors, but with less prominence amongst more landscaping and a more pedestrian friendly landscape. Previously four steps led up from this roadway to the entrance door, with a later ramp awkwardly squeezed into its south to provide disabled access, albeit not to modern standards. This will be replaced by a level/very gently sloped approach from the public pavement, providing much better, equal and more inclusive access; very occasional vehicles will ramp up onto this, controlled by movable bollards, with routine access to the parking becoming in and out form the north and south. Whilst being something of a barrier to access for some, the previous steps have historically formed something of an informal “dais” for public announcements, demonstrations and reportage, the most commonly pictured location whenever Haringey Council was in the news; the more level landscape will create a more inclusive, less confrontational, but somewhat less dramatic stage for these occasions.
23. At the north-west corner, at the junction of Trinity Road with the High Road and facing the junction of White Hart Lane, there will be a more complex landscape, containing the retained historic entrance to a former nuclear bunker, forming a raised, landscaped, brick plinth, with a secondary building entrance, for staff only, via a gate under the proposed link bridge, somewhat tucked behind. The opportunity of the plinth has been taken to provide some covered cycle parking

in a lockable structure with a landscaped roof; the doors and sides to this and these gates open a language of robust, secure but decorative metalwork, to be continued elsewhere. Carefully designed and integrated proposed external lighting and CCTV, as well as plentiful passive surveillance from within the office annex, should mitigate security concerns at this somewhat secluded entrance.

24. Along Trinity Road, the proposed office annex does not provide a conventional street face, of front gardens, activated by entrance doors, but will have plentiful passive surveillance from many windows. The landscaping will be between the large existing mature trees, the new building to its south and the quietly trafficked but busy pedestrian street of Trinity Road, which is not a through route for vehicles but is a formally designated School Street, a main approach to Trinity Primary and a generally popular east-west pedestrian route. The proposed landscaping of shade tolerant plants and hard landscape features is intended to act as a “play-on-the-way” landscape, eminently appropriate to its location, constraints and likely use, that should help integrate the new Civic Centre landscape into wider existing community use.
25. Landscaping of the north-western corner is one of the more tricky conundrums; whilst maintaining the open landscaped concept, this has to act as a servicing and deliveries “yard”, the main location for staff cycle parking and relate to the back walls to private rear boundaries to the school and mobile homes site. These significant security constraints would suggest a more enclosed, secured design would be more appropriate, but the design of the cycle parking as an enclosed, covered structure in the same language and materials as that in the north-east corner secures the southern half of this area as a secluded wooded glade, whilst CCTV, lighting and a raisable barrier will be relied on to secure the delivery area whilst maintaining the appearance of open, flowing landscaping.
26. The larger landscaped area to the south / south-west of the Civic Centre, with a short frontage onto Bounds Green Road, longer side walls to the mobile homes site to the west and the rear of the church and its neighbouring office building to the east, and the restored existing Civic containing no public entrances to this side, make its public activation, purpose and passive surveillance tricky, compounded by the need to retain and enlarge various plant and sub-station structures along the church and neighbouring office boundary and service vehicle and parking requirement through that eastern edge. It is considered by the applicant team that public access through this area, as a short cut between

Bounds Green Road and the High Road, and to provide an additional public garden space (close to the existing Trinity and Crescent Gardens). Its northern edge will be highly visible from within the new meet and greet area under the west wing, and could provide a sunny break-out space / café terrace if security considerations allowed, but that is not currently possible, and the meeting rooms to the 1<sup>st</sup> floor west wing ground floor under the council chamber provide less animation or passive surveillance. Design Officers will maintain a watching brief as to whether this combination of functions and public access remains appropriate, rather than a more private, secured space or use.

27. Finally, the central courtyard garden promises to provide a landscaped jewel at the heart of this new Civic Centre. Access from buildings to all sides, as well as the staff entrance gate in the north-eastern corner, overlooked by primary circulation routes and break-out spaces within the building, and landscaped with raised seating amongst planted beds, this should be a most attractive space for outdoor meeting, lunch, casual interaction, contemplation and a breath of fresh air (but not for smoking), adding to office wellbeing and immensely aiding wayfinding and orientation within this large proposed building complex.

28. A number of well chosen, durable and attractive landscaping materials and components, including furniture, hard landscaping materials and planting have been proposed, but should be subject to conditions. In particular, great care will be required to integrate external lighting and CCTV, to avoid unsightly clutter whilst maintaining vital functionality. Considerable progress has been made on this already in their detailed design proposals, but conditions should nevertheless still be required. Nevertheless, much of the landscaping demonstrates the overall exemplary nature of this project, to revive, restore and complete a handsome Civic Centre from the optimistic, open era of the architecture of democracy.

### **Conclusions**

This promises to be an exemplary project, in an appropriate location for public facilities in a publicly accessible, useful and attractive landscape, to revive, restore and complete a handsome Civic Centre from the optimistic, open era of the architecture of democracy, respecting its heritage status, whilst providing a comfortable, efficient, effective, sustainable, inclusive and open, public facing council headquarters.

<p><b>Planning Policy</b></p>	<p><b>Key designations</b></p> <ul style="list-style-type: none"> <li>• Wood Green Growth Area</li> <li>• Trinity Gardens Conservation Area</li> <li>• Civic Centre Site Allocation (SA5)</li> <li>• Grade 2 Listed Building</li> </ul> <p><b>Principle and Quantum of development</b></p> <p>The Civic Centre is an allocated site (SA5) in the adopted Site Allocation Local Plan document, and is allocated for both residential, employment and town centre uses. It is also a draft allocation for the same uses within the draft Wood Green AAP (Reg 18, 2017). Both these allocations allow for the wholesale redevelopment of the site subject to re-provision of the Civic functions or significant refurbishment of the Civic Centre and conversion to residential. Since these documents have been published the site has been listed by Historic England and is now a Grade 2 listed building. This listing significantly affects the relevance of the adopted and draft site allocations, as it now effectively precludes full redevelopment of the site. It also constrains the potential to convert the building to uses other than civic / offices. Therefore the weight of the allocations guidance on redevelopment and capacities is limited, but the principles regarding appropriate uses and other site requirements remain relevant, alongside other Local Plan policies.</p> <p>In this case, the principle of using the car parking area of the site for new office accommodation, refurbishing the buildings for civic and office use, whilst giving significant regard to the listed building generally accords with the objectives for the site allocation, taking into account the significant constraints on the scale of redevelopment now possible. Whilst the proposal does not include residential uses, in the context of the provision of a significant quantum of office and civic floorspace, the difficulty of converting to other uses, and the continued use of the Civic Centre for its intended purposes, the loss of the potential residential capacity is acceptable.</p>	<p>Comments noted</p>
<p><b>Pollution</b></p>	<p>Having considered all the relevant supportive information on pollution especially the Design and Access Statement, Energy Statement with the proposed Air &amp; Water Source Heat Pumps as the source of energy and the Air Quality Assessment report with reference 0044501 – BHE – XX – XX – RP – AQ – 01 Rev P02 prepared by Buro Happold</p>	<p>Suitable conditions and Informative will be applied</p>

Ltd dated 14<sup>th</sup> March, 2023 taken note of sections 4 (Methodology), 5 (Baseline Conditions), 6 (Construction Impacts), 7 (Operational Impacts), 9 (Mitigations) and 9 (Conclusions), please be advise that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted.

1. Land Contamination

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
- b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
- d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
- e. Where remediation of contamination on the site is required, completion of the 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 NO<sub>x</sub> and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.
- b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

4. Demolition / Construction Environmental Management Plans

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

The following applies to both Parts a and b above:

- a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).
- b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:
  - i. A construction method statement which identifies the stages and details how works will be undertaken;
  - ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
  - iii. Details of plant and machinery to be used during demolition/construction works;
  - iv. Details of an Unexploded Ordnance Survey;
  - v. Details of the waste management strategy;
  - vi. Details of community engagement arrangements;
  - vii. Details of any acoustic hoarding;
  - viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
  - ix. Details of external lighting; and,
  - x. Details of any other standard environmental management and control measures to be implemented.
- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
  - i. Monitoring and joint working arrangements, where appropriate;
  - ii. Site access and car parking arrangements;

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

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out whilst, some of the already submitted information can be consider for the discharge of part of the above condition 4.

