

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Thursday, 7th March, 2024, 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, Lotte Collett and Alexandra Worrell

Co-optees/Non Voting Members:

Quorum: 3

1. **FILMING AT MEETINGS**

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

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

2. **PLANNING PROTOCOL**

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

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

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

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

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

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda item where they appear. New items will be dealt with at item 11 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES (PAGES 1 - 6)

To confirm and sign the minutes of the Planning Sub Committee held on 5th February 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/2023/0728 341A SEVEN SISTERS ROAD, TOTTENHAM, LONDON, N15 6RD (PAGES 7 - 328)

Proposal: 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 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.

9. PRE-APPLICATION BRIEFINGS

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

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

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

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

10. PPA/2024/0005 30-48 LAWRENCE ROAD, LONDON, N15 4EG (PAGES 329 - 350)

Proposal: Partial demolition and refurbishment of existing light industrial building (Class E) and erection of residential building (Class C3), including ground floor workspace (Class E), cycle parking, hard and soft landscaping, and all other associated works.

11. UPDATE ON MAJOR PROPOSALS (PAGES 351 - 366)

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

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 367 - 394)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 22.01.2024 – 23.02.2024.

13. NEW ITEMS OF URGENT BUSINESS

14. DATE OF NEXT MEETING

To note the date of the next meeting as tbc.

Kodi Sprott, Principal Committee Coordinator

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Fiona Alderman

Head of Legal & Governance (Monitoring Officer)

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

Wednesday, 28 February 2024

7:12 – 8:54

PRESENT:

Councillors: Barbara Blake (Chair), Reg Rice (Vice-Chair), Cathy Brennan, Sue Jameson, Emine Ibrahim, George Dunstall and Lotte Collett

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 Cllr Bevan.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

Cllr Rice stated a declaration of interest regarding item 8, he was a councillor for the ward. He would be viewing the item with an open mind.

6. MINUTES

RESOLVED

To approve the minutes of the Planning Sub Committee held on the 15th January as a correct record.

There was a petition received on Chestnuts Park application in December and the issues contained within the petition were raised by objectors at the December committee and were covered in the officer's report. There was also a separate petition on the heights of blocks at the Clarendon Development that has been considered by the Planning Service and permission had been approved in line with the Committees resolution.

7. PLANNING APPLICATIONS

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

8. HGY/2023/3058 DOWN LANE RECREATION GROUND, PARK VIEW ROAD, TOTTENHAM, LONDON (PAGES 7 - 104)

Planning Officer Zara Zeelig introduced the report. This was planning application for Phases 2a and 3 of the Down Lane Park Improvement Programme: demolition of former Park Pavilion and Park Depot Buildings (and associated structures), and basketball court to allow for construction of a new Community Hub Building and Community Garden, new basketball

and netball courts, new children's play area, access routes, entrances and associated soft and hard landscaping.

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

- Officers sought to retain and reuse as much of the existing external railings as possible. There would be additional planting along the railings so that if necessary in the future they could potentially be removed; railings could only be removed where planting was well established and would have sufficient boundary cover.
- Regarding the removal of the Welbourne site, there was no re-provision for use. The community facility would be flexible and various uses could be accommodated.
- Harris Academy was subject to a community use plan. This plan was to provide their facilities for discounted rates for community groups. It has come to light that this hasn't come to fruition, colleagues were pursuing this and would follow up to see what had happened since.
- The scheme was reviewed twice, one of the reviews was by the Urban Design London panel which was a condition of the funding that came from GLA. One member of the Haringey QRP was included in that panel meeting. After all of the amendments requested by that panel had been implemented, it was reviewed by the QRP and in that second review, the panel supported the proposal for improvements. The project team was to be commended for the extensive design process and the amount of work completed since the Urban Design London review supported the masterplan approach.
- The current mounds are in the Southern end of the park outside of the red line boundary. This part of the park is in the Blue Line area of works being carried out through permitted development, which did not require planning permission. The intention was to broadly level that area to make it more accessible and make it more connected to the surrounding residential areas. There would be new mounds in the Northern part of the park where it's currently flattened and featureless.
- In terms of the objections, points of concern raised were the separation of the two playgrounds, additional exits and entrances, removal of the nursery, removal of the railings and the impact on women's safety. Some residents felt the boundary hedging should be in addition to the railings which should remain, concerns were also raised about how the planting would be pruned and managed and there not being adequate replacement for trees any removed. The Met Police support this proposal and felt it was an improvement in terms of safety and there had been a lot of community engagement that had gone into the design in terms of the layout and the play parks.
- 42 new trees would be provided which would provide a net gain of 39 trees.
- At the time the design was shown to the QRP, the idea was that the pergola might be extendable. Following on from this, officers agreed a slender pergola was needed. The design consisted of 3 parallel pitched roofs, the front pitched roof over the main community space would be open to the room below. The second roof and the chimneys would form part of the plan for the overall proposal. Effectively that was part of the sustainability process, the chimneys would be functioning as flues, with the air source heat pump located beside the bin store just to try to reduce noise.
- The Moselle was not part of the red line site plan.
- The proposal to include disabled parking would be an addition to the current arrangement. Cycle parking would not be segregated, this would be for all park users.
- The majority of SUDS and drainage was taking place within the two other parts of the site. There would be aspiration to push for more SUDS features within the whole

park. The current drainage arrangement was a concrete area that meant water flowed into the drains (unattenuated) and the new area which was part of this application would be permeable.

- The overall aspiration was to build up the boundaries with a denser vegetation. The initial plan would be to potentially remove the Ashley Road boundary and in front of the depot site.

The following was noted in response to questions to the applicant:

- There would be works done to improve the lighting in the park. There had been a clear steer from the council to have an active frontage onto Park View Road from the hub. Various entrances and exits would be opened to improve accessibility. The scheme would bring forward the MUGA areas directly opposite the new community hub and new connections coming in from Ashley Road.
- The existing lighting within the park extended through the North field and along Moselle walk. Those were the only two areas in the park that had permanent lighting. There had been some temporary lighting installed between Park View Rd South and the existing former Park Pavilion building. There would be a significant uplift in the infrastructure in the park, specifically to the lighting in the North part of the park which cuts East, West and traverses the route from Park View Rd to Harris Academy. This would reflect a new pathway that would be introduced, following engagement with Harris Academy.
- 2 blue badge parking spaces were proposed as part of the scheme, the capacity for the scheme was varied dependent on the activities. There was proposed active travel as part of the scheme and there would be extra parking capacity on adjacent roads. The celebration space had a maximum capacity of 200 people, this could overspill into the garden and pergola to provide cover. Day to day usage of the building would be for yoga classes, art classes, after school clubs and resident's associations. It had the capacity for larger events which was integral to the viability of the building for the operator. Over a certain capacity would likely be subject to having an appropriate license.
- Further onsite parking would eat into the park space, there were accessible transport links available.

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 following a vote with 7 for, 0 against and 0 abstentions.

RESOLVED

1. That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability.
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.

Conditions

1. Three years
2. Approved Plans
3. Details and Materials
4. Landscaping
5. Arboricultural Method Statement incl Tree Protection Plans
6. Lighting
7. Secure by design accreditation and certification
8. Land Contamination and Unexpected Contamination
9. Construction Logistics Plan
10. Car Parking Management Plan
11. Delivery and Servicing Plan/Waste management plan
12. Demolition/Construction Environmental Management Plans
13. Cycle parking
14. Event Management Plan
15. Noise Management Plans
16. Energy Strategy
17. Overheating
18. Sustainability and Biodiversity Measures
19. Water Butts
20. Passivhaus
21. Fire Safety Solutions
22. Surface Water Drainage Scheme
23. Detailed Management Plan

Informatives

- 1) CIL liable
- 2) Hours of construction
- 3) Thames Water Groundwater Risk Management Permit
- 4) Asbestos

9. PRE-APPLICATION BRIEFINGS

The following item is a pre-application presentation to the Planning Sub-Committee and discussion of proposals.

10. PPA/2023/0093 - COLLEGE OF NORTH EAST LONDON TOTTENHAM CENTRE, HIGH ROAD, TOTTENHAM, LONDON, N15 4RU (PAGES 105 - 126)

Planning Officer John Kaimakamis introduced the report for the proposal seeks permission for the construction of a five-storey new building to host the Construction and Engineering Centre of the College.

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

- In the local character area of assessment, the centenary building was identified as a building of good quality. Officers would propose to use brick similar to the rest of the buildings within that area.
- Feedback from the consultation provided concerns around sustainability, noise from construction and access to the future disposal plot and site itself. The access to the site would retain the current service access. The actual pedestrian, staff and student routes would be through the current route through campus.
- There was a lot of wasted circulation space, workshops were designed and laid out in a way which lacked flexibility. The other aspect was the original building was not a

purpose-built construction centre, the site was very dense. The spaces currently were not wide enough or fit for purpose. This would be a 15-month build, the applicant was looking to appoint contractors. The aim would be to start work in the summer and then the building would be complete by December 2025.

11. UPDATE ON MAJOR PROPOSALS (PAGES 137-142)

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.

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

RESOLVED

To note the report.

12. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 143 - 158)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 1/01/2024 – 19/01/2024.

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

RESOLVED

To note the report.

13. NEW ITEMS OF URGENT BUSINESS

14. DATE OF NEXT MEETING

To note the date of the next meeting as 7th March.

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Planning Sub Committee – 07 March 2024

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2023/0728

Ward: Hermitage & Gardens (Adjacent to Seven Sisters)

Address: 341A Seven Sisters Road, Tottenham, London, N15 6RD

Proposal: 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 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.

Applicant: Provewell Ltd.

Ownership: Private

Case Officer Contact: Philip Elliott

Date received: 14/03/2023

Last amended date: 08/01/2024

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

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of new Warehouse Living development is supported as the scheme meets key requirements of policies DM38, DM39 as well as Site Allocation SA34.

- The proposals would increase employment floorspace and the submission of a Masterplan Framework identifies how the proposal would provide for the needs of residents and fit in with future development within other parts of the allocation.
- Warehouse Living is by its nature and provides workspace within the living space the combination of workspaces and accommodation cuts costs by avoiding the need for residents to have to rent both a home/room as well as a space to work.
- A late-stage review would secure a contribution to affordable housing if rents exceed those set out in the viability report when any increase in costs is accounted for. The rents would be monitored over time to inform any future proposals for Warehouse living.
- The proposed development would not cause unacceptable harm to the amenity of surrounding residential properties.
- The proposal provides a unique high-quality design that acts as a positive gateway to the Warehouse District and responds to the QRP comments and satisfies Local Plan and London Plan requirements.
- The overall quality of the proposed Warehouse Living accommodation is good will meet the host community's future accommodation needs for creative living and working;
- The proposed scheme would preserve nearby listed buildings and their setting and the character and appearance of nearby conservation areas. The proposal would have a minor impact on views of medium value from Vartry Road on locally listed building Woodberry Down Baptist Church the resultant harm falls in the less than substantial category.
- The proposal incorporates several sustainability measures and satisfies relevant London Plan Policies

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability securing the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability to make any alterations, additions, or deletions to the recommended heads of terms and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Planning Sub-Committee.
- 2.3 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 28/06/2024 or within such extended time as the Head of

Development Management or the Assistant Director Planning, Building Standards & Sustainability shall in their sole discretion allow; and

- 2.4 That, following completion of the agreement referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of conditions.

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

- 1) 3-year time limit
- 2) Approved Plans & Documents
- 3) Accessible Accommodation
- 4) Commercial Units - Ventilation/Extraction
- 5) Commercial Units - Café/restaurant Opening Hours
- 6) BREEAM Certificate
- 7) Below ground works impact mitigation measures
- 8) Commercial Units – Noise Attenuation
- 9) Noise Attenuation – Warehouse Living Accommodation
- 10) Fire Statement
- 11) Landscape Details
- 12) Biodiversity
- 13) External Materials and Details
- 14) Artwork Details
- 15) Living roofs
- 16) Energy Strategy
- 17) Overheating (Warehouse Living)
- 18) Overheating (Commercial areas)
- 19) Building User Guide
- 20) Metering Strategy
- 21) DEN Connection
- 22) Urban Greening Factor
- 23) Secured by Design
- 24) Circular Economy
- 25) Whole Life Carbon
- 26) Land Contamination
- 27) Unexpected Contamination
- 28) Cycle Parking details
- 29) Delivery and Servicing Plan
- 30) Warehouse Living Waste Management Plan
- 31) Commercial Waste Management Plan
- 32) Detailed Construction Logistics Plan (PRE-COMMENCEMENT)
- 33) Public Highway Condition (PRE-COMMENCEMENT)
- 34) Demolition/Construction Environmental Management Plans (PRE-COMMENCEMENT)
- 35) Management and Control of Dust (PRE-COMMENCEMENT)

- 36) Non-Road Mobile Machinery 1
- 37) Non-Road Mobile Machinery 2
- 38) Piling Method Statement (PRE-PILING WORKS)
- 39) Construction Near Water Main (PRE-CONSTRUCTION within 5m of a water main)
- 40) Business and Community Liaison Construction Group (PRE-COMMENCEMENT)
- 41) Telecommunications
- 42) Water Efficiency Condition
- 43) Noise from building services plant and vents
- 44) Anti-vibration mounts for building services plant / extraction equipment
- 45) London Underground Infrastructure Protection 1 (PRE-COMMENCEMENT)
- 46) London Underground Infrastructure Protection 2
- 47) London Underground Infrastructure Protection 3
- 48) Landscape and Ecological Management Plan (LEMP)
- 49) Wind Mitigation – Terraces
- 50) Details of bed decks
- 51) Warehouse Living Management Plan
- 52) Public Right of Way (PROW) rerouting, design, and management details
- 53) Requirement to enter into a s278 agreement

Informatives

- 1) Working with the applicant
- 2) Community Infrastructure Levy
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Numbering New Development
- 6) Asbestos Survey prior to demolition
- 7) Dust
- 8) Disposal of Commercial Waste
- 9) Piling Method Statement Contact Details
- 10) Minimum Water Pressure
- 11) Paid Garden Waste Collection Service
- 12) Sprinkler Installation
- 13) Designing out Crime Officer Services
- 14) Land Ownership
- 15) Site Preparation Works
- 16) s106 Agreement and s278 Agreement
- 17) Revised Fire Statement required with any revised submission
- 18) Building Control
- 19) Building Regulations – Soundproofing
- 20) Thames Water Groundwater Risk Management Permit

Section 106 Heads of Terms (HoTs):

- 1) **Provision of workspace for residents & management plan**
Workspace to be provided within the below ground workshop spaces in Block A for the use of residents of the development in perpetuity from initial occupation. A management plan shall also be submitted to outline how the workspace will be allocated and managed to optimise usage and support residents that work in the creative industries. If spaces are not taken up by residents, then space could be used by other creatives.
- 2) **Affordable workspace**
10% of the commercial floorspace to be let out at an affordable rent. Obligations shall identify the location of this floorspace and secure it as affordable in perpetuity in line with the Planning Obligations SPD.
- 3) **Viability Review Mechanism**
 - a. Early-Stage Review if not implemented within 2 years;
 - b. Development Break review – review if construction is suspended for 2 years or more; and
 - c. Late-Stage Review with a cap equivalent to 50% affordable housing.
- 4) **Employment & Skills Plan**
All relevant clauses stated in the Planning Obligations Supplementary Planning Document (SPD) 2018. In summary to include:

Construction Phase Skills and Training
 - To include planning obligations relating to Notification of Vacancies, Local Labour, and Apprenticeships.
 - A commitment to being part of the borough's Construction Programme for the construction phase.
 - To include a support fee, and any in lieu financial contribution, payable upon agreement of a Local Training and Employment Plan.
 - Work placement, and STEM and career education workshops.
 - Monitoring – Submitting monthly reports and evidence.
End-user Phase Skills and Training
 - The developer shall be required to work with the Council to maximise opportunities for local residents in the development and provide career education where practicable.
- 5) **Travel Plans for Warehouse Living and Commercial uses and monitoring**
Warehouse Living Travel Plan:
 - Within six (6) months of first occupation of the proposed Warehouse Living a Travel Plan for the use must be submitted to and approved in writing by the Local Planning Authority detailing means of conveying

information for new occupiers and techniques for advising residents of sustainable travel options.

- The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority,
- The following measures to be included as part of the travel plan in order to maximise the use of sustainable modes of active transport.
 1. The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
 2. Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.
 3. Pay a sum of, £3,000 (three thousand pounds) per year for a period of five years £15,000 (fifteen thousand pounds) in total for the monitoring of this travel plan initiative.
 4. Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network.

Commercial Travel Plan:

- Within six (6) months of first occupation of the proposed commercial spaces a Travel Plan for the use must be submitted to and approved in writing by the Local Planning Authority.
- The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring, and review to be agreed in writing by the Local Planning Authority,
- The following measures to be included as part of the travel plan in order to maximise the use of sustainable modes of active transport.
 1. The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.
 2. Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers, lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.
 3. The developer will be required to provide, showers lockers and changing room facility for the commercial element of the development where practicable.
 4. 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.

5. The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.
- 6) **Car capping (£4,000 contribution)**
No future occupiers (except those with a blue badge) will be entitled to apply for a resident or business parking permit under the terms of the relevant Traffic Management Order controlling on-street parking in the vicinity of the development. £4,000 for revising the associated Traffic Management Order.
- 7) **Car Club**
Use all reasonable endeavours to establish a car club facility in the form of an on-street car club bay in the vicinity of the application site for the occupants of the development. To include the provision of three years' free membership for all residents and £100 (one hundred pounds in credit) per year/per resident for the first 3 years.
- 8) **Considerate Constructors Scheme**
A commitment to sign up to the scheme for the entirety of construction works.
- 9) **Ultrafast broadband connectivity**
All rooms of accommodation must have access to high-quality digital connectivity (above 100MB/s) for occupants through ultrafast broadband connections.
- 10) **Carbon Management & Sustainability**
 - Be Seen commitment to uploading energy data
 - Energy Plan to recalculate the performance at commencement
 - Sustainability review to confirm the performance prior to occupation
 - DEN connection (and associated obligations) if this becomes available within the next 10 years
- 11) **Carbon offsetting**
Indicative carbon offset contribution (and associated obligations) of £20,805, plus a 10% management fee; an indicative carbon offset contribution to be recalculated at £2,850 per tCO₂ at the Energy Plan stage with a 50% payment prior to implementation, and actual carbon offset contribution calculation at Sustainability Review stage following completion and payment for the remaining amount due prior to occupation.
- 12) **Monitoring costs**
Based on 5% of the value of the financial planning obligations included in the agreement (capped at £55,000), and £500 per non-financial planning obligation in the agreement.

Section 278 Highways Legal Agreement Heads of Terms

13) Public Realm works

The developer shall be required to enter into an agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works relating to the delivery of the footway and Tewksbury Yard/Road public realm part of the proposals.

14) Street works

The works include but are not limited to the removal of the crossover to the site to reinstate the footway and / or the creation of at least 3 on-street disabled car parking bays and their electrification.

15) Works to the TLRN on Seven Sisters Road

Planters and cycle parking to be agreed with TfL and secured via s278 agreement.

- 2.5 In the event that members choose to make a decision contrary to officers' recommendation members will need to state their reasons.
- 2.6 That, in the absence of the agreement referred to in resolution (2.1) above being completed within the time period provided for in resolution (2.3) above, the planning permission be refused for the following reasons:
1. In the absence of a legal agreement securing 1) workspace for residents & an associated management plan and 2) viability review mechanisms - the proposals would fail to provide sufficient workspaces for Warehouse Living in accordance with Development Management DPD policy DM39, and comply with Policy H5 of the London Plan and the Mayor's Affordable Housing and Viability Supplementary Planning Guidance (SPG).
 2. In the absence of a legal agreement securing Affordable workspace, the scheme would fail to accord with Development Management DPD policy DM39.
 3. In the absence of legal agreement securing 1) Travel Plans and financial contributions toward travel plan monitoring, 2) Traffic Management Order (TMO) amendments to change car parking control measures - the proposals would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T5, T1, T2, T3, T4 and T6. Spatial Policy SP7, and DM DPD Policy DM31.
 4. In the absence of an Employment and Skills Plan the proposals would fail to ensure that Haringey residents' benefit from growth and regeneration. As such, the proposal would be contrary to London Plan Policy E11 and DM DPD Policy DM40.

5. In the absence of a legal agreement securing the implementation of an energy strategy, including the prioritisation of a connection to a DEN, and carbon offset payments - the proposals would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to London Plan Policy SI 2 and Strategic Policy SP4, and DM DPD Policies DM 21, DM22 and SA48.
 6. In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.
- 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 or the Assistant Director of Planning, Building Standards & Sustainability (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 Head of Development Management or the Assistant Director of Planning, Building Standards & Sustainability within a period of not more than 12 months from the date of the said refusal, and
 - (iii) The relevant parties shall have previously entered into the agreements contemplated in resolution (2.1) above to secure the obligations specified therein.

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- 8.0 RECOMMENDATION

APPENDICES:

- Appendix 1: Planning Conditions & Informatives
- Appendix 2: Internal and External Consultee representations
- Appendix 3: Neighbour representations
- Appendix 4: Plans and images of the proposed scheme
- Appendix 5: Plan numbers
- Appendix 6: Pre-Application Briefing to the Planning Sub Committee on 05 December 2022
- Appendix 7: QRP Report
- Appendix 8: Development Management Forum Officer notes from 08 December 2022
- Appendix 9: GLA Stage 1 response

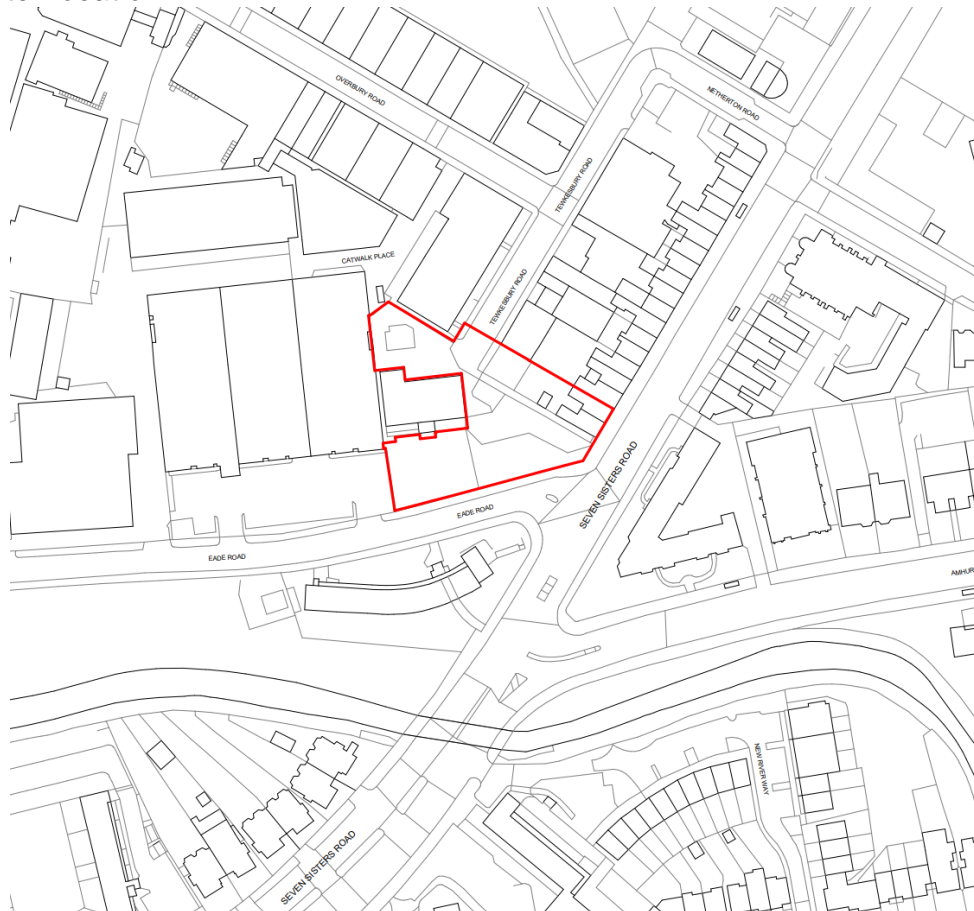
3.0 PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1. Site and Surroundings

3.1.1 The site consists of a parcel of land adjacent to 341A Seven Sisters Road. The site includes a staircased public right of way which descends from Seven Sisters Road to Tewksbury Road. The site also includes the land to the front and rear of 339 & 341A Seven Sisters Road (“Cara House”) and land to the rear of 341 & 343 Seven Sisters Road. The site measures approximately 0.23 hectares.

3.1.2 The triangular corner of the site at the junction of Eade Road and Seven Sisters Road is made up of hardstanding alongside the adjacent highways with trees/shrubs beyond. The land levels then fall dramatically beyond this to the north by approximately 2 storeys from Seven Sisters Road down to Tewksbury Road.

Figure 1 – Site Location



3.1.3 To the front and rear of Cara House is a hardstanding yard which is used for parking and cycle/refuse storage and outdoor amenity purposes. The site is for the most part vacant/open land which surrounds the existing Cara House building and extends across an existing footpath and the lower floors and rear of 341 and

343 Seven Sisters Road / 2-4 Tewkesbury Road which forms the northeast border of the site. Eade Road forms the southern border of the site.

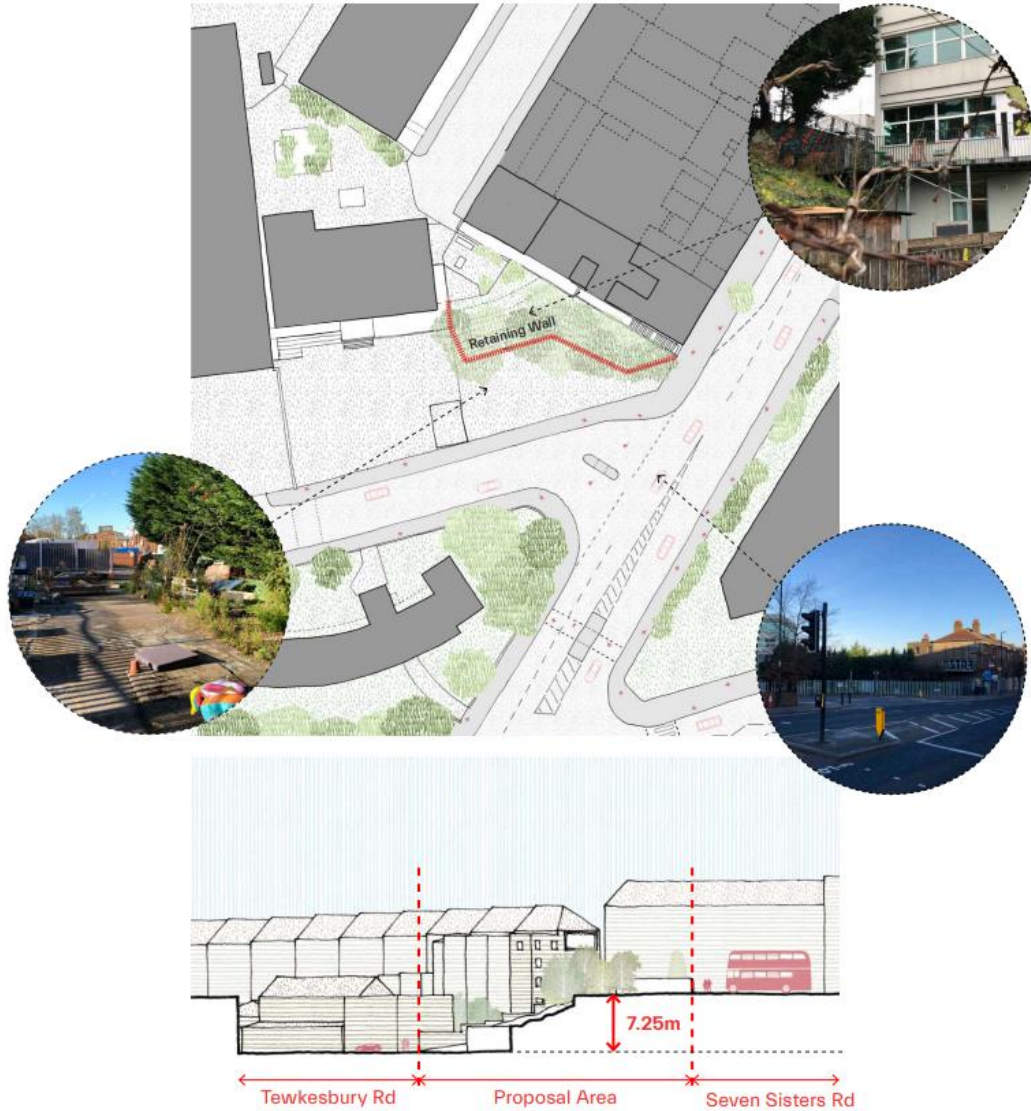
3.1.4 The site parcels are shown in the image below:

Figure 2 – Site Parcels



3.1.5 The site slopes significantly downwards from Eade Road at the southern edge of the site (26.8 m AOD), to Tewkesbury Road to the northeast (19.3 m AOD). The footpath referred to above is a staircased alleyway/passageway formed by an existing retaining wall bordering the site, and the flank wall of number 341 Seven Sisters Road. The footpath is a Public Right of Way (PROW).

Figure 3 – Topography of the site – showing drop from Seven Sisters to Tewkesbury Rd



3.1.6 The public right of way comprises a steep staircase and then a sloping ramp down to Tewkesbury Road. It is a narrow passage that falls between the flank wall and boundary of 341 Seven Sisters Road and land to the east of Cara House. The walkway is well used but has no passive surveillance from adjacent buildings and has an unsafe feeling, particularly at nighttime.

Figure 4 – *Public Right of Way – staircased passage/alleyway from Seven Sisters to Tewksbury Rd*



Transport

- 3.1.7 The site is approximately equidistant between Manor House Underground Station to the southwest (on the Piccadilly Line) and Seven Sisters Underground Station to the northeast (on the Victoria Line). Stamford Hill Station, 10 minutes' walk to the east of the site, is on the London Overground. With Harringay Green Lanes, also on the Overground, located a 15 minutes' walk to the west.
- 3.1.8 Seven Sisters Road is the A503 which leads to the A10 Tottenham High Road; extensive bus services operate on Seven Sisters Road, Amhurst Park, and the surrounding area. The site has a high Public Transport Accessibility Level (PTAL) of 5 (with 0 being the worst and 6b the best).

Harringay Warehouse District (HWD)

- 3.1.9 The site falls within the Harringay Warehouse District (HWD) area which The Site Allocations DPD states is a collection of buildings that are commercial in nature and of a range of quality. There is a strong link to the textile manufacturing trade, although there is a wide range of goods manufactured within the employment area.
- 3.1.10 Warehouse Living is a specific type of land use that has emerged over time in certain employment locations within Haringey and lends particular support to

creative industries. It does not fall within a specific use class – and is not live/work development – and as such is considered a Sui Generis use; so does not fit within any established use class.

3.1.11 The Council has made provision for proposals for Warehouse Living, at selected locations within the Harringay Warehouse District as defined in the Site Allocations DPD, and the Fountayne & Markfield Road area as defined in the Tottenham Area Action Plan. Warehouse Living proposals will only be acceptable within these areas.

3.1.12 The Warehouse Living Sites in the area are shown below in Figure 5. This site sits within Site Allocation SA34.

Figure 5 – Warehouse Living Sites in HWD



3.1.13 The HWD is split into two sections – north and south of Hermitage Road. Arena, Crusader, and Omega are located to the north, and the Vale/Eade Road, and Overbury/Eade Road areas are located to the south closer to the New River and the Borough boundary with Hackney. Both areas are subject to significant authorised and unauthorised residential occupation in the form of Warehouse Living. This has arisen organically over the past 10-15 years.

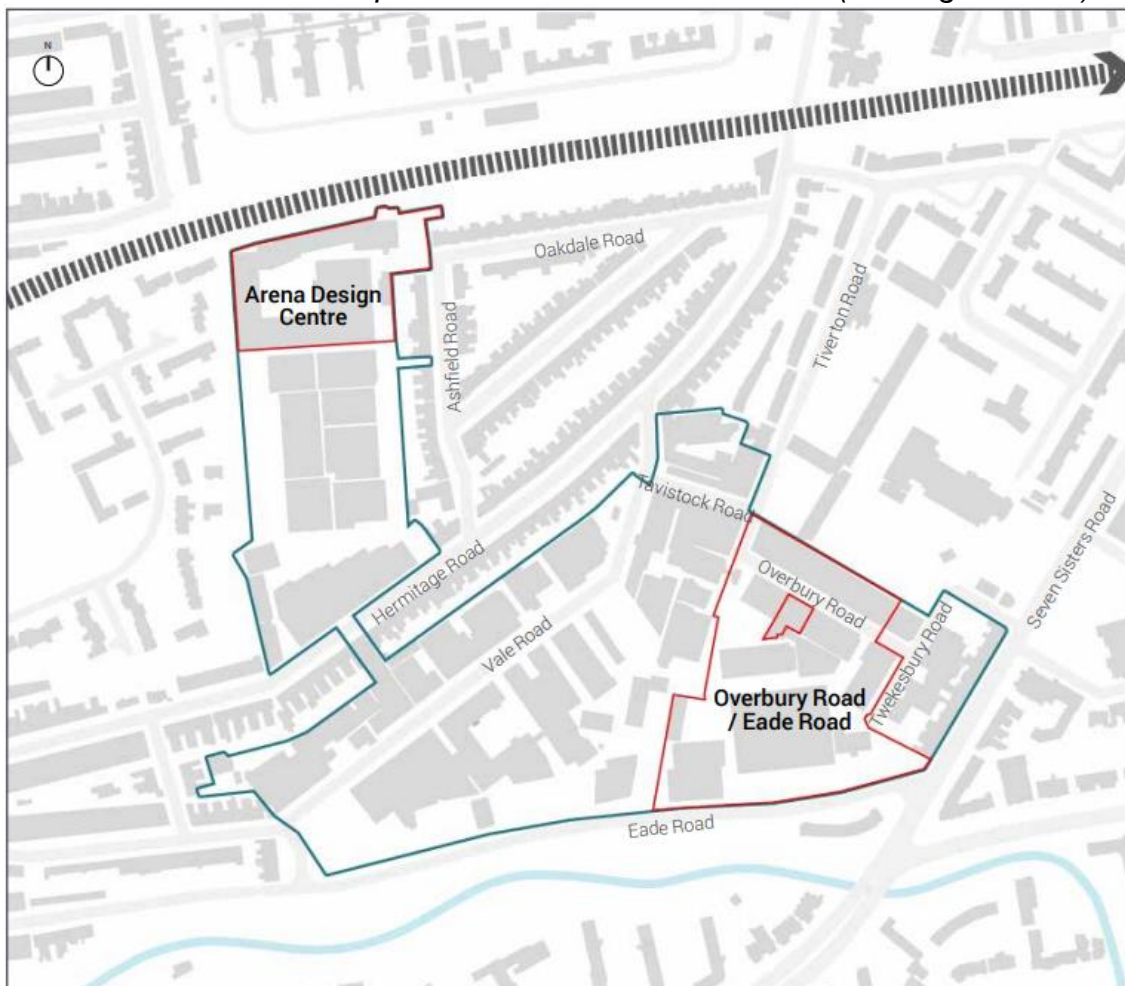
3.1.14 The vision for the area outlined in the Site Allocations DPD is to create a collection of thriving creative quarters, providing jobs for the local economy,

cultural output that can be enjoyed by local residents, and places for local artists to live and work. The SA DPD notes that changes from existing employment use will need to be accompanied by detailed management arrangements that secure long term access to affordable business premises.

Applicant land/property holdings

3.1.15 The applicant, Prowevell Ltd, have owned sites across the Warehouse District since the 1990s and they have stated that they are seeking to encourage and incubate the creative community to remain in the area. Their land holdings are shown in Figure 6 below (the sites edged in red – Arena and Overbury/Eade Road).

Figure 6 – *Prowevell ownership across the Warehouse District (red edged areas)*

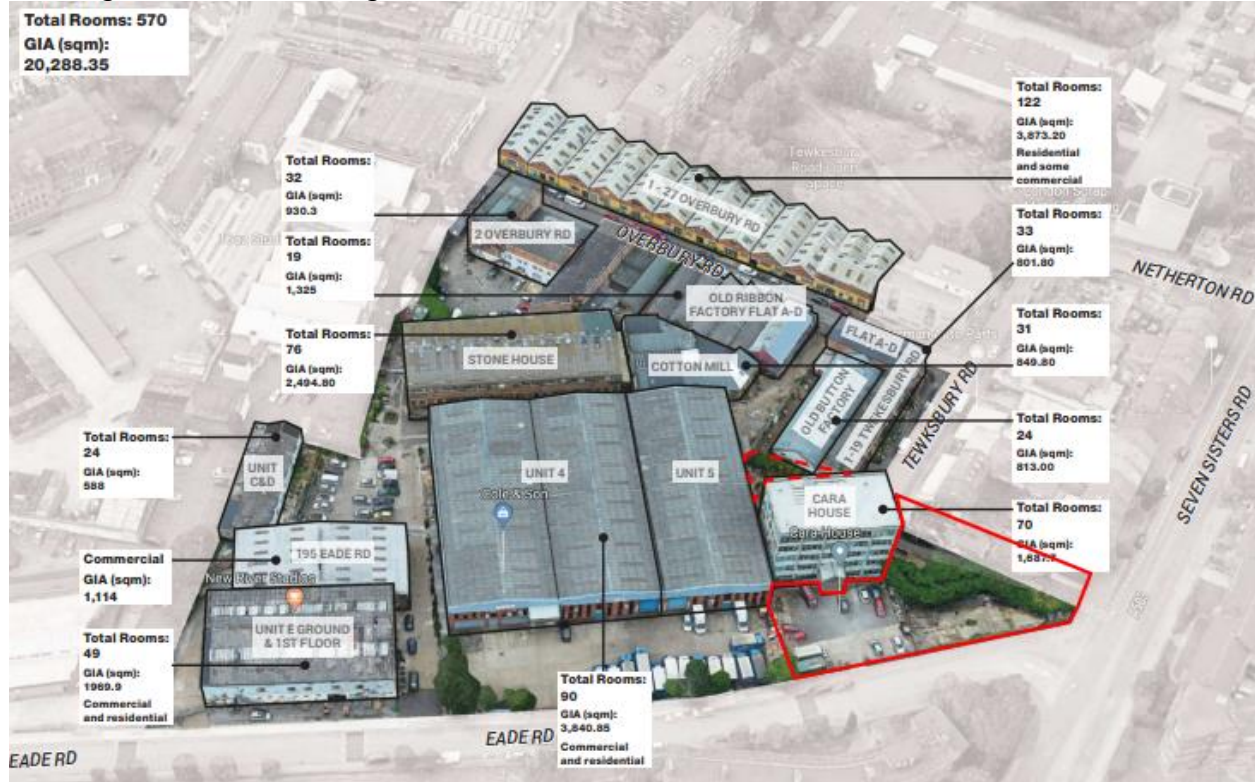


Warehouse living accommodation across the site allocation

3.1.16 Whilst there are several commercial/industrial/storage businesses operating out of buildings which are within the site allocation, there is also a sizable Warehouse Living community, as indicated in the image below which gives estimates of room numbers. The applicant estimates that there are a total of 570

Warehouse Living rooms across the site allocation (SA34) which includes a total of 70 in Cara House.

Figure 7 – Image showing the existing buildings in the Site Allocation and approximate existing Warehouse Living room numbers



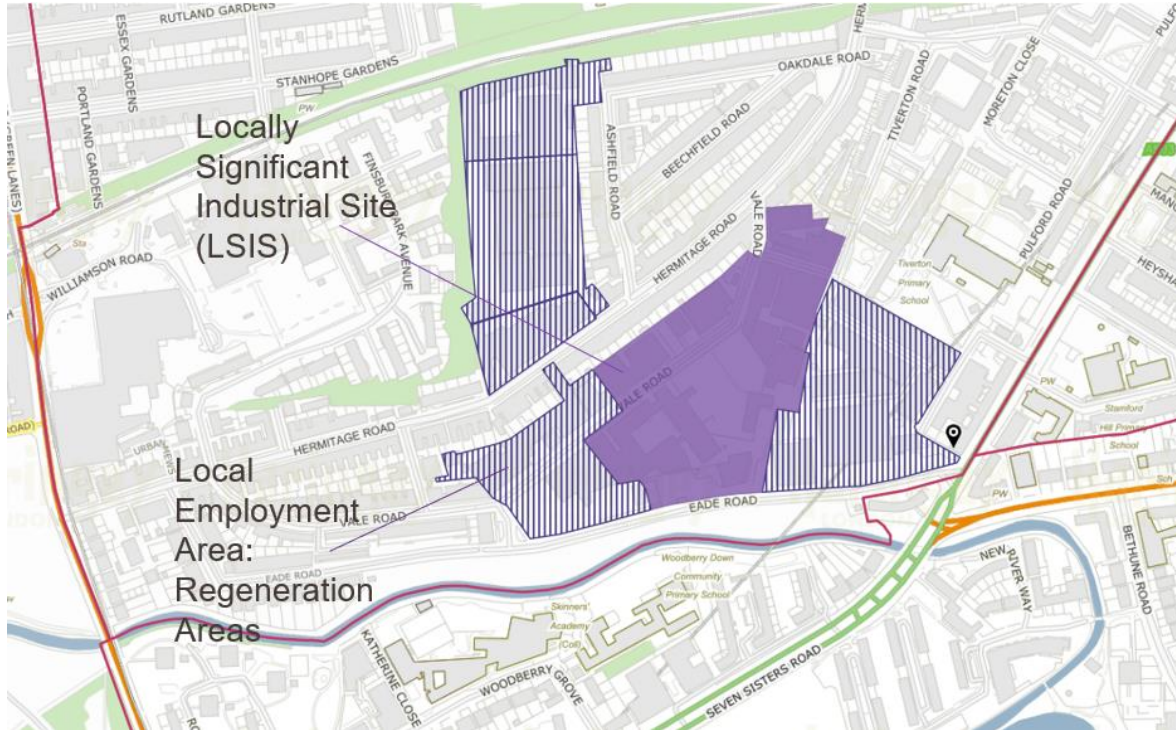
3.1.17 In terms of use: Unit 1 and Unit 2 Overbury Road, part of Unit E, part of Unit 4 and 195 Eade Road are in commercial use. All other units are in residential (Class C3) / HMO (sui generis) use. The residential/HMO units support a total of approximately 570 rooms of accommodation, in units of between 3 and 15 people.

Wider Area

3.1.18 The land to the rear of 341 & 343 Seven Sisters Road is currently used for storage and what appears to be ‘car breaking’. Beyond the site allocation to the west is the Vale Road/Tewkesbury Road Locally Significant Industrial Site (LSIS) which includes the locally listed Former Maynard’s Sweet Factory and Florentia Clothing village made up of predominantly low-rise light industrial buildings and office floorspace.

3.1.19 The LSIS which contains the locally listed Former Maynard’s Sweet Factory sits at the centre of the District with the Local Employment Area: Regeneration Areas surrounding the LSIS to the west, north, and east. These are all employment designations. The location of these are shown below.

Figure 8 – Image showing the location of the different employment designations in the area.



3.1.20 The site falls within the Seven Sisters Corridor Area of Change, which has potential for new housing and social infrastructure including, where appropriate and viable, the provision of new green space and community facilities. The site is also within the Tottenham Creative Enterprise Zone (CEZ).

3.1.21 The site does not fall within a Tall Building Growth Area. The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London.

3.1.22 The London Plan defines a tall building as one of 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey.

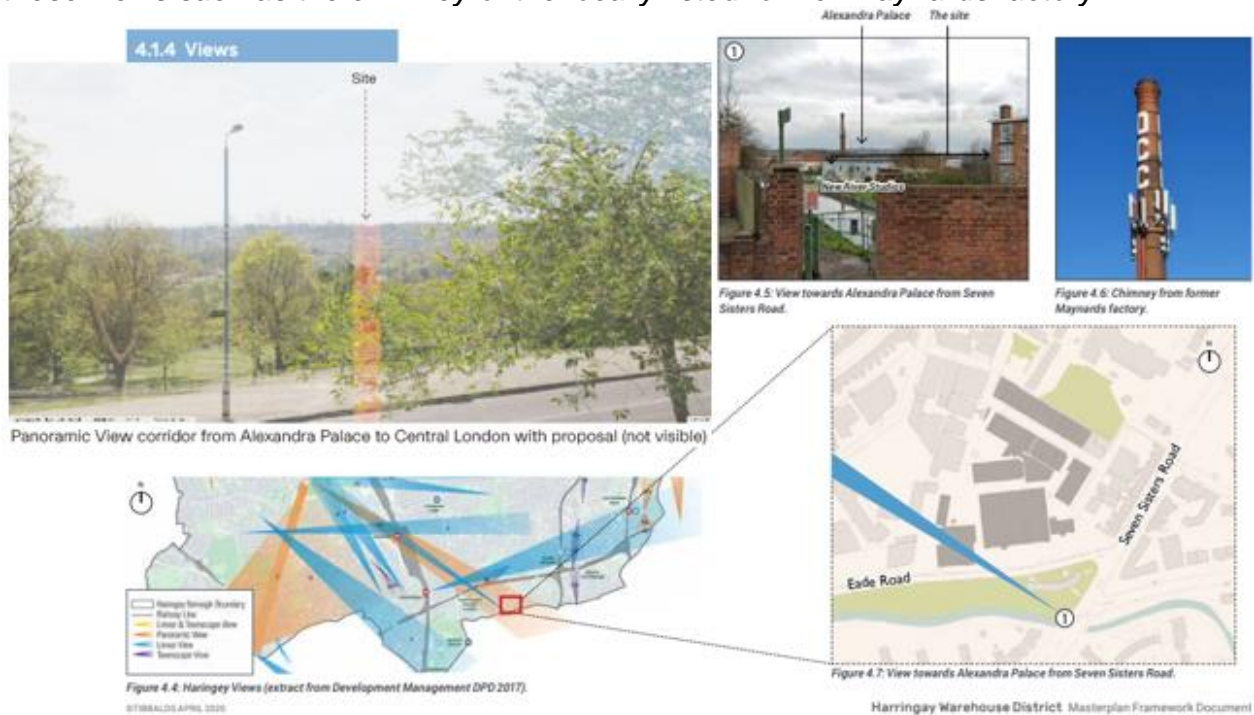
3.1.23 To the east and south of the site lies the borough boundary of the London Boroughs of Haringey and Hackney. To the southwest is the New River which is owned by Thames Water and is a Site of Importance of Nature Conservation (SINC) of Metropolitan Importance, an ecological corridor, a Conservation Area, and part of the Green Chain and Blue Ribbon. Woodberry Down Baptist Church is a locally listed building located nearby, albeit to the northeast of the site down the sloped Seven Sisters Road within Seven Sisters Ward.

3.1.24 Vivian House, an existing four-storey residential block sits opposite the site to the south and Amhurst Court, another four-storey residential block sits to the south-

east. To the north, the Old Button Factory fronts onto the western side of Tewkesbury Road and comprises Warehouse Living accommodation and a series of existing breakers yards / car mechanic businesses occupy land fronting onto the eastern side of Tewkesbury Road.

3.1.25 The site sits within a strategic Panoramic View corridor that runs from Alexandra Palace to Central London (City and St Pauls Cathedral). This view corridor extends from the corner of Seven Sisters Road, Amhurst Park and Eade Road towards Alexandra Palace. The location of this corridor is shown in more detail in Figure 9 below along with the Panoramic View from Alexandra Palace. Given the location of the site within the site allocations the proposed buildings would not have an impact on the Linear View.

Figure 9– Images showing the Panoramic view from Alexandra Palace and the Linear View from Seven Sisters Road towards Alexandra Palace as well as features within these views such as the chimney of the locally listed former Maynards factory.



3.2. Proposed development

- 3.2.1 Planning permission is sought for a mixed-use development comprising new 'Warehouse Living' accommodation (Sui Generis) and other mixed commercial spaces (Class E). The description of development is as follows:

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 artworks and all other associated infrastructure works, including the removal of an existing and the construction of a new substation to service the new development.

- 3.2.2 As set out above Warehouse living is a specific type of use that has emerged over time in certain employment locations within Haringey and lends particular support to creative industries. It does not fall within a specific use class – and is not live/work development – and as such is considered a Sui Generis use; so does not fit within any established use class.

- 3.2.3 The applicant has explained Warehouse Living as follows:

All of the warehouses have a shared internal communal space, this space is used for cooking and socialising but is also used as workspace. It is flexible and open to residents interpretation. The physical spaces are interwoven with one another, reflecting the blurred lines that exist between living and working within their communal areas depending on the needs of the residents. This community choose to live in the warehouses because of the opportunities it provides to pursue creative and collaborative activities. The spaces the warehouse support are, by their nature, sufficiently flexible, such that they can absorb the demands placed upon it. The District's success is based on the collaborative and entrepreneurial nature of the people who live there, which has tied the community together and organically developed the character of the area.

- 3.2.4 This is the first proposal for new build Warehouse living and follow the preparation of a masterplan for this site allocation which also provides standards for new Warehouse living development including space standards for rooms and the level of shared amenity space provided based on an analysis of existing Warehouse Living arrangements.

- 3.2.5 The proposed development would deliver two new buildings to the Eade Road frontage. The first would be a 4-storey building to the front of Cara House and Cara Yard (Block B) with the second taller (8/10-storey) of the two buildings

(Block A) located on the corner of Seven Sisters and Eade Roads. Two storeys of Block A would be sited below the Seven Sisters ground level due to the topography of the site that drops northwards into Tewksbury Road.

- 3.2.6 See Figure 11 showing a view of the proposed new buildings to Eade Road. The ground floor (to Seven Sisters Road) of these buildings would include commercial/ancillary spaces with Warehouse Living above.
- 3.2.7 The scheme would also incorporate the installation of 10 shipping containers to be used for flexible commercial use as well as the erection of other ancillary buildings (such as a refuse store and relocated electricity substation) to the south of Tewksbury Road and to the rear of 341 & 343 Seven Sisters Road. This area would be named Tewksbury Yard. Figure 10 shows the massing of the proposed built form from the north and south in 3D.
- 3.2.8 13 new Warehouse Living (WHL) units would be delivered as follows:
- Block A
- 3 x 14 bed units, 1 x 12 bed unit, 5 x 5 bed units, & 1 x 4 bed unit; and
 - 2 Workshop units located in below ground levels for creative working.
- Block B
- 3 x 6 bed units.
- 3.2.9 A total of 101-bedroom spaces are provided across the development, 68.3% (69) of which are single, 20.8% (21) are double and 10.9% (11) of all bedrooms across the site are accessible. Figure 12 shows a cut through of the buildings – indicating the 13 units and number of bedspaces in each.

Figure 10 – 3D image showing the proposals (blue) in their context looking north from above *Seven Sisters Road*, then looking south from above *Overbury Road*

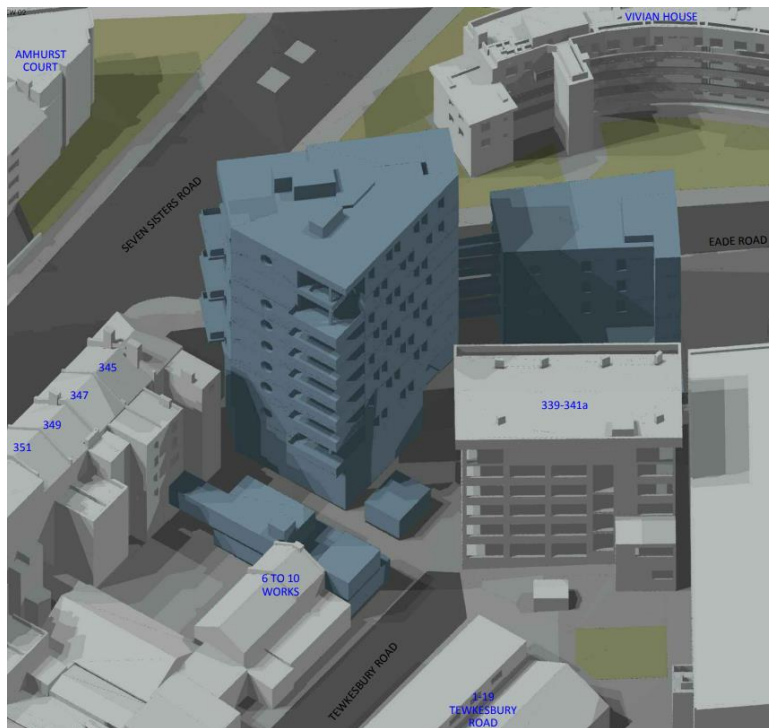
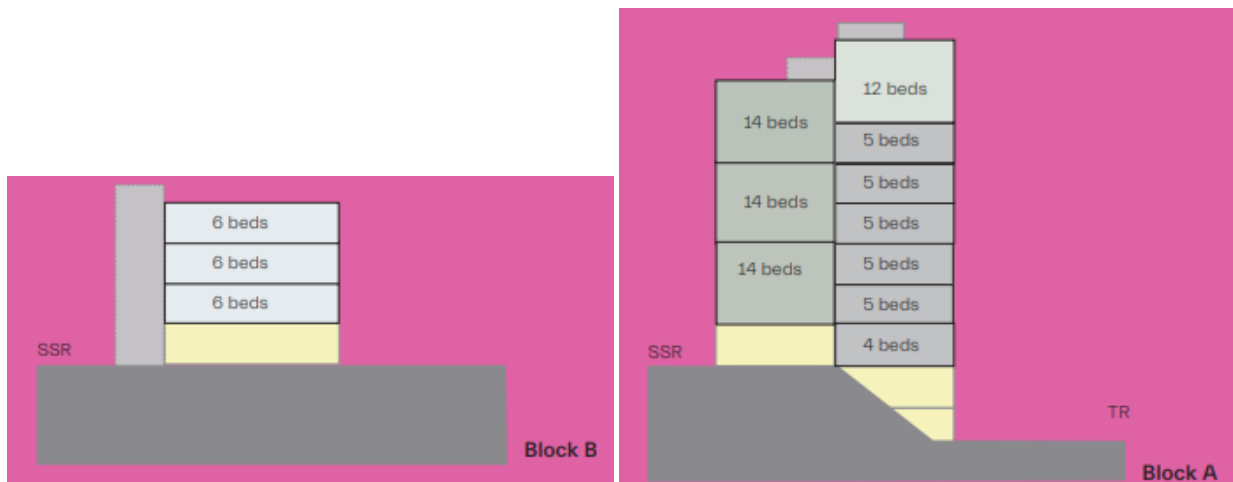


Figure 11 - View looking from Seven Sisters Road, looking west up Eade Road



Figure 12 – Section cut through looking east through Block B and west through Block A showing each WHL unit and bedspace numbers

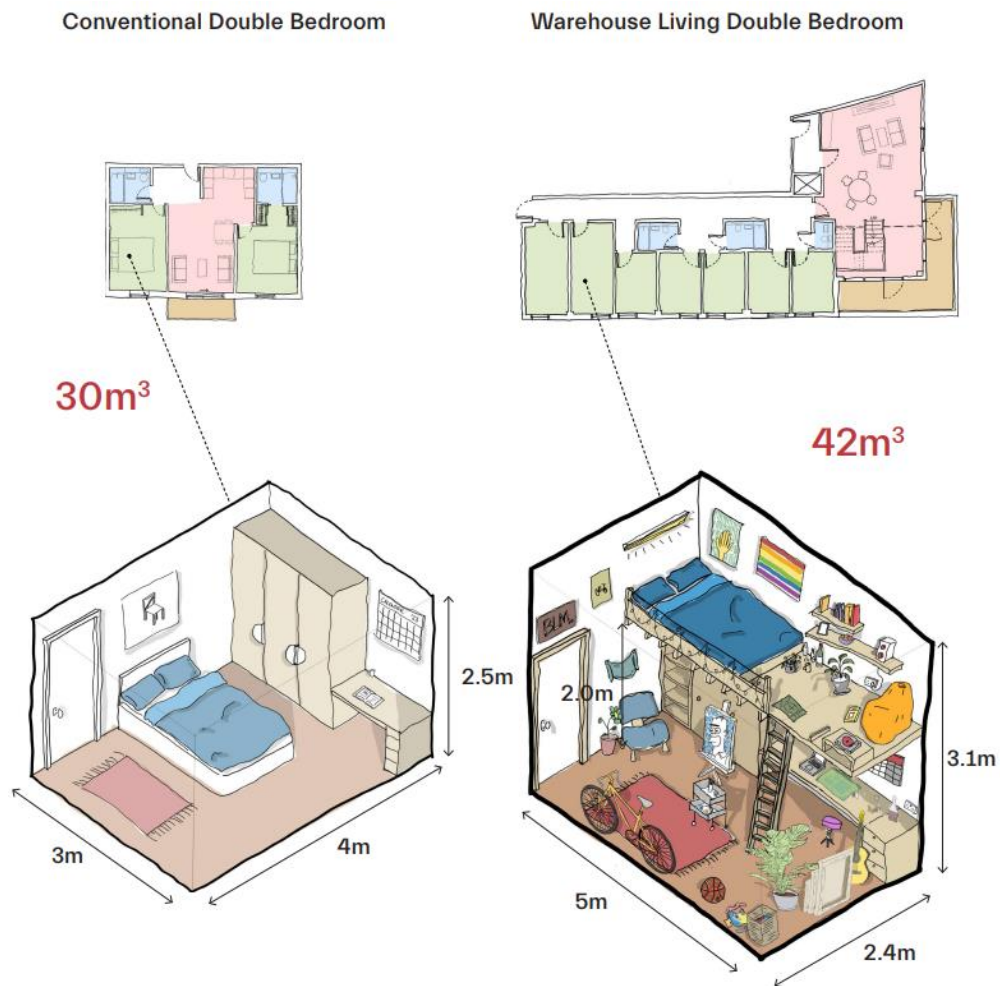


3.2.10 The proposed unit mix reflects the mix of units already in the Warehouse District (as identified in the applicant’s Masterplan Framework) and provides the opportunity to support a variety of larger and smaller groups. The split of one and two bed units also reflects the position within the existing warehouses with most of the rooms being single and a smaller proportion being double occupancy.

3.2.11 The applicant has identified in their Masterplan Framework that one of the key features of Warehouse Living is double height bedroom space, which creates the opportunity to introduce a deck bed space with workspace / living space below. The proposals provide bedroom spaces with a 3.5m floor to ceiling height (3.1m with ceiling system), which creates the opportunity to insert bed decks, and increase the overall working / living space within each room.

3.2.12 A comparison of the proposed floor to ceiling heights with conventional room heights and volumes are shown in Figure 13 below

Figure 13 – Comparison of conventional and proposed Warehouse Living room and volume sizes



3.2.13 The 4, 5, and 6-bed units would be single storey with enhanced (3.1m internal) floor to ceiling heights. The larger 12 and 14-bed units would be set over two floors and would have a double height amenity space with a kitchen above a living/work space that opens onto an external terrace - as shown below in Figure 14.

Figure 14 – Warehouse Living Floor Layouts



3.2.14 The scheme would deliver the following floorspace across the new buildings:

Table 1 *Floorspace figures – Warehouse Living and Class E (Commercial)*

| Use | Area sqm |
|--|---|
| Warehouse Living | 4,070.5 sqm (GEA) / 3,580.7sqm (GIA) |
| Workshop units located in below ground levels of Block A | 150sqm (GEA) / 110sqm (GIA) |
| Total | 4,220.5sqm (GEA) |
| Commercial Use | |
| (Locations) | Area sqm (GEA) |
| Ground Floor | Block A = 136.8sqm and Block B = 38.2sqm |
| Tewksbury Yard | 185.2sqm |
| Seven Sisters Terrace | 137.4sqm |
| Total | 497.6sqm (GEA) |

3.2.15 The Warehouse Living would be made up of the following:

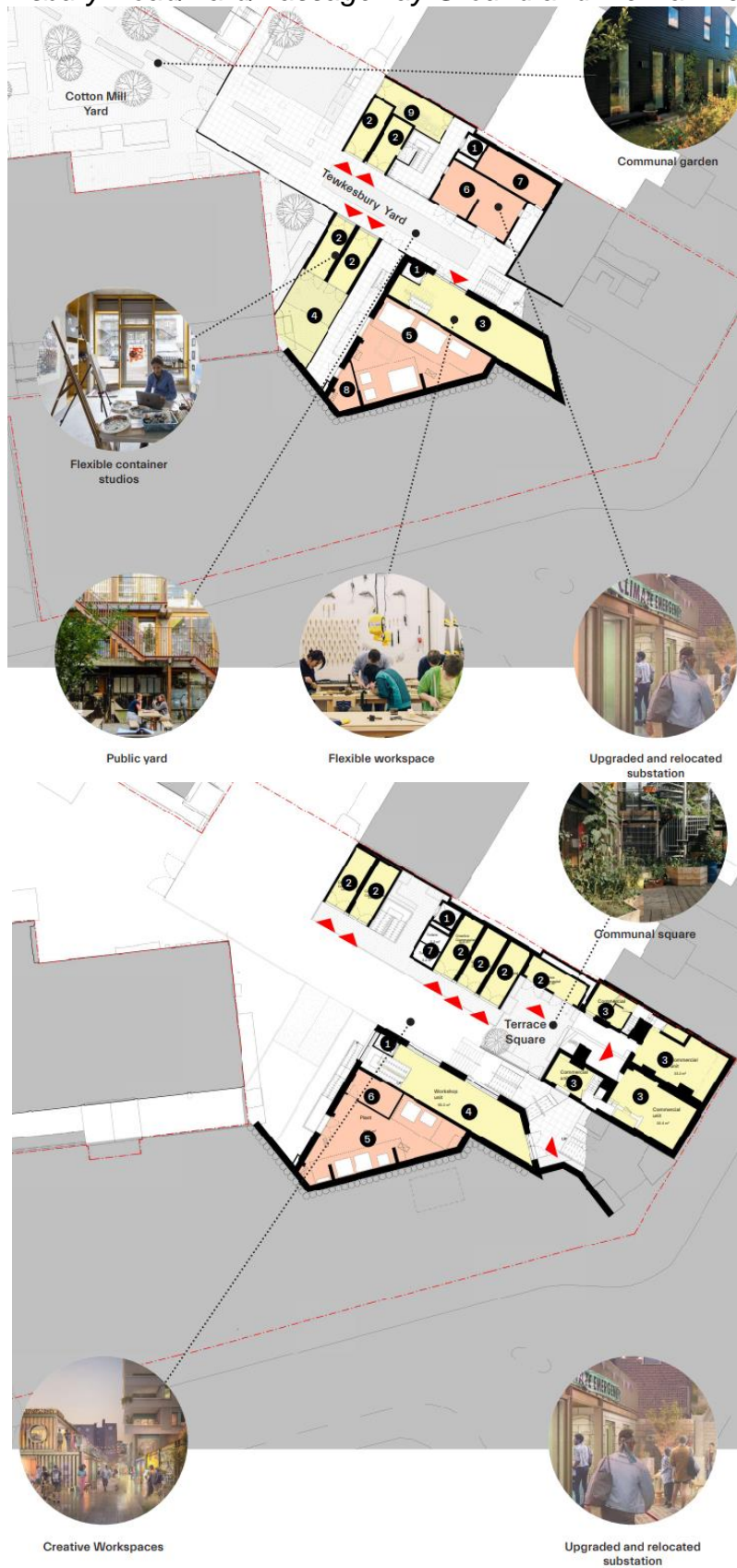
Table 2 *Warehouse Living floor by floor makeup – across the two buildings*

| Floor | Bedrooms | Kitchen/Diners | Bathrooms |
|--------------|------------|----------------|-----------|
| Ground | 4 | 1 | 2 |
| First | 18 | 3 | 7 |
| Second | 18 | 3 | 7 |
| Third | 18 | 3 | 7 |
| Fourth | 12 | 2 | 5 |
| Fifth | 12 | 2 | 5 |
| Sixth | 13 | 2 | 5 |
| Seventh | 6 | 1 | 2 |
| Total | 101 | 17 | 40 |

3.2.16 The intention is for the commercial spaces to comprise workspace, artist studios, and café uses (Class E). The café use is likely to occupy the ground floor space in Block A, with the remaining floorspace coming forward within the lower ground/basement areas of 341 and 343 Seven Sisters and within the proposed 10 former shipping containers to be erected in Tewksbury Yard.

3.2.17 Due to the drop in land levels from south to north from Seven Sisters Road to Tewksbury Road, Building A would have two below ground levels that would have frontages onto Tewksbury Yard, the staircased passageway, and the containers, at the rear of the site as shown below in Figure 15.

Figure 15 – Tewksbury Road/Yard/Passageway Ground and Mezzanine Plans



3.2.18 The proposals include works to widen the existing public right of way (PROW) by extending the existing alleyway into the site. The widened stair would not be as steep as existing and would be accompanied by new lighting and landscaping. It would also have a wheeling ramp for bicycles.