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

Informative:

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

	<p>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><b>Refuse Management</b></p>	<p><b>Comments received 23/05/2023:</b>  The WMS is very thorough and references national, regional and local guidance and outlines that the waste and recycling storage arrangements will be supported by the facilities management team. The recycling streams we would expect to see have been accommodated as well as other smaller categories of waste such as small electricals and confidential waste.</p> <p>The WMS (para 4.5) mentions that collections will be 3 times a week but it is not clear if this is in total or 3 times for waste and 3 times for recycling per week. We would usually advise that storage is sufficient to hold a week's worth of waste / recycling unless there are exceptional circumstances. Also for note is that we can only collect organic waste from 140 litre wheelie bins. We will be updating the Haringey supplementary planning guidance to reflect this.</p> <p>The assumptions around the generation of waste and recycling from an office seem reasonable give that Haringey doesn't have specific guidance on this. Westminster apply the following approach below and in the attached which may be helpful as a cross reference, if not already used.</p> <p>3.1.2 Offices, professional services and community uses (A2, B1 and D1)</p> <p>- 2000 litres waste storage for every 1,000 m2 gross floor space.  Note: 70% of this capacity must be retained for the storage of separated material (50% paper and cardboard, 10% other dry mixed recyclables, 10% food waste).</p> <p><b>Comments received 30/06/2023:</b></p> <p>I agree with what's proposed and the flexibility with the collections if required.</p>	<p>Allowance for smaller than usual refuse stores and an exemption to single weekly collection to allow three weekly collections has been approved by the refuse management team. A condition requiring detailed design of the stores is recommended.</p>

<p><b>Sustainable Drainage (SuDS)</b></p>	<p>Having reviewed the applicant's submitted documents outlined below:</p> <p>1) Flood Risk Assessment document reference number HCC-BHE-XX-XX-RP-C-000002, 0044501, Revision P01, dated 14 March 2023  2) Drainage Strategy document reference number HCC-BHE-XX0XX-RP-C-000001, 0044501 Revision 02 dated 15 March 2023</p> <p>Prepared by Buro Happold Consultant, we are content with the submission and we have no further comments to make on the above planning application. If the scheme is to build as per the above submitted documents, the impact of surface water drainage will be addressed.</p>	<p>These are noted and included in condition regarding SuDS compliance.</p>
<p><b>Sustainability</b></p>	<p>Discussions are on going and final comments will be provided via addendum, the following actions have been identified.</p> <p><b>Carbon Management Response 18/08/2023</b></p> <p><u>Energy Strategy Actions:</u></p> <ul style="list-style-type: none"> <li>- The applicant should report their baseline CO<sub>2</sub> emissions and savings in tCO<sub>2</sub>/year, not kgCO<sub>2</sub>/m<sup>2</sup>. It should also include clear tables, as set out by the GLA, for the site-wide carbon reductions, and the reductions for the new build and refurbishment parts of the development separately. It is not enough to include the GLA carbon emission reporting spreadsheet, it should also be in the main report and the spreadsheet does not clearly differentiate between the new build/refurb.</li> <li>- Clarify whether the GLA carbon emission reporting spreadsheet is only for the new build element. It appears that it does not include the results for the refurbished building, which reports a reduction of 80%.</li> </ul> <p><u>Energy Use Intensity / Space Heating Demand Actions:</u></p> <ul style="list-style-type: none"> <li>- Clarify the energy use Intensity against the GLA benchmark of 55 kWh/m<sup>2</sup>/year.</li> </ul> <p><u>Baseline Actions:</u></p> <ul style="list-style-type: none"> <li>- To be clarified</li> </ul>	<p>Conditions and obligations included.</p>

Be Lean Actions:

- The g-value on p.13 of the ES is different from the g-value on the GLA reporting spreadsheet. Please clarify
- Please clarify; two different efficiencies are reported for the ventilation with heat recovery, 80% and 90%.
- Please clarify; the SCOPs for the heat pumps have been reported as different figures too.
- Set out how the scheme's thermal bridging will be reduced.
- Clarify how many air changes per hour the natural ventilation could achieve.
- Clarify why the façade external lighting been excluded from calculations?
- Clarify if the development include waste water heat recovery?

Retrofit Actions:

- Prepare a best-case retrofit scenario (including overheating) "with all the measures that would be Thermal bridging impacts needs to be assessed as part of this."
- Submit s evidence that the retrofit strategy has been responsibly informed by building surveys to inform the existing performance, and moisture movements, as well as thermal bridging modelling that has informed the insulation strategy. Please also demonstrate that this is the most cost and space efficient option.
- Demonstrate how the internal insulation option will not negatively impact on the existing fabric (in its construction and operation due to moisture buildups) and that suitable monitoring for these risks are in place.
- The case studies provided to illustrate precedent have not been backed up with any information to demonstrate this kind of strategy has been implemented successfully in a similar construction.

Be Clean Actions:

- Demonstrate the spatial arrangements are suitable for a future DEN connection. Please submit a site plan showing the connection point at the edge of the site, location of a pipe between the connection point and plant room, and plant room layout and schematics.

Be Green Actions:

- Clarify if the carbon reduction for the solar PV has been completely allocated to the new build or existing building in the Part L calculations?
- Clarify why is lighting demand being reduced under Be Green?
- Clarify how the remaining domestic hot water usage will be met (apart from the handwash basins), is this through the WSHP?
- Clarify where will the 900l hot water be stored?
- Clarify if any waste heat from the equipment rooms or other areas being recovered into the space heating system?

#### Be Seen Actions

- Clarify what are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters, battery storage?
- 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>)

#### Overheating Actions:

- Confirm this model uses the CIBSE TM49 files for the Central London Weather file.
- Confirm that the model used to inform the results incorporate the latest design – the report says the plans used are from January 2023.
- Set out the weather file used / internal gains and occupancy profiles / thermal mass assumption / thermal elements performance (u-values, g-value) / heat losses from pipework and any relevant heat interface units for the heating systems.
- Demonstrate the Cooling Hierarchy has been followed, currently this has not been demonstrated and therefore this development is not compliant with Policy S14.
- The applicant must demonstrate that the risk of overheating has been reduced as far as practical and that all passive measures have been explored, including reduced glazing and increased external shading. The applicant

	<p>should also outline a strategy for residents to cope in extreme weather events, e.g. use of fans.</p> <ul style="list-style-type: none"> <li>- Specify the shading strategy, including: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed. Internal blinds cannot be used to pass the weather files, but can form part of the delivered strategy to reduce overheating risk for occupants (as long as it does not compromise any ventilation requirements).</li> <li>- Specify the ventilation strategy, including: floorplans showing the ventilation strategy per zone (predominantly natural, predominantly mechanical, stack ventilation, mechanical only) and specify the efficiency and air changes, window opening areas for the relevant openable windows as shown on elevation(s).</li> <li>- Confirm that any potential noise or air pollution sources from the road or adjacent school can be temporarily mitigated through the overheating strategy.</li> <li>- Include images indicating which zones were modelled and floorplans showing the modelled internal layout of the zones.</li> <li>- Undertake further modelling: <ul style="list-style-type: none"> <li>o Model the 2020s DSY 2 and 3 and DSY1 for the 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.</li> <li>o Any potential further modelling depending on which zones have been modelled.</li> </ul> </li> <li>- Specify the active cooling demand, only after having followed the cooling hierarchy (space cooling, not energy used) on an area-weighted average in MJ/m<sup>2</sup> and MY/year. Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point, and whether it has been powered by any renewable sources. Part of the Energy Strategy appears to indicate that the cooling demand is actually higher than the notional building.</li> <li>- Set out a retrofit plan for future and more extreme weather files, demonstrating how these measures can be installed, how they would reduce</li> </ul>	
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	<p>the overheating risk, what their lifecycle replacement will be, and who will be responsible for overheating risk.</p> <ul style="list-style-type: none"> <li>- Demonstrate how these future mitigation measures will improve the overheating results.</li> <li>- Confirm who will own the overheating risk when the building is occupied.</li> </ul> <p><u>Climate Adaptation Action:</u></p> <ul style="list-style-type: none"> <li>- Identify in what ways the development will increase the resilience of residents and businesses and adapt their public realm to the impacts of climate change.</li> </ul> <p><u>Whole Life-Cycle Carbon Actions</u></p> <ul style="list-style-type: none"> <li>- Submit WLC report</li> </ul> <p><b>Conditions and Heads of Terms</b></p> <p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>- Energy strategy</li> <li>- Retrofit strategy</li> <li>- Future DEN connection</li> <li>- Overheating</li> <li>- BREEAM Certificate for 'Outstanding'</li> <li>- Living roofs</li> <li>- Whole-Life Carbon calculations</li> <li>- Circular Economy strategy</li> <li>- Biodiversity</li> <li>-</li> </ul> <p><b>Heads of Terms</b></p> <ul style="list-style-type: none"> <li>- Be Seen commitment to uploading energy data</li> <li>- Energy Plan</li> <li>- Sustainability Review</li> <li>- Estimated carbon offset contribution (and associated obligations) of £XXXX (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages.</li> </ul>	
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- Future DEN connection (and associated obligations)

## Carbon Management Response 01/09/2023

### Actions:

- Confirm the baseline used for the refurbished building?
- Confirm the baseline for new build has changed from 24.8 to 22.3?
- Clarify why Be Clean savings are in the refurbished building?
- Clarify why the overall carbon savings have reduced from 80% to 41% in the refurbished building?
- Clarify what the BRUKL stage 3+ is?
- Confirm that the calculations have been done in line with the certified methodology under Building Regulations?
- Clarify why is waste heat from the equipment stores not being recovered in line with Policy SI3.
- Demonstrate that the EUI is justified by the additional use in this building with a comparative occupancy profile between a 'usual' office building and the one proposed, and what uses are proposed after hours.

### Conditions and Heads of Terms

#### Conditions

Revised Energy strategy  
Retrofit Strategy  
Sustainability Review  
Be Seen Energy Monitoring  
Future DEN connection  
Revised Overheating Strategy  
BREEAM Certificate for 'Outstanding'  
Sustainability Targets  
Living roofs and roof albedo  
Whole-Life carbon calculations  
Circular Economy Strategy  
Climate change adaptation and resilience

	<p><b>Heads of Terms</b> Carbon offset contribution (and associated obligations) of £98,325 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan prior to implementation (with a 50% payment of the contribution) and at the Sustainability Review stage prior to occupation (with a payment for the outstanding amount).</p>	
<p><b>Transport</b></p>	<p><b>Description</b> An application has been received seeking planning permission to redevelop the existing car park and erect a three-storey building Class E Office. The development would see provision made for 8 on-site car parking spaces, with 3 allocated as accessible spaces, 136 long-stay and 34 short-stay on-site cycle parking spaces would be provided, with further provision made for staff showers and lockers. The 3 on-site car parking spaces would be supported with electric vehicle charging points from the onset, with future capabilities for other spaces. The development will have a gross internal floorspace of 10,547 sqm; there are currently 4 vehicular accesses onto and off the location site. The development will have an average of 800 office workers on site during the core hours of 08:00–18:00, with a maximum of 1,030 persons occupying the new development at any one time.</p> <p>The site is located within the Wood Green CPZ, which restricts parking to permit holders only Monday to Saturday, 0800-1830. Trinity Road does contain some pay and display bays with a max stay of 2 hours. Furthermore, a School Streets is located on Trinity Road, which operates Monday to Friday 08:15-09:15 and 14:45-15:45. The site fronts on High Road A105, which is an adopted council road. The proposal site has a PTAL rating of 6b, indicating that its access to public transport is excellent when compared to London as a whole, suggesting that there are opportunities for some trips to be made to and from the site by modes of transport other than the private car. The site is easily reachable from Wood Green Station, which is only a 4min walk, and 3min bike ride. Furthermore, Alexandra Palace Station is only a 12min walk and 5min bike ride from the site. The location is well-serviced by buses on High Road, with these being 121, 141, 232, 329, 629, and W4. Bus stops are located at in front and opposite the Civic Centre on High Road.</p>	<p>Conditions noted. This is a Council owned application so there is no requirement for a S106 but the obligations will be included as conditions.</p>

**Trip Generation**

Trip generation has been constructed using both census data from 2011 and TRICS sites, the developer has tried to utilise comparable sites. Although, the Highway Authority finds these sites to have significant differences in terms of their location compared to the development site, which limits comparability, it is to be noted that the trips generated by the new offices are not all new trips as the staff will be relocated from other council offices in the surrounding area to the new building.

The new development will host council meetings during weekday evenings from 18:00 – 22:00 and weekends from 09:00 – 20:00, this will be similar to the previous use of the Civic Centre, no new additional functions are proposed which is likely to generate additional trips when compared to the previous use as a Civic Centre/ office compared to the new proposal, and as the majority of the current staff are already located within the local area we have considered that the additional trips that will be generated by the development proposal will be negligible and are likely to be by sustainable modes of transport.

It is acknowledged by the Highway Authority that with the reduction in on-site car parking, the new development will produce considerably less vehicle trips. The census data was utilised to produce mode share trips for the existing development. As previously discussed, staff will be moving from other council offices to the location site, which is understood to be new trips to the development site. Overall, trip generation is considered to be acceptable.

**Car parking**

Planning Policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.2 Office Parking requires that development proposals must comply with the relevant parking standards, which equates to 1 space per 100 sqm GIA. For a development of this type, a Class E Office with a PTAL with a ranking of 6b, the maximum number of car parking spaces permitted would be 105no. spaces. Therefore, the 8 proposed are in accordance with this policy. Additionally, lower car provision for office developments is further supported by the London Plan 2021, where the site is accessible via public transport, walking and cycling.

The London Plan 2021 T6.5 non-residential disabled persons parking states that disabled person parking should be provided in accordance with the levels set out within the policy. With at least access being provided to 1 on or off-street disabled persons parking bay. As a minimum 5% of the on-site car parking spaces must be designated disabled persons parking bay from the outset, which would be 1 parking space. All designated bays should be marked up as disabled person's parking bays from the outset. If it can be demonstrated that the existing level of disabled persons parking is not adequate.

The process for converting enlarged bays should be set out in a Parking Design and Management Plan which must be secured by way of a planning condition. All designated disabled person's parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1. Therefore, the Highway Authority finds the provision of the 3 to comply with this policy. Although, it is understood that priority 1 (Blue Badge or mobility issues) permit holders will be accommodated either on-site or on-street locally to the development.

The Highway Authority believes that a higher provision of disabled bays should be made available from the onset, as it has been stated that there are currently 5 blue badge holders at Alexandra House who will have to move to the new site. Thus, having 5 provided from the onset will grant them the ability to park at the new site without fear of traversing any great distance.

Information has been supplied within the Transport Assessment on the current occupancy of the location sites car parks. All council staff parking permits are issued via a priority system ranked highest P1 (Blue Badge or Mobility issues) to lowest P9 (Casual). There are currently 134 permits issued to staff. The new development would see this number reduced from 134 to 46, with the reduce number of permits allocated to high-priority level users only.

A parking stress survey was conducted, which utilised the Lambeth Methodology of 500m from the site, which covered a maximum 7min walk radius. It revealed that there are 317 available on-street parking spaces for those working at the site to use, though this would only be limited to the 46 permit holders, which has been mentioned already, and these permit holders, in the first instance, will be accommodated in other council-

owned car parks. The Highway Authority would require a Car Parking Management plan to be submitted which would provide further details on the site's car parking. This must be secured by way of a planning condition.