3.2.19 The route would be activated by the windows and entrances of Block A and the containers. Figure 16 below shows the existing route and the area of proposed works:

Figure 16 – Public realm works and pedestrian route widening



3.2.20 The landscape proposals would deliver a key part of the site wide landscape and public realm strategy as set out in the Framework. The proposed public realm comprises an integrated network of pedestrian / cycle priority links, yards, and spaces, identified as follows and below in Figure 17:

- Cotton Mill Yard
 - To the rear (north) of Cara House to be used by residents of the area only
- Tewkesbury Yard and Seven Sisters open space and steps
 - An activated route allowing pedestrian access from Seven Sisters Road through to the rest of the District.
- Cara Yard
 - located between Cara House and the new buildings fronting Eade Road allowing refuse collection and service deliveries to the new buildings.

Figure 17 – Ground Floor Location of public realm, yards, and spaces



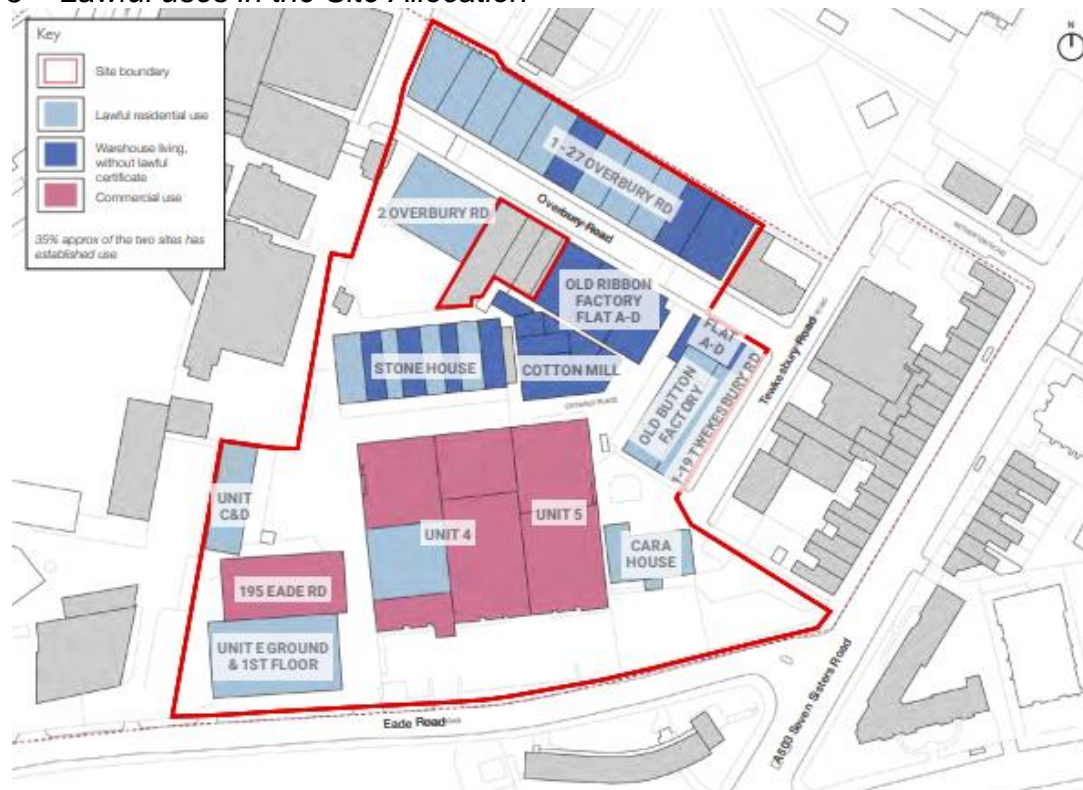
3.3. Relevant Planning and Enforcement history

3.3.1 The site itself has little planning history as it is largely made up of areas of hardstanding to the front and side of Cara House. The area to the side was previously used for car parking but has since been used for amenity purposes relating to Warehouse Living and most recently as a space for a fish and chip van.

3.3.2 The area to the front of Cara House continues to be used for car parking as well as storage. 341 and 343 Seven Sisters Road which fall within the red line have had several retail uses at ground floor level with flats above. The rear where these properties abut Tewksbury Road has been used for different types of storage.

3.3.3 The wider site has been subject to an extensive planning history. Most of the recent historic applications relate to applications for Certificates of Lawfulness in relation to establishing the use of the existing industrial/warehouse buildings for residential (Class C3) use. The lawfulness of existing uses of buildings in the site allocation are shown below:

Figure 18 – Lawful uses in the Site Allocation



3.3.4 The site allocation has 68 separate units. The current lawful use position on the site allocation is summarised as follows:

- i. Approximately 8,300 m² of lawful residential use,

- ii. Approximately 3,940 m² of lawful commercial space in commercial use,
- iii. Approximately 6,132m² of additional residential accommodation (previously commercial floorspace) that is being occupied without Certificate of Lawfulness. However, the applicant asserts that the majority of this space has been in established residential use by the host community for 5-10+ years.

3.3.5 In summary, the overall site allocation has, either through a formal grant of planning permission or potentially through longevity, approximately 14,755 m² (78%) of residential floorspace and 3,940 m² (22%) of commercial floorspace.

3.3.6 There is no existing Warehouse living on this site which is largely vacant with traditional commercial and residential on part of the site.

3.3.7 All Warehouse Living units (i.e. non-commercial units) have HMO licences. The Council's HMO team worked with the Building Control team during the licencing process to provide recommendations for upgrading the spaces, all of which the applicant says have been implemented.

3.3.8 Two recent significant planning permissions of note are:

Application HGY/2022/0044, involving the redevelopment of part of the Florentia Clothing Village, located immediately adjacent to western boundary of the wider site, and the delivery of four buildings to provide approximately 9,363sqm of flexible light industrial use and storage (Class E) and distribution (Class B8).

Planning permission has recently been secured to erect 16 stacked shipping containers to provide workspace / artist studios on land to the rear of 2 Overbury Road (**HGY/2021/2891**) which has recently been constructed.

4.0 CONSULTATION RESPONSE

4.1. Planning Committee Pre-Application Briefing

4.1.1 The proposal was presented to the Planning Committee at a Pre-Application Briefing on 5th December 2022. The relevant minutes of the meeting have been included in the pack in Appendix 6.

4.2. Quality Review Panel (QRP)

4.2.1. The scheme was presented to Haringey's Quality Review Panel most recently on the 3rd May 2023 and prior to that on 14 December 2022 and 17 August 2022. The written findings of the panel can be found within Appendix 7.

4.3. Development Management Forum

4.3.1. The proposal was presented to a Development Management Forum on 08 December 2022.

4.3.2. Officer notes from the Forum are set out in Appendix 8.

4.3.3. It is noted that the applicant also carried out their own consultation with existing residents involving exhibitions, workshops, one-on-one meetings, and small group sessions. The findings of which are described in the Design and Access Statement (DAS) submitted in support of the application.

4.4. Application Consultation

4.4.1. The following were consulted on the scheme:

Internal Consultees

- LBH Building Control
- LBH Carbon Management
- LBH Conservation
- LBH Construction Logistics
- LBH Design Officer
- LBH Economic Regeneration
- LBH Employment and Skills
- LBH HMOs
- LBH Housing Strategy and Policy
- LBH Lead Local Flood Authority/Drainage
- LBH Nature Conservation
- LBH NHS Haringey
- LBH Noise
- LBH Policy
- LBH Pollution
- LBH Private Sector Housing Team
- LBH Street Lighting
- LBH Transportation
- LBH Trees - Arboricultural Officer
- LBH Waste and Street Cleansing

External Consultees

- Arriva London
- Environment Agency
- Greater London Authority (GLA) / Mayor for London
- Greater London Archaeology Advisory Service (GLAAS)

- Health & Safety Executive – Planning Gateway One (Building Safety Regulator)
- LB Hackney
- London Fire Brigade
- London Underground/DLR Infrastructure Protection
- Mayor's Office for Policing and Crime
- Metropolitan Police - Designing Out Crime Officer
- Natural England
- National Grid Asset Protection Team
- New River Action Group
- NHS London Healthy Urban Development Unit
- Thames Water
- Transport for London
- UK Power Networks (Electricity)

The following summarised responses were received:

Internal:

1) LBH Carbon Management

Conditions and s106 heads of terms recommended.

2) LBH Conservation

Overall, the proposed development would have a neutral impact on the significance of the designated heritage assets, and the majority of the non-designated heritage assets, for which the site forms part of their setting. However, it is considered that there would be some harm to the significance of Woodberry Down Baptist Church as it would diminish the prominence and part of the landmark quality of the locally listed building.

3) LBH Design Officer

This ambitious proposal could be a revolutionary contribution to providing affordable, effective and vibrant living and working condition as, and help make the Warehouse District a more vibrant and exciting destination, more visible and more able to show itself off and sell its wares. The proposals are nevertheless designed in a rigorous, coherent, logical and hard-edged manner appropriate for a gritty, hard-working location and needs for solidity and durability, softened by moments of joy, greenery and artistic creativity.

4) LBH Housing Strategy and Policy

Considering the policy commitments relating to the Warehouse District and of the relatively small size of the surplus, we accept that using the entire surplus for affordable workspace is a reasonable decision in policy terms.

5) LBH Lead Local Flood Authority (LLFA)/Drainage

We are generally content with the overall methodology as used and mentioned within the submitted report, subject to planning conditions regarding the Surface Water Drainage Strategy and its Management and Maintenance Plan.

6) LBH Pollution (Carbon Management)

No objection subject to recommended conditions.

7) LBH Private Sector Housing Team

Houses in multiple occupation should include bedrooms sized at 10sqm for a single room and 15sqm for a double room. There should be no more than 5 people to one bathroom and 3 rooms to one kitchen.

A platform bedspace/bed deck/mezzanine would increase the floorspace available in each unit. In many HMOs the bedroom is the only space the tenant has as there may be no communal areas so the 10sqm single room/15sqm double room floor space allows for this.

8) LBH Transportation

Following satisfactory resolution of points raised by Officers, no objection subject to conditions and s106 heads of terms.

9) LBH Trees - Arboricultural Officer

No objections.

10) LBH Waste and Street Cleansing

The calculation that has been applied to the bin numbers and waste streams seems proportionate, given that there are only bedrooms rather than property numbers, so I agree with the quantities allocated based on the applied rationale.

External:

11) Environment Agency (EA)

Based on a review of the submitted information, we have no objection to the proposed development.

12) Greater London Authority (GLA) / Mayor for London - 19/06/2023

The application does not yet fully comply with the London Plan. However, possible remedies set out in this report could address these deficiencies.

13) Greater London Archaeology Advisory Service (GLAAS)

In view of the scale of the impacts and the likely impacts of past quarrying and landfill, I do not advise archaeological investigation in relation to this scheme. No further assessment or conditions are therefore necessary.

14) Health & Safety Executive – Planning Gateway One

Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.

15) London Underground/DLR Infrastructure Protection

No objection in principle. However, due to closeness to London Underground railway infrastructure, any grant of planning permission should be subject to requested conditions.

16) Metropolitan Police - Designing Out Crime Officer (DOCO)

Should planning consent be granted for this application, we would request Secured by Design (SbD) conditions and an informative are attached to the final Decision Notice.

17) Natural England

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

18) NHS London Healthy Urban Development Unit

The request is the Council to secure £65,761 within the S106 agreement to be paid on commencement and indexed linked to building costs.

19) Thames Water

Thames Water advise that with regard to Wastewater Network and Sewage Treatment Works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. Piling and Water Main Conditions and Groundwater Risk Management Permit informative recommended.

20) Transport for London

Welcome public realm improvements, which should be secured in the s106 and delivered via a s278 agreement. Contributions should be sought towards improving links to Cycleway 1, improved pedestrian and cyclist crossing of Seven Sisters Road, and improving pedestrian routes to Stamford Hill and Manor House (including the Eade Road crossing).

The London Plan minimums should be provided for cycle parking in accordance with the London Cycle Design Standards (LCDS). Further detail should be provided on the management of the servicing bays, and loading. A Full Travel Plan should be secured and monitored through the section 106 agreement. Construction Logistics Plan (CLP) and London Underground infrastructure conditions are recommended.

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted on the application:

- 377 Neighbouring properties consulted by way of letter.
- 6 site notices were erected close to the site.

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

No of individual responses:

- Objecting: 29
- Supporting: 0
- Comments: 0

5.3 The key issues raised in these representations are summarised as follows (A more detailed summary of the representations and Officer responses can be found in Appendix 3: Neighbour representations:

- Loss of Light.
- Loss of Parking/Loading/Turning.
- Loss of Privacy.
- Removal of road access.
- Disabled access to Cara House obstructed.
- Loss of Trees.
- The design does not align with the aesthetic of the surrounding area in terms of materials and architecture.
- The magnitude of visual change would impact the residents of the area.
- No Affordable Housing contribution or further s106 financial contributions due to the viability position.

6.0 MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the revisions are:

1. Principle of the development including Policy Assessment (6.2)
2. Viability & affordability (6.3)
3. Impact on the amenity of adjoining occupiers (6.4)
4. Design (6.5)
5. Impact on heritage assets including affected conservation areas (6.6)
6. Quality of Accommodation (6.7)
7. Social and Community Infrastructure (6.8)
8. Transportation, parking, and highway safety (6.9)
9. Air Quality (6.10)
10. Energy, Climate Change and Sustainability (6.11)

- 11. Urban Greening and Ecology (6.12)
- 12. Trees and Landscaping (6.13)
- 13. Wind and Microclimate (6.14)
- 14. Flood Risk and Drainage (6.15)
- 15. Waste and Recycling (6.16)
- 16. Land Contamination (6.17)
- 17. Below Ground Development (6.18)
- 18. Archaeology (6.19)
- 19. Fire Safety and Security (6.20)
- 20. Equalities (6.21)
- 21. Conclusion (6.22)

6.2 Principle of the development

Policy Background

- 6.2.1 The current National Planning Policy Framework NPPF was updated on 19 December 2023. 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.

The Development Plan

- 6.2.2 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises Haringey’s Local Plan Strategic Policies (SP), the Development Management DPD (DMDPD) and the Site Allocations DPD (SA DPD), and the London Plan (2021).
- 6.2.3 These plans and strategies set the context for development in the area. The application site is located within strategically allocated sites – SA34 (Overbury & Eade Rds) and SA35 (L/B Seven Sisters & Tewkesbury Rds).
- 6.2.4 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps document took place between 16 November 2020 and 1 March 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.
- 6.2.5 The Council will publish a consultation report for the First Steps Engagement alongside a Draft Local Plan for further consultation – expected in summer 2024. Currently 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 several 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 direction.

The Local Plan

6.2.7 Haringey's Local Plan Strategic Policies set 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 (SA DPD) give effect to the spatial strategy by allocating sufficient sites to accommodate development needs.

6.2.8 The site is located within the Seven Sisters Corridor Area of Change as per Haringey's Spatial Strategy Policy SP1. The Spatial Strategy makes clear that to accommodate Haringey's growing population, the Council needs to make the best use of the borough's limited land and resources. The Council will promote the most efficient use of land in Haringey and promote development in Areas of Change.

6.2.9 The Development Management DPD (DMDPD) gives effect to Haringey's spatial strategy and the key objectives of the Strategic Policies Local Plan by supporting proposals that contribute to the delivery of sustainable development in accordance with the strategy, the Development Management DPD sets out criteria-based policies against which planning applications will be assessed.

Site Allocations Development Plan Document (SA DPD)

6.2.10 The Site Allocations Development Plan Document gives effect to the spatial strategy by allocating sufficient sites to accommodate the development needs of those parts of the borough outside the growth area of Tottenham.

6.2.11 The SA DPD identifies that the employment function of the Harringay Warehouse District (HWD) area needs to be retained. Both commercial floorspace and jobs should be increased through any proposal or set of proposals.

6.2.12 The SA DPD identifies that it will be important for any new development to be able to demonstrate how it would retain / safeguard the existing community which exhibits significant clusters of skills / businesses with a focus on the arts / creative sectors.

6.2.13 The vision for the area outlined in the Site Allocations DPD is to create a collection of thriving creative quarters, providing jobs for the local economy,

cultural output that can be enjoyed by local residents, and places for local artists to live and work. The SA DPD notes that changes from existing employment use will need to be accompanied by detailed management arrangements that secure long term access to affordable business premises.

Allocated sites SA34 (Overbury & Eade Rds) & SA35 (L/B Seven Sisters & Tewkesbury Rds)

6.2.14 The application site falls within site allocations SA34 and SA35 – Overbury & Eade Roads (SA34) and Land behind Seven Sisters & Tewkesbury Roads (SA35) as noted in the Site Allocations DPD.

6.2.15 SA34 is allocated for a potential development to increase accessibility, providing increased mixed use floorspace including Warehouse Living accommodation. SA35 is allocated for the redevelopment of existing buildings to create a higher quality streetscape on Tewkesbury Road, to complement the Harringay Warehouse neighbourhood.

6.2.16 SA34 encourages a comprehensive approach to site management and managed enhancement of the employment and residential offer, including improved permeability in line with Policy DM55 of the DMDPD: Regeneration / Masterplanning.

6.2.17 The allocation (SA34) states that the Council will work with landowners and residents to find ways to reintroduce employment, while continuing to meet the accommodation needs of the existing creative community. A new street layout that improves accessibility through the site will also be considered.

6.2.18 A summary list of both the SA34 & SA35 site requirements are as follows:

- A site-wide management plan masterplan in accordance with Policy DM39;
- The potential for a building on the corner of Eade and Seven Sisters Roads, marking the gateway to the warehouse district;
- Reintroduction of employment-generating uses;
- Local Employment Area: Regeneration Area status;
- The principles of policy DM39: Warehouse Living apply, and the site is subject to the requirements of Policy DM38: Employment-Led Regeneration;
- Pedestrian permeability encouraged;
- Affordable commercial rents will be expected in line with Policies DM38 and DM39;
- If necessary, cross subsidy of employment floorspace from residential development will be considered;
- Maximum amount of employment floorspace must be provided subject to viability;
- Appropriate development = employment-led mixed-use development;

- The terrace fronting Seven Sisters Rd should be retained with ground/first floor commercial uses with residential above; and
- Access from the Overbury Road area to and across Seven Sisters Road should be improved.

6.2.19 The development guidelines for both the SA34 & SA35 are as follows:

- Development needs to create active frontages to ensure passive surveillance.
- The creation of a limited destination might be considered acceptable, as part of a central space. This could take the form of a weekend 'Makers' Market'.
- Planning obligations to open up the south bank of the New River and institute a linear park should be explored through this development.
- Buildings in the area should continue to be designed to maintain the unique warehouse character of the area.
- Developments that continue to support the principles of communal living will be supported.
- Thames Water should be consulted with regards the capacity of existing drains to move wastewater from SA34 and SA35. Provision for safe and secure wastewater drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- Further masterplanning may be desirable to help create a co-ordinated scheme for SA34 and the adjoining areas. This could include an SPD.
- SA34 and SA35 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 SA34 & SA35's potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on SA34 prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- Applicants must consult with Thames Water regarding both wastewater and water supply capacity upon the preparation of a planning application.
- SA34 and SA35 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 SA34 and SA35 prior to any development taking place and where appropriate, a risk management and remediation strategy.
- A flood risk assessment is required for any development. Council's Strategic Flood Risk Assessment further outlines when an assessment is required and what it should include.
- Buildings with SA35 will continue to present active frontages onto Seven Sisters Rd, but servicing should be accessed from Overbury and Tewkesbury Rds.

- In line with policy SP9, if redevelopment of SA35 results in a net loss of employment floorspace, a financial contribution may be required as set out in the Planning Obligations SPD.
- An improved connection between the Harringay Warehouse District and Seven Sisters/Amhurst Rds through SA35 is required.

6.2.20 The allocation (SA34) states that the Council will work with landowners and residents to find ways to reintroduce employment, while continuing to meet the accommodation needs of the existing creative community. A new street layout that improves accessibility through the site will also be considered.

6.2.21 Other development plan designations include:

- Local Employment Area: Regeneration Area
- Lies within viewpoints 1 (the strategically important view of Central London from Alexandra Palace) and view 23 (the locally important view of Alexandra Palace from the corner of Seven Sisters Road, Amhurst Park and Eade Road).
- Maynards Sweet Factory & Woodberry Down Baptist Church (locally listed buildings) are located near to the site.
- Critical Drainage Area (CDA)

Policy Assessment

Masterplanning

6.2.22 Policy DM55 of the DMDPD states: “Where development forms part of an allocated site, the Council will require a masterplan be prepared to accompany the development proposal for the wider site and beyond, if appropriate, that demonstrates to the Council’s satisfaction, that the proposal will not prejudice the future development of other parts of the site, adjoining land, or frustrate the delivery of the site allocation or wider area outcomes sought by the site allocation”.

6.2.23 Part D of policy DM39: Warehouse Living of the DMDPD requires a masterplan to be prepared which has regard to individual site circumstances and the following matters:

- a. The access arrangements, physical condition and layout of the existing buildings and accommodation on the site;
- b. The lawful planning uses on site, establishing the existing baseline with respect to the intensification of the employment offer and re-provision of the host community;
- c. The host community’s existing and future accommodation needs for creative living and working;

- d. The quantum of commercial floorspace to be retained, re-provided, increased, and the resulting increase in employment density to be achieved having regard to the baseline at (b);
- e. The size and type of both the workplace space and residential accommodation to be provided, having regard to:
 - i. the needs of SMEs for smaller unit sizes (<100sqm);
 - ii. provision for communal workspace, both internal and external;
 - iii. the need for low-cost workspace and affordable residential accommodation to support and grow the existing start up and creative industry sectors.
- f. The interface with, and potential impact on, neighbouring uses;
- g. The internal layout of uses and therein, the potential to optimise the positive inter-relationships and avoid, where practicable, negative impacts;
- h. Having regard to (e – g) above, the building specifications and amenity standards to be achieved for both the workshop space and the residential accommodation;
- i. The specific site requirements as identified in the individual site allocations;
- j. Controls over the management and operation of the Warehouse Living spaces, in particular, the means by which to ensure that the use of the site continues to promote the genuine inter-relationship of the living and working elements;
- k. Servicing and parking requirements; and
- l. Viability, including requirements for cross-subsidy from other uses including private residential development (market sale/PRS etc).

6.2.24 Policy DM39 states that the Council will support proposals for Warehouse Living that form part of an agreed masterplan to increase and diversify the employment offer of these employment areas whilst providing an appropriate standard of living for the integrated residential element.

6.2.25 The applicant has submitted a Masterplan Framework Document alongside the application for the Harringay Warehouse District SA34: Overbury and Eade Road. The Masterplan Framework is based on a detailed analysis of the unique Warehouse Living typology and seeks to provide a holistic approach to incremental development in this site allocation.

6.2.26 The Masterplan Framework looks at broad ambitions such as key routes and links within the site allocation but also detailed issues such as quality of accommodation. The Masterplan Framework is a comprehensive document that addresses all of the criteria sited under part D of DM39.

6.2.27 The Masterplan Framework provides a detailed description of existing access arrangements, physical conditions, and layout and in so doing confirms the existing problems, issues, and opportunities on the site, which have helped inform the component parts of the Framework.

- 6.2.28 The Framework confirms the baseline position in terms of number of units, quantum of development, and land use mix (quantum of floorspace in lawful residential use, lawful commercial use, and Warehouse Living / residential)
- 6.2.29 The Framework identifies the lawful planning uses across the Masterplan area and describes how all of the existing commercial spaces would be retained. 195 Eade Road is highlighted as a potential site for future redevelopment, but it is shown in the document that it would be retained as commercial space.
- 6.2.30 The existing 3,940sqm commercial floorspace across the site allocation would be retained or re-provided. It would be increased through temporary installations or new build development and/or conversions. The delivery of the Overbury Road containers delivers an additional 229sqm of commercial (Class E) studio space.
- 6.2.31 The resulting increase in employment density to be achieved has not been specifically identified. The Framework seeks to be a 'living document' that shows how commercial floorspace would be retained and/or increased but also identifies how the applicant will seek to implant a thread of commercial and workspaces throughout the site in the short to medium term.
- 6.2.32 The Framework identifies how the commercial and workspaces would provide a more public face to the area, allowing creatives to sell their products/artwork, as well as accommodating events for the public. These events and spaces could be for temporary use to enliven or invigorate different areas, but they will provide a vital connection between the Warehouse District and the surrounding areas.
- 6.2.33 The majority of the site is currently vacant or used for ancillary activities associated with existing buildings and their uses. As such, the proposal would retain and increase commercial space whilst delivering Warehouse Living accommodation that lends support to the creative industries sector. Therefore, the scheme would result in an increase in employment density.
- 6.2.34 The Framework provides guidance as to where new commercial space is anticipated to be delivered, the nature of this floorspace and the basis upon which this floorspace will be made available to users.
- 6.2.35 The Framework establishes a set of performance criteria for new Warehouse Living in terms of noise attenuation and requires all new development proposals to have regard to sunlight / daylight, overlooking distances, and overshadowing and to comply with recognised planning and other guidance.
- 6.2.36 The Framework sets a series of criteria for future Warehouse Living, which seeks to reflect the qualities of the existing living / working environments and overcome the weaknesses in terms of access to daylight, insulation, noise attenuation, storage, refuse arrangements, and bike storage.

- 6.2.37 The Framework establishes a set of minimum technical design, amenity, energy, and sustainability standards / requirements to be achieved by any new build/ refurbishment proposals brought forward. It establishes a set of baseline 'minimum' standards for all new and refurbished Warehouse Living developments.
- 6.2.38 These standards have been derived from a review of Haringey's HMO standards, London Plan housing standards, GLA guidance for large scale purpose-built shared living and from a review of existing Warehouse Living on the wider sites.
- 6.2.39 The comprehensive nature of the Masterplan Framework means that it addresses all relevant aspects of Part D of policy DM39 and puts forward the baseline principles for development whilst also providing the flexibility for evolution and change over time.
- 6.2.40 The Framework is intended to be a 'living' document that will be updated as developments/ works are brought forward and can be amended in response to the lessons learnt from the operation of the various new buildings and works.

Principle of Provision of Warehouse Living Accommodation

- 6.2.41 Part A of DMDPD policy DM39 states that Warehouse Living is a specific type of land use that has emerged over time in certain employment locations within Haringey and lends particular support to the creative industries sector. It does not fall within a specific use class – and is not live/work development – and as such is considered a Sui Generis use.
- 6.2.42 Part B of DMDPD policy DM39 identifies that the Council has made provision for proposals for Warehouse Living in Local Employment Area – Regeneration Areas, within the Harringay Warehouse District as defined in the Site Allocations DPD.
- 6.2.43 Part C of DMDPD policy DM39 states that the Council will support proposals for Warehouse Living that form part of an agreed masterplan to increase and diversify the employment offer of these employment areas whilst providing an appropriate standard of living for the integrated residential element.
- 6.2.44 The site falls within a Local Employment Area – Regeneration Area, within the Harringay Warehouse District and site allocation (SA34) supports Warehouse Living that complies with policies DM38 and 39. Therefore, the principle of a new purpose-built Warehouse Living scheme is acceptable and supported in this location by the Development Plan.
- 6.2.45 Following the publication of the London Plan in March 2021 the Council's annual housing target increased to 1,592 homes.

6.2.46 Policy SP2 states that the Council will maximise the supply of additional housing to meet and exceed its minimum strategic housing requirement.

6.2.47 Given the above, the principle of the provision of new homes on the site (alongside a mix of other uses) is acceptable. Whilst Warehouse Living does not fall under Use Class C3 (Dwellinghouses) it still contributes towards the supply of housing.

6.2.48 Officers consider the most relevant measure for identifying the contribution to housing targets is the Purpose Built Student Accommodation (PBSA) ratio in the London Plan due to similarities in terms of floorspace sizes. London Plan Policy H15 identifies that accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home.

6.2.49 The 101 bedspaces proposed would equate to 40.4 homes using that ratio. The proposals would therefore result in a net gain of 40 homes and make a welcome contribution towards delivering the borough's overall 10-year housing target.

Requirements and guidelines of the site allocations

6.2.50 As noted above the submission is accompanied by a site-wide management plan masterplan in accordance with Policy DM39 as required by the site allocation. The application also seeks to fulfil the requirements of SA34 by proposing a gateway building on the corner of Eade and Seven Sisters Roads.

6.2.51 The proposal has been supported by a Masterplan Framework that identifies how employment floorspace would be increased and diversified.

6.2.52 Employment-generating uses are proposed in the form of two small commercial units and one larger one within the new buildings along Eade Road and further commercial units within 10 former shipping containers stacked and arranged to front onto the alleyway and Tewkesbury Road. This is in addition to the 101 new rooms and associated spaces of Warehouse Living accommodation which will accommodate employment activities too.

6.2.53 A key tenet of the proposals is the improvement of pedestrian permeability through a new improved staired route from Seven Sisters/Eade Roads to Tewkesbury Road. The proposals also seek to improve the communal yard spaces and public realm surrounding the proposed and existing buildings.

6.2.54 Aspects relating to affordability are addressed in more detail under *Viability* below. The proposal provides affordable workspace and workspace exclusively for occupiers of the Warehouse Living. The Warehouse Living itself offers spaces that have attributes which support those who work in the creative industries

sector. The viability of the project has limited the scope for affordable commercial rents.

- 6.2.55 The project would not be cross-subsidised by private housing and would be a Warehouse Living led mixed use scheme. The scheme would provide the maximum amount of employment floorspace subject to viability and would be employment led given the categorisation of Warehouse Living as an employment function. There would be no net loss of employment floorspace.
- 6.2.56 The proposals would retain the terrace fronting Seven Sisters Rd as well as ground/first floor commercial uses with residential above; and through the improved staircased route, access from the Overbury Road area to and across Seven Sisters Road would be improved.
- 6.2.57 The proposals include the creation of active frontages to the front and rear of the new Eade Road buildings and along the new staircased pedestrian route with windows to the flank of the taller Warehouse Living building and from the proposed commercial containers which ensure passive surveillance.
- 6.2.58 The proposed buildings have been designed to maintain the unique warehouse character of the area. This is discussed more in the *Design* section below. The layout has been designed to support the principles of communal living insofar as the site constraints have allowed. The internal design and layout follows the parameters set out in the Masterplan Framework and is addressed in the *Quality of Accommodation* section below.
- 6.2.59 Other aspects of the development guidelines relating to water (wastewater and water supply capacity) and piling, the decentralised energy network (DEN), contamination, and flood risk are addressed on other sections of this report. In summary, recommended conditions would satisfactorily address these aspects in accordance with the SA DPD.

Policies DM38: Employment-Led Regeneration & DM39: Warehouse Living

- 6.2.60 DM38 outlines how the Council supports proposals for mixed-use, employment-led development within a Local Employment Area – Regeneration Area where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace.
- 6.2.61 In this case the renewal, regeneration and intensification of the site requires a mixed-use proposal with new buildings to deliver the aims and objectives of the site allocation. Improvements to the public realm and pedestrian permeability require investment that would only come forward as part of a development such as that which is proposed.

- 6.2.62 In accordance with part a of DM38 the amount of employment floorspace to be provided within the mixed-use scheme has been maximised with regard to viability.
- 6.2.63 The proposals identify demonstrable improvements in the site's suitability for continued employment and business use. It would provide new Warehouse Living accommodation and commercial spaces that would result in an increased employment density in an appropriate location.
- 6.2.64 The commercial and internal and external workspaces have been designed flexibly to enable adaptability to different business uses over the lifetime of the development. Provision for workspace has been incorporated into the new buildings which would be provided for use free of charge as part of the rental agreement.
- 6.2.65 Through application of the Masterplan Framework principles the proposal would ensure an appropriate standard of amenity for the development's users and neighbours. By virtue of the fact that large parts of the site are currently vacant or cleared, the proposal would not conflict with or inhibit the continued employment function of the site and nearby employment sites.
- 6.2.66 The principle of new Warehouse Living development is supported as the scheme meets key requirements of policies DM38, DM39 as well as Site Allocation SA34. The proposals would increase employment floorspace and the submission of a Masterplan Framework identifies how the proposal would provide for the needs of residents and fit in with future development within other parts of the allocation.

6.3 Viability & affordability

- 6.3.1 Policy DM39 notes that consideration should be given to the host community's existing and future accommodation needs for creative living and working as well as viability, including requirements for cross subsidy from other uses including private residential development and recognises the need for low-cost workspace and affordable residential accommodation to support and grow the existing start up and creative industry sectors.
- 6.3.2 The applicant has carried out their own survey that has identified that current rental levels in the District range from approximately £550-£1,000 per room with varying levels of quality. Given the new build nature of the accommodation the applicant considers that the space ought to secure rents near to the upper end of that scale.
- 6.3.3 For context, £950 per month is similar to what London Living Rent (LLR) would be for a one-bedroom apartment in the area. LLR is a type of intermediate affordable housing for middle-income Londoners who want to build up savings to buy a home. Rents for one-bedroom LLR apartments in Hermitage & Gardens Ward are

currently set at £945 with rents in adjacent Seven Sisters Ward set at £975 per month.