#### **Cycle parking**

The development will see provision for on-site cycle parking being provided within the published London Plan 2021 Policy T5 Cycle standards, which are as follows Class B1 Business Office Long-stay 1 space per 75 sqm, short-stay 1 space per 500 sqm, with 1 extra after first 5000 sqm. Class D1 Other long-stay 1 space per 8 fulltime staff and short-stay 1 space per 3 fulltime staff.

The applicant is proposing to provide a total of 136 long-stay and 34 Short stay cycle parking spaces. No long-stay cycle parking is proposed for the class D1 us as it is proposed by the applicant that this is accounted for within the office function of the building and is not required for the civic use.

The Highway Authority would request that a higher provision of cycle parking is provided on-site as previously mentioned the development could see up to 800 staff working on-site. Policy T5 Cycle, which requires that developments *'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards.* We will therefore require the cycle parking provision to be monitored as part of the staff travel plan which must be secured by condition, as part of the detailed design efforts should be made to increase the level of on-site cycle parking provision.

The Transport Assessment mentions that the cycle parking provision will be designed and built according to Transport for London's London Cycle Design Standards (LCDS). The Highway Authority would require that plans are submitted showing in depth design and type of long and short stay cycle parking, this must be secured by condition.

#### **Pedestrian / vehicular access to site Access**

The submitted Transport Assessment has included an Active Travel Zone (ATZ) assessment which covers a 20-minute cycle area from the site. An examination of the walking and cycling environment to the site via five routes and 5 clusters for collision data has been provided as part of the assessment. Cluster 1 (A105 High Road – White

Hart Lane junction) and cluster 2 (A105 High Road – A109 Bounds Green Road junction) are near the site location, with both clusters containing several serious and slight collisions. Although, it is unknown how many of these are made up of pedestrians and cyclists. Some recommendations have been stated within the ATZ detailing improved upgraded signalled crossings and facilities for pedestrians, tactile paving on existing crossings, dedicated cycle infrastructure on White Heart Lane, and improved East-West pedestrian crossing facilities on High Road-White Heart Lane. With the reduction in on-site parking from the new development, it will mean employees are more likely to walk and cycle to the site, consequently increasing trips made by these modes. Therefore, the Highway Authority would require the developer to provide funding towards a highway improvement scheme which will address issues surrounding pedestrian and cyclist road safety within the vicinity of the site.

The site will be using the existing vehicle entrances, with barriers installed to prevent unauthorised access from vehicles. However, information has been submitted on proposed barriers, with the one on Trinity Road being brought closer to the highway which would block the pedestrian footpath whilst vehicles are waiting to enter the site, which could result in pedestrians walking around the vehicle into the highway thus increasing road danger. This would not be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which states that *'development proposals should not increase road danger'*. Therefore, the Highway Authority would require that any existing barriers are kept at their present location, this must be secured by way of a planning condition.

#### **Electric vehicle charging**

As mentioned above the development would see provision of electric vehicle charging points being made available for 3 on-site parking spaces only. Although, it is not understood whether these will have active capabilities. A future provision option has been mentioned, which would see the remaining spaces provided with similar capabilities to the first 3 The published London Plan Policy T6.2 Office Parking which states that *'Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra Low Emission vehicles, including active charging points for all taxi spaces'*. Therefore, the Highway Authority would request that full provision of active charging points is provided from onset for all spaces to maximise electric travel to the site, especially

when considering cease of sale of new combustion engines by 2030, this must be secured by way of a planning condition.

**Service and Delivery**

Servicing of the site will take place at two locations. The main servicing and refuse collection will be accessible from Trinity Road, and a secondary servicing and refuse collection will be located off Bounds Green Road. Swept path drawings have been submitted to demonstrate how vehicles will exit in first gear. Vehicles using the main servicing location will turn on-plot, and those using the secondary will enter via High Road and exit onto Bounds Green. Therefore, the Highway Authority finds the swept path drawings to be satisfactory. However, the developer will still need to submit a Service and Delivery Plan, which will provide more depth of detail.

**Construction Logistics Plan**

No Construction Logistics Plan have been submitted as part of the submission, although some information has been provided within the Transport Assessment document regarding the development's construction. Overall, construction is expected to last 20-22 months, with a start date given of January 2023. A worst-case scenario has been presented in which 75% of traffic will use Trinity Road, and 25% would be diverted by High Road A105. Core working hours have been given as the following Monday to Friday 08:00 – 18:00, Saturday 08:00 – 13:00, and no working on Sundays, Bank or Public Holidays. However, the Highway Authority finds the operating times to be unacceptable as they should be outside of peak AM and PM to minimise the impact to local residents and the highway/road network on Trinity Road, Bounds Green, and High Road A105.

The Highway Authority would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant. This can be secured via a planning condition. The developer/applicant will need to adhere to Transport for London's guidance when compiling the documents, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of five thousand pounds ( £5,000) for the monitoring of the construction activities on site.

**Recommendation**

There are no highway objections to this proposal subject to the following conditions and s.106 obligations.

**Conditions**

1. Cycle Parking

The applicant will be required to submit to the Highway Authority plans showing accessible; sheltered and secure cycle parking for 136no. long-stay and 34no. short-stay for approval. The applicant will be required to submit plans to the Highway Authority in detail showing the design and type of on-site cycle parking for both short and long stay.

Reason: To ensure that cycle parking is provided in line with the London Plan 2021 Policy T5 and the London Cycle Design Standard (LCDS).

2. Delivery and Servicing Plan

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

Reason: To ensure that the development proposal can be serviced adequately.

3. Car Parking

The applicant will be required to submit a Car Parking Management Plan to the Highway Authority for approval which details the management of onsite car parking and the allocation of the reduced quantum of essential car parking permits.

Reason: to ensure that the impact of the reduction in the onsite car parking does not negatively impact on the on-streetcar parking provision on the local area surrounding the site.

4. Electric Vehicle Charging

Subject to a condition requiring the provision of 8no. active electric vehicle charging points to serve the on-site parking spaces from onset.

Reason: to be in accordance with published London Plan 2021 Policy T6.2 Office Parking.

5. Disabled Parking Bays

The applicant will be required to submit and provide plans showing 3no. on-site disabled persons parking bays.

Reason: to ensure the development is in accordance with the published London Plan 2021 T6.5 non-residential disabled.

### **S.106 Obligations**

#### **1. Construction Logistics and Management Plan**

The applicant / developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £5,000 (five thousand pounds) to cover officer time required to administer and oversee the temporary arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:

- a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway.
- b) The estimated number and type of vehicles per day/week.
- c) Estimates for the number and type of parking suspensions that will be required; and
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.

#### **2. Highway Improvements**

The applicant shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access

and visibility safety requirements. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment. In addition, the cost estimate is based on current highways rates of the permanent highways scheme. The developer will be required to provide details of any temporary highways scheme required to enable the occupation of each phase of the development, which will have to be costed and implemented independently of this cost estimate. The cost of the S.278 works have been estimated at £366,000 (three hundred and sixty-six thousand pounds) and must be indexed linked and reviewed annually or before the implementation of each phase of the highway works.

Reason: To implement the proposed highways works to facilitate future access to the development site.

### 3. Workplace Travel Plan

The Applicant will be required to enter a Section 106 agreement to secure a Workplace Travel Plan. As part of the travel plan, the following measures must be included in order to maximise the use of public transport:

a) The applicant submits a Works place Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:

a) Provision of welcome workplace induction packs containing public transport and cycling/walking information, available bus/rail/tube services, map and timetables to all new residents, travel pack to be approved by the Councils transportation planning team.

c) The applicant will be required to provide, showers lockers and changing room facility for the workplace element of the development.

d) The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years. This must be secured by S.106 agreement.

Reason: To promote travel by sustainable modes of transport in line with the London Plan and the

Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

External	Comment	Response
<p><b>Metropolitan Police (Designing Out Crime)</b></p>	<p><b>Section 1 - Introduction:</b>  With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).  We met with the original project Architects, Local Authority and the security consultants in Feb 2022 to discuss Crime Prevention and Secured by Design pre-application stage and discussed our concerns around the design and layout of the development. There is also mention of security in the DAS ( Section 7.1.3) and the security statement has been reviewed. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stage.</p> <p>At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, in light of the complexity and sensitivity of the site we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p><b>Section 2 – Secured by Design Conditions and Informative:</b></p>	<p>Noted and conditions attached.</p>

	<p>In light of the information provided, we request the following Conditions and Informative Conditions:</p> <p>A. Prior to the commencement of above ground works of each new building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p>	
<p><b>Thames Water</b></p>	<p><b>Waste Comments</b></p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide "working near our assets to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <a href="https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes">https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes</a></p> <p>Should you require further information please contact Thames Water.</p>	<p>Comments noted and condition / informative included</p>

Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scaleddevelopments/planning-your-development/working-near-our-pipes>

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

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

Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk)

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

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

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-positionstatements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames

	<p>Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
<p><b>Twentieth Century Society</b></p>	<p><b>Initial Comments 21 June 2023:</b></p> <p>The Twentieth Century Society has been notified of the Listed Building Consent application for the “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”. Haringey Civic Centre was built in 1955-58 to designs by Sir John Brown, A E Henson and Partners and was the first civic centre of its size to be completed following World War II. It was Grade II listed in 2018 and is located within the Trinity Gardens Conservation Area (which was designated in 1978 and extended in 1988). Policy Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority [...] shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.” The National Planning Policy Framework (NPPF, 2021) includes paragraph 194 which states that “In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance”. Paragraph 199 states that “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation [...] This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.” Paragraph 200 states that “Any harm to, or loss of, the significance of a designated heritage asset [...] should require clear and convincing justification.”</p> <p>Comments The Society has been concerned about the future of the civic centre for many years and has followed this case closely. We very much welcome the council’s decision to relocate</p>	<p>Additional surveys from PAYE and ASWS were provided subsequent to initial comments. Following review and a site visit the second set of comments were received.</p>

its staff back to the civic centre, allowing the building to continue to perform its original intended function. We have no objections to the proposed 'Trinity Building' extension. We appreciate that its location and points of connection have been informed by original plans for a larger civic development. The Society is concerned about the extent of fabric proposed for removal from the building's elevations. As recorded in its list entry, the Haringey Civic Centre was listed partly "for the level of survival of key aspects of the building's character and physical fabric". We will address the glazing and cladding separately: Glazing: - The curtain-walling and windows are a character-defining feature of the listed building's elevations, particularly on the building's principal (east) road-facing elevation. On this elevation, the extensive glazing along with the clearly articulated canopied entrance contribute to the building's public character, communicating its transparency and accessibility. The glazing is original and therefore also has evidential value as surviving historic building fabric. - The applicant proposes the complete replacement of the curtain-walling and windows. This would involve a significant amount of fabric loss and needs to be clearly justified. We feel that this proposal needs greater justification. - If the issue with the glazing is its poor environmental performance then there are other options which are less harmful to the heritage than full replacement that need to be considered, such as secondary glazing. We have not seen evidence that these alternatives have been properly explored. - We would only accept full replacement if the curtain-walling and windows are proven to be in unrepairable condition. The applicant claims that they are "in poor condition" and that Buro Happold has recommended complete refurbishment. We would welcome the opportunity to review this report, which does not appear to have been uploaded with the submitted documents. - If replacement is clearly proven to be the only option, it is essential that the glazing pattern, face proportions, opening movements and finishes match the originals (as the applicant proposes). If double-glazed, potential changes in the glass's reflectivity and tint also need to be examined. Pre-cast concrete cladding panels: - We note that PAYE have recommended full replacement of the pre-cast concrete panes (in their report dated to March 2023). Buro Happold had recommended the replacement of the 3rd floor panels in an earlier report, but PAYE recommends full removal owing to the composition of the concrete and issues with water ingress and reinforcement corrosion, and poor past repair and treatment efforts, all of which makes repair very difficult. We would normally resist fabric removal, but appreciate that replacement may be unavoidable here. - Are there small and isolated areas of cladding where original panels

in good or repairable condition could be retained to conserve some of this historic fabric without compromising the building's overall design integrity?

- We note that the replacement panels would increase the thickness of the cladding (by 60mm) and that this would change the window depth in relation to the clad surfaces, which perhaps needs consideration? We have no objections to proposals to glaze the covered walkway beneath the rear (west) wing. We appreciate that the glazing would be placed on the inner face of the columns and therefore set back, conserving the character of this space with its pilotis and overhang. Turning to the interiors, we appreciate that interior spaces of high significance, such as the entrance lobby and council chamber, will be retained as existing and preserved. Proposed visuals of the entrance lobby suggest the application of colour to the glazing on the 'flying corridor' bridge – what exactly is proposed here? We welcome proposals to reinstate the suspended, dog-leg acoustic ceiling in the council chamber, which was removed owing to the presence of asbestos, and ask that this is done on a like-for-like basis. We are concerned about the loss of the original plan to the north wing, with its central corridor leading off to cellular offices spaces, through the opening up of the office interiors. We appreciate that a number of rooms with original partitioning, panelling and joinery would be retained as existing, but question if more could be kept to conserve more of the building's original plan form, fabric and character. The applicant notes that the basement included a civil defence suite, built in anticipation of a nuclear war (sections 3.42 and 4.18), as is recorded in the list entry. This was noted in contemporary reviews of the building: - "The office block basement is constructed to 'Class A' air raid loading..." (Architecture and Building, May, 1958). - "The whole of the basement was required to conform to Home Office requirements relating to possible atom bomb attack, with escape tunnels to the external gardens. The basement therefore has walls of 24-inch thick reinforced concrete below a ground floor of similar thickness." (Official Architecture and Planning, June, 1958): The original basement plan is reproduced in The Architect and Building News (Jul 1958) which shows 3 strong rooms with a GPO telephone exchange, switch room, internal telephone exchange, a 'future public shelter', and various offices and stores. The applicant notes that this feature is of 'historic interest', but the architectural and evidential significance of the plan and fabric—which looks to survive well, based on existing plans—appears to have been overlooked. In the significance plans, the applicant identifies the basement as having blanket 'neutral significance'. We challenge this assessment and are concerned about proposals to strip out the basement. We ask the applicant to revise their proposals at this level. We hope that these comments are of use

to you. We would welcome the opportunity to visit the site and discuss the proposals with the project team. Please don't hesitate to get in touch if this would be of interest.

**Additional Comments received 30 August 2023**

The Twentieth Century Society acknowledge receipt of comments made on behalf of the applicant by Montagu Evans responding to our letter dated 21 June 2023. The Society has since been offered the opportunity of a site visit to discuss the proposals, which we undertook on 24 August 2023. Following the site visit, we would like to offer some revised comments in relation to this application. We would like to reiterate our enthusiasm for the proposed use of the site, and for it to regain its original function. This is an exceptional building, and a return to its original use is entirely appropriate for the long-term future of the historic site. While we were on site, however, we were disturbed to learn of a suggested proposal to rebuild the elevations to improve their energy efficiency. The Twentieth Century Society would object strongly to any attempt to rebuild the elevations of this building which would result in substantial harm to the listed building and the loss of the original brickwork, window surrounds and cornicing, all of which are of high significance. Apart from the harm caused to the listed building, the loss of embodied carbon in any rebuilding scheme would far outweigh any occupational benefits achieved and we would caution against such an approach as deleterious to the sustainability of the building. In connection with the comments made in our letter in the curtain walling replacement, the Society has now had sight of further reports on the condition of the glazing and having had the opportunity to examine the windows on site, we consider that sufficient evidence has been provided to that they are beyond repair. We therefore conclude that their removal and replacement is justified. However, we would request that the design of the replacement glazing and window units is conditioned by the council to ensure that the replacement scheme is as close in appearance to the original curtain walling as possible. The pre-cast concrete panels were also a cause for concern for the Society when considering the impact of the proposals on the appearance of the listed building. Again, the site visit has provided further information on the condition of these panels and the feasibility for their retention. We are now satisfied that their replacement here is unavoidable. However, we again request that the replacement GRP panels be conditioned if the council are minded to consent to this application, to ensure that they are specified to give a like-for-like appearance thus minimising the harm caused to the