- 6.3.4 Clearly the proposal is a very different form of accommodation to what would qualify as being suitable for LLR accommodation. Warehouse Living falls within an employment designation & a sui generis use class and is communal and not self-contained.
- 6.3.5 However, the total proportionate amount of private and shared internal and external floorspace made available to each resident would be comparable to the proportionate figure for a couple sharing a one-bedroom LLR flat – i.e. 25sqm per person.
- 6.3.6 Therefore, whilst the expected rent levels would be at the upper end of the spectrum for Warehouse Living in the area, they would reflect intermediate rents in the area for comparable levels of total floorspace per person.
- 6.3.7 The proposed rental levels would also be justified by the new build nature of the development (with higher build & design quality and better sustainability performance) and its suitability for Warehouse Living with enhanced floor-to-ceiling heights and access to dedicated internal and external spaces for work.
- 6.3.8 There is naturally a limit to the level of rent that this type of accommodation can attract given the shared nature of communal facilities that will ensure it continues to provide low-cost accommodation for occupiers in perpetuity.
- 6.3.9 The applicant's submitted Financial Viability Assessment (FVA) identifies that the proposals do not viably sustain any further affordable housing or contribution and could not sustain any further Section 106 financial contributions.
- 6.3.10 When initially submitted the scheme did not include the offer of the workshop units located in below ground levels of Block A to be used solely by occupants of the building as workspace. Initially these were commercial units to be let on the open market, albeit with the intention for them to be occupied by workspace and artist studios.
- 6.3.11 The applicant's viability assessment identified that the scheme would generate a deficit of -£1,144,000 against the viability benchmark. The assessment has been reviewed by the Local Planning Authority's viability assessor (In this instance BNP Paribas Real Estate ("BNPP")) who identified the proposal generates a surplus of £464,097 against the viability benchmark.
- 6.3.12 Following discussion, the applicant accepted this position that the scheme would generate a surplus. Given the small size of the surplus it is considered that it would have only a modest public benefit if put towards conventional affordable housing delivery.

- 6.3.13 To ensure compliance with Policy DM39 which require consideration of the need for low-cost workspace, officers identified that an improved scheme and public benefits could be achieved if the workspace offer for Warehouse Living residents was enhanced by providing more of the commercial spaces for use as workspace for residents only and free of charge. This could also be easily delivered on-site and made available from occupation.
- 6.3.14 The applicant agreed to offer the areas labelled on the plans as Workshop Unit(s) Ground and Mezzanine in Block A of the Tewkesbury part of the Development rent-free in perpetuity for residents of the development. These comprise two units each measuring 55.3sqm GIA. This would absorb all of the surplus identified by BNPP, whilst it would provide additional dedicated workspace for creatives of the proposed development.
- 6.3.15 Policy DM38 of the Local Plan, identifies that an element of affordable workspace may be sought as a part of the commercial offer on employment-led mixed-use developments in local employment areas designated as Regeneration Areas. This is supported by the Planning Obligations SPD which requires all major mixed-use development within a Local Employment Area Regeneration Area to make provision for affordable workspace.
- 6.3.16 The Planning Statement identifies that 10% of the commercial floorspace will be let out at an affordable rent. This would be approximately just under 50sqm, and this could include for example a shipping container and the two street-facing commercial units in Block B.
- 6.3.17 Whilst the applicant has agreed to heads of terms and financial contributions relating to transport & highways, carbon management & sustainability, and employment & skills, the viability position does not allow for further contributions to affordable workspace or aspects identified in the site allocation such as contributions to explore the opening up the south bank of the New River to institute a linear park.
- 6.3.18 Warehouse Living can be considered a form of affordable housing by its very nature and also provides workspace within the living space. The combination of workspaces and accommodation cuts costs by avoiding the need for residents to have to rent both a home/room as well as a space to work.
- 6.3.19 Whilst the applicant has attempted to limit rents, they have identified that rooms would need to be let at rental levels around £950 per room in order for the development to sufficiently cover build costs and remain viable. This figure would be in line with London Living Rent (LLR) intermediate levels for a 1-bed flat in the area, albeit the proposed building offers a different form of living if comparable floorspace per person.

6.3.20 A late-stage review would secure a contribution to affordable housing if rents exceed those set out in the viability report when any increase in costs is accounted for. The rents would be monitored over time to inform any future proposals for Warehouse living.

6.4 Impact on the amenity of adjoining occupiers

6.4.1 London Plan Policy D6 notes that development proposals should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing, and maximising the usability of outside amenity space.

6.4.2 The Mayor's Housing SPG (2016) reinforces the need for privacy but cautions against adhering rigidly to minimum distance requirements and also calls for the BRE guidance on daylighting and sunlighting to be applied flexibly and sensitively to proposed higher density development, especially in town centres – taking account of local circumstances, the need to optimise housing capacity and the scope for the character and form of an area to change over time.

Daylight/Sunlight & overshadowing – Methodology

6.4.3 The impacts of daylight provision to adjoining properties arising from the proposed development is considered in the planning process using advisory Building Research Establishment (BRE) criteria. A key measure of the impacts is the Vertical Sky Component (VSC) test.

6.4.4 In conjunction with the VSC tests, the BRE guidelines and British Standards indicate that the distribution of daylight should be assessed using the No Sky Line (NSL) test. This test separates those areas of a 'working plane' that can receive direct skylight and those that cannot.

6.4.5 If following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will be noticeable to the occupants and more of the room will appear poorly lit.

6.4.6 The BRE Guidelines recommend that a room with 27% VSC will usually be adequately lit without any special measures, based on a low-density suburban model. This may not be appropriate for higher density, urban London locations.

6.4.7 The NPPF advises that substantial weight should be given to the use of 'suitable brownfield land within settlements for homes...' and that LPAs should take 'a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site'. Paragraph 2.3.47 of the Mayor's Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city.

6.4.8 The acceptable level of sunlight to adjoining properties is calculated using the Annual Probable Sunlight Hours (APSH) test. In terms of sunlight, the acceptability criteria are greater than 25% for the whole year or more than 5% between 21st September and 21st March.

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

Daylighting and Sunlight Assessment

6.4.10 The applicant's Daylight and Sunlight Report submitted in support of the application assessed the likely impacts on the following properties:

- Amhurst Court
- Vivian House
- 341 Seven Sisters Road
- 343 Seven Sisters Road
- 345 Seven Sisters Road
- 6-10 Works Tewksbury Road
- 1-19 Tewksbury Road
- Cara House

6.4.11 The report found that 345 Seven Sisters Road meets the target values as set out in the BRE Guidelines for daylight (in terms of VSC and daylight distribution) and sunlight (in terms of APSH) with the proposed scheme in situ. All windows in the side elevation of 341 Seven Sisters Road are understood to be of non-habitable use and 341 & 343 Seven Sisters Road only have spaces in each building that are non-sensitive to daylight & sunlight facing the development site.

6.4.12 6-10 Tewkesbury House is listed as being of commercial use by the Valuations Office Agency (VOA) and so is considered less sensitive to daylight and sunlight, and appropriately lit with the proposal in place.

6.4.13 Alternative Target Values: In many locations across Haringey and London, it is now commonplace for windows to retain less than 27% VSC as laid out in the BRE Guidelines. It should be noted that the BRE Guidelines have been written based on a suburban housing density model and that the GLA have asserted that retained VSC levels in the "mid-teens" can be appropriate for London.

6.4.14 The applicant has employed an alternative target value of 15% retained VSC in their assessment to better reflect the development context of this site. Using a VSC target of 15%, rather than BRE default of 27%, as an acceptable retained

level of daylight is valid, the use of the mid-teen VSC benchmark has been held to be appropriate in denser, more built-up areas such as this.

- 6.4.15 For Vivian House 29 out of 58 windows meet the 15% VSC target value. Of the remaining 29 windows, 25 serve small kitchens or bathrooms and so are considered appropriately daylit. 51 out of 54 rooms meet the target value for daylight distribution; two of the remaining rooms are bathrooms or likely small kitchens and so considered not sensitive to daylight. In sunlight terms, all windows considered face within 90° of due north and so do not require analysis.
- 6.4.16 For 1-19 Tewkesbury Road nineteen out of 25 windows meet the VSC target value with the proposal in place; three of the remaining windows serve bathrooms and so can be disregarded. All five rooms analysed meet the target value for daylight distribution. All nineteen windows that face within 90° of due south meet the target values for annual and winter sunlight with the proposal in place or are within rooms that contain a further window that meets these target values.
- 6.4.17 Where windows serving habitable space do not meet the VSC target, they are within rooms where many other windows do meet this target. The mean retained VSC for the ground floor room is 25% and for the first-floor room it is 24%; both rooms, therefore, are considered to be well daylit given their urban context and, as the rooms experience unchanged levels of daylight distribution, the daylight position is likely to be unnoticeable between the existing and proposed scenarios.
- 6.4.18 Cara House: In daylight terms the analysis finds that 46 out of 105 windows meet the target VSC value with the proposal in place. 55 out of 70 rooms meet the target daylight distribution value. In sunlight terms, 43 out of 49 windows that face within 90° of due south meet the target annual sunlight value.
- 6.4.19 Ten of the remaining windows are likely to be within rooms that also contain at least one window which meets the BRE Guidelines' recommendations for VSC i.e. they experience less than a 20% reduction from the existing position or they retain at least 27% VSC in absolute terms. A further 40 windows either themselves retain at least 15% VSC in absolute terms or are within rooms that contain at least one window that retains at least 15% VSC in absolute terms. As such, these windows meet the alternative target VSC value.
- 6.4.20 The remaining nine windows either serve the entrance lobby (and so can be disregarded as communal access/circulation space) or are obstructed to daylight and sunlight access by the design of Cara House itself. These windows are located on the lower ground floor, obstructed by a disabled access walkway, or are blinkered to one side by the overhanging awning to the entrance lobby.

6.4.21 The BRE Guidelines acknowledge the impact of overhanging projections on daylight and sunlight to windows below and recommends that analysis is undertaken without the obstructions in place to determine the impact of the proposed scheme in isolation. Were this to be undertaken, the results would likely be similar to the other unobstructed south facing windows on the same floor i.e. retained levels of VSC of approximately 15% which would be in line with the alternative target value.

6.4.22 In sunlight terms, one of the six windows that does not meet the annual sunlight target is within a room that contains a window that already does not meet this target and so is considered acceptable. The remaining windows are all obstructed by the architecture of Cara House itself, as described above, or serves circulation space and so should be treated more flexibly.

6.4.23 The submitted report finds that overall, where windows do not meet the BRE target value nearly all windows retain the alternative target VSC value or are within a room that contains at least one window which does so.

6.4.24 In a small number of cases, windows are also obstructed by the architecture of Cara House itself and if the obstructions to daylight were not present, the three affected windows would also likely meet the alternative target value of 15% VSC.

6.4.25 As such, Officers agree with the findings of the report that the overall impact to this building is considered minor adverse and thus acceptable. There would be some harm but the harm identified would not be undue and acceptable levels of daylight and sunlight would be retained within Cara House.

6.4.26 Overshadowing: In overshadowing terms, the report highlights that neighbouring gardens at 347-351 Seven Sisters Road do not meet the target sunlight amenity value in March but are shown to be well sunlit in June and thus are likely to be well sunlit across the summer months when these spaces are most likely to be in use. It should also be noted that these spaces are obstructed to sunlight in the existing scenario by the position of the built form of 347-351 to the south-east.

6.4.27 The findings for the gardens at 347-351 Seven Sisters Road would also be relevant to other open spaces to the north that have not been assessed. These spaces are currently obstructed to sunlight by the positioning of surrounding built form but are likely to be well sunlit across the summer months when these spaces are most likely to be in use.

Daylight/Sunlight & overshadowing - Summary

6.4.28 The majority of windows around the site meet the target daylight and sunlight values with the proposal in place. Where this is not the case, the relevant windows either meet an acceptable 15% VSC for the context or are already obstructed.

6.4.29 The proposed development would not cause unacceptable harm to daylight or sunlight to existing surrounding residential properties. The layout of the proposed development is consistent with the Council's local planning policy on daylight and sunlight, particularly having regard to paragraph 129(c) of the NPPF and paragraphs 1.3.45 and 1.3.46 of the Mayor of London's Housing SPG.

Overlooking/privacy

6.4.30 The proposed development would introduce buildings to the front of Cara House. The layout, siting, and orientation of Blocks A and B maximises the internal floorspace of these proposed buildings whilst ensuring sufficient space is left between the blocks and Cara House in order to retain acceptable levels of privacy for the occupants of Cara House and for the future occupants of the new blocks.

6.4.31 Window to window distances between Cara House and Block B would be approximately 13m. These distances would be shorter (approximately 9m at the closest point) from Block A. However, these views would be oblique given the orientation/angle of the north elevation of Block A which faces northwest.

6.4.32 These distances and relationships would be commensurate with distances in the area and in regeneration areas in urban locations elsewhere in the Borough. As such, the proposal would result in an acceptable level of privacy given this context and the emerging context for the District and Site Allocation.

Outlook and sense of enclosure

6.4.33 In terms of outlook, the site allocation and masterplanning for this site identifies the potential for a tall building at the corner of Eade and Seven Sisters Roads. Whilst there would be built form to the front of Cara House, it would be 4 storeys and the proposals would create a yard with improved security through passive surveillance.

6.4.34 Sufficient space would be retained between the buildings so as to avoid an undue sense of enclosure. Given that a tall building has been envisaged for the southern corner of the site, reductions in spacing between built form is to be expected. The Framework identifies that what is important is that the privacy and amenity of Cara House is respected. Through its siting, design, and orientation this has been achieved in the proposal.

Noise and dust

6.4.35 The nature of the proposed scheme means that, subject to using planning conditions to limit hours of use of the proposed commercial units and to control noise from mechanical plant, undue disturbance to existing and future residents would not be caused.

6.4.36 A Construction Logistics Plan, Demolition/Construction Environmental Management Plans, and details of how dust would be controlled and managed

during construction would be secured by recommended conditions. These documents would ensure that disturbance during construction is minimised and mitigated.

6.4.37 A condition would secure compliance with a Warehouse Living Management Plan which would require details to be submitted relating to management measures such as move in and move out arrangements, maintenance, upkeep, servicing, etc. which would help reduce noise and disturbance for existing and future residents. This will ensure the development is well managed and does not impact negatively on the surrounding area.

6.5 Design

6.5.1 The NPPF (19 December 2023) makes beauty and placemaking a strategic national policy, includes an expectation that new streets are tree-lined and places an emphasis on granting permission for well-designed development and for refusing it for poor quality schemes, especially where they fail 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).

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

6.5.3 Local Plan Strategic Policy SP11 (Design), and Policies DM1 (Delivering High Quality Design) and DM6 (Building Heights) are relevant to the proposal. Local Plan Policy DM1 states that all development must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. Further, developments should respect their surroundings by being sympathetic to the prevailing form, scale, materials, and architectural detailing.

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

Quality Review Panel (QRP)

6.5.5 The scheme was presented to Haringey's Quality Review Panel most recently on the 03 May 2023 and prior to that on 14 December 2022 and 17 August 2022. The written findings of the reviews can be found within Appendix 7.

6.5.6 The summary of the latest report is as follows:

The panel strongly supports the scheme, which is characterised by imaginative design work and an intellectually rigorous approach. While the new warehouse

living concept proposed carries risks, the panel considers it could also prove an important model for providing affordable space in future developments. The panel is now reassured that the majority of the materials proposed will be durable and sustainable, but asks for information on how cementitious board surfaces will weather. However, corrugated metal doors to the rubbish and cycle stores must also be robust and resistant to damage. The panel identifies some areas of detail that require some further attention. These include potentially extending the banding between floors onto the south-east elevation, which would create greater coherence in views of the building from the north. Reassurance is also needed that the double-height, glazed, south-east corner of the building will not lead to overheating. The quality of the public realm has also progressed well. The panel encourages maximisation of planting across the development, and potentially beyond the site on nearby land owned by the applicant. A green buffer should be considered for Cara Yard, the roof of the area separating Cara and Tewkesbury Yards could be greened to ensure it provides a pleasant view for residents, and walls should be covered with climbing plants.

6.5.7 A summary of the QRP concerns (summarised) and responses are listed below:

| QRP Comment | Officer Response |
|---|--|
| Information should be provided on how cementitious board surfaces will weather. | The applicant has selected the materials after extensive testing and sampling. They explored different corrugated sheet materials and settled on cement board for its balance between economy, embodied carbon, robustness, and textural expression – sheet materials such as cement board skins are a typical characteristic of twentieth century warehouse design. The ‘natural’ colour and texture of the cement board would be expressed which would be contrasted by the introduction of flashes of colour on windows, brise soleils, curtain walling, etc. |
| Doors to the rubbish and cycle stores must also be robust and resistant to damage. | This is secured through ‘secured by design’ conditions which would require suitably resistant doors. |
| The banding between floors onto the south-east elevation could potentially be extended, which would create greater coherence in views of the building from the north. | Banding between floors has been used to provide horizontality to the facades that can be viewed from the north. It works with the banding to Cara House to create a coherent built form. |
| The double-height, glazed, south-east corner of the building must not lead to overheating. | A condition is recommended that would seek submission of an updated Overheating report that would enable the Local Planning Authority to assess overheating risk and to |

| | |
|--|---|
| | ensure that any necessary mitigation measures are implemented prior to construction and maintained thereafter. |
| Maximisation of planting across the development is encouraged, and potentially beyond the site on nearby land owned by the applicant. A green buffer should be considered for Cara Yard, the roof of the area separating Cara and Tewkesbury Yards could be greened to ensure it provides a pleasant view for residents, and walls should be covered with climbing plants. | <p>The site-wide Framework puts forward a comprehensive and integrated landscape and public realm strategy for the site, which considers urban greening and ecological enhancement.</p> <p>Greening on site has been maximised given the site requirements which require hard landscaped areas for pedestrian movement and for the functions of Warehouse Living.</p> |
| The panel commends the proposals, it thinks that the proposed approach, and the materials chosen, can result in a very high-quality building. | Noted. |
| The building appears better connected to the ground, and the ground floor is more integrated with the overall design. | Noted. |
| The panel suggests that the blank wall facing onto Eade Road would benefit from artwork, for example a mural, to soften its impact, with several options considered. | Condition to review details of artwork to buildings is recommended. |
| The panel considers that the quality of public realm design has improved significantly since the previous review, with important benefits in terms of both public safety and attractiveness. | Noted. |
| The panel suggests that the area of Grasscrete in Cara Yard could be reduced to create a more defined vehicle route. This would leave space for planting. The yard should be considered as a landscaped | The planting in this location has been maximised given the need for this area to provide satisfactory space for deliveries and servicing of the development as well as cycle storage. |

| | |
|---|--|
| space that people can enjoy spending time in. | |
|---|--|

Building Scale, Form and Massing

- 6.5.8 London Plan Policy D3 states that development proposals should provide active frontages and positive relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest. They should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes and legible entrances to buildings.
- 6.5.9 The buildings have been designed to provide active frontages wherever possible to deal with the current lack of frontages and passive surveillance in and around the site. Block B and A would provide active frontages onto Eade Road and Seven Sisters Road but would also improve and activate the public right of way down to Tewksbury Road.
- 6.5.10 New frontages would be created on the eastern flank of Block A and within the redeveloped units to the rear/lower-ground/basement levels of 341 and 343 Seven Sisters Road, with this activation continuing with the openings to the shipping containers situated along Tewksbury Yard.
- 6.5.11 The development would create and animate a network of new and improved existing spaces and links. This, along with the height and design of the building and landscaping proposals would provide an appropriate marker and gateway to the District when approached from the south from Seven Sisters Road.
- 6.5.12 The stepped footpath would feature benches and planting troughs, with the entrance to the steps and yard spaces containing trees, planters, and further seating to encourage people to stop and dwell, using the commercial units.
- 6.5.13 The buildings take the proposed form so as to maximise activation whilst ensuring appropriate relationships are maintained with Cara House and surrounding buildings and spaces.
- 6.5.14 The layout ensures that public realm improvements can be made to facilitate active travel, that sufficient space is provided for servicing and deliveries, and ensures that liveliness and interest would be generated at this significant location. Which would be a significant improvement on the existing situation.
- 6.5.15 London Plan Policy D9 (A) calls on development plans to define what is considered a tall building for specific localities, based on local context (although this should not be less than 6-storeys or 18 metres above ground to the floor level of the uppermost storey).
- 6.5.16 The Local Plan (Strategic Policies 2013-2026) included a borough-wide definition of 'tall building' as being those which are substantially taller than their

neighbours, have a significant impact on the skyline, or are of 10-storeys and over (or otherwise larger than the threshold sizes set for referral to the Mayor of London).

- 6.5.17 The strategic requirement of London Plan Policy D9 (Part B) is for a plan-led approach to be taken for the development of tall buildings by boroughs and makes clear that tall buildings should only be developed in locations that are identified in development plans. The Site Allocations DPD identifies in the Site Requirements for SA34: Overbury & Eade Rds that there is potential for a building on the corner of Eade and Seven Sisters Roads marking the gateway to the Warehouse District from Seven Sisters Road.
- 6.5.18 London Plan Policy D9 (Part C) sets out a comprehensive set of criteria for assessing the impacts of proposed tall buildings and these are discussed in detail below.
- 6.5.19 Strategic Policy SP11 requires all new development to enhance and enrich Haringey's built environment and create places and buildings of high quality. Policy DM6 provides further criteria for the design of tall buildings, including to conserve and enhance the significance of heritage assets, their setting and the wider historic environment that would be sensitive to taller buildings.
- 6.5.20 The policy also seeks to protect and preserve existing locally important and London-wide strategic views in accordance with Policy DM5 (with Figure 2.1 in the DMDPD confirming that the site does interact with the Alexandra Palace to Central London (City and St Paul's) Panorama strategic view or London View Management Framework (LVMF) View 1A (Alexandra Palace)). Therefore, an urban design analysis is required to be submitted with applications for tall buildings assessing the proposal in relation to the surrounding context.
- 6.5.21 The potential impact on LVMF View 1A (Alexandra Palace) has been assessed as part of the applicant's Townscape, Heritage, and Visual Impact Assessment (THVIA). This shows that the proposals would be partially visible in the distant background of the view alongside other large and tall buildings in the panorama.
- 6.5.22 The proposals would be largely screened from view in the summertime due to the location of mature trees. There would be no impact on the strategic landmark (St Pauls) or any of the other landmark features listed in the London View Management Framework SPG. The application does not conflict with London Plan Policy HC3 (Strategic and Local Views) and HC4 (London View Management Framework).

Proposed Tall Building

- 6.5.23 SP11 identifies that the Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a

significant impact on the skyline, or are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London, as set out in the London Plan.

6.5.24 SP11 goes on to say applications for tall buildings will be assessed against the following criteria (summarised): masterplan framework, assessment supporting tall buildings in a Characterisation Study, compliance with DM policies and all the relevant recommendations in the CABE / English Heritage “Guidance on Tall Buildings” 2007 (since superseded in 2015 and 2022).

6.5.25 DM6 part C sets out detailed policy requirements for tall buildings;

- being in an area identified as suitable,
- represent a landmark by which its distinctiveness acts as a wayfinder or marker,
- is elegant and well proportioned,
- visually interesting when viewed from any direction,
- positively engages with the street environment,
- considers impact on ecology and microclimate,
- going onto requiring where tall buildings are in close proximity to each other they avoid a canyon effect,
- consider their cumulative impact,
- avoid coalescence, and
- collectively contribute to the vision and strategic objectives for their area.

6.5.26 London Plan Policy D9 requires that tall buildings are only developed in locations that are identified as suitable in Development Plans. It goes on to set out a number of visual, functional, and environmental impacts of tall buildings that should be considered in planning decisions.

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

6.5.28 It is noted the GLA Stage 1 response states that because the application proposes the construction two new buildings over 4 and 8-storeys, based on the Local Plan definition, the proposed scheme would be classified as a taller building rather than a tall building and, as such, London Plan Policy D9 is not engaged.

6.5.29 Nevertheless officers consider it appropriate to assess the proposal against Policy D9, this is because from Tewksbury Road the building would be 10 storeys and over. Moreover, even when taken from Seven Sisters Road the building is taller (from ground to top of roof top plant) than the threshold size –

i.e. 30m set for referral to the Mayor of London which SP11 says would constitute a tall building.

6.5.30 Location - As stated above, there is policy support for the potential for a building on the corner of Eade and Seven Sisters Roads marking the gateway to the Warehouse District from Seven Sisters Road.

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

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

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

6.5.32 The corner of the application site onto Seven Sisters Road forms a landmark, “shopwindow” location for the Warehouse District and meets the “wayfinder” criterion for a tall or taller building. This is acknowledged in the development requirements for the site in the Site Allocation.

6.5.33 The full height of the proposal would only be visible from the north or rear of the site. From the front on Seven Sisters and Eade Roads the lowest two floors would be below ground, and the top floor is set back behind a deep roof terrace, providing a large communal private amenity space. Thus, the proposal would be perceived as a 7-storey building from the front, rising to 10 storeys at the rear.

6.5.34 Further along the Eade Road frontage, the proposal drops to four storeys, with a narrow gap providing access to Cara Yard and Cara House. This would act as a separate, smaller, Warehouse Living block, but with the same architectural language, openings, and materiality - but of a height matching the surroundings.

6.5.35 To the rear of the main block, either side of Tewkesbury Yard, 10 single and two storey shipping container commercial units would sit behind the maximum height. The area of Tewkesbury Road and its yard spaces is already somewhat overshadowed by the effective five and six storey height of the Seven Sisters Road buildings and Cara House.

6.5.36 These small, intimate yard spaces would be overshadowed more by the 10 storeys of the main new building, but these are small scaled, intimate spaces, with lively vibrant street life and animated ground floors, and the attention of residents and visitors is unlikely to be on the more distant view.

6.5.37 From further back down Tewkesbury Road the new buildings would complete the termination of the vista, but from further back the tallest element begins to act beneficially as a landmark and wayfinder of the location of the steps and gateway to the Warehouse District from Seven Sisters Road.

6.5.38 There are several significantly taller buildings up and down Seven Sisters Road a short distance from the site, especially in the Woodberry Down Estate just to the southwest. This large 1930s council estate of four to twelve storey blocks is currently in the process of being redeveloped at greater density, with genuinely tall buildings amongst the mix, rising to 31 storeys.

6.5.39 The estate also crowns the top of a hill, higher than the front of the site of this application, and therefore somewhat more distant views of these blocks are even more dominant on the skyline in views from areas just to the north. A range of near and middle-distance views of the proposals demonstrate it would sit harmoniously in its gritty industrial context whilst providing a landmark marking the gateway to the Warehouse District on Seven Sisters Road.

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

6.5.40 The application scheme would relate well with adjacent buildings within the site allocations and adjacent sites. The ground floor would be activated and support activity on the accompanying public realm – particularly along the footway down to Tewksbury Road. The topography of the site would support the proposed height and scale, with front elevation appearing as a 7-storey building from Seven Sisters/Eade Road.

6.5.41 The lower block – Block B would reflect the height of the surrounding buildings. Whilst the height of Block A would be taller, at 7/8 storeys when viewed from Seven Sisters/Eade Road, it would be an appropriate transition from the surrounding context. It would be sufficiently tall to mark the gateway whilst still sympathetic in scale to its surroundings.

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

6.5.42 The proposal would fulfil the site requirement of the allocation to mark the gateway to the District from Seven Sisters Road. Block A would act as a local / neighbourhood marker for the District. Meeting the site requirement for a gateway marker is the rationale for the height and form of the building.

6.5.43 The tall building would signpost the improved footpath In line with DM6 - the height, mass, and appearance would draw attention to the District on the skyline and would create a new gateway into the area.

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

6.5.44 The proposed elevational composition and materiality expresses the industrial character of the Warehouse District setting, acting as a sign and gateway to the District from Seven Sisters Road.

6.5.45 A palette based on metal and concrete has been proposed because of its presence in the District. The buildings would utilise exposed fair faced concrete, cementitious board with corrugated patterns referencing the existing industrial buildings, paired with green coloured metal to windows, brise soleils, floor bands, external stairs, roof canopies etc.

6.5.46 Several rounds of testing was carried out by the architects to analyse different combinations of colours and textures for the material palette. This testing, as shown in the Design and Access Statement (DAS), lead the applicant team to the chosen combination. Officers agree that the proposed choices would work best in terms of managing to be sympathetic to the surroundings whilst having a sufficiently industrial, warehouse appearance.

6.5.47 Both Warehouse Living buildings share a common ground floor with an elevated floor to ceiling height. Whilst the ground floor areas of both buildings must house ancillary spaces such as plant, refuse, and cycle storage - the ground floor spaces are designed to maximise both floorspace and frontage in commercial use in order to activate the adjacent streets. The most robust materials available within the palette are used in this location: solid concrete masonry, and tough metal gates and doors which matches the robust metal to the commercial units in the shipping containers.

6.5.48 The upper floors are laid out rationally, which is expressed in the repeated bedroom windows, banding demarcating floors and corner balconies, with the main corner further emphasised with double height living-workspace opening onto double height corner balconies.

6.5.49 The flank end elevation of the main taller building is further emphasised with circular windows onto the shared kitchens; the architects have demonstrated the local precedents for and functionality of this feature, but in design terms it can simply be justified as being appropriate on a taller, landmark building marking an important gateway and corner.

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

(d) proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm.

6.5.51 The proposed tall building would positively contribute to the character of the area. The potential impacts on above ground heritage assets are addressed under *Impact on heritage assets including affected conservation areas* below.

6.5.52 In summary, the proposed development would have a neutral impact on the significance of the designated heritage assets, and the majority of the non-designated heritage assets, for which the site forms part of their setting. Whilst there would be some harm to the significance of locally listed building Woodberry Down Baptist Church there are clear public benefits that outweigh that harm. Again, this is identified in the heritage assessment below.

6.5.53 As noted above, the proposals would be largely screened from the Alexandra Palace to Central London (City and St Paul's) Panorama strategic view (LVMF View 1A) in the summertime due to the location of mature trees. There would be no impact on the strategic landmark (St Pauls) or any of the other landmark features listed in the London View Management Framework SPG.

(g) buildings should not cause adverse reflected glare.

6.5.54 The buildings have been appropriately designed to respond to the proposed uses, the range of internal environments, and the surrounding context. Given the proposed materials would consist of predominately cement board with dull metal accents, there is unlikely to be adverse reflected glare.

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

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

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

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

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

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

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

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

6.5.59 The proposed buildings would be accessed from entrances within Cara Yard off of Eade Road, this enables the commercial frontage onto the adjacent streets to be maximised. The ground floor commercial spaces as well as the improved footway down to Tewksbury Road would be prominent and legible. The retail and commercial ground floor uses would activate the adjacent public spaces.

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

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

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

6.5.61 The improved staircased footway and proposed commercial units and associated economic activity/job opportunities would make a positive contribution towards the regeneration of the area, as would the occupants who would use local shops and services and add to the creative community in the District.

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

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

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

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

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

6.5.65 In summary, subject to a condition ensuring that all necessary wind mitigation measures are incorporated into the proposed scheme to ensure acceptable conditions on the terraces, no likely significant residual wind effects are predicted and the likely resultant wind environment for pedestrians and existing and future residents is considered acceptable.

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

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

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

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

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

6.5.69 Potential noise and vibration impacts on future occupants are addressed under *Quality of Accommodation* below, with the effect on neighbours assessed under impact on the amenity of adjoining occupiers above and are considered to be

acceptable, subject to approval of details (which is to be reserved by a recommended planning condition).

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

6.5.71 The submitted Townscape, Heritage, and Visual Impact Appraisal (THVIA) takes account of permitted and consented schemes as well as the application scheme. The study area for the assessment of townscape effects has been set at a 1 kilometre/500 metre radius from the application site and assesses impacts on 4 Townscape Character Areas surrounding the site.

6.5.72 The purpose of the assessment is to identify an area across which the proposed development would likely impact and effect the townscape and views. The proposed study area is considered to be proportionate to the proposed development and whilst it may be perceived beyond the study area, it is considered that it would not result in townscape or visual effects, due to the combination of distance and intervening features.

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

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

6.5.74 Block A would be the only tall building proposed in the scheme. As such the proposal would avoid creating a canyon effect as there would only be Block A protruding above the prevailing height and character. The tallest element of Block A would be lower than 10 storeys when viewed from Seven Sisters Road and would be angled away from neighbouring buildings. There would be sufficient space surrounding the Blocks and variations in height to avoid coalescence between individual buildings.

6.5.75 Cara Yard and the footway down to Tewksbury Yard would provide sufficient gaps and create comfortable relationships and defined streets that would prevent a feeling of enclosure or a canyon effect. The distances between buildings are similar to the distances between other buildings in the District and also similar to distances between buildings in high-density locations in Haringey and across London.