	<p>listed building. We were pleased to be made aware that the application of colour to the glazing on the flying bridge in the entrance foyer is to be achieved through the use of coloured film, a reversible change which will not adversely affect this area permanently. Similarly, we received assurances that the council chamber ceiling will be replaced with a like-for-like copy of the original. Turning to the civil defence suite in the basement, we were satisfied from our visit that little physical evidence remains of this facility. We were encouraged by the proposal to add an interpretation board to the external exit of the bunker detailing its history. Although we regret the stripping out of the basement areas, and continue to maintain that they are of some historic significance, we appreciate the need to house plant in this area and that this location is preferable to other potential sites which would cause greater harm to the listed building. We trust that our revised comments are useful in your determination of this application.</p>	
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## APPENDIX 5 – Public Consultation Responses

Neighbour consultation	Neighbour response	Officer response
Ben Rider, 30a Truro Road, N22 8EL	<p>Objection: While the provision of spaces for community groups is welcome, it's a shame that more budget can't be allocated to other community assets such as the provision for public swimming pools (which are sorely lacking in Wood Green)</p>	The consolidation of office use on this site will allow for more efficient use of other existing sites and provide for the needs of the community and Haringey as a whole.
Jack Grant, 1 Rycroft Way	<p>Objection: In the council chambers I have two objections</p> <p>1) the balance of observer seating in the usual arrangement (the setup for council events) is 100 for able bodied residents and 3 for wheelchair users, the wheelchair users are also separated from the main body of observers- a classic sign of them being an after thought and othered- particularly as they will be placed in the ground floor with the councillors where there is usually security present and will likely have to be ushered in and out. it would be simple to fix seating style of the gallery (as done by thousands of cinemas in this country) remove the last row of seats and extend the level ground at the back to create enough space for wheelchair users at a higher ratio than 3/103. Haringey council has put forward a target of 20% for housing so don't see why 20% wheelchair adaptable seating couldn't be achievable in the seating arrangements of the councils political body.</p> <p>2) it says in the application that the whole of the ground floor of the council chamber is wheelchair accessible, does that include the podium? from the drawings i think the current setup of stair access would be continued - a lazy non solution that excludes people in wheelchair from the podium which will be used for cabinet and council leader seating during usual running- the size and</p>	There are flexible spaces available in addition to the spaces designated. The council chamber will be fully accessible to wheelchair users. However, the Public Gallery will not have level access as this would require substantial structural changes to allow level access, which would be detrimental to the heritage value.

	<p>shape of the room would not have prevented one or both of the stair access to the podium being converted into a ramp, they aren't high steps. This redesign will presumably not be changed for decades and the design put forward would inherently treat any wheelchair user who enters the cabinet or leadership of the council as lesser in the inherent design of the political chambers of the council. architecture and design should reflect the priorities and political will of the council.</p>	
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Appendix 5: Planning Sub-Committee Minutes 24 May 2021

**Minutes:**

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

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

- It was commented that accessibility and transparency were central to the original design of the building and members welcomed the fact that the proposals would maintain these features.
- It was enquired whether the building would be open to passers-by. The applicant team noted that areas of external landscaping and the reception area would be publicly accessible; there would also be an area that could be hired and used for events. Some members noted the importance of ensuring that some areas of the building were secure but felt that the Civic Centre should be more inclusive and should have more opportunities for the public to engage. The applicant team noted that the reception and some outdoor areas would be open to the public and could have flexible uses.
- Some members believed that the car park would be reasonably prominent and it was enquired whether this could be moved from the front of the building to somewhere less visible. The applicant team noted that the plan may be misleading as it was intended to have a pedestrianised area at the front of the building. It was explained that cars would access the area from Trinity Road and it was highlighted that disabled parking was required to be located within a maximum distance from the main entrance. It was stated that the area outside the main entrance would be pedestrianised and would be significantly upgraded.
- In response to a query, the applicant team confirmed that the net internal area of the building was 6,000 sqm and the external area was 11,000 sqm.
- Some members noted that, in the past, the west side of the building had experienced overheating issues during the afternoon

and evening. The applicant team explained that the glazing would be significantly upgraded and that the building would have mechanical ventilation.

- In response to a query, the applicant team confirmed that there were a number of memorial elements across the site, including some planting; members urged the applicant to retain or relocate these elements. It was noted that there would be engagement with the member forum and it was suggested that the reception area would be a suitable opportunity to capture some memorial elements.
- In relation to parking, it was explained that there would be eight parking spaces: three of these were disabled parking spaces and the other five would be enlarged spaces for flexible uses. It was acknowledged that some staff required vehicle access for their roles; the services with fleet vehicles would not be based at the Civic Centre and it was noted that the essential car permit policy was due to be reviewed for other staff. Some members noted that parking was important for visitors and for older people who may not be able to use the underground. The applicant team commented that the site was well-served by public transport and noted that event organisers could consider access and transportation measures, such as minibus provision. It was acknowledged that there would always be tension between parking and environmental elements. Some members commented that they did not believe that the parking provision was sufficient and that it should be reconsidered. The applicant team noted this point and stated that they would continue to work to balance these interests.
- The applicant team confirmed that the meeting rooms would have modern audio visual and presentation equipment. It was noted that, due to the heritage status of the building, the equipment would likely be sensitively designed and installed.
- In relation to refreshment facilities, it was explained that staff areas would have kitchenettes on every floor. There would also be large kitchen provision on the ground floor, including a servery counter which could be used by a caterer.
- Some members highlighted that, previously, users of the building had been required to use window blinds frequently due to sun and heat issues; it was requested that this issue be considered. It was commented that mechanical ventilation had been used but had not been effective.

- Some members noted that the Quality Review Panel (QRP) had commented that the east to west pedestrian and cycle route might not be well-used and it was enquired whether any changes would be made. The applicant team stated that some changes had been made and that provision had been made to improve the pedestrian route at the southern end of the building. The connection of the path to the woodland garden would also be improved and there would be a clear path through to Bounds Green Road.

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## APPENDIX 7 – Development Management Forum

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

### Council offices and Civic use of site:

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

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

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

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

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

### Sustainability:

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

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

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

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

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

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

### Transportation and Highways:

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

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

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

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

### Public involvement:

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

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

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

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

### Miscellaneous discussion:

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

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

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

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

APPENDIX 8 – First QRP: 27 April 2022

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**London Borough of Haringey Quality Review Panel**

**Report of Formal Review Meeting: Haringey Civic Centre**

Wednesday 27 April 2022

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

**Panel**

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

**Attendees**

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

**Apologies / report copied to**

Aikaterini Koukouthaki      London Borough of Haringey

**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.

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### 1. Project name and site address

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

### 2. Presenting team

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

### 3. Planning authority briefing

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

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

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

##### *Summary*

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

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

##### *Scheme context*

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

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

### *Civic Centre repair and restoration*

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

### *Architecture*

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

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

### *Accessibility and security*

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

### *Landscape*

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

### *Sustainability*

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

### *Next steps*

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

APPENDIX 9 – QRP – Second Review: 18 January 2023

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**London Borough of Haringey Quality Review Panel**

Report of Formal Review Meeting: Haringey Civic Centre

Wednesday 18 January 2023

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

**Panel**

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

**Attendees**

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

**Confidentiality**

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### 1. Project name and site address

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

### 2. Presenting team

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

### 3. Planning authority briefing

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

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

Officers would welcome the panel's views on:

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

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### 4. Quality Review Panel's views

#### *Summary*

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

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

These comments are expanded below.

#### *Height and massing*

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

#### *Wider connectivity*

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

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

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

### *Landscape design*

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

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

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

### *Sustainable design*

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

### *Architectural language and materiality*

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

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## APPENDIX 10: Plans and Documents List

## Approved drawings for HGY/2023/1043 and HGY/2023/1044

HCC-HBA-ZZ-RF-DR-A-008001	Site Location Plan	P1
HCC-HBA-ZZ-RF-DR-A-008002	Site Block Plan	P1
HCC-HBA-CC-B1-DR-A-008100	Level B1 - Existing GA Plan	P1
HCC-HBA-CC-00-DR-A-008101	Level 00 - Existing GA Plan	P1
HCC-HBA-CC-01-DR-A-008102	Level 01 - Existing GA Plan	P1
HCC-HBA-CC-02-DR-A-008103	Level 02 - Existing GA Plan	P1
HCC-HBA-CC-03-DR-A-008104	Level 03 - Existing GA Plan	P1
HCC-HBA-CC-04-DR-A-008105	Level 04 - Existing GA Plan	P1
HCC-HBA-CC-ZZ-DR-A-008200	Existing East Elevation	P2
HCC-HBA-CC-ZZ-DR-A-008201	Existing North Elevation	P2
HCC-HBA-CC-ZZ-DR-A-008202	Existing West Elevation	P2
HCC-HBA-CC-ZZ-DR-A-008203	Existing South Elevation	P2
HCC-HBA-CC-ZZ-DR-A-008300	Existing Sections	P2
HCC-HBA-CC-B1-DR-A-008150	Level B1 - Proposed Strip Out Plan	P1
HCC-HBA-CC-00-DR-A-008151	Level 00 - Proposed Strip Out Plan	P1
HCC-HBA-CC-01-DR-A-008152	Level 01 - Proposed Strip Out Plan	P1
HCC-HBA-CC-02-DR-A-008153	Level 02 - Proposed Strip Out Plan	P1
HCC-HBA-CC-03-DR-A-008154	Level 03 - Proposed Strip Out Plan	P1
HCC-HBA-CC-04-DR-A-008155	Level 04 - Proposed Strip Out Plan	P1
HCC-HBA-CC-ZZ-DR-A-008250	East Elevation - Proposed Strip Out	P1
HCC-HBA-CC-ZZ-DR-A-008251	North Elevation - Proposed Strip Out	P1
HCC-HBA-CC-ZZ-DR-A-008252	West Elevation - Proposed Strip Out	P1
HCC-HBA-CC-ZZ-DR-A-008253	South Elevation - Proposed Strip Out	P1
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HCC-HBA-ZZ-ZZ-DR-A-208204 Proposed East Courtyard Elevation P1

HCC-HBA-ZZ-ZZ-DR-A-208205 Proposed North Courtyard Elevation P1

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**Documents:**

Design and Access Statement (DAS)-August 2023

Landscape Strategy / Urban Greening Statement (within DAS)-April 2023

Flood Risk Assessment-April 2023

Sustainable Drainage Strategy-April 2023

Arboricultural Impact Assessment-April 2023

Tree Protection Plan-April 2023

Planning Statement-April 2023

Heritage Statement-April 2023

Façade Condition Survey-April 2023

Sample Petrographic Analysis-April 2023

Townscape and Visual Impact Assessment -April 2023

Ecology BREEAM Assessment-April 2023

Bat Survey-April 2023

Biodiversity Impact Assessment-April 2023

Ecology BREEAM Assessment-April 2023

Energy Statement-April 2023

Sustainability Strategy and BREEAM Assessment-April 2023

Thermal Comfort Report -April 2023

Transport Assessment -April 2023

Transport Addendum – 9 August 2023

Draft Travel Plan-April 2023

Air Quality Assessment-April 2023

Noise Impact Assessment -April 2023

Generic Quantitative Risk Assessment - 0044501-BHE-XX-XX-RP-YG-0003 - 10 March 2023 – P01

Sunlight / Daylight Assessment - April 2023

Crime Prevention Statement - April 2023

Waste Management Plan - April 2023

Lighting Assessment - April 2023

Statement of Community Involvement - April 2023

Fire Strategy - HCC-BHE-XX-XX-RP-YF-000001- 3 March 2023 – Rev P05

Typical Details Schedule - July 2023

Supplementary Planning Info - HCC-HBA-XX-XX-RP-A-081001

Barrier and Bollard Location Plan -HCC-CTF-ZZ-00-DR-L-100011 S4 P1

Furniture Comparison Plan-HCC-CTF-ZZ-00-DR-L-100011 S4 P2

Existing and Proposed Trees -556-CTF-ZZ-ZZ-DR-L-500007 S4 P1

Site Planting Plan -556-CTF-ZZ-ZZ-DR-L-500000 S4 P1

PAYE Letter - DM/23007/001

External Wall Bay Studies – CC – South Wing – West Elevation – HCC-HBA-CC-ZZ-DR-A-218358 P1

Heritage Joinery Modifications - Typical North Wing Meeting Room - HCC-HBA-CC-ZZ-DR-A-728032 P1

External Wall Bay Studies – CC – South Elevation - HCC-HBA-CC-ZZ-DR-A-218352 P1

Access Statement – 0044501- 14 August 2023 Revision P01

ASWS Report – 23 August 2023

ASWS Window Condition Survey – 23 August 2023

Supplementary Planning Information HCC-HBA-XX-XX-RP-A-081001 – 11 July 2023

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Report for:	Planning Sub Committee Date: 11 <sup>th</sup> September 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](http://www.haringey.gov.uk). From the homepage follow the links to 'planning' and 'view planning applications' to find the application search facility. Enter the application reference number or site address to retrieve the case details.

4.2 The Development Management Support Team can give further advice and can be contacted on 020 8489 5504, 9.00am-5.00pm Monday to Friday.

Site	Description	Timescales/comments	Case Officer	Manager
<b>APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED</b>				
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 Kaimakamis	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
313-315 Roundway and 8-12 Church Lane, N17	Demolition of existing buildings and erection of a three to five storey building with new Class E	Members resolved to grant planning permission subject to the signing of legal agreement.	John Kaimakamis	Kevin Tohill

HGY/2022/0967	floorspace at ground floor and residential C3 units with landscaping and associated works.	Negotiations on legal agreement are ongoing.		
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
HGY/2021/1909 Cross House, 7, Cross Lane, London, N8 7SA	Demolition of existing building; redevelopment to provide business (Class E(g)(iii)(light industrial) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement,	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
44 Hampstead Lane, N6 HGY/2022/2731	Demolition of existing dwellings and redevelopment to provide a care home (Use Class C2); associated basement; side / front lightwells with associated balustrades; subterranean and forecourt car parking; treatment room; detached substation; side access from Courtenay Avenue; removal 8 no. trees; amended boundary treatment; and associated works.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Samuel Uff	John McRory
30-36, Clarendon Road N8 HGY/2022/3846	Demolition of the existing buildings and construction of a part two, six, eight and eleven storey building plus basement mixed use development comprising 51 residential	Members resolved to grant planning permission subject to the signing of legal agreement	Valerie Okeiyi	John McRory

	units and 560 sqm of commercial floorspace, with access, parking and landscaping	Negotiations on legal agreement are ongoing. Once agreed in draft the stage 2 referral will be sent to The Mayor of London		
<b>Hornsey Police Station, 94-98 Tottenham Lane, N8</b>  HGY/2022/2116	Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works.	Members resolved to grant planning permission subject to the signing of legal agreement  Negotiations on legal agreement are ongoing.	Valerie Okeiyi	John McRory
<b>The Goods Yard and The Depot 36 &amp; 44-52 White Hart Lane (and land to the rear), and 867-879 High Road, N17</b>  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.	Members resolved to grant planning permission subject to the signing of legal agreement.  Negotiations on legal agreement are ongoing.	Philip Elliott	John McRory
<b>Berol Quarter Berol Yard, Ashley Road, N17</b>	<u>Berol House</u> Refurbishment of Berol House for a mix of flexible commercial and retail floorspace with additional floors on the roof. Comprising	Members resolved to grant planning permission subject to the signing of legal agreement.	Phil Elliott	John McRory