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

6.5.76 The submitted THVIA, DAS, and particularly the Masterplan Framework fulfil this requirement, and officers have taken account of these assessments when considering the proposals. The Masterplan Framework identifies the applicant's vision for the Site Allocation and indicates how it would be delivered.

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

6.5.77 This has been submitted and officers have used this to support their consideration of the proposals.

Townscape and Visual Effects

6.5.78 London Plan Policies D9 and HC4 make clear that development should not harm Strategic Views, with further detail provided in the Mayor's London View Management Framework (LVMF) SPG. At the local level, Policy DM5 designates local views and the criteria for development impacting local view corridors.

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

6.5.80 As part of the THVIA, 12 representative views have been produced. The site does fall within a Strategic View as identified in the Mayor's London View Management Framework (LVMF) but does not fall within any Locally Significant Views as identified by Policy DM5.

6.5.81 The assessment has considered the effects on 12 representative views as summarised in Table 3 below. It is representative of the main visual receptors in the surrounding area. It found that there would be views of the proposed development in long views from open spaces on higher ground at Alexandra Palace. There would also be change as a result of the proposed development in several views from viewing positions in the immediate area.

Table 3 *Visual Receptor's Representative Views Appraisal of Effects*

| No. / Location | Sensitivity | Magnitude of change | Effect |
|------------------------------------|----------------|---------------------|--------------------------------|
| RV1: Alexandra Palace | High | Very low | Minor / Neutral |
| RV2: Tewkesbury Road | Low | High | Moderate / Beneficial |
| RV3: Seven Sisters Road (north) | Medium to low | Low | Moderate to minor / Beneficial |
| RV4: Vartry Road | Medium | Low | Moderate to minor / Beneficial |
| RV5: Seven Sisters Road (south) | Low | Medium | Moderate to minor / Beneficial |
| RV6: New River Footpath | High to medium | Medium to low | Moderate / Beneficial |
| RV7: Eade Road | Low | Low | Minor / Beneficial |
| RV8: Woodberry Grove | Medium to low | Very low | None |
| RV9: Woodberry Down East Reservoir | High | None | None |
| RV10: Avenue Road | High to medium | None | None |
| RV11: Chestnuts Park | High | Very Low | Minor / Neutral |
| RV12: Finsbury Park | High | None | None |

6.5.82 Overall, the THVIA considers that the proposed development would lead to the following residual, direct, permanent, effects on the representative views, as summarised in Table 3 above:

- Moderate and beneficial effect – RV2: Tewkesbury Road and RV6: New River Footpath
- Moderate to minor and beneficial effect – RV3: Seven Sisters Road (north) and RV4: Vartry Road, RV5: Seven Sisters Road (south)
- Minor and beneficial effect – RV7: Eade Road
- Minor and neutral effect – RV1: Alexandra Palace and RV11: Chestnuts Park

6.5.83 The THVIA identifies that the proposed development has either a negligible or no effect on the remaining viewpoints. It notes that the view from RV11: Chestnuts Park would be restricted with the redevelopment of St Ann's Hospital.

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

Inclusive Design

6.5.85 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.

6.5.86 The proposed scheme has been designed to meet inclusive design principles and good practice. All external routes, footway widths, gradients and surfacing would respect the access needs of different people. The proposed amenity spaces are designed to be safe at different times of the year.

6.5.87 An accessible ramp to the staircased footway down to Tewkesbury Road was tested extensively early on in the design process but could not be incorporated into the proposal due to the length of ramp required (165.5m). The utilisation of

the existing public route with enhancements to wayfinding is deemed an acceptable approach when balanced with the wider public benefits provided by the overall development.

- 6.5.88 Building access, internal corridors and vertical access are capable of meeting Building Regulations. Blue badge parking has been incorporated into the proposals (albeit outside the site on street) and the proposed cycle parking shall include spaces for 'adaptive' and large bikes/mobility scooters.
- 6.5.89 Overall, officers are satisfied that the proposed scheme would be accessible and inclusive. The proposals in relation to wheelchair accessible accommodation is discussed under *Quality of Accommodation* below.

Secured by Design

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

6.6 Impact on heritage assets including affected conservation areas

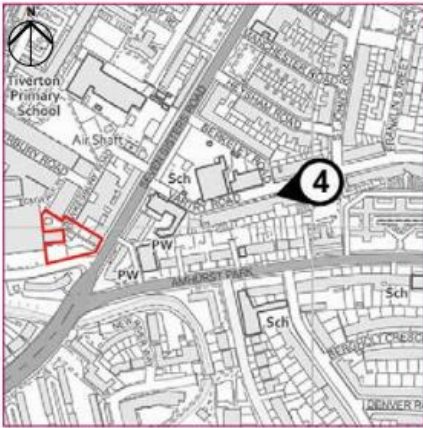
- 6.6.1 Paragraph 208 of the revised NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 6.6.2 Policy SP12 of the Local Plan seeks to maintain the status and character of the Borough's conservation areas. Policy DM6 continues this approach and requires proposals affecting conservation areas and statutory listed buildings, to preserve or enhance their historic qualities, recognise and respect their character and appearance, and protect their special interest.

- 6.6.3 Policy HC1 of the London Plan states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.
- 6.6.4 The policy further states that development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions.
- 6.6.5 In relation to listed buildings, all planning decisions should "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses" and in relation to conservation areas, "special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area".
- 6.6.6 The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.
- 6.6.7 The Council's Conservation Officer commented that the proposal would have a neutral impact on or would not harm the following heritage assets: Alexandra Palace & views, Woodberry Down Community JMI School, the Stoke Newington Reservoirs, Filter Beds and New River Conservation Area, the locally listed Maynards Sweet Factory, and 590 (former Weights and Measure Office) Seven Sisters Road & 100 Amhurst Park.

Woodberry Down Baptist Church

- 6.6.8 Woodberry Down Baptist Church is a locally listed building and is an attractive late C19 church designed by Paull and Bonella. The church was built in an imposing design and has some local landmark qualities. The church is prominent in several short to medium range views, including Vartry Road where the building terminates the view of the road westwards.
- 6.6.9 Representative view 4 in the THVIA demonstrates the impact of the proposed development, which given its scale on the skyline, would diminish the prominence and part of the landmark quality of the church in this view. Accordingly, this would be considered to cause some harm to the significance of the non-designated heritage asset. Representative View 4 is shown below.

Figure 19 – *Representative View 4 Location, baseline condition, and representative view*



6.6.10 The harm identified would only be present in Representative View 4 with the building retaining its landmark quality in Representative View 3: Seven Sisters Road (north) and in views looking north nearer to the junction with Varray Road where the towers of the Seven Sisters elevation of the building can be viewed when the street trees are not in leaf.

6.6.11 Representative view 4 takes in elements of the locally listed building and has moderate scenic value, resulting in a medium value. The harm to the heritage asset would be less than substantial. If there was a scale of less than substantial harm, then the harm would be towards the lower end of a minor impact. It would

be harm to one view of medium value, where the Baptist Church would still retain some prominence, albeit somewhat diminished by the proposal.

Legal Context

- 6.6.12 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".
- 6.6.13 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."
- 6.6.14 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."
- 6.6.15 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.
- 6.6.16 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.
- 6.6.17 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.

6.6.18 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.

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

6.6.20 In short, there is a requirement that the impact of the proposal on heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and conclude on the overall heritage position.

6.6.21 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.

The planning balance

6.6.22 Taking full account of paragraphs 203 and 209 of the NPPF, the harm identified has been given significant weight and requires a balancing exercise against public benefit.

6.6.23 The submission sets out what the applicant considers to be the public benefits of the proposed scheme. Taking account of this and their own assessment, officers summarise the public benefits as follows:

- The proposals would result in a net gain of 40 homes (Using a PBSA ratio of 2.5:1) which would make a welcome contribution towards delivering the borough's overall 10-year housing target;
- Capped rents that would provide accommodation for creatives at Intermediate equivalent rental levels;
- Fulfilling the aims and objectives of the Site Allocation and DM38 and 39 with new high-quality purpose-built Warehouse Living accommodation and public realm improvements;
- Creating new, high-quality commercial spaces that would activate the streetscape;
- Creating a new, high-quality building that successfully marks the gateway to the Warehouse District from Seven Sisters Road;

- The creation of a high-quality and secure public realm with improved links and connectivity from Seven Sisters Road - along Tewksbury Yard – to Tewksbury Road, this represents a significant improvement to the existing alleyway which is unattractive and unsafe;
- The creation of new employment opportunities during the construction and operational phases, with opportunities for local recruitment and skills development;

6.6.24 Having carefully considered issues, Officers consider that the public benefits of the proposals, as summarised above, outweigh the less than substantial harm that would be caused to the non-designated locally listed building Woodberry Down Baptist Church.

Heritage Conclusion

6.2.25 Officers are bound to 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.

6.2.26 The proposed scheme would preserve nearby listed buildings and their setting and the character and appearance of nearby conservation areas. The proposal would have a minor impact on views of medium value from Vartry Road on locally listed building Woodberry Down Baptist Church. This limited impact on significance has to be weighed proportionally in the planning balance, in accordance with paragraphs 209 of the NPPF. Officers consider that the resultant harm falls in the less than substantial category.

6.2.27 As such, paragraph 208 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 (208 and 209) is considered to be outweighed by the public benefits referred to above.

6.7 Quality of Accommodation

6.7.1 There are no defined standards and requirements such as floorspace standards for Warehouse Living in the Local or London Plans. It is expected that any proposed accommodation is of a high-quality design that includes consideration for unit size, daylight & sunlight, and provision made for residents with disabilities. Adequate functional living space and layout must also be provided.

6.7.2 DM39 requires proposals for warehouse living to provide an appropriate standard of living for the integrated residential element and regard to be had to, the host community's existing and future accommodation needs for creative living and working and the internal layout of uses and therein, the potential to optimise the positive interrelationships and avoid, where practicable, negative impacts.

- 6.7.3 The applicant's Masterplan Framework submitted alongside the application identifies the key characteristics of existing spaces in the District and has put together a table of qualities and standards to be met by all new and refurbished Warehouse Living buildings whilst avoiding some of the negative aspects of existing warehouse living.
- 6.7.4 The applicant has derived their standards from an analysis of existing conditions, consultation with residents, existing House in multiple occupation (HMO) standards, and guidance contained within the GLA's January 2022 publication on Large Scale Purpose Built Shared Living (LSPBSL). They have considered different types of housing which Warehouse Living shares characteristics with to formulate a suitable guide that proposals in the allocation should adhere to.
- 6.7.5 The Framework identifies that the key characteristics of existing Warehouse Living are as follows:
- Voluminous, adaptable, and flexible working / living space;
 - Sense of ownership and identity inside and outside;
 - Dedicated and non-dedicated work spaces - from private bedrooms to communal living areas to public open spaces; and
 - Variety of external spaces for working, collaborating, and integrating with each other.
- 6.7.6 The nature of the housing element and its 'sui generis' classification draws comparison with HMO use, and several of the existing warehouses are classified as large scale (sui generis) HMOs. However, as the Planning Statement explains, the nature of the application proposals (larger scale generally, the extent of communal/shared living space, and the substantial working spaces), differs from a traditional HMO and hence the new and specific planning policies relating to the Warehouse Living concept.
- 6.7.7 The internal layout of Block A comprises 3 clusters of 14 bedrooms, 1 of 12, 1 of 5, and 1 of 4 on the ground floor. The larger clusters of bedrooms would be two storey and linked to large two-storey communal kitchen/living/workspace rooms with external balconies and double-height spaces. Block B to the west comprises 3 clusters of 6 bedrooms linked to kitchen/living/workspace rooms on each floor.
- 6.7.8 Within Block A, communal spaces would range from 40 to 50 sqm in terms of overall footprint. Additional volumetric space would be provided through the use of split mezzanine spaces. Where these are proposed the overall height of the double height spaces would therefore range up to 7 metres in height in total, with each individual floor comprising 3.5 metre floor to ceiling height (albeit reduced somewhat with ceiling systems added).
- 6.7.9 Within Block B and within the single storey 5 x 5 bed units and 1 x 4 bed unit in Block A the kitchen/living/workspace would have enhanced floor to ceiling heights of 3.5/3.1m but would be arranged over a single level. The communal

kitchen/living/workspace within Block B would be on every floor and sized at approximately 40sqm, with south facing balconies attached.

- 6.7.10 All of the communal kitchen spaces would have good access to daylight and sunlight, with very generous glazing and floor to ceiling heights proposed as well as openable windows and terraces. Each communal amenity space would face south / east, north-east, with deep projecting balconies and roof terrace areas provided to avoid overheating and allow direct access to outside space and passive ventilation.
- 6.7.11 The proposed bedrooms meet the standards identified in London Plan policy D6 'Housing quality and standards' with single bedrooms meeting the minimum floor area of at least 7.5 sqm and the double rooms being 11.5 sqm, with both being at least 2.15m wide. These standards only apply to rooms in typical C3 homes but act as a useful guide as a baseline for bedroom sizes.
- 6.7.12 HMO standards require bedrooms to be sized at 10sqm for a single room and 15sqm for a double room. These room sizes are required as the only space the tenant has access to in the building in many HMOs is their bedroom as there may be no communal areas. The 10sqm single room/15sqm double room floor space figure addresses this lack of accessible space elsewhere in the building.
- 6.7.13 The proposed room sizes would be smaller than those identified in the draft Large Scale Purpose Built Shared Living guidance. However, LSPBSL rooms often contain bathrooms/toilets and kitchenettes which takes up a significant portion of the footprint of a room. Communal toilets and bathrooms are proposed for all units within the corridors which would be easily accessed by all occupants.
- 6.7.14 The tall floor-to-ceiling heights proposed creates the opportunity to introduce a deck bed space with workspace / living space below. The proposals provide bedroom spaces with a 3.5m floor to ceiling height (3.1m with ceiling system), which creates the opportunity to insert bed decks, and increase the overall working / living space within each room.
- 6.7.15 Therefore, whilst the bedspaces would be compact in footprint terms, they would be voluminous with generous floor-to-ceiling heights which when combined with a raised bed deck would provide additional usable floorspace. The proposed rooms would also have access to generous communal amenity and workspace within the cluster as well as a roof terrace and dedicated workspace in the below ground levels of the building.
- 6.7.16 Policy does not specify a percentage of rooms that must be accessible and/or wheelchair adaptable, however, across other forms of accommodation 10% of the number of rooms being suitable for wheelchair users is generally the standard.

6.7.17 Level access would be provided from the street into the entrance areas, the stores, workspaces, and all the commercial units. Standard access provisions in all Warehouse Units would be designed to comply with Approved Document M4(2) Accessible and adaptable dwellings. 11 units (equating to 10%) would comply with the provisions of M4(3) Wheelchair user dwellings and there would be 1 accessible bathroom per unit. Recommended conditions would ensure this provision is delivered and retained and that the development caters for all.

6.7.18 A large amount of both external and internal shared amenity space is proposed for the Warehouse Living use within the building. Each cluster would have its own kitchen/living/workspace with an external balcony. In addition to the amenity space specific to each cluster, the development also proposes a communal roof top amenity space, open to all residents, and access to the yard spaces, of which Cotton Mill Yard would be solely for amenity/workspace use.

6.7.19 In summary, the overall quality of the proposed Warehouse Living accommodation is considered to be of an acceptable quality with good levels of provision of communal kitchens and living/work spaces linked to clusters of bedrooms on each floor and generous 3.1 metre floor to ceiling heights proposed that will meet the host community's future accommodation needs for creative living and working;

Internal daylight & sunlight and aspect

6.7.20 The applicant has submitted internal daylight & sunlight analysis which demonstrates that 93% of the rooms would achieve their assigned target illuminance value appropriate for the principal use over at least 50% of the room area. In relation to internal sunlight amenity, 53% of rooms would have sufficient access to sunlight.

6.7.21 The overall proportion of rooms meeting the target daylight value represents a well daylight scheme compared to other schemes of this scale in built up urban locations. Where rooms do not meet their target daylight value, the large windows and double height spaces provided in each room means that these rooms will feel well daylight. Furthermore, every resident would have access to generous and well daylight shared spaces with east and south-facing aspects.

6.7.22 In sunlight terms, all rooms that contain a south-facing window meet the target sunlight value. Given that north-facing windows have restricted access to sunlight these are also considered good results given that more than half of the rooms meet their target. A development with no north facing rooms would be impracticable given the site constraints and most likely unviable as a result.

6.7.23 There would be 6 north facing bedrooms in Block B and Block A would have bedrooms with a northwest facing window. The large windows and double height spaces would help these rooms feel well daylight but all rooms would have access to dual and triple access communal spaces in the cluster as well as a communal

roof terrace, the Tewksbury Yard workspaces, and the yard spaces in the development.

- 6.7.24 The number of bedspaces support the viability of the scheme and therefore the public benefits such as new homes, commercial spaces, and public realm improvements. On the whole, the proposal would provide a high level of compliance with lux targets and north and northwest facing aspects would be mitigated by large windows and voluminous spaces that would feel well lit, as well as access to dual/triple aspect communal spaces and external amenity.
- 6.7.25 A condition is recommended which would ensure that there would be a satisfactory internal noise environment for occupiers of the rooms of accommodation by ensuring that the glazing specification and mechanical ventilation would be assessed by the LPA and required to meet British Standards relating to sound insulation and noise reduction.
- 6.7.26 A recommended condition would also ensure appropriate noise insulation is provided between the accommodation and commercial uses at the lower floor levels.
- 6.7.27 A further condition is also recommended which would ensure the development is implemented and operated in accordance with an approved Warehouse Living Management Plan which identifies how the building would be managed and maintained.
- 6.7.28 London Plan Policy D13 introduces the concept of 'Agent of Change', which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on proposed new noise-sensitive development.
- 6.7.29 Policy D14 sets out requirements to reduce, manage and mitigate noise. London Plan Policy D14 also seeks to separate noise generating uses from housing or ensure that there is appropriate mitigation where this is not possible and minimise noise from development and to improve health and quality of life. Similar objectives are included in Local Plan Policy DM23.
- 6.7.30 Noise from the commercial spaces near to the site is not expected to contribute to the overall noise climate of the proposed accommodation given distances and as this would be less than the ambient noise level associated with road traffic on Seven Sisters Road.
- 6.7.31 Warehouse Living can be by its very nature messy and noisy and so it is not as noise sensitive as typical C3 residential. In any case it is recommended that further details of the proposed glazing and mechanical ventilation are secured through a recommended planning condition to manage noise in the Warehouse Living areas.

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

6.8 Social and Community Infrastructure

Policy Background

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

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

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

6.8.4 DPD Policy DM48 notes that planning obligations are subject to viability and sets a list of areas where the Council may seek contributions. The Planning Obligations SPD provides further detail on the local approach to obligations and their relationship to CIL.

6.8.5 The Council expects developers to contribute to the reasonable costs of new infrastructure made necessary by their development proposals through CIL and use of planning obligations addressing relevant adverse impacts. The Council's Annual Infrastructure Funding Statement (December 2022) sets out what Strategic CIL can be used for (infrastructure list) and how it will be allocated (spending criteria).

Health contribution

6.8.6 The NHS London Healthy Urban Development Unit states that to meet the health needs of the new residents of proposed schemes, and to limit adverse impacts on existing residents, developments need to provide financial contributions to ease pressure on GPs by increasing capacity and recruiting clinicians to provide enhanced services.

- 6.8.7 Typically, CIL payments would cover these requests as CIL charges can be directed towards health and wellbeing facilities. However, there is no CIL charge for Warehouse Living developments or for commercial uses such as those proposed.
- 6.8.8 The HUDU Model has been run for this scheme based on 69 additional residents which assumes that a proportion of the people will move locally. The HUDU Model indicates that the scheme generates an overall capital cost of £117,919 with a further revenue cost of £101,171.
- 6.8.9 Discussions with the NHS Trusts and the ICB indicate that expansion of existing sites should be possible and therefore the capital cost of mitigation has been reduced to £65,761 (they do not currently require developers to cover the additional revenue costs).
- 6.8.10 Officers have not sought this contribution due to the viability position of the scheme which has no additional surplus to cover the request. The incorporation of the Tewksbury Yard below ground workshop units in Block A takes up all of the surplus of £464,097. The loss from open market rents on the workshop units would absorb this figure.
- 6.8.11 Provision of dedicated workspace to enhance the Warehouse Living proposed in the upper floors of the blocks is considered to be crucial in ensuring that it meets DMDPD policies DM38 and DM39. If the NHS request was fulfilled then the workspace available to residents would be reduced which would have an impact on the building fulfilling residents space requirements for creative working.

6.9 Transportation, parking, and highway safety

- 6.9.1 The NPPF (Para. 114) 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).
- 6.9.2 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.
- 6.9.3 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.

- 6.9.4 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.
- 6.9.5 DMDPD policy DM32 states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

Transport Assessment

- 6.9.6 The site has a PTAL of 5. The site is located within Green Lanes B CPZ, which restricts parking to permit holders only Monday to Friday 08:00 – 18:30. The application is supported by a Transport Assessment (TA), a draft Delivery and Servicing Plan (DSP), Draft Residential Travel Plan and Outline Construction Logistics Plan.

Car Parking

- 6.9.7 As no direct policy applies to Warehouse Living within the London Plan 2021, Policy T6.1 Residential Parking has been utilised instead. It states that that disabled person's parking should be provided for new residential developments delivering 10 or more units.
- 6.9.8 As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient.
- 6.9.9 For development this would equate to 10 disabled bays having to be provided by the developer. However, as this development does not fit within residential nor student accommodation LBH Transport Planning would require the developer/applicant to provide 3 on-street disabled bays to offset any future demand from this proposal.
- 6.9.10 These bays can be dedicated to blue badge holders living within the development, and blue badge holders can also park within CPZ and pay and

display bays. The low levels of existing parking should mean space being available should demands arise for up to 3 spaces or more.

6.9.11 This would be managed by a Parking Management Plan, linked to the Travel Plan which will identify future demands and trigger any necessary application to the Council.

6.9.12 The applicant will be required to provide three on street blue badge bays. This can be dealt with via way of a parking management plan secured by the S.106 agreement and a S278 process and further comments relating to this are included later in this response.

Future parking demands

6.9.13 Car ownership from the likely demographic at this development would be low, and the low parking stresses recorded on Eade Road mean that parking issues and high stresses are not expected from this proposal.

6.9.14 Given the site has a PTAL of 5, and is located within a CPZ, the proposed level of car parking is acceptable, and accords with Policy DM32 for designation/formalising as a car free development.

6.9.15 Should the development be granted permission the applicant would need to enter into a s106 agreement to formalise this and meet all of the Council's administrative costs (£4000).

Cycle parking

6.9.16 The applicant has proposed to provide 101 long-stay residential cycle spaces on-site, which are based upon 101 bedrooms. These are broken down as follows:

- 32 two-tiered stands = 64 spaces
- 5 Sheffield stands = 10
- 3 enlarged Sheffield stands = 6 spaces
- 21 long-stay spaces within the living space

6.9.17 These long-stay cycle spaces would be stored underneath staircases, against walls and below bed decks, as tends to be the preference of Warehouse Living residents.

6.9.18 6 short-stay cycle spaces would be provided based upon both student and C3 Dwellings. Commercial cycle parking provision would be 4 long-stay and 23 short-stay.

6.9.19 It is stated within the Transport Assessment that all short-stay cycle spaces are to be provided in the public realm. Overall, LBH Transport Planning finds the cycle parking to be satisfactory and in accordance with the London Plan policy T5.

6.9.20 A condition is recommended which would require the applicant to submit details of cycle parking spaces in line with the London Plan and the London Cycle Design Standards (LCDS).

Car Club

6.9.21 The applicant has sought advice from Zipcar with respect to this development proposal. Zipcar have recommended that they would provide a single car at the development, fully managed by themselves.

6.9.22 Furthermore, funding for three years of membership would be provided for each room. LBH Transport Planning require the applicant to enter into a s106 agreement with Haringey Council for them to provide car club facilities in the local vicinity of the location site for the potential occupants of the development.

6.9.23 This would assist with reducing the rate of car ownership from residents of this development and help to offset any potential parking impacts on local residential streets when the CPZ is not in operation. The applicant would be required to provide 3 years car club membership for each residential unit, along with £100 driving credit, which has been already stated within the submitted Transport assessment by Zipcar.

Construction Logistics and Delivery & Servicing

6.9.24 Outline Construction Logistics Plans and Delivery and Servicing plans have been submitted in support of the application. Whilst these documents detail acceptable arrangements, it is recommended that these aspects are conditioned to ensure arrangements relating to these aspects are fully considered and appropriate at the detailed design stage.

Travel Plan

6.9.25 A draft residential Travel Plan is included within the TA. Overall, this is a sound basis for a future worked up Travel Plan process that would be required for the development. The format and proposed content have been found to be acceptable, and it is noted that there is a mode share target of 95% for sustainable/active travel modes. There will be a Travel Plan Monitoring Fee of £3000 per year for the first 5 years of the development and this would be covered by way of a s106 obligation for the development.

Highway works

6.9.26 Pedestrian access would be from both Eade Road and Tewkesbury Road. The applicant has proposed the widening of the existing formal right of way/footpath 164 – 165 to improve the quality and environment of this access.

6.9.27 The Council's Site Allocations DPD includes sites SA34 and SA35 at this location. The policy document does include within its requirements for these sites to have improved pedestrian permeability, and to provide improved connections from the Warehouse District to Seven Sisters and Amhurst Roads.

- 6.9.28 The existing route is part provided with stairs and is 1.5m wide at the narrowest point. There is a 7.2m level difference between Tewkesbury and the footway along Seven Sisters Road.
- 6.9.29 The applicant is proposing improvements to this route to provide a minimum width of 3m along the footpath. LBH Transport Planning would require the applicant to enter into the necessary highways legal agreements to divert the path and to make the necessary improvements, the scheme would have to be the subject of further detailed design development and would have to be secured by a s278 under the Highways Act.
- 6.9.30 Ultimately, this aspect of the application as proposed/presented is considered a fundamental part of the transportation and highways proposals, and successful implementation of the proposed arrangements would be necessary for the proposals to deliver the stated public benefits.
- 6.9.31 Disability/mobility impaired access has been referenced with this aspect of the development; it is commented that provision of an appropriately graded ramp for the mobility impaired would not be physically possible given the 7.2m level change (a 190m long ramp would be required).
- 6.9.32 The submission also comments that a lift would not be provided, based on installation and maintenance costs along with related concerns of antisocial behaviour.
- 6.9.33 The alternative route suggested for those unable to navigate the stepped replacement route is to progress along the Seven Sisters Road footway, connecting to Tewkesbury Road via Netherton Road, this is detailed as a 220m walk with a gradient.
- 6.9.34 It is unfortunate that this connection cannot be made completely accessible, however, the gradient and alignment make this impossible. The replacement route is only slightly longer than a potential switchback ramp route would be.
- 6.9.35 The applicant's proposal is to create a shared surface type arrangement to front the northern side of the site at this location. This would have be the subject of further detailed design and approval and would have to be secured as part of a s278 agreement.

Legal Highway Agreements

- 6.9.36 The proposed works to deliver the public realm and footway improvements from Seven Sisters Road down to Tewksbury Road would need to be the subject of a legal agreement under Section 278 of the Highways Act 1980. This would secure details of the works and how the new footway and public realm would tie in with

the existing highways and junctions. The details would include street furniture, materials, lighting, CCTV, and maintenance.

6.9.37 It is recommended that a Grampian condition is attached to any permission given which would ensure the s278 agreement is entered into prior to works commencing and that the approved works are completed prior to occupation of the development.

6.9.38 A further s278 agreement is required for the works to remove the crossover to the site to reinstate the footway and the creation of any on-street disabled car parking bays which require electrification.

6.9.39 Planning conditions are also recommended that require pre- and post-development highway condition surveys, to ensure that footways are restored after development is complete.

Access

6.9.40 The Transport Assessment includes an Active Travel Zone (ATZ) assessment for the site. Five routes have been included within the assessment which included the following destinations/routes:

- Finsbury Park
- Harringay Green Lanes Station and Supermarkets
- Woodbury Wetlands/Reservoir
- Stamford Hill Station and Spring Hill Practice
- Eade Road

6.9.41 Recommendations for improvements to these routes have been suggested, which include widening of the footway, improved street lighting, provision of benches, installation of low-level street planting and trees, tactile paving, and the installation of bins.

6.9.42 Collision data has been sourced which covers a 3-year period from 2018 – 2020 and a 500m radius from the site location. During this period 14 serious collisions were recorded and no fatal collisions. The data submitted only included vulnerable road users who were pedestrians and cyclists. Two of the 14 were on Eade Road the remainder of the collision occurred on Seven Sisters Road. The developer has not presented any recommendations for improvements to road safety for both pedestrians and cyclists, as they have explained as they believe the low numbers of collisions near the site shows there are no issues with highway safety.

6.9.43 LBH Transport Planning have requested the developer to provide some funding towards the scoping and establishment of improvements to the highway for pedestrians and cyclists as their numbers would increase with the introduction of this development.

6.9.44 However, this is not sufficiently supported by the trip generation, which does show sustainable transport as having the highest trip numbers but does not identify sufficient trips to warrant a contribution of £250,000 towards the feasibility design and consultation for cycle routes. In any case, the viability position would not support further contributions.

6.10 Air Quality

6.10.1 London Plan Policy SI 1 requires development proposals to not worsen air quality and be at least Air Quality Neutral and calls for large-scale EIA development to consider how local air quality could be improved. The London Plan is supported by the Control of Dust and Emissions during Construction and Demolition SPG.

6.10.2 Policies DM4 and DM23 require development proposals to consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of development.

6.10.3 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).

6.10.4 The application is supported by an Air Quality Assessment. The assessment considers the exposure of future residents to poor air quality and finds that the site would meet relevant air quality objective levels without the need for further mitigation (over and above the implementation of good practice dust control measures), meaning the site as a whole is considered acceptable for the proposed use.

6.10.5 Given the features referred to above, the impact of the proposed scheme on Air Quality is predicted to be 'not significant'. It is recommended that conditions manage and minimise impacts during demolition and construction, in line with the measures recommended by LBH Pollution.

6.11 Energy, Climate Change and Sustainability

6.11.1 London Plan Policy SI2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); Use Renewable Energy (Be Green) and (Be Seen).

6.11.2 It also sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon).

- 6.11.3 London Plan Policy SI2 requires developments referable to the Mayor of London to demonstrate actions undertaken to reduce life-cycle emissions.
- 6.11.4 London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top).
- 6.11.5 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.
- 6.11.6 London Plan Policy SI5 calls for the use of planning conditions to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).
- 6.11.7 London Plan Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste.
- 6.11.8 Local Plan Strategic Policy SP4 requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L of the 2013 Building Regulations) and a minimum reduction of 20% from on-site renewable energy generation. It also requires all non-residential developments to achieve a BREEAM rating 'Very good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.
- 6.11.9 Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans. Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout, and construction techniques.

Energy

- 6.11.10 The principal target is to achieve a reduction in regulated CO₂ emissions over Part L 2021 Building Regulations. The London Plan requires the 'lean', 'clean', 'green' and 'seen' stages of the Mayor of London's Energy Hierarchy to be followed to achieve a 'Zero Carbon' Standard targeting a minimum onsite reduction of 35%, with 10% domestic and 15% non-domestic carbon reductions to be met by energy efficiency. All surplus regulated CO₂ emissions must be offset at a rate of £95 for every ton of CO₂ emitted per year over a minimum period of 30 years.

- 6.11.11 'Be Lean.' The applicant has proposed a saving of 1.9 tCO₂ in carbon emissions (15%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This would meet the minimum 15% reduction for non-residential development as set in London Plan Policy SI2. However, the development is required to maximise improvement in building fabric parameters as much as possible.
- 6.11.12 'Be Clean.' The applicant is intending to connect to the District Energy Network (DEN) in Woodberry Down. This strategy is acceptable subject to a recommended condition requiring details relating to pipework, network standards, the commercial strategy, connection points, plant room size, layout, and schematics according to the standards.
- 6.11.13 'Be Green.' The applicant has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 3.5 tCO₂ (27%) reduction of emissions are proposed under Be Green measures.
- 6.11.14 Block A and Block B have been identified as suitable for PV installation; however, no Solar PV has been proposed in Block B as a Biodiversity meadow mix has been proposed in this space.
- 6.11.15 The solar array peak output would be 8kWp, which is estimated to produce around 25,500 kWh/year of renewable electricity per year. The solar PV will be installed on the roof of Block A with an area of 131m² oriented south-east and south-west with 35-degree inclination.
- 6.11.16 The PV array is proposed to connect to the landlord electricity distribution and will be monitored with a meter installed in accordance with Building Regulations and the Be Seen energy monitoring guidance. The meter is proposed to be connected to the Building Energy Management System (BEMS) for continuous monitoring of the electricity generated.
- 6.11.17 'Be Seen.' London Plan Policy SI2 requests all developments to 'be seen', to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment, and renewable energy technologies.
- 6.11.18 The applicant should install metering equipment on site, with sub-metering by non-residential unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents/businesses.

- 6.11.19 The applicant proposes to incorporate energy and smart meters in line with the GLA's Energy Monitoring Guidance and the sub-metering strategy will be developed during the detailed design stages.
- 6.11.20 A Building Energy Management System (BEMS) is proposed to operate, control, and monitor the mechanical service installation. Comprehensive metering is proposed for performance and load monitoring of the complete systems, with the capacity to monitor individual items of plants, low carbon technologies, and district heating system. This will be secured by condition.
- 6.11.21 Carbon Offsetting. Despite the adoption of the 'Lean', 'Clean' and 'Despite the adoption of the 'Lean', 'Clean' and 'Green' measures outlined above, A carbon shortfall of 7.3 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years. It is recommended that s106 planning obligations secure an agreed sum that may be appropriate in light of additional carbon savings that arise from more detailed design agreed with the LPA, by way of s106 planning obligations.
- 6.11.22 Energy conclusion. The overall anticipated on-site carbon emission reductions and associated offsetting payments would meet London Plan Policy SI2. The proposed connection to an off-site DEN would also meet London Plan Policy SI4. The proposed 'Lean' savings would meet London Plan Policy SI2 requirements for non-residential developments. Officers are satisfied that the amount of proposed roof top PV arrays have been optimised, given other demands for roof-top space.
- Overheating*
- 6.11.23 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The report has modelled 101 bedrooms, 4 living rooms, 4 kitchen and 9 living/kitchen under the London Weather Centre weather files following the cooling hierarchy.
- 6.11.24 Due to the noise and air quality constraints of this site being adjacent to the busy Seven Sisters Road, the TM59 criteria for predominantly mechanically ventilated dwellings should apply (assuming windows need to remain closed). All rooms and spaces pass the overheating requirements for 2020s DSY1 as a result of restricted window openings, performance glazing, window recesses, brise soleil, set-backs to elevations and balconies, and limited comfort cooling to bedrooms only.
- 6.11.25 In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21 conditions are recommended that would

seek to secure overheating measures in the Warehouse Living and commercial elements of the scheme.

Environmental sustainability

- 6.11.26 Water consumption. In order to ensure compliance with London Plan Policy SI5, it is recommended to use a planning condition to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) to achieve mains water consumption of 110 litres or less per head per day and achieve BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).
- 6.11.27 Considerate Constructors Scheme. The applicant's Site Construction Management Plan states that. If planning permission were granted, the principal contractor would be required to manage the site and achieve formal certification under the Considerate Constructors Scheme. This would be secured by a s106 planning obligation.
- 6.11.28 Other environmental sustainability issues. Movement and transport, landscape and ecology, air quality, noise, daylight and sunlight, flood risk and drainage are addressed in detail in other sections of this report.

6.12 Urban Greening and Ecology

Urban Greening

- 6.12.1 London Plan Policy G5 sets out the concept and defines Urban Greening Factor (UGF) as a tool used to evaluate and quantify the quality of urban greening provided by a development and aims to accelerate greening of the built environment, ensuring a greener London as it grows.
- 6.12.2 It calls on boroughs to develop their own UGF targets, tailored to local circumstances, but recommends an interim target score of 0.3 for predominantly commercial development and 0.40 for developments that are predominately residential.
- 6.12.3 The development achieves an Urban Greening Factor of 0.35, which is considered acceptable given the hybrid nature of the Warehouse Living use (which is an employment designation).

Ecology

- 6.12.4 London Plan Policy G6 calls for development proposals to manage impacts on biodiversity and to aim to secure net biodiversity gain.
- 6.12.5 Local Plan Policy SP13 states that all development must protect and improve sites of biodiversity and nature conservation. In addition, Policy DM19 makes clear that development on sites adjacent to internationally designated sites

should protect and enhance their ecological value and Policy DM20 supports the implementation of the All-London Green Grid.

- 6.12.6 The applicant's Biodiversity Net Gain Assessment sets out the findings of an extended Phase 1 Habitat Survey, which concluded that the site is largely dominated by hardstanding, with some vegetation that has grown within and through it. This includes a line of trees forming a dense hedgerow separating the steps down through the centre of the site from Eade Road which is dominated by only one conifer species and is assessed as being of poor condition.
- 6.12.7 Of the 0.23 ha covered by the site, it is anticipated that post-development, circa 0.18 ha would comprise hardstanding and buildings (i.e., developed land with a sealed surface) or turfstone (artificial unvegetated, unsealed surface); with the remaining comprising introduced shrubs (herbaceous perennial mix / climbers), rain garden planting, a biodiverse green roof and some areas of species rich lawn turf and wildflower enriched turf, along with 18 additional trees.
- 6.12.8 The Assessment identifies that the site, pre-development comprises only a few habitats, namely hardstanding and sparsely vegetated land. Considering this, the pre-development score for the site is calculated to be 0.10 biodiversity units.
- 6.12.9 The post-development plans for the site include the planting of shrubs, a rain garden, scattered trees, species rich / wildflower turfs and green roofs which accounts for the majority of the post development score.
- 6.12.10 Therefore, the overall score for the site is a gain of 377.76% of the pre-development score (or an increase of 0.38 habitat units). However, there is a -99.19% loss of hedgerow units given the presence of one predevelopment, and only partial replacement with an ornamental hedge post development.
- 6.12.11 Overall it is considered that this habitat is suitably offset by the additional areas of green roofs, providing a foraging and nesting habitat. It is recommended that the creation, establishment, and management of the above habitats be included within a Landscape and Ecological Management Plan (LEMP).
- 6.12.12 It is also recommended that a Biodiversity Audit be carried out at regular points throughout the lifetime of the project, to ensure that the created habitats are performing as was intended. If any remedial actions are proposed, these would be the responsibility of the applicant/developer to implement. This can be covered through the LEMP condition.
- 6.12.13 The applicant also submitted a Phase 1 Habitat Survey and an ecological scoping survey, which assessed the potential of the site to support species of conservation concern or other species which could present a constraint to the development of the site.

6.12.14 The surveys recommend bat and bird boxes are included within the final design to enhance the site for breeding and mitigate for loss of suitable habitat for these species. The boxes can be affixed to the new building. In addition, opportunities for enhancements include:

- Provision of native species in landscaping schemes including flower-, berry- and fruit-bearing species to enhance the habitat for birds, bats and invertebrates;
- Provision of bee bricks to enhance the habitat for solitary bee species; and
- Night scented flowering plants to encourage foraging bats to use the site post-development.

6.12.15 The above can be secured through recommended conditions.

Habitats Regulation

6.12.16 Given the proximity of the application site to two designated European sites of nature conservation, it is necessary for Haringey as the competent authority to consider whether there are any likely significant effects on relevant sites pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 (“the Habitats Regulations”).

6.12.17 The application site is approx. 1.7km west of the Lea Valley Special Protection Area (SPA) at its closest point. The Lea Valley area qualifies as a SPA under Article 4.1 of the Birds Directive on account of supporting nationally important numbers of species. This area is also a Ramsar site. The Lee Valley SPA/Ramsar comprises four underpinning Sites of Special Scientific Interest (SSSIs).

6.12.18 The application site lies approx. 6.3 km west of the Epping Forrest Special Area of Conservation (SAC) at its closest point. As such, it falls outside of the Zone of Influence (ZOI) of 6.2km as defined by Natural England in their Interim Guidance.

6.12.19 The Epping Forest SAC is one of only a few remaining large-scale examples of ancient wood-pasture in lowland Britain and has retained habitats of high nature conservation value. Epping Forest SAC is also underpinned by a SSSI designation.

6.12.20 Natural England has reviewed the application and has raised no objection. Given Natural England’s response, officers consider the development would not give rise to likely significant effects on European designated sites (Lee Valley SPA and Epping Forest SAC) pursuant to Section 63(1) of the Conservation of Habitats and Species Regulations 2017 (“the Habitats Regulations”).

6.12.21 An integrity test is therefore not required, and the proposal is in accordance with Policies SP13 and DM19. The site is greater than 500m from the Lee Valley SPA, so Policy AAP6 does not apply.

6.13 Trees and landscaping

6.13.1 The NPPF (Para. 136) stresses the importance of trees and makes clear that planning decisions should ensure that new streets are tree-lined. London Plan Policy G7 makes clear that development should seek to retain and protect trees of value and replace these where lost.

6.13.2 The line of trees forming a dense hedgerow separating the steps down through the centre of the site from Eade Road (dominated by only one conifer species) would be removed as part of the proposed works. These trees have little amenity value and are of poor quality and should not be an impediment on development given the mitigation provided by the proposed replacement trees and landscaping.

6.13.3 A condition is recommended which would secure full details of the proposed landscaping details of amenity areas including details of planting plans, written specifications, and implementation programmes, as well as details of all hard surfacing materials and any relevant SUDS features (including management and maintenance proposals), details of all furniture and storage units, and details of all functional services. This would ensure a satisfactory level of amenity, biodiversity enhancement, and boundary treatments are delivered.

6.13.4 As part of the site wide strategy/Masterplan Framework, it is envisaged that the Cotton Mill Yard space would be remodelled in consultation with residents. Key works would include implementation of a wider SUDS strategy, provision of replacement and new cycle spaces and new refuse storage, lighting and seating, and ecological enhancements.

6.13.5 Given the need to work with residents on the design of this space, it is recommended that the final design and delivery of this space is controlled via a specific condition that would ensure consultation is carried out and sufficient landscaping and trees are delivered.

6.14 Wind and Microclimate

6.14.1 London Plan Policy D8 seeks to ensure that public realm areas are well-designed, including, ensuring that microclimate considerations such as wind is considered to encourage people to spend time in a place. London Plan Policy D9 calls for proposed tall buildings to carefully consider wind and other microclimate issues. Policy DM6 states that proposals for tall buildings should consider the impact on microclimate.

- 6.14.2 A Pedestrian Wind Comfort and Safety report was submitted in support of the application. The report concluded that the likely impact of the proposed development in all areas of the public realm is such that the wind microclimate is likely to remain as being suitable for the planned pedestrian uses and no specific wind mitigation measures are required in this regard.
- 6.14.3 The assessment also showed that the ground level wind microclimate in the proposed site conditions is likely to remain safe for all users and no specific wind mitigation measures are required in this regard.
- 6.14.4 This report was subject to an independent peer review which found that the assessment represented a plausible appraisal of the wind microclimate upon the introduction of the proposed development. The peer review initially raised a few minor points of clarification but stated that these were not expected to materially impact the conclusions of the report, or suitability of wind conditions reported which were considered to be robust.
- 6.14.5 A response was provided to all points of clarification raised by the peer reviewer. The majority of these responses were accepted and required no further comment. However, the applicant offered to provide an assessment of the terraces along with their layout and balustrade design during the detailed design stage following any grant of planning permission.
- 6.14.6 In order to ensure suitable wind conditions would be readily achieved, the layout, balustrading and detailed design of the terraces accompanied by a wind comfort and safety report that affirms what is proposed would be required by condition.

6.15 Flood Risk and Drainage

- 6.15.1 The site is entirely in Flood Zone 1 and has a low probability of flooding from tidal and fluvial sources. The nearest watercourse is the River Lea, which is located approximately 850m to the northeast of the site. The New River water transfer structure is located approximately 80m to the south/southwest of the site. The submitted Flood Risk Assessment (FRA) considers flooding from fluvial, tidal, pluvial, groundwater and from sewers also to be low.
- 6.15.2 The site falls within a Critical drainage Area (CDA). The development has therefore proposed Sustainable drainage systems (SuDS) to manage surface water discharge from the development. The SuDS proposed include blue/green roofs, rain gardens, and an attenuation tank to provide pollution mitigation for the discharged flows.
- 6.15.3 The proposed SuDS would restrict discharge from the development to 1.0l/s which would be a significant reduction on existing rates for the area. Attenuation storage would accommodate all rainfall events up to and including a 1-in-100-year event with a 40% climate change allowance.

6.15.4 The Lead Local Flood Authority are generally content with the overall methodology used within the report submitted in support of the application, subject to a recommended condition requiring a Surface Water Drainage Strategy and an associated management and maintenance plan to be submitted for approval with the approved strategy then delivered and retained thereafter.

6.15.5 With the recommended conditions attached the proposal would meet the requirements for development within Critical Drainage Areas and comply with policy DM26 and London Plan SI3 (which aims to achieve greenfield rates).

6.16 Waste and Recycling

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

6.16.2 An Operational Waste Management Strategy has been submitted in support of the application which has been reviewed by The Council's Waste and Street Cleansing team. The waste team find the calculations that have been applied to the numbers of bins and waste streams to be proportionate and agree with the quantities allocated based on the applied rationale.

6.16.3 To ensure that the proposal delivers on the conclusions of the Operational Waste Management Strategy conditions are recommended that would require commercial and Warehouse Living waste plans to be submitted for approval which would ensure sufficient storage is provided and maintained.

6.17 Land Contamination

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

6.17.2 The applicant's Phase I Desk Study reports on an initial Conceptual Site Model (CSM) and a Preliminary Risk Assessment (PRA) – taking account of ground conditions and the current and previous uses of the site. It concludes by identifying Low to Moderate potential risks to a range of receptors, including to controlled waters, sensitive ecology, flora and fauna, and site end users.

6.17.3 It recommends that a ground investigation is carried out for geo-environmental purposes to enable a refinement of the CSM and geo-environmental assessments for the identified unacceptable risks with respect to human health

and buildings / structures (property). The investigation should include an assessment of the risk from sulphate 'attack' to foundations and ground gas and vapour monitoring.

6.17.4 LBH Pollution officers raise no objection to the proposals, subject to standard conditions on Land Contamination and Unexpected Contamination.

6.18 Below Ground Development

6.18.1 The proposal does not include a basement but because of the topography of the site and the existence of the steep slope, built form is proposed below the Seven Sisters ground level that may require excavation support (e.g. use of temporary propping), condition surveys, and monitoring.

6.18.2 It is recommended that a detailed survey is undertaken by a suitably qualified structural engineer in order to determine the structural nature and condition of the surrounding land and buildings and infrastructure which have the potential of being impacted by the proposed works.

6.18.3 This can be secured by condition. The recommended condition shall also require submission of a method statement to ensure that the works are delivered whilst safeguarding the structural integrity of neighbouring structures.

6.18.4 Moreover, the condition of nearby buildings shall be monitored throughout the construction process and works shall cease immediately if damage in excess of acceptable impacts are recorded. A post-completion condition survey of nearby buildings shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the completion of the works.

6.19 Archaeology

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

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

6.19.3 An Archaeological desk-based assessment has been submitted in support of the application.

6.19.4 The Greater London Archaeology Advisory Service (GLAAS) conclude that the proposal is unlikely to have a significant effect on heritage assets of

archaeological interest. In view of the scale of the impacts and the likely impacts of past quarrying and landfill in the area, they do not advise archaeological investigation in relation to this scheme. No further assessment or conditions are therefore necessary.

6.20 Fire Safety and Security

- 6.20.1 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. The Mayor of London has published draft guidance of Fire Safety (Policy D12(A), Evacuation lifts (Policy D5(B5) and Fire Statements (Policy D12(B)).
- 6.20.2 The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body. As part of the plan checking process a consultation with the London Fire Brigade would be carried out. On completion of the work, the relevant Building Control Body would issue a Completion Certificate to confirm that the works comply with the requirements of the Building Regulations.
- 6.20.3 The application is supported by a Fire Statement that meets the requirements of London Plan Policy D12 (A). The application has been the subject to a Gateway 1 consultation with the Health and Safety Executive.
- 6.20.4 The Health and Safety Executive (HSE) are the statutory consultee for relevant planning applications (of 2 or more dwellings within buildings 18m/7 storeys or more in height) through planning gateway one which requires developers to submit a fire statement setting out fire safety considerations specific to the development.
- 6.20.5 The HSE have commented advising that they are content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.
- 6.20.6 It is recommended that, in accordance with the Mayor of London's draft guidance (Fire Safety Feb 2022), a planning condition is attached to any permission requiring the development to be carried out in accordance with the planning fire safety strategy (included in the Fire Statement).
- 6.20.7 An informative is also recommended which advises the applicant that if there are any changes to the scheme which require subsequent applications following the grant of any planning permission, an amended Fire Statement should also be submitted which incorporates the proposed scheme amendments so that the content of the Fire Statement always remains consistent with the latest scheme proposals.

6.21 Equalities

- 6.21.1 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.
- 6.21.2 As noted in the various sections in this report, the proposed scheme would provide a range of socio-economic and regeneration outcomes for the Warehouse District including commercial space and 101 Warehouse Living bedspaces. This would contribute to the overall housing provision and would add to Haringey's stock of homes at a ratio of 2.5:1 which equates to 40 homes.
- 6.21.3 An employment skills and training plan, which is recommended to be secured by a s106 planning obligation, would ensure a target percentage of local labour is utilised during construction. This would benefit priority groups that experience difficulties in accessing employment.
- 6.21.4 The proposed scheme would add to the stock of wheelchair accessible accommodation in the locality and planning conditions would help ensure that inclusive design principles are followed in the proposed layout and landscaping, in accordance with the London Plan and local planning policy requirements.

6.22 Conclusion

- 6.22.1 The principle of new Warehouse Living development is supported as the scheme meets key requirements of policies DM38, DM39 as well as Site Allocation SA34. The proposals would increase employment floorspace and the submission of a Masterplan Framework identifies how the proposal would provide for the needs of residents and fit in with future development within other parts of the allocation.
- 6.22.2 Warehouse Living is by its nature and provides workspace within the living space the combination of workspaces and accommodation cuts costs by avoiding the need for residents to have to rent both a home/room as well as a space to work. A late-stage review would secure a contribution to affordable housing if rents exceed those set out in the viability report when any increase in costs is accounted for. The rents would be monitored over time to inform any future proposals for Warehouse living.
- 6.22.3 The proposed development would not cause unacceptable harm to the amenity of surrounding residential properties. The proposal provides a unique high-quality design that acts as a positive gateway to the Warehouse District and responds to the QRP comments and satisfies Local Plan and London Plan requirements.

6.22.4 The overall quality of the proposed Warehouse Living accommodation is good will meet the host community's future accommodation needs for creative living and working. The proposed scheme would preserve nearby listed buildings and their setting and the character and appearance of nearby conservation areas. The proposal would have a minor impact on views of medium value from Vartry Road on locally listed building Woodberry Down Baptist Church the resultant harm falls in the less than substantial category. The proposal incorporates several sustainability measures and satisfies relevant London Plan Policies.

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

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

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

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

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

There is no Haringey CIL charge for Warehouse Living development or the other uses proposed. The development would be liable to pay the Mayor's CIL at £60 per sqm.

8.0 RECOMMENDATION

That the Committee resolve to GRANT PLANNING PERMISSION and that the Head of Development Management or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the planning permission and impose conditions and informatives subject to the Mayor's Stage 2 response and the signing of a section 106 Legal Agreement.

Appendix 1: Planning Conditions & Informatives

1. Time Limit

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

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

2. Approved Plans & Documents

The Development hereby approved shall be carried out in accordance with the following approved plans and documents except where conditions attached to this planning permission indicate otherwise:

- See Appendix 5: Plan numbers.

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

3. Accessible Accommodation

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

(b) 90% of the bedrooms and associated facilities shall be designed in accordance with Part M(2) of Approved Document M of the Building Regulations and 10% in accordance with Part M4(3) as wheelchair user accommodation.

(c) Prior to commencement of the development, a plan shall be submitted to and approved in writing by the Local Planning Authority showing the proportional distribution of M4(3) wheelchair user accommodation across the buildings and appropriately located accessible facilities and required room, hallway, and door widths. The approved details shall thereafter be retained unless otherwise agreed in writing.

REASON: For the purposes of ensuring provision of accessible accommodation in accordance with London Plan policy D5.

4. Commercial Units - Ventilation/Extraction

(a) No ground floor commercial unit shall be occupied as a café/restaurant (Use Class E(b)) until such times as full details of ventilation and extraction of fumes have been submitted to and approved in writing by the Local Planning Authority.

(b) The approved ventilation and fume extraction measures shall be fully completed and made operational prior to the first occupation and operation of the unit as a café/restaurant (Use Class E(b)) and shall be permanently maintained thereafter.

REASON: In order to prevent adverse impact on air quality.

5. Commercial Units - Café/restaurant Opening Hours

(a) Any café/restaurant use (Use Class E(b)) shall only be open to the public between the hours of 07.00 to 23.00 (Monday to Saturday) and 08.00 to 22.00 (Sundays and Public Holidays).

REASON: To safeguard the amenity of residents.

6. BREEAM Certificate

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

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

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

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted to the Local Planning Authority for their written approval within 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Planning Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

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

7. Below ground works impact mitigation measures

(a) No development other than demolition and site investigation shall take place until a Method Statement for the construction of the below ground level part of the development has been submitted to and approved in writing by the Local Planning Authority.

The Method Statement shall demonstrate that the proposed construction methodology aims to restrict land slippage and limit damage within the zone of influence to neighbouring buildings/structures to Burland Scale Category 1 and where this is not possible it should never be more than Category 2. The Method Statement shall include pre-commencement condition surveys of nearby land and buildings (being any land and buildings within the zone that may be impacted by construction works) and the proposed systems of excavation support including any underpinning. The development thereafter shall be carried out in accordance with this approved methodology and detail.

(b) The condition of nearby land and buildings shall be monitored throughout the construction process and works shall cease immediately if land slippage or damage in excess of the predicted impact as noted above is recorded. A post-completion condition survey of nearby buildings shall be submitted to and approved in writing by the Local Planning Authority within 6 months of the completion of the works.

The method statement shall be carried out by a suitably qualified structural engineer.

REASON: To ensure that the proposed development would have no undue impact on the structural integrity of land within the site and neighbouring buildings.

8. Commercial Units – Noise Attenuation

(a) No development at ground floor slab level or above shall commence until full details of the floor slab and any other noise attenuation measures between the commercial spaces and Warehouse Living accommodation have been submitted to and approved in writing by the Local Planning Authority.

(b) The details shall be designed to ensure that at any junction between accommodation and commercial units, provide an internal noise insulation level for the accommodation of no less than 60 dB DnT,w + Ctr.

(c) The approved floor slab and any other noise attenuation measures shall be completed prior to the occupation of any of the Warehouse Living accommodation directly above the commercial space and shall be maintained thereafter.

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

9. Noise Attenuation – Warehouse Living Accommodation

(a) The Warehouse Living accommodation hereby approved shall not be occupied until full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the accommodation to which they relate to have been submitted to and approved in writing by the Local Planning Authority.

(b) The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;

| Time | Area | Average Noise level |
|----------------------------|-------------------------------|---|
| Daytime Noise 7am – 11pm | Warehouse Living rooms | 35dB(A) (L _{Aeq,16hour}) |
| | Communal areas | 40dB(A) (L _{Aeq,16hour}) |
| Night Time Noise 11pm -7am | Warehouse Living rooms | 30dB(A) (L _{Aeq,8hour}) |

Individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 15 times in Warehouse Living rooms between 23:00hrs – 07:00hrs.

(c) The approved glazing specification and mechanical ventilation measures for the habitable rooms in all facades of the accommodation shall be installed and made operational prior to the occupation of any of the accommodation as specified in part (a) of this condition and shall be maintained thereafter.

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

10. Fire Statement

The Development must be carried out in accordance with the provisions of the Fire Statement (Fire Strategy – RIBA Stage 3 Seven Sisters Warehouse Project prepared by BB7 dated 2 November 2023), unless an alternative is submitted to and agreed in writing by the local planning authority.

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

11. Landscape Details

(a) The following external landscaping details of external areas, public realm, and amenity areas including all yard spaces shall be submitted to and approved in writing by the Local Planning Authority before the development commences above ground floor slab level:

- i) Hard surfacing materials;
- ii) Boundary treatments including security features;
- iii) Any relevant SuDS features (as identified in the Surface Water Drainage Strategy (1547-LSL-XX-XX-RP-C-SWS, Revision R03 dated January 2023);
- iv) A SuDS management and maintenance plan for the proposed SuDS features, detailing future management and maintenance responsibilities for the lifetime of the development;
- v) Minor artefacts/structures (e.g. seating; lighting; furniture; refuse, cycle, or other storage units; signs etc.);
- vi) Proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.);
- vii) 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;

- viii) A planting management and maintenance / aftercare plan for the proposed planting, detailing future management and maintenance responsibilities for the lifetime of the development;
- ix) Any food growing areas and soil specification;
- x) Provision of native species including flower-, berry- and fruit-bearing species to enhance the habitat for birds, bats and invertebrates;
- xi) Night scented flowering plants to encourage foraging bats to use the site post-development.
- xii) Written specifications (including cultivation and other operations) associated with plant and grass establishment;
- xiii) Access arrangements for residents of the buildings and area; and
- xiv) Implementation programme.

(b) The external landscaping and SUDS features shall be delivered in accordance with the approved details, management and maintenance plan, and implementation programme and maintained as such thereafter.

(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.

(d) The submitted details relating to Cotton Mill Yard shall show consultation with residents from the surrounding buildings that use and/or have access to the space.

REASON: To ensure a satisfactory level of amenity, food growing opportunities, biodiversity enhancement and boundary treatments.

12. Biodiversity

(a) Prior to occupation of the development, details of ecological enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures (which could include, for example, bat boxes, bird boxes and bee bricks), a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.

(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved in writing 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) The development shall accord with the details as approved and all details shall be 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).

13. External Materials and Details

(a) No development shall commence above ground floor slab level (excluding demolition) until all proposed external materials and elevational details have been submitted to and approved by the Local Planning Authority. These external materials and details shall include:

- i) i). External facing materials and glazing, including sample boards of all cladding materials and finishes;
- ii) Sectional drawings at 1:20 through all typical external elements/facades, including all openings in external walls including doors and window-type reveals, window heads and window cills;
- iii) Sectional and elevational drawings at 1:20 of junctions between different external materials, balconies, parapets to roofs, roof terraces and roofs of cores;
- iv) Plans of ground floor entrance cores and entrance-door thresholds at 1:20 and elevations of entrance doors at 1:20.

(b) Thereafter the development shall be carried out in accordance with the approved details and materials, and they shall be maintained thereafter.

REASON: To ensure that the development hereby approved is satisfactory.

14. Artwork Details

(a) Prior to occupation of each building, details of any artwork to be applied to the facades shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented in accordance with the approved details unless otherwise agreed in writing.

REASON: To ensure that the development hereby approved is satisfactory.

15. Living roofs

(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in

- habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);
 - vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
 - vii) Management and maintenance plan, including frequency of watering arrangements.
 - viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

(b) Prior to the occupation of 90% of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

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

16. Energy Strategy

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Expedition (dated 27 Oct 2023), delivering a minimum 43% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 8kWp solar photovoltaic (PV) array.

- (a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:
- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
 - Confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction with SAP10.2 carbon factors
 - Details to reduce thermal bridging;
 - Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHPs pipework and noise and visual mitigation measures;

- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions;

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

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

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

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

17. Overheating (Warehouse Living)

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

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating Assessment from the Energy Statement Appendix C prepared by Expedition (dated 14 December 2022):

- Internal blinds to all habitable rooms;
- Restricted windows opening: 3% of the room floor area for windows facing south and 11% of the room floor area for windows facing north;
- Glazing g-value of 0.4, LT 60-70% and frame factor of 15%;

- Window recess 200mm deep;
- Horizontal brise soleil 600mm to all south facing bedrooms windows;
- Communal living room and kitchens have a set-back to the south elevation and projecting balconies;
- MVHR with 15 l/s for 1bed dwellings and 30 l/s for kitchen/living room spaces.
- Comfort cooling limited to 35W/m² for bedrooms
- Hot water pipes insulated to high standards with maximum heat losses as modelled;

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

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

18. Overheating (Commercial areas)

At least six months prior to the occupation of each non-residential area, an Overheating Report must be submitted to and approved by the Local Planning Authority if that space is to be occupied for an extended period of time or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.

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

- The proposed occupancy profiles and heat gains in line with CIBSE TM52
- The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.
- A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files, with confirmation that the retrofit measures can be integrated within the design.

The mitigation measures hereby approved shall be implemented prior to occupation and retained thereafter for the lifetime of the development.

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.

19. Building User Guide

Prior to occupation of the building, a Building User Guide for the new residents shall be submitted to and approved in writing by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021)

Policy SI4 with passive measures being considered ahead of cooling systems for different heatwave scenarios. The Building User Guide should be easy to understand and will be issued to any residential occupants before they move in and should be kept online for residents to refer to easily.

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

20. Metering strategy

Prior to the completion of the superstructure a quality assured metering plan, shall be submitted to and approved by the Local Planning Authority, this shall include:

- (a) relevant smart metering schematics for the individual Dwellings, commercial units, landlord areas, plant/energy centre area(s);
- (b) information on third-party quality assurance mechanisms for the metering installation that follow industry best practice at the time of submission;
- (c) correct calibration and operation that will measure and report the required data for each reportable unit in line with the Be Seen guidance, including metering information for the building energy consumption, energy centre performance, utility meters, renewable energy generation, battery storage and electric vehicle technologies, and exported energy.

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

REASON: To ensure that the development is metered correctly in accordance with Be Seen guidance.

21. DEN Connection

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

- Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);
- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
- Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;
- A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized

to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;

- Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;
- Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;
- Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;
- Details of a future pipework route from the temporary boiler location to the plant room.

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

22. Urban Greening Factor

Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.35 has been met through greening measures.

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

23. Secured by Design

(a) Prior to commencement of above ground works (excluding demolition), details shall be submitted to the Local Planning Authority and approved in writing which demonstrate that the building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guidelines at the time of occupation of the development.

(b) Prior to the first occupation of the 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 approved/agreed 'Secured by Design' features shall be retained unless otherwise agreed in writing.

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

24. Circular Economy

Within 3 months of first occupation of the development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: circulareconomystatements@london.gov.uk , along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, within 3 months of first occupation.

REASON: In the interests of sustainable waste management and in order to maximise the re-use of materials.

25. Whole Life Carbon

Within 3 months of first occupation of the development, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk , along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, within 3 months post first occupation of the relevant building.

REASON: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

26. Land Contamination

Before development commences other than for investigative work and above-ground demolition:

- a. Using the information already submitted in Geo-Environmental Site Investigation Report with reference B2538/22/GEO/1 prepared by Earth Environmental & Geotechnical (Southern) Ltd dated 22nd December 2022, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
- b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

- c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
- d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

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

27. Unexpected Contamination

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

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

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

28. Cycle Parking Details

(a) Prior to first occupation of the development, details of cycle parking (to include 101 long-stay, 6 short-stay Warehouse Living, 4 long-stay, and 23 short-stay commercial spaces) and provision for changing/locker space for the commercial units in the development shall be 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.

29. Delivery and Servicing Plan

(a) The development shall not be occupied until a Delivery and Servicing Plan (DSP) for the development as a whole has been submitted to and approved in writing by the Local Planning Authority.

The DSP shall be in broad conformity with the Outline Delivery And Servicing Plan dated December 2022 prepared by Velocity and Transport for London's Delivery and Servicing Plan Guidance (2020). It shall provide details on how deliveries can take place without impacting on the public highway.

(b) The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the Travel Plan for a period of 3 years unless otherwise agreed in writing by the Local Planning Authority.

Servicing and deliveries for the development shall be undertaken in accordance with the approved plan(s).

REASON: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with Transport for London's Delivery and Servicing Plan Guidance (2020).

30. Warehouse Living Waste Management Plan

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

The approved waste management plans shall reflect the Operational Waste Management Strategy dated January 2023 but shall be updated to identify current arrangements.

The plans shall demonstrate as necessary:

- Any distances between waste storage areas and collection vehicles further than 10 metres are mitigated by appropriate management measures;
- Installed dropped kerbs relevant to servicing access have gradients no greater than 1:20;
- Suitable pest control of waste storage areas;
- Separate commercial and residential waste storage and disposal; and
- A cleansing schedule and measures to ensure waste is contained at all times.

The approved Waste Management Plans shall be implemented upon first occupation of the buildings and waste operations shall be conducted in accordance with the approved Plans thereafter.

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

31. Commercial Waste Management Plan

(a) Prior to first occupation of the Commercial spaces in the development a Commercial Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

(b) The Commercial Waste Management Plan shall set out details of:

- i. who will be responsible for moving waste and recyclable waste receptors from Waste Rooms to a designated collection point on street and taking them back to the Waste Rooms on collection day;
- ii. The timing of such movements, ensuring that bins are not stored on the footway overnight before they are collected and ensuring that bins are taken back into the store as soon as reasonably practicable after collection;
- iii. Details of the arrangements for a scheduled waste collection with a Commercial Waste Contractor;
- iv. Any distances between waste storage areas and collection vehicles further than 10 metres are mitigated by appropriate management measures;
- v. Installed dropped kerbs relevant to servicing access have gradients no greater than 1:20;
- vi. Suitable pest control of waste storage areas; and
- vii. A cleansing schedule and measures to ensure waste is contained at all times.

(c) The approved Commercial Waste Management Plan shall be implemented upon first occupation and the Commercial spaces shall be operated in accordance with the approved Plan thereafter.

REASON: To ensure satisfactory waste and recycling collection.

32. Detailed Construction Logistics Plan (PRE-COMMENCEMENT)

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

(b) The Detailed CLP shall conform with the approved Outline Construction Logistics Plan within the submitted Transport Assessment (prepared by Velocity, dated December 2022) and Transport for London's Construction Logistics Planning Guidance (2021) and shall include the following details:

- i) Site access and car parking arrangements;
- ii) Delivery booking systems;
- iii) Construction phasing and agreed routes to/from the development replace lorry routing;
- iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible);
- v) Travel plans for staff/ personnel involved in construction.
- vi) Crane Lifting Management Plan (CLMP)
- vii) Crane Erection and Dismantling

REASON: To provide the framework for understanding and managing construction vehicle activity into and out of the proposed development, encouraging modal shift and reducing overall vehicle numbers. To give the Local Planning Authority an overview of the expected logistics activity during the construction programme. To protect of the amenity of neighbour properties and to maintain traffic safety.

33. Public Highway Condition (PRE-COMMENCEMENT)

(a) No development shall commence until an existing condition survey of the carriageways and footways surrounding the site has been undertaken in collaboration with the Council's Highways Maintenance team and submitted to the Local Planning Authority for approval in writing.

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

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

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

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

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

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

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- 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;
- x. Details of any other standard environmental management and control measures to be implemented.

(d) the CEMP shall also include consideration as to whether any ecological protection measures are required, to include an assessment of vegetation for removal, including mature trees, for the presence of nesting birds. Mitigation measures including the use of sensitive timings of works, avoiding the breeding bird

season (March-August, inclusive) and, where not possible, pre-works checks by a suitably experienced ecologist will be provided in detail.

(e) Demolition and construction works shall only be carried out in accordance with an approved DEMP and CEMP.

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

35. Management and Control of Dust

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

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

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

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

(a) Prior to the commencement of the development, evidence of site registration at 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 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

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

(a) 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

38. Piling Method Statement (PRE-PILING WORKS)

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

(b) Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: In order to protect the underground water utility infrastructure.

39. Construction Near Water Main (PRE-CONSTRUCTION within 5m of a water main)

(a) No construction shall take place within 5m of a water main until information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

(b) Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

REASON: In order to protect the strategic water main and underground water utility infrastructure.

40. Business and Community Liaison Construction Group (PRE-COMMENCEMENT)

(a) For the duration of the demolition and construction works the developer and its contractors shall establish and maintain a Liaison Group having the purpose of:

- i. informing local residents and businesses of the design and development proposals;
- ii. informing local residents and businesses of progress of preconstruction and construction activities;
- iii. considering methods of working such as hours and site traffic;
- iv. providing local residents and businesses with an initial contact for information relating to the development and for comments or complaints regarding the development with the view of resolving any concerns that might arise;
- v. providing advanced notice of exceptional works or deliveries; and
- vi. providing telephone contacts for resident's advice and concerns.

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

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

41. Telecommunications

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

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

42. Water Efficiency Condition

The accommodation hereby approved shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.

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

43. Noise from building services plant and vents

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

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

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

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

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

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

45. London Underground Infrastructure Protection 1 (PRE-COMMENCEMENT)

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

- a) Provide an overview of the overall development including both design on temporary and permanent works.
- b) Provide detailed design and Risk Assessment and Method Statement (RAMS) for the demolition works.
- c) Identify and accommodate the location of the existing London Underground structures.
- d) Demonstrate that any EMC emissions from any plant or equipment to be used on the site or in the finished structure will not adversely affect LU equipment or signalling.
- e) Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works.
- f) Carry out a staged ground movement assessment (GMA). Assess structure/tunnel impact due to ground movement arising from different stages of temporary and permanent works and associated construction activities.
- g) Mitigate the effects of noise and vibration arising from the adjoining railway operations within the structures.
- h) Written confirmation will be required from Thames Water or other water authority that any increased drainage or sewage from the site will not be discharged directly or indirectly into London Underground's drainage system.

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

46. London Underground Infrastructure Protection 2

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

- a) Prior to commencement of each phase of the development, provide detailed design for foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent).
- b) Site specific Risk Assessments and Method Statements (RAMS) for any activities (groundworks, piling) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.

- c) Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works.
- d) Update/Complete the staged ground movement assessment (GMA). Assess structure/tunnel impact due to ground movement arising from different stages of temporary and permanent works and associated construction activities.
- e) No support to be taken from LU's land or structures.

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

47. London Underground Infrastructure Protection 3

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

- a) Provide detailed design for all superstructure works (temporary and permanent)
- b) Site specific Risk Assessments and Method Statements (RAMS) for any activities (craneage, scaffolding, use of tall plant) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- c) Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works.
- d) Update/Complete the staged ground movement assessment (GMA). Assess structure/tunnel impact due to ground movement arising from different stages of temporary and permanent works and associated construction activities.
- e) No support to be taken from LU's land or structures.

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

48. Landscape and Ecological Management Plan (LEMP)

Prior to occupation of the development a landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall identify how the habitats in the Biodiversity Net Gain Assessment dated February 2023 by RPS would be created, established, and managed and shall include the following:

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

h) Ongoing monitoring and remedial measures.

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

REASON: in the interest of biodiversity

49. Wind Mitigation – Terraces

No development at ground floor slab level or above shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority:

- (a) the layout, balustrading, and detailed design of the terraces
- (b) an accompanying wind comfort and safety report that affirms that the details submitted under part (a) are safe and suitable for their use.

(c) The development shall be constructed in accordance with the approved details and shall be maintained thereafter.

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

50. Details of bed decks

Prior to occupation of the development details of the fixings and support systems for bed decks in all bedrooms shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be constructed in accordance with the approved details.

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

51. Warehouse Living Management Plan

Prior to occupation of the development a Warehouse Living Management Plan (WLMP) shall be submitted to and approved in writing by the Local Planning Authority. The WLMP shall identify the following:

- a) Security and fire safety procedures;
- b) Move in and move out arrangements;
- c) The tenant contract strategy;
- d) How all internal and external communal areas of the development will be maintained;

- e) How deliveries for servicing the development and residents' deliveries will be managed;
- f) How the development will be managed, and if any future management changes are anticipated - how the management will be transferred;
- g) How services and facilities will be included in the rent, except utility bills for individual units (although rents may be inclusive of bills); and
- h) the means by which to ensure that the use of the buildings continue to promote the genuine inter-relationship of the living and working elements;

The approved plan shall be implemented in accordance with the approved details and retained thereafter.

REASON: In order to ensure satisfactory Warehouse Living scheme for occupiers of the accommodation in accordance with policy DM39 of the Development Management DPD.

52. Public Right of Way (PROW) rerouting, design, and management details

Prior to commencement of the development above ground floor slab level details of the new footway from Seven Sisters Road to Tewksbury Road shall be submitted to and approved in writing by the Local Planning Authority. The details shall be designed in line with Healthy Streets indicators and shall include the following:

- a) The implantation programme;
- b) An Accessibility Statement;
- c) Measures for street furniture relocation;
- d) Street furniture installations;
- e) Access and visibility safety requirements;
- f) Materials to be used;
- g) Signing and lining;
- h) Lighting and CCTV; and
- i) How the route would be managed and maintained.

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

REASON: In order to ensure satisfactory Warehouse Living scheme for occupiers of the accommodation in accordance with policy DM39 of the Development Management DPD.

53. Requirement to enter into a s278 agreement

(a) before any building or operation comprised in the development is begun the applicant shall enter into a section 278 agreement with the Council relating to the delivery of the new footway from Seven Sisters Road to Tewksbury Road.

(b) The occupation of the development authorised by this permission shall not begin

until the highway/improvement works agreed under (a) have been completed and have been certified in writing as complete by or on behalf of the Local Planning Authority.

REASON: In order to ensure satisfactory Warehouse Living scheme for occupiers of the accommodation in accordance with policy DM39 of the Development Management DPD.

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 not be liable for Haringey CIL. The development would be liable to pay the Mayor's CIL at £60 per sqm. 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. Numbering New Development. The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.
6. Asbestos Survey prior to demolition. Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.
7. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that; the effects of the construction work upon air quality is minimised.
8. 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.

9. Piling Method Statement Contact Details. Contact Thames Water <https://developers.thameswater.co.uk/Developing-a-largesite/>
Email: developer.services@thameswater.co.uk
10. Minimum Water Pressure. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
11. Paid Garden Waste Collection Services. Haringey operate a paid garden waste collection service; the applicant is advised that any waste storage area should include space for a garden waste receptacle. For further information on the collection service please visit our website: www.haringey.gov.uk/environment-and-waste/refuse-and-recycling/recycling/garden-waste-collection
12. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers and can reduce the risk to life.
13. Designing out Crime Officer Services. The applicant must seek the continual advice of the Metropolitan Police Service (MPS) Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.
14. 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.
15. 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.
16. s106 Agreement and s278 Agreement. This planning permission must be read in conjunction with the associated s106 Agreement and any associated s278 Highway Act Agreement(s).

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

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Appendix 2: Internal and External Consultee representations

| Stakeholder | Question/Comment | Response | | | | | | | | | | | | |
|--|--|--|-------------------------------|--|--|--|---|--|-------------------------------|-----------------------------|------|--|--|--|
| INTERNAL | | | | | | | | | | | | | | |
| LBH Carbon Management | <p>Carbon Management Response 30/01/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by Expedition (dated 27 Oct 2023), including Overheating Assessment • Relevant supporting documents. <p>1. Summary</p> <p>The applicant submitted a revised energy statement, and the development now achieves a reduction of 43% carbon dioxide emissions on site against Part L 2021, which is lower than the previous statement which proposed a reduction of 53%.</p> <p>Although we recognise that inconsistencies in the previous energy modelling, particularly regarding fabric parameters, have led to changes in baseline values and subsequent carbon reduction figures, the overall decrease in carbon reduction is viewed as disappointing. It is recommended to explore more ways to further reduce carbon emissions on-site and maximise renewable energy generation as required by Policy SI2 and Policy SP4.</p> <p>Appropriate conditions have been recommended to secure the benefits of this scheme.</p> <table border="1" data-bbox="501 1126 1702 1383"> <thead> <tr> <th colspan="4" data-bbox="501 1126 1702 1166"><i>Non-residential (SAP 10.2 emission factors)</i></th> </tr> <tr> <th data-bbox="501 1166 801 1315"></th> <th data-bbox="801 1166 1099 1315">Total regulated emissions (Tonnes CO₂ / year)</th> <th data-bbox="1099 1166 1397 1315">CO₂ savings (Tonnes CO₂ / year)</th> <th data-bbox="1397 1166 1702 1315">Percentage savings (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="501 1315 801 1383">Part L 2021 baseline</td> <td data-bbox="801 1315 1099 1383">12.8</td> <td data-bbox="1099 1315 1397 1383"></td> <td data-bbox="1397 1315 1702 1383"></td> </tr> </tbody> </table> | <i>Non-residential (SAP 10.2 emission factors)</i> | | | | | Total regulated emissions (Tonnes CO₂ / year) | CO₂ savings (Tonnes CO₂ / year) | Percentage savings (%) | Part L 2021 baseline | 12.8 | | | Recommended conditions and s106 heads of terms included. |
| <i>Non-residential (SAP 10.2 emission factors)</i> | | | | | | | | | | | | | | |
| | Total regulated emissions (Tonnes CO₂ / year) | CO₂ savings (Tonnes CO₂ / year) | Percentage savings (%) | | | | | | | | | | | |
| Part L 2021 baseline | 12.8 | | | | | | | | | | | | | |

| | | | |
|---|---|-----|-----|
| Be Lean | 10.8 | 1.9 | 15% |
| Be Clean | 10.8 | 0.0 | 0% |
| Be Green | 7.3 | 3.5 | 27% |
| Cumulative savings | | 5.4 | 43% |
| Carbon shortfall to offset (tCO₂) | 7.3 | | |
| Carbon offset contribution | £95 x 30 years x 7.3 tCO ₂ /year = £20,805 | | |
| 10% management fee | £2,080.5 | | |

Actions:

- Please model the commercial use separate for the warehouse living accommodation use in BRUKL. Please also set out the separate assumptions for the baseline for those two types of uses: fabric, ventilation, heating, occupation, water requirements.
- Please submit BRUKL sheets for BOTH uses for the Be Lean and Be Green scenarios.

Energy Use Intensity / Space Heating Demand

| Building type | EUI (kWh/m²/year) | Space Heating Demand (kWh/m²/year) | Methodology used |
|----------------------|-------------------------------------|--|-------------------------|
| Site-wide | 39.26 | 18.96 | |

Actions:

- Please provide the Energy Use Intensity for commercial and warehouse living accommodation parts of the development separately.

Energy – Lean

The applicant has proposed a saving of 1.9 tCO₂ in carbon emissions (15%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors.

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

| | Warehouse Living Accommodation | Commercial/Workspace |
|----------------------------|--|--|
| Floor u-value | 0.10 W/m ² K | |
| External wall u-value | 0.15 W/m ² K | |
| Roof u-value | 0.10 W/m ² K | |
| Door u-value | 1.20 W/m ² K | |
| Window u-value | 1.20 W/m ² K | |
| G-value | 0.40 | |
| Personnel doors | 1.6 W/m ² K | |
| Air permeability rate | 3 m ³ /hm ² @ 50Pa | |
| Heating System (Be Green) | Air source heat pumps providing 100% of heating (and cooling); SCoP 280%, SEER 4.4 | Air source heat pumps providing 100% of heating (and cooling); SCoP 264%, SEER 4.4 |
| Waste Water Heat recovery? | No | No |
| Thermal bridging | Default Values | Default Values |
| Low energy lighting | Yes | Yes |
| Thermal mass | Medium weight | Medium weight |

Actions:

- Submit the individual end use BER for specific end users in line w CIBSE Guide F.

Overheating is dealt with in more detail below.

Energy – Clean

The plant room layout includes pumps for district heating circuit and two buffer vessels for district heating system (1500 X 1500 base per vessel). However, more details are required including the connection point at the edge of the site, location of the connecting pipe, and other schematics.

Actions:

- 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 size, layout and schematics according to the standards.

Energy – Green

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

The revised 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 3.5 tCO₂ (27%) reduction of emissions are proposed under Be Green measures.

Block A and Block B has been identified suitable for PV installation; however, no Solar PV has been proposed in Block B as a Biodiversity meadow mix has been proposed in this space.

The solar array peak output would be 8kWp, which is estimated to produce around 25,500 kWh/year of renewable electricity per year. The solar PV will be installed on the roof of Block A with an area of 131m² oriented south-east and south-west with 35° inclination.

The PV array is proposed to connect to the landlord electricity distribution and will be monitored with a meter installed in according with Building Regulations and the Be Seen energy monitoring guidance. The meter is proposed to be connected to the BEMS for continuous monitoring of the electricity generated.

Actions:

- London Plan Policy SI2: Be Green requires development to maximise the opportunity for renewable energy generation on site and the Local Plan Policy SP4 requires all new development to achieve a minimum 20% reduction from on-site renewable energy generation. Therefore,
 - o It is recommended to explore the option of Bio-solar roof for Block B benefitting both on site renewable energy generation and biodiversity enhancement. This will maximise the possible renewable energy generation on-site as required by Policy SI2 and SP4.

Energy – Be Seen

No further comments.

Actions:

- 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>)

2. Carbon Offset Contribution

An indicative carbon shortfall of 7.3 tCO₂/year remains. The carbon offset contribution will be recalculated according to the revised energy statement. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

3. Overheating

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The report has modelled 101 bedrooms, 4 living rooms, 4 kitchen and 9 living/kitchen under the London Weather Centre weather files following the cooling hierarchy.

Due to the noise and air quality constraints of this site being adjacent to the busy Seven Sisters Road, the TM59 criteria for predominantly mechanically ventilated dwellings should apply (assuming windows need to remain closed).

The following scenarios were modelled:

1. **Baseline:** solar control glazing with a g-value of 0.4, no blinds, windows fully open during the day, night-time opening restricted to bedrooms in line with acousticians' specification, minimum ventilation rates for fresh air.
2. **Mitigation 1:** baseline with increased ventilation rate to 4ach to bedrooms at night to improve sleeping condition and naturally ventilated living rooms and kitchens.
3. **Mitigation 2:** baseline with comfort cooling limited to 35W/m² to bedrooms (predominantly mechanically ventilated dwellings) and naturally ventilated living rooms and kitchens.

Results are listed in the table below.

| | TM59 – criterion A (<3% hours of overheating) | TM59 – criterion B hours >26°C (pass <33 hours) | Criterion 3: Fixed temperature test (predominantly mechanically ventilated) |
|----------------------|---|---|---|
| Baseline: DSY1 2020s | 118/118 | 0/101 | |
| Mitigation 1: | 118/118 | 0/101 | |

| | | | |
|--------------------------------|-------|---|---------|
| DSY1 2020s | | | |
| Mitigation 2: DSY1 2020s | 17/17 | - | 101/101 |
| DSY2 2020s | 17/17 | - | 101/101 |
| DSY3 2020s | 0/17 | - | 101/101 |
| DSY1 2050s | 9/17 | - | 101/101 |
| DSY2 2050s | 0/17 | - | 101/101 |
| DSY3 2050s | 0/17 | - | 101/101 |
| DSY1 2080s | 0/17 | - | 101/101 |
| DSY2 2080s | 0/17 | - | 101/101 |
| DSY3 2080s | 0/17 | - | 101/101 |

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

- Restricted windows opening: 3% of the room floor area for windows facing south and 11% of the room floor area for windows facing north;
- Glazing g-value of 0.4, LT 60-70% and frame factor of 15%;
- Window recess 200mm deep;
- Horizontal brise soleil 600mm to all south facing bedrooms windows;
- Communal living room and kitchens have a set-back to the south elevation and projecting balconies;
- MVHR with 15 l/s for 1bed dwellings and 30 l/s for kitchen/living room spaces.

- Comfort cooling limited to 35W/m² for bedrooms only.

Overheating Actions:

- Please undertake the modelling of commercial spaces, if the proposed uses are not yet clear, this aspect can be conditioned to ensure that the modelling is based on the potential future occupier.
- For the shading strategy, include: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil), 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).
- Will comfort cooling be provided to all 101 bedrooms? Please specify the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m² and MY/year? Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point / any renewable sources.
- Identify communal spaces (indoor and outdoor) where residents can cool down if their flats are overheating.
- Confirm who will own the overheating risk when the building is occupied (not the residents).
- This development should have a heatwave plan/building user guide to mitigate overheating risk for occupants.

4. Sustainability

No further comments.

5. Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data
- Energy Plan to recalculate the performance at commencement
- Sustainability review to confirm the performance prior to occupation

- Indicative carbon offset contribution (and associated obligations) of £20,805, plus a 10% management fee; an indicative carbon offset contribution to be re-calculated at £2,850 per tCO2 at the Energy Plan stage with a 50% payment prior to implementation, and actual carbon offset contribution calculation at Sustainability Review stage following completion and payment for the remaining amount due prior to occupation.
- DEN connection (and associated obligations) if this becomes available within the next 10 years.

6. Planning Conditions

Energy strategy

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Expedition (dated 27 Oct 2023), delivering a minimum 43% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 8kWp solar photovoltaic (PV) array.

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

- *Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*
- *Confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction with SAP10.2 carbon factors*
- *Details to reduce thermal bridging;*
- *Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHPs pipework and noise and visual mitigation measures;*
- *Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;*

- *Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid;*
- *Specification of any additional equipment installed to reduce carbon emissions;*

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

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

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

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

DEN

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

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

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with

London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.

Metering strategy

Prior to the completion of the superstructure a quality assured metering plan, shall be submitted to and approved by the Local Planning Authority, this shall include:

- (a) relevant smart metering schematics for the individual Dwellings, commercial units, landlord areas, plant/energy centre area(s);*
- (b) information on third-party quality assurance mechanisms for the metering installation that follow industry best practice at the time of submission;*
- (c) correct calibration and operation that will measure and report the required data for each reportable unit in line with the Be Seen guidance, including metering information for the building energy consumption, energy centre performance, utility meters, renewable energy generation, battery storage and electric vehicle technologies, and exported energy.*

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

Overheating (Warehouse living)

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

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the *the Overheating Assessment from the Energy Statement Appendix C prepared by Expedition (dated 14 December 2022)*:

| | | |
|--|---|--|
| | <ul style="list-style-type: none"> • Internal blinds to all habitable rooms; • Restricted windows opening: 3% of the room floor area for windows facing south and 11% of the room floor area for windows facing north; • Glazing g-value of 0.4, LT 60-70% and frame factor of 15%; • Window recess 200mm deep; • Horizontal brise soleil 600mm to all south facing bedrooms windows; • Communal living room and kitchens have a set-back to the south elevation and projecting balconies; • MVHR with 15 l/s for 1bed dwellings and 30 l/s for kitchen/living room spaces. • Comfort cooling limited to 35W/m² for bedrooms • Hot water pipes insulated to high standards with maximum heat losses as modelled; <p>If the design of Block is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</p> <p>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</p> <p>Overheating (Commercial) <i>At least six months prior to the occupation of each non-residential area, an Overheating Report must be submitted to and approved by the Local Planning Authority if that space is to be occupied for an extended period of time or will accommodate any vulnerable users, such as office/workspace, community, healthcare, or educational uses.</i></p> <p><i>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></p> <ul style="list-style-type: none"> - <i>The proposed occupancy profiles and heat gains in line with CIBSE TM52</i> | |
|--|---|--|

- *The modelled mitigation measures which will be delivered to ensure the development complies with DSY1 for the 2020s weather file.*
- *A retrofit plan that demonstrates which mitigation measures would be required to pass future weather files, with confirmation that the retrofit measures can be integrated within the design.*

The mitigation measures hereby approved shall be implemented prior to occupation and retained thereafter for the lifetime of the development.

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.

Building User Guide

Prior to occupation, a Building User Guide for new residential occupants shall be submitted in writing to and for approval by the Local Planning Authority. The Building User Guide will advise residents how to operate their property during a heatwave, setting out a cooling hierarchy in accordance with London Plan (2021) Policy SI4 with passive measures being considered ahead of cooling systems for different heatwave scenarios. The Building User Guide should be easy to understand, and will be issued to any residential occupants before they move in, and should be kept online for residents to refer to easily.

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

BREEAM Excellent Certificate

a) Prior to commencement of above ground works, a design stage accreditation certificates for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very

Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.

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

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

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

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

Living roofs

(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

i) A roof plan identifying where the living roofs will be located;

ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);

iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate

iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;

v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);

vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and

vii) Management and maintenance plan, including frequency of watering arrangements.

viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

(b) Prior to the occupation of 90% of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during

rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

Biodiversity

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

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

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

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

Urban Greening Factor

Prior to completion of the construction work, an Urban Greening Factor calculation should be submitted to and approved by the Local Planning Authority demonstrating a target factor of 0.35 has been met through greening measures.

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

Carbon Management Response 08/08/2023

In preparing this consultation response, we have reviewed:

- Energy Statement prepared by Expedition (dated 14 December 2022), including Overheating Assessment
- Sustainability Statement prepared by Expedition (dated 14 December 2022), including a BREEAM Pre-Assessment
- Circular Economy Statement prepared by Expedition (dated 14 December 2022)
- Relevant supporting documents.

1. Summary

The development achieves a reduction of 53% carbon dioxide emissions on site against Part L 2021, however, the u-values proposed in the report is inconsistent with the ones used for energy modelling which is unacceptable. Furthermore, the overheating assessment is very high level, and the modelled rooms/spaces does not represent the overheating risks for all rooms/spaces of the development.

Carbon Management cannot currently support this application. The development does not currently meet

- London Plan Policy SI4 and Local Plan DM21: insufficient dynamic thermal modelling was undertaken to adequately assess the overheating risk, mitigate the risk and reduce the impact on the urban heat island.

Further information needs to be provided to address this objection, in relation to the Energy Strategy and Overheating Strategy. This should be addressed prior to the determination of the application.

2. Energy Strategy

Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L (2021)). The London Plan (2021) further confirms this in Policy SI2.

The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 53% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 5.1 tonnes of CO₂ from a baseline of 9.7 tCO₂/year.

London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 5.5 tCO₂.

| <i>Non-residential (SAP 10.2 emission factors)</i> | | | |
|--|---|--|-------------------------------|
| | Total regulated emissions (Tonnes CO₂ / year) | CO₂ savings (Tonnes CO₂ / year) | Percentage savings (%) |
| Part L 2021 baseline | 9.7 | | |
| Be Lean | 7.1 | 2.6 | 27% |
| Be Clean | 7.1 | 0.0 | 0% |
| Be Green | 4.6 | 2.5 | 26% |
| Cumulative savings | | 5.1 | 53% |

| | | | |
|---|---|--|--|
| Carbon shortfall to offset (tCO₂) | 4.6 | | |
| Carbon offset contribution | £95 x 30 years x 4.6 tCO ₂ /year = £13,110 | | |
| 10% management fee | £1,311 | | |

Actions:

- Model the commercial use separate from the warehouse living accommodation use in BRUKL. Please also set out the separate assumptions for the baseline for those two types of uses: fabric, ventilation, heating, occupation, water requirements.
- The energy statement does not include the GLA Carbon emissions reporting spreadsheet (Appendix D). Please submit the GLA's Carbon Emission Reporting Spreadsheet.
- Please submit BRUKL sheets for the two uses for the Baseline, Be Lean and Be Green scenarios.
- What is the calculated Primary Energy Factor?
- The Energy Statement does not include the plant room layout (Appendix C).

Energy Use Intensity / Space Heating Demand

Applications are required to report on the total Energy Use Intensity and Space Heating Demand, in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance, including what methodology has been used. EUI is a measure of the total energy consumed annually but should exclude on-site renewable energy generation and energy use from electric vehicle charging.

| Building type | EUI (kWh/m²/year) | Space Heating Demand (kWh/m²/year) | Methodology used |
|----------------------|-------------------------------------|--|-------------------------|
| Site-wide | 34.8 | 17.5 | |

Actions:

- Please provide the Energy Use Intensity for commercial and warehouse living accommodation parts of the development. How does this perform against GLA benchmarks, i.e. at 55 kWh/m²/year for non-residential (office/hotel)? Please submit the information in line with the GLA's reporting template.

Energy – Lean

The applicant has proposed a saving of 2.6 tCO₂ in carbon emissions (27%) through improved energy efficiency standards in key elements of the build, based on SA10.2 carbon factors. This goes beyond the minimum 10% and 15% reduction respectively for residential and non-residential part of the development as set in London Plan Policy S12, so this is supported. However, the applicant is required to share the carbon reduction values for residential and non-residential part of the development.

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

| | |
|----------------------------|---|
| Floor u-value | 0.10 W/m ² K |
| External wall u-value | 0.15 W/m ² K |
| Roof u-value | 0.10 W/m ² K |
| Door u-value | 1.20 W/m ² K |
| Window u-value | 1.20 W/m ² K |
| G-value | 0.40 |
| Air permeability rate | 3 m ³ /hm ² @ 50Pa |
| Ventilation strategy | Mechanical ventilation with heat recovery (MVHR % efficiency; 0. W/l/s Specific Fan Power) Natural ventilation |
| Waste Water Heat recovery? | TBC |
| Thermal bridging | TBC |
| Low energy lighting | Yes |

| | |
|---|-----|
| Heating system (efficiency / emitter) | TBC |
| Thermal mass | TBC |
| Improvement from the target fabric energy efficiency (TFEE) | TBC |

Actions:

- Please specify the heating strategy and ventilation system assumed under the Baseline and Be Lean scenarios (including the gross efficiency figure(s)). For non-residential applications the baseline should align with the proposed heating system, i.e. if proposing an air source heat pump, this should be specified with the efficiency values set out in Part L 2021 for that system under Be Lean.
- The proposed u-value for floor is 0.10 W/m²K and for external wall is 0.15 W/m²K, while the value in the BRUKL report is 0.2 W/m²K for floor and 0.10 W/m²K for wall. The u-values are inconsistent in the report and BRUKL sheet. Please amend these and re-resubmit the BRUKL sheets.
- Please identify on a plan where the MVHR units will be located within the warehouse living units. The units should be less than 2m away from external walls. This detail can also be conditioned.
- What is the proportion of glazed area? Consider following the LETI Climate Emergency Design Guide principles in façade design.
- Set out how the scheme's thermal bridging will be reduced.
- What is the construction of the building and what is the assumed thermal mass?
- Submit the individual end use BER for specific end users in line w CIBSE Guide F.

Overheating is dealt with in more detail below.

Energy – Clean

London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at

the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.

The Be Clean strategy to connect to the DEN in Woodberry Down is generally acceptable. Some evidence should be provided that the DEN system was inputted into the SAP model and that the plant room is adequately sized for a substation.

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

- a) Buried pipe (dry and filled with nitrogen) to our specification from the GF plant room to a manhole at the boundary of their site and evidence of any obstructions in highway adjacent to connection point;
- b) A good quality network within the building – 60/40 F&R, <50W/dwelling losses from the network – ideally to an agreed standard in the S106;
- c) A clear plan for QA of the network post-design approval through to operation, based on CP1;
- d) A clear commercial strategy identifying who will sell energy to residents and how prices/quality of service will be set.

Energy – Green

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

The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV)

panels are the most viable options to deliver the Be Green requirement. A total of 2.5 tCO₂ (26%) reduction of emissions are proposed under Be Green measures.

The solar array peak output would be 8kWp, which is estimated to produce around 390kWh/year of renewable electricity per year.

Actions:

- Please provide some commentary on how the available roof space has been maximised to install solar PV. Has your feasibility shown that other roofs will not be viable / will they be used for other purposes?
- How much of the roof area will be covered approximately, what is the assumed efficiency, angle and orientation of the panels?
- A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels.
- How much of the heating/hot water demand will be met by the proposed types of heat pumps? If this cannot be met fully, how will this be supplemented?
- What is the Seasonal Coefficient of Performance (SCOP), the Seasonal Performance Factor (SFP) and Seasonal Energy Efficiency ratio (SEER) of the ASHP?

Energy – Be Seen

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

The applicant should install metering equipment on site, with sub-metering by unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents/businesses.

The applicant proposes the development to incorporate energy and smart meter in line with the GLA's Energy Monitoring Guidance and the sub-metering strategy will be developed during the detailed design stages. A building energy management system (BEMS) is proposed to operate, control and monitor the mechanical service installation. Comprehensive metering is proposed for performance and load monitoring of the complete systems, with the capacity to monitoring individual items of plants, low carbon technologies and district heating system.

Actions:

- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development:
(<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform>)

3. Carbon Offset Contribution

An indicative carbon shortfall of 4.6 tCO₂/year remains. The carbon offset contribution will be recalculated according to the revised energy statement. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

4. Overheating

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

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The report has modelled one habitable room and one living space from each block (3rd floor of west block and 6th floor of east block) under the London Heathrow files.

Due to the noise and air quality constraints of this site being adjacent to the busy Seven Sisters Road, the TM59 criteria for predominantly mechanically ventilated dwellings should apply (assuming windows need to remain closed), although this has not been addressed.

Results are listed in the table below.

| | TM59 – criterion A (<3% hours of overheating) | TM59 – criterion B hours >26°C (pass <33 hours) | Number of habitable rooms pass TM59 | Number of spaces pass TM52 | Number of corridors pass |
|---------------|---|--|--|-----------------------------------|---------------------------------|
| DSY1 2020s | | | | | |
| DSY2 2020s | | | | | |
| DSY3 2020s | | | | | |
| DSY1 2050s | | | | | |
| DSY2 2050s | | | | | |
| DSY3 2050s | | | | | |
| DSY1 2080s | | | | | |

| | | | | | |
|---------------|--|--|--|--|--|
| DSY2 2080s | | | | | |
| DSY3 2080s | | | | | |

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

- Natural ventilation, with openable side-hung windows
- Glazing g-value of 0.4
- Self-shading with balcony and overhangs.
- MVHR with 13 l/s for 1bed dwellings and 60 l/s for kitchen/living room spaces.
- No active cooling

The submitted overheating strategy is very high level and is not acceptable. TM49 weather files for the London Weather Centre should be used. The selected rooms and spaces for overheating assessment does not represent the overheating risks for all rooms/spaces of the development.

Overheating Actions:

- Redo the overheating modelling with the Central London weather file, which will more accurately represent the urban heat island effect following the guidelines as per the Haringey's Key Overheating Planning Application Requirements.
- Please perform the overheating assessment following the London Plan's cooling hierarchy and report results setting out the baseline scenario and additional modelled scenarios to test mitigation measure(s) required to pass the overheating assessment:
 - o Baseline Scenario
 - o Baseline Scenario + mitigation measure 1 i.e external shading
 - o Baseline scenario + mitigation measure 1 + mitigation measure 2, etc
- Report the results in a table that is colour coded and clearly sets out the maximum hours above criteria A and B to pass the requirement, and a summary of the number of rooms that pass.

| | | |
|--|---|--|
| | <ul style="list-style-type: none"> - Demonstrate the cooling hierarchy has been followed, and specify which overheating mitigation measures are proposed to reduce the overheating risk within the proposed design: <ul style="list-style-type: none"> o Internal heat generation, i.e. heat distribution infrastructure o Heat entering building, i.e. shutters, trees, vegetation, blinds o Manage heat through thermal mass and high ceilings o Passive ventilation, i.e. openable windows, shallow floorplates, dual aspect, stack effect o Mechanical ventilation, i.e. free cooling from outside air in shade, by-pass for summer mode - For the shading strategy, include: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed. Internal blinds cannot be used to pass the weather files but can form part of the delivered strategy to reduce overheating risk for occupants (as long as it does not compromise any ventilation requirements). - Specify the ventilation strategy, including: floorplans showing which habitable spaces will be predominantly naturally ventilated or mechanically ventilated, specification of the proposed mechanical ventilation (efficiency and air changes), window opening areas. - The habitable rooms facing the busy Seven Sisters road are subject to adverse noise or air pollution. Specify the strategy to overcome any risk of crime or adverse air/noise pollution that will impact whether occupants can rely on natural ventilation, in line with the AVO Residential Design Guide. This should include specification of adapted windows and elevations demonstrating where these will be installed. - Include images indicating which sample dwellings were modelled and floorplans showing the modelled internal layout of dwellings. - Undertake further modelling: <ul style="list-style-type: none"> o Model the 2020s DSY 2 and 3 and DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to | |
|--|---|--|

| | | |
|--|---|--|
| | <p>pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan.</p> <ul style="list-style-type: none"> ○ All single-aspect rooms facing west, east, and south; ○ At least 50% of rooms on the top floor; ○ 75% of all modelled rooms facing South or South/West; ○ Rooms closest to any significant noise and / or air pollution source, with windows closed at all times (with cross reference to the Noise and the Air Quality Assessments to demonstrate the most sensitive receptors and the <u>AVO Residential Design Guide</u>); ○ Habitable communal spaces (e.g. communal living/dining rooms in care homes); ○ Communal corridors, where pipework runs through; ○ Commercial/office areas, particularly where they will be occupied for a longer period of time. Assuming that active cooling will be provided is not sufficient. If the proposed uses are not yet clear, this aspect can be conditioned to ensure that the modelling is based on the potential future occupiers.; <ul style="list-style-type: none"> - Specify the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m² and MY/year? Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point / any renewable sources. - 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 should also outline a strategy for residents to cope in extreme weather events, e.g. use of fans. - Set out a retrofit plan for future and more extreme weather files, demonstrating how these measures can be installed, how they would reduce the overheating risk, what their lifecycle replacement will be, and who will be responsible for overheating risk. - Identify communal spaces (indoor and outdoor) where residents can cool down if their flats are overheating. | |
|--|---|--|

- Confirm who will own the overheating risk when the building is occupied (not the residents).
- This development should have a heatwave plan / building user guide to mitigate overheating risk for occupants.

5. Sustainability

Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including Energy and Carbon, Materials and Circular Economy, Environmental resilience, health and wellbeing, water consumption, flood risk and drainage, biodiversity, climate resilience, and landscape design.

Action:

- What electric vehicle charging points are proposed? This allows the futureproofing of the dwelling/development by ensuring the required power has been installed.

Non-Domestic BREEAM Requirement

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

The applicant has also prepared a BREEAM Pre-Assessment Report for the development, assessed as a Student Accommodation use (Shell & Core). Based on this report, a score of 72.4% is expected to be achieved, equivalent to 'Excellent' rating. A potential score of 74.1% could be achieved.

Urban Greening / Biodiversity

All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage

impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.

The development achieves an Urban Greening Factor of 0.36, which is below the minimum target of 0.4 for residential developments in London Plan Policy G5. The applicant has also undertaken an indicative UGF assessment for the wider masterplan, which would be predominantly non-residential, and currently achieve a value of 0.34 against a target of 0.30.

The Biodiversity Net Gain calculation shows a net gain of 377.8%, which is above the 10% requirement as set out in the Environment Act 2021. This would be achieved through a mixture of shrubs, rain garden, scattered trees, wildflower turfs, and green living roofs. It is noted that there would be a 99% loss of hedgerow habitats.

Actions:

- The development should maximise urban greening opportunities and demonstrate further how 0.4 can be achieved or justify how other options have been explored.
- The development should seek further replacement of the existing hedgerow at different levels, to maximise the re-provision of this lost habitat for foraging and nesting. This would not be replicated appropriately through living roofs and trees.

Living roofs and walls

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

The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces, planters and food growing areas) to ensure most plant species can establish and thrive and can withstand periods of drought. The living roof should include a mixture of seeds and plug plants.

Not much detail has been provided for the living walls, which are intended to be delivered for many of the blank walls along the building or pedestrian route.

Actions:

- Living roofs are supported in principle, subject to detailed design and ensuring that the substrate depth is increased at detailed design stage. Details for living roofs will need to be submitted as part of a planning condition.
- Please submit a plan showing where the living walls will be delivered, that these will be rooted in the ground, what plants are proposed, and how the plants will be supported.

Circular Economy

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

Reference has been made to integrate circular economy principles within the proposed development, which is supported in principle.

A range of design measures and commitment have been proposed, including:

- Resource conservation – the design team will continuously review material efficiency strategies across design stages to ensure a lean design that reduces material quantities without inhibiting future flexibility. At RIBA Stage 2, the construction approach has been closely considered addressing material efficiency, flexibility and embodied carbon.
- Design for adaptability and flexibility – the design considers adaptability, flexibility and potential for expansion, with reference to and strategies focused on all six building layers: site, structure, skin, services, space and stuff.
- Design for disassembly – The proposals consider the (re)use of former shipping containers on the third smaller plot on the east of the slide to create temporary structures which can be easily disassembled and erected elsewhere. Whilst Block A and Block B are designed for a longer lifespan, these still consider their eventual reconfiguration and deconstruction through principles to maximise the potential for high-value reuse of construction materials and elements at the end of the buildings' life. The end-of-life strategy proposes a target of 50% of materials and elements for reuse at the buildings end-of-life.
- Climate change resilience – the development has considered the potential for increasingly severe weather events, in line with climate change projections, and responds to increased risks to overheating, flooding and water scarcity.
- Construction waste management - the development is targeting the diversion of 95% of construction, demolition, and excavation waste from landfill. This will be achieved through management of demolition and excavation waste, as well as the production of a site waste management plan setting out the targets for efficiency and reuse/recycling of materials on and off-site. Pre-demolition audit is not submitted and is proposed to be carried out prior to site works.

The applicant has proposed to continue to review and monitor progress against these principles and targets in the report. The applicant ensures CE principles and requirements to be embedded in all procurement documents, including appointment of contractors.

Action:

| | | |
|-------------------------|--|--|
| | <ul style="list-style-type: none"> - Please submit the pre-demolition audit. This can be conditioned. - Submit an Operational and Waste Management Plan. <p>6. Planning Conditions To be secured (with detailed wording TBC):</p> <ul style="list-style-type: none"> - Energy strategy - Overheating - BREEAM Excellent Certificate - Living roofs and living walls - Circular Economy (Pre-Construction report, Post-Completion report) - Whole-Life Carbon - Biodiversity <p>7. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Indicative carbon offset contribution (and associated obligations) of £13,110, plus a 10% management fee; an indicative carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan stage with a 50% payment prior to implementation, and actual carbon offset contribution calculation at Sustainability Review stage following completion and payment for the remaining amount due prior to occupation. - DEN connection (and associated obligations) - Heating strategy fall-back option if not connecting to the DEN | |
| <p>LBH Conservation</p> | <p>The application site lies within viewpoints 1, the strategically important view of Central London from Alexandra Palace and view 23, the locally important view of Alexandra Palace from the corner of Seven Sisters Road, Amhurst Park and Eade Road. The site also lies near 13 designated heritage assets and 11 non-designated heritage assets, which are included on a table on page 13 of the THVIA. Alexandra Palace is</p> | <p>Noted. The public benefits of the proposal would outweigh the limited harm to the significance of</p> |

| | | |
|--|---|---------------------------------------|
| | <p>not included in this list, even though the long-range views of the heritage asset are part of how its setting contributes towards its significance and is discussed below alongside the locally significant viewpoints. It is also noted that the locally listed No. 590 (former Weights and Measure Office) Seven Sisters Road would likely have intervisibility with the site.</p> <p><u>Alexandra Palace & views</u> The view southwards from Alexandra Palace towards the City of London is a strategic view and is considered to be sensitive to change. The impact on this view is sufficiently demonstrated and discussed in Representative view 1 in Appendix C. The proposed development would be a visible addition to the skyline but would not mask any landmarks, obstruct part of the vista, and would be read as part of the general built form of the city. While there would be an impact on the view, this would be neutral.</p> <p>In so far as it relates to this application, the architectural form and position of Alexandra Palace (a GII Listed Building) which allows long-range views of the listed building and contributes to the buildings landmark status. This contributes to the building's significance, and many views of Alexandra Palace re considered to be locally important, including view 23 identified in policy DM5, which the development site lies within.</p> <p>View 23 is taken form the corner of Seven Sisters Road, Amhurst Park and Eade Road towards Alexandra Palace. The THVIA states that this view is similar to representative 5, but it is not taken from the same point as that identified in DM9. However, given the sites location in relation to the viewpoint when viewed on site, it is unlikely to obstruct or impinge this view and would have a neutral impact.</p> <p><u>Woodberry Down Community JMI School</u> The school is a GII post war school built as part of the London School Plan in the late 1940s as part of the large-scale estates under construction nearby and is the earliest surviving example. The aspects of the schools setting which contribute to its significance are located on the south side of the river including the estates the school</p> | <p>Woodberry Down Baptist Church.</p> |
|--|---|---------------------------------------|

was built for. The development site forms part of the wider industrial area to the north of the school. As per the assessment contained in the *supplementary note on heritage effects* does not contribute to the school's significance and would be seen as part of a varied townscape and the development would have a neutral impact on its significance.

Stoke Newington Reservoirs, Filter Beds and New River Conservation Area

The Stoke Newington Reservoirs, Filter Beds and New River Conservation Area is unique and is of great historical importance, relating to the water supply of North London since the seventeenth century and contains historic infrastructure, several of which are listed buildings. The area directly adjacent to the site is the New River which was constructed in the C17 to supply water to north London and is part of the industrial heritage in this part of the city. The existing site does not contribute towards the significance of the conservation area and is seen as part of the wider industrial site. The proposed development would add additional mass and height along the northern boundary to the river, clearly demonstrated in representational view 6. This would be seen in conjunction with the existing taller buildings near Seven Sisters Road and would not harm the significance of the Conservation Area in itself. However, some care would need to be given to development of the wider area going forward to ensure that this does not cumulatively erode the open character of the north bank of the New River and views towards Alexandra Palace are not obscured.

Maynards Sweet Factory

Maynards Sweet Factory is a locally listed building located on the west of the development site and is part of the wider warehouse district. The historic similar land use and the low-level form of the area which allows an appreciation of the chimney as a prominent feature are important aspects of its setting. However, beyond these characteristics, the locally listed building is not sensitive to change to development within its setting. As the existing chimney would remain a prominent feature, the proposed development would have a neutral impact on the significance of the Maynards Sweet Factory

| | | |
|--------------------|---|-----------------|
| | <p><u>Woodberry Down Baptist Church</u> Woodberry Down Baptist Church is a locally listed building and is an attractive late C19 church designed by Paull and Bonella. The church was built in an imposing design and has some local landmark qualities. The church is prominent in several short to medium range views, including Vartry Road where the building terminates the view of the road westwards. Representative view 4 demonstrates the impact of the proposed development which given its scale on the skyline, would diminish the prominence and part of the landmark quality of the church. Accordingly, this would be considered to cause some harm to the significance of the non-designated heritage asset.</p> <p>It is noted, contrary to the <i>supplementary note on heritage effects</i> the development at the Woodberry Down Estate would not be seen in the view from Vartry Road.</p> <p><u>No. 590 (former Weights and Measure Office) Seven Sisters Road & 100 Amhurst Park</u> Both 590 Seven Sisters Road and 100 Amhurst Park have intervisibility with the site, however it would be seen as part of the background townscape for both heritage assets. As per the assessment contained in the <i>supplementary note on heritage effects</i> does not contribute to either of the locally listed buildings' significance and would be seen as part of a varied townscape and the development would have a neutral impact on its significance.</p> <p><u>Summary</u> Overall, the proposed development would have a neutral impact on the significance of the designated heritage assets, and the majority of the non-designated heritage assets, for which the site forms part of their setting. However, it is considered that there would be some harm to the significance of Woodberry Down Baptist Church as it would diminish the prominence and part of the landmark quality of the locally listed building and should be considered in line with paragraph 203 of the NPPF and policy DM9.</p> | |
| LBH Design Officer | <p>HGY/2023/0728 – 341a Seven Sisters Rd., London N15 6RD <i>Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and</i></p> | Comments noted. |

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 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.

Applicant: Provewell
Agent: Jen Ross Consulting
Architects: Morris + Company

Principal of Development

The proposals are for a bold and potentially revolutionary new building, but of a type and use that has been over ten years in development and refinement by the applicant, in close consultation with the Council, including design officers. This is the concept of “Warehouse Living”, where properties are used for a mix of living and workspace, in generally fairly large, semi-communal arrangements, with lofty spaces, and several private bedrooms sharing communal living and home working spaces, often with shared bathrooms and other facilities as well. A great amount of creative customisation has been encouraged, to both interiors and to spaces between buildings, with residents planting and seating animating wherever space is available.

These arose organically in this and similar areas as conversion of existing industrial buildings; some old, others comparatively new and of fairly modern, steel and concrete construction. The concept is described fully in the applicants documents, but can be seen as welcome in planning policy senses, including for the relatively affordable, yet unsubsidised housing created, and for the retention of employment, often in growing creative sectors, notwithstanding that there have also been concerns, particularly over management and poor standards. But the council has consulted extensively with

landlords and residents and arrived at a planning policy acceptance of well managed Warehouse Living provided standards are restored and maintained, enshrined in the site allocations for this area, including SA34 covering most of this site, and Development Management policy DM39. As a form of living and working, it also seems to be growing in popularity.

This applicant, Provewell, are one of the main Warehouse Living landlords in this area, and have come to a greater understanding of and belief in the concept, including the realisation that if the tenure form is to survive and thrive, it cannot just be cannibalising existing industrial buildings, but must also involve new , purpose designed Warehouse Living buildings. This application is the first major purpose built Warehouse Living block in the district, and has the potential to be an exemplar of new build Warehouse Living. The application is considered to be fully in accordance with policy DM39, including an agreed masterplan for the whole site allocation. Provewell have accordingly, with a dedicated team of consultant, prepared and continued to evolve a highly detailed masterplan for this site allocation starting several years before this application, from the time of consultations on Haringey's Local Plan (adopted 2017), initially for of their existing building stock, but have spent several years designing and in pre-application discussions with the council on this and one other possible new build site within the site allocation, before refining the proposals for this site, to what we now see.

Location

The area that has come to become known as “The Warehouse District” covers two close by but separate areas of industrial or former industrial uses in the south of Haringay, between Green Lanes and Seven Sisters Road to their east and west, the Gospel Oak to Barking railway and New River north to south, but split by and distinguished from the residential street of Hermitage Road and not including other streets originally built as residential. This site allocation, almost all of which is believed to be in Provewell’s ownership, forms about half of the industrial area south of the

residential houses along Hermitage Road; planning designations for the rest of the industrial area are for it to remain solely in employment use.

Most of the industrial area consists of low rise, 2-4 storey, inter-war and early post-war buildings, in large plots, with private alleyways and courtyard spaces between them, with comparatively few public streets through the area. Part of the applicants' masterplan is to open up the spaces between the buildings to create greater urban permeability, in a series of semi-private, pedestrian friendly walkways and courtyards, accommodating space for light van delivery, servicing and the small amount of car parking needed, but few Warehouse Living residents appear to want car parking; the community being keener on cycling. However, larger spaces, such as this application site, are no longer required for parking or articulated lorry delivery.

The conventional description of the site is that it is roughly triangular in plan, bounded by Eade Road to the south, the footpath steps to the north-east, Eade Road and the footpath meeting Seven Sisters Road at the south-eastern corner, and with further Warehouse Living plots to the north and west. Cara House, a multi-storey (6 storeys) 1960s office/light industrial building now converted to Warehouse Living, eats into the north-west corner of the site and is accessed off a yard to its south, which will be partly built upon in this proposal with the new Warehouse Living block extending along the Eade Road frontage, restoring an active, enclosing street frontage to this currently nebulous street.

The land also slopes up steeply from north to south, rising some 7.5m across this site, with Cara House itself entered two floors below its southern side on its northern side. North-east of the stepped footpath, a long terrace of a late Victorian shopping parade fronts Seven Sisters Road, with shops fronting the main road and two floors of flats below. In dark, soot-stained red brick, ornamental facades face Seve Sisters Road and the more blank flank, with just a few, small, secondary windows facing the site, with a more utilitarian rear including a basement now visible due to the slope to the north west, and with very ramshackle, single and two storey industrial buildings at their rear facing Tewkesbury Road, which runs from the foot of the steps north-east,

parallel to the main road. There is a four storey, 1960s, flatted residential block on the south side of Eade Road opposite the site and further residential blocks south of Seven Sisters Road.

This proposal will also act as a gateway marker to the Warehouse District, sited as it is on the only part of the district that actually touches Seven Sisters Road, albeit just at a point. It is therefore appropriate to act as a signpost and shop window to the district, and to house ground floor units that residents whose creative industry is such that they want a shop window for their products. This will also activate the ground floor, animated with retail frontage, which could include interesting, out-of-the-ordinary retail offers, enlivened with pocket public realm spaces and robust landscaping.

This proposal also promises to utterly transform the existing public flight of steps down at least two storeys height from Seven Sisters Road to Tewkesbury Road, from its current foul, stinking, narrow, un-passively-surveilled, rubbish-strewn and unkempt state into an attractive, broader, more broken up, soft landscaped, passively surveilled from the warehouse living above and animated by the active frontage of the corner retail unit at the top of the steps and from the several small workspace units, to be housed in “shipping container” structures either side of the path, forming a secondary courtyard.

Height, Bulk and Massing

As a landmark, “shopwindow” location for the Warehouse District, there is a case for the corner of this proposed development onto Seven Sisters Road meeting the “wayfinder” criterion for a tall or taller building, and this proposal does indeed meet the definition of a tall building, being of ten storeys in total. However, the full height of the proposal will only be visible from the “rear”, north side, on Tewkesbury Road, and within the neighbouring yard spaces, at the bottom of the hill; from the front on Seven Sisters and Eade Roads the lowest two floors will be below ground, and the top floor is set back behind a deep roof terrace, providing a large communal private amenity

space. Thus, the main building of the proposal will be a seven-storey building, from the front, rising to ten storeys at the rear.

Further along the Eade Road frontage, the proposal drops to four storeys, with a narrow gap providing access to Cara Yard and Cara House. This will act as a separate, smaller, warehouse living block, but with the same architectural language, fenestration and materiality, but of a height matching the surroundings. To the rear of the main block, either side of Tewkesbury Yard, a small number of single and two storey shipping container commercial units will sit in the immediate lee of the maximum height. The area of Tewkesbury Road and its yard spaces is already somewhat overshadowed by the effective five and six storey height of the Seven Sisters Road buildings and Cara House, but these small, intimate yard spaces will be even more overshadowed by the ten storeys of the main new building, but these are small scaled, intimate spaces, with lively vibrant street life and animated ground floors, and people's attention is unlikely to be on the more distant view. From further back down Tewkesbury Road it will complete the termination of the vista, but from further back it begins to act beneficially as a landmark and wayfinder of the location of the steps and gateway to the Warehouse District from Seven Sisters Road.

Taking the context out slightly wider, there are several significantly taller buildings up and down Seven Sisters Road a short distance from the site, especially in the Woodberry Down estate just to the south west. This large 1930s council estate of four to twelve storey blocks is currently in the process of being redeveloped at greater density, with genuinely tall buildings amongst the mix, rising to 31 storeys. The estate also crowns the top of the aforementioned hill, higher than the front of the site of this application, and therefore somewhat more distant views of these blocks are even more dominant on the skyline in views from areas just to the north. A range of near and middle distance views of the proposals demonstrate it will sit harmoniously in its gritty industrial context whilst providing a landmark that is still reasonably in harmony with its location on Seven Sisters Road.

Elevational Composition, Materials and Landscaping

The language of elevational composition and materiality chosen is to express the “gritty”, “industrial” character of the proposal and its Warehouse District setting, acting as a sign and gateway to the district from busy Seven Sisters Road. Therefore, a palette based on metal and concrete is used, with exposed fair faced concrete, cementitious board with corrugated patterns referencing the existing industrial buildings, paired with green coloured metal to windows, brises soleil, floor bands, external stairs, roof canopies etc., with lots of testing by the architects, to arrive at the most pleasing combinations of colours and textures.

Both warehouse living buildings share a common ground floor with a more lofty floor to ceiling height and whilst they must house ancillary spaces such as plant, refuse and cycle storage, are designed to maximise both floorspace and frontage in commercial, “shopfront” use. The most robust materials available within the palette are used here; solid concrete masonry, tough metal gates and doors, matching the robust metal to the business units in shipping containers.

The upper floors are laid out rationally, with that expressed in the rigorously elegant fenestration of repeated bedroom windows, banding demarcating floors and corner balconies, with the main corner further emphasised with double height living-working rooms opening onto double height corner balconies. The flank end elevation of the main taller building is further emphasised with use of a quirky round window onto the shared kitchens; the architects have demonstrated the local precedents for and functionality of this feature, but in design terms it can simply be justified as being appropriate on a taller, landmark building marking an important gateway and corner.

Landscaping is an important element of the new and improved public realm created in this proposal, particularly to the widened steps, the entrance “plaza” at the top on Seven Sisters Road and the Tewksbury Yard at the bottom. The steps will feature benches and planting troughs, the plaza and yard spaces trees, planters and further seating to encourage people to stop and dwell, using the commercial units. The semi-private communal yards, Cara Yard providing access to existing Cara House and the

two new warehouse living blocks, and the existing yard to the north of Cara House, will be had paved and hard working but nevertheless provide opportunity for resident greening. |Roofs including to the shipping containers provide further urban greening opportunities, including the green buffer requested by QRP.

Residential Quality, including Space Standards, Privacy, Day and Sunlight

The applicants have carried out extensive studies and research into appropriate residential standards, in consultation with officers and in the absence of local or national room space standards for this sui generis form of accommodation. These are convincing and demonstrate with the expectations of shared communal living and mixing living with working, for a reasonable price residents can acquire spacious, functional living and working accommodation.

The location and the proposed buildings' relationships to their neighbours help it avoid getting into any situations where privacy and overlooking become a concern; it is off set from the existing flats along Seven Sisters Road, the road width of both it and Eade Road give privacy to the flats opposite, the greatest danger would come to other warehouse living, particularly immediate neighbour Cara House, which will be a just about reasonable 15m from the rear bedroom windows of the lower, four storey new block, slightly closer to but at 45° to the taller block. Although greater separation would be preferable, the nature and character of warehouse living probably means less privacy can be expected, and these separations are not far off acceptable distances.

Day and sunlight has been assessed by the applicants' consultants in accordance with the BRE Guide (2021). Thire analysis shows that the significant majority of windows around the site meet the target daylight and sunlight values with the proposal in place. Where this is not the case, the window in question either meets the alternative target value or is obstructed to daylight and sunlight by the architecture of the neighbouring building itself. As such, the daylight and sunlight impact is considered acceptable. Internally, 93% of habitable rooms meet the target daylight value,

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| | <p>including all living rooms, and all rooms that contain a window that faces within 90° of due south meet the target annual sunlight value.</p> <p>In overshadowing terms, the neighbouring gardens at 347-351 Seven Sisters Road do not meet the target sunlight amenity value in March but are shown to be well sunlit in June and thus are likely to be well sunlit across the summer months when this space is most likely to be in use. It should also be noted that this space is obstructed to sunlight in the existing scenario by the position of 347-351 to the south-east of the space. Overall, given that the BRE Guide is written with suburban development patterns in mind, the day and sunlight achieved is considered very good for a high-density development in a heavily built up area of London.</p> <p><u>Conclusions</u></p> <p>This ambitious proposal could be a revolutionary contribution to providing affordable, effective and vibrant living and working condition as, and help make the Warehouse District a more vibrant and exciting destination, more visible and more able to show itself off and sell its wares. The proposals are nevertheless designed in a rigorous, coherent, logical and hard-edged manner appropriate for a gritty, hard-working location and needs for solidity and durability, softened by moments of joy, greenery and artistic creativity.</p> <p>Regards</p> <p>Richard Truscott Design Officer</p> | |
| LBH Housing Strategy and Policy | The applicant seeks permission to construct two buildings for new/replacement Warehouse Living accommodation – the applicant proposes 13 new Warehouse Living units, with 4-14 beds per unit. The breakdown proposed taken from pg. 141 <i>Design and Access Statement (DAS)</i> - February 2022 is: | Comments noted. |

Block A

- 3 x 14 bed units
- 1 x 12 bed units
- 5 x 5 bed units
- 1 x 4 bed unit

Block B

- 3 x 5 bed units

The units are further broken down:

- 69 (68.35%) bedrooms are for single occupancy
- 21 (20.8%) bedrooms are double occupancy
- 11 (10.9%) of all bedrooms across the site are accessible

The applicant proposes to provide 101 bed spaces, with a projected occupancy of 122 people. Maximum occupancy assumes 30% double occupancy giving rise to maximum occupancy of 133 people.

We welcome the inclusion of accessible units across the single and double bedrooms.

The council's Private Sector Licensing team need to be consulted on these units to establish their compliance with regulatory and legal standards.

In the most up to date document, *The Planning Statement – February 2023* (pg. 17) there appears to be some discrepancy in the figures, the total bed spaces here total 98 not 101, it is indicated that Block B will have x3 5 bed units as opposed to the x3 6 bed units as outlined in the DAS. Further clarification is required.

Affordable Housing

Haringey's Housing Strategy re-states the Local Plan requirement that "development sites with capacity to provide 10 or more units will be required to provide the maximum

amount of affordable housing reasonable” with the borough-wide target that 40% of new housing should be affordable; and that 60% of that affordable housing should be for social rent. Where intermediate housing is provided, the Council has a strong preference for intermediate rent – and especially London Living Rent - over affordable ownership.

No affordable housing is proposed on site. The Housing Strategy and Policy team do not consider the Warehouse Living units – proposed as being let at around £950 a month - as a type of affordable accommodation in spite of the applicant’s statement that they are “mindful that affordability is a key issue” for existing warehouse residents:

- Existing warehouse tenants report that they pay between £550 and £750 per month inclusive of bills.
- For further context, we have compared the proposed rents with recognised affordable tenures London Affordable Rents (LAR) and London Living Rents (LLR). LAR for a self-contained one-bedroom home is currently £731.47 per month inclusive of service charges. LLR for self-contained one-bedroom homes in Seven Sisters is currently £945 per month inclusive of service charges.
- The application does not set out or suggest how rents will increase and further it makes no reference to length of tenure for tenants, security of tenure is important in providing certainty.
- The applicant does not reference bills or service charges. There is no reference in the documents to establishing eligibility to rent the units.

The GLA’s Policy H16 relates to Large-Scale Purpose-Built Shared Living and requires that all such schemes must follow the Viability Tested Route. A financial contribution is expected that is equivalent to 35 per cent of the units, or 50 per cent where the development is on public sector land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution. This

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| | <p>is to be provided at a discount of 50 per cent of the market rent. Where this is provided a scheme will not be subject to a late-stage viability review.</p> <p>As such, we cannot support the application unless the applicant agrees either to provide affordable housing on site that meets the Council’s strategic and policy requirements, or to provide an appropriate financial contribution. An independent financial viability assessment is required to establish that, and further comment from the Housing Strategy and Policy team can then be provided.</p> <p>Updated comments 17/01/2024.</p> <p>It is of course disappointing that there is no provision of affordable housing. We would have expected a scheme of this size to make some contribution towards meeting the pressing needs for genuinely affordable homes: and the lack of affordable housing means that the scheme does not comply with either our existing or emerging housing strategy.</p> <p>However, in light of the particular policy commitments relating to the Warehouse District and of the relatively small size of the surplus that has been identified, we accept that using the entire surplus for affordable workspace is a reasonable decision in policy terms. We accept that this is arguably more impactful than splitting the surplus between affordable workspace and a contribution towards affordable housing.</p> | |
| <p>LBH Lead Local Flood Authority (LLFA)/Drainage</p> | <p>Having reviewed the applicant’s submitted documents Flood Risk Assessment document reference number 1547-LSL-XX-XXRP-C-FRA, Revision R(01) dated January 2023, Surface Water Drainage Strategy Report reference number 1547-LSL:-XX-XX-RP-C-SWS, Revision R(03) dated January 2023 as prepared by London Structures Lab, along with planning statement and all other relevant drawings and data, we are generally content with the overall methodology as used and mentioned within the above report, subject to following planning conditions to be implemented</p> | <p>Noted that comments have been adequately addressed. Conditions added.</p> |

regarding the Surface water Drainage Strategy and its management and maintenance plan.

Surface Water Drainage condition

No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:

- a. The diameter of 14mm,16mm & 17mm Online Orifice Outfall from blue roof will imply a higher maintenance to provide efficient control of runoff and possible blockages within the system. The velocity within the pipes are very high and its recommended that these falls are minimised. Also some of the down pipes are during directly into the storage features. You may want to consider trapped gullies at the bottom of the downpipes.
- b. According to the report, the EA flood mapping (3.4) shows surface water flooding in Overbury, Eade and Seven Sisters roads which implies that the existing Thames Water Sewers are overloading. Although, there is no flooding shown within the proposed calculations you may want to bear in mind that the development will be discharging into an already over capacity pipe in some storm situations and therefore you may want to consider NRV or enlargement of the storage system near the outfall to prevent the system 'back up '
- c. As the proposed development will be discharging into the Combine sewer, a confirmation of the allowable rate and point of discharge should be provided from Thames Water.
- d. A maximum design rainfall for 100 year event to the value of 50mm/hr seems to be default setting ? Please use more realistic maximum design rainfall within the calculations.

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| | <p>Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p> <p><u>Management and Maintenance condition</u></p> <p>Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.</p> <p>The maintenance plan should demonstrate :</p> <ul style="list-style-type: none"> e. As a part of weed maintenance for the permeable paving the use of a chemical ‘Glyphosate’ is banned in European countries and requires EA certification to use in UK. The implication is that this can easily be transferred to water receptors thereby defeating relative gains in pollution controls from porous surfacing etc. You may want to recommend a more environmentally friendly substance or method of weed control. f. You may also want to consider the usage of sub-base storage as a more reliable alternative to blue roofs where possible. <p>Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system</p> | |
| LBH Pollution | <p><u>Re: Planning Application HGY/2023/0728 at 341A Seven Sisters Road, Tottenham, London, N15 6RD</u></p> <p>Thanks for contacting the Carbon Management Team (Pollution) regarding the above planning application for the Construction of two new buildings to provide new</p> | Noted conditions on Land Contamination, Unexpected Contamination, Air Quality, NRRM and |

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| | <p>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 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 at 341A Seven Sisters Road, Tottenham, London, N15 6RD and I would like to comment as follows.</p> <p>Having considered all the relevant applicant submitted information including Design and Access Statement, Phase 1 Desktop Study with reference 24822-A2SI-XX-XX-RP-Y-0001-01 prepared by A2 Site Investigation Ltd, dated 21 October 2022 taking note of Sections 4 (Site History), 5 (Environmental Setting), 7 (Conceptual Site Model and Preliminary Risk Assessment), 8 (Closing Remarks), Energy Statement prepared by Expedition Engineering, dated 14th December 2022 taking note of section 4 (Methodology), 5 (Energy strategy) and 6 (Conclusion) as well as Air Quality Assessment prepared by Air Quality Solutions Ltd and taken note of Section 3 (Methodology), 4 (Baseline), 5 (Assessment