<p>HGY/2023/0261</p>	<p>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 35% Discount Market Rent affordable housing. Tallest element 33 storeys.</p> <p>And associated public realm and landscaping within the quarter.</p>	<p>Negotiations on legal agreement are ongoing.</p>		
<p><b>APPLICATIONS SUBMITTED TO BE DECIDED</b></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>To be reported to Members at the 11<sup>th</sup> September Planning Sub-Committee</p>	<p>Samuel Uff</p>	<p>John McRory</p>
<p>Former Car Wash, Land on the East</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>

Side of Broad Lane, London N15 4DE HGY/2023/0464				
312, High Road, London, N15 4BN HGY/2022/2594	Proposed addition of 42 emergency new short-term self-contained residential units, 6 residential flat units and refurbishment of commercial space.	Application submitted and under assessment.	Kwaku Bossman-Gyamera	Kevin Tohill
Former Petrol Filling Station 76 Mayes road, N22 HGY/2022/2452	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
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
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

<p><b>Baptist Church, Braemar Avenue, N22</b></p> <p>HGY/2022/4552</p>	<p>Demolition of existing Church Hall and 1950's brick addition to rear of main Church building and redevelopment of site to provide new part 1, part 4 storey building (plus basement), comprising a new church hall and associated facilities at ground and basement level and self-contained residential units at ground to fourth floor level with associated refuse, recycling storage, cycle parking facilities including landscaping improvements.</p>	<p>Application submitted and under assessment.</p>	<p>Valerie Okeiyi</p>	<p>John McRory</p>
<p><b>The Grove Lawn Tennis Club, Cascade Avenue, Hornsey, N10</b></p> <p>HGY/2023/0733</p>	<p>Redevelopment of site including conversion of existing pavilion into 1.no residential dwelling and erection of 8.no residential dwellings, associated landscaping and cycle storage</p>	<p>Application submitted and under assessment.</p>	<p>Josh Parker</p>	<p>Matthew Gunning</p>
<p><b>Highgate School, North Road, N6</b></p> <p>HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316</p>	<p>1.Dyne House &amp; Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields</p>	<p>Applications submitted and under assessment.</p>	<p>Tania Skelli</p>	<p>John McRory</p>
<p><b>Berol Yard, Ashley Road, London, N17 9LJ</b></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><b>Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4</b></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><b>Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4</b></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><b>Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15</b></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 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</p>	<p>Application submitted and under assessment.</p>	<p>Phil Elliott</p>	<p>John McRory</p>

	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
HGY/2023/1816 Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA	Minor material amendment of planning permission ref. HGY/2021/2727 granted on 10/10/2022 to amend affordable housing tenure to London Affordable Rent.	Application submitted and under assessment.	Tania Skelli	John McRory
HGY/2023/1835 Wat Tyler House, Boyton Road, Hornsey, London, N8 7AU	Application to vary condition 3 of planning permission ref. HGY/2022/3858 granted on 01/06/2023 to amend affordable housing tenure to London Affordable Rent.	Application submitted and under assessment.	Nathan Keyte	John McRory
<b>IN PRE-APPLICATION DISCUSSIONS</b>				
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,	New Construction and Engineering Centre, extending to 3,300 sq m	Pre-application Meeting to take place 6 <sup>th</sup> July 2023	To Be Allocated	John McRory

Tottenham Centre) N15				
679 Green Lanes, N8	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11/2022 and advice note issued.	Samuel Uff	John McRory
505-511 Archway Road, N6	Council House scheme 16 units	PPA in place with ongoing meetings	Mark Chan	Matthew Gunning
Mecca Bingo, 707-725 Lordship Lane, N22	Student accommodation, homes for rent and commercial uses	PPA in place with ongoing meetings	Valerie Okeiyi/Martin Cowie	John McRory
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

<b>Sir Frederick Messer Estate, South Tottenham, N15</b>  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
<b>Reynardson Court, High Road, N17</b>  Council Housing led project	Refurbishment and /or redevelopment of site for residential led scheme – 10 units.	Pre-application discussions taking place	TBC	John McRory
<b>Arundel Court and Baldewyne Court, Lansdowne Road, N17</b>  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
<b>Gourley Triangle, Seven Sisters Road, N15</b>	Masterplan for site allocation SS4 for up to 350 units and approx. 12,000sqm of commercial space.	Pre-app meetings held. QRP review held. Greater London Authority (GLA) meeting held.  Discussions ongoing.	TBC	John McRory
<b>25-27 Clarendon Road, N22</b>	Residential-led redevelopment of site, including demolition of existing buildings.	Pre-application discussions ongoing.	Valerie Okeyi	John McRory

<b>Selby Centre, Selby Road, N17</b>	Replacement community centre, housing including council housing with improved sports facilities and connectivity.	Talks ongoing with Officers and Enfield Council.	Phil Elliott	John McRory
<b>Ashley House and Cannon Factory, Ashley Road, N17</b>	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
<b>142-147 Station Road, N22</b>	Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.	Pre-application discussions ongoing	Tania Skelli	
<b>Osborne Grove Nursing Home/ Stroud Green Clinic</b>  <b>14-16 Upper Tollington Park N4</b>	Demolition of a 32 bed respite home and clinic building. Erection of a new 70 bed care home and 10 studio rooms for semi-independent living, managed by the care home. Separate independent residential component comprising a mix of twenty self-contained 1 and 2 bedroom flats for older adults, planned on Happi principles. Day Centre for use of residents and the wider community as part of a facility to promote ageing wellness.	Discussions ongoing	Tania Skelli	John McRory
<b>(Part Site Allocation SA49) Lynton Road, N8</b>	Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space.	Pre-app discussions ongoing.	Gareth Prosser	John McRory
<b>157-159 Hornsey Park Road, N8</b>	Erection of 2 buildings ranging from 3 to 6 storeys in height and a detached 2-storey	Pre-application discussions ongoing.	Valerie Okeiyi	John McRory

	house, to provide for 34 residential units and circa 100m2 of commercial floorspace, together with associated landscaping with delivery of a new pedestrian route, car and cycle parking, and refuse and recycling facilities.			
<b>139 - 143 Crouch Hill, N8</b>	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
<b>Former Clarendon Gasworks, Mary Neuner Road, N8</b>	Reserved Matters Phase 4 (H blocks).	Reserved matter discussions taking place	Valerie Okeiyi	John McRory
<b>Parma House Clarendon Road (Off Coburg Road), N22</b>	14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020).	Pre-app advice issued.	Valerie Okeiyi	John McRory
<b>36-38 Turnpike Lane, N8</b>	Erection of 9 residential flats and commercial space at ground floor. (Major as over 1000 square metres).  (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.)	Pre-application report issued.	Tania Skelli	John McRory

<b>1 Farrer Mews, N8</b>	Proposed development to Farrer Mews to replace existing residential, garages & Car workshop into (9 houses & 6 flats).	Discussions ongoing as part of PPA	Tania Skelli	John McRory
<b>Wood Green Corner Masterplan, N22</b>	Masterplan for Wood Green Corner, as defined in draft Wood Green AAP as WG SA2 (Green Ridings House), SA3 (Wood Green Bus Garage) and SA4 (Station Road Offices).	Pre-app advice issued. Discussions to continue.	Samuel Uff	John McRory
<b>13 Bedford Road, N22</b>	Demolition of existing building and the erection of a part five part six storey building to provide 257 sq. m retail space on the ground floor with 18 flats with associated amenity space in the upper floors together with cycle and refuse storage at ground floor level.	Pre-app advice note issued.	Valerie Okeiyi	John McRory
<b>Land to the rear of 7-8 Bruce Grove, N17</b>	Redevelopment of the site to provide new residential accommodation	Pre-app advice note issued.	Valerie Okeiyi	John McRory

**Major Application Appeals**

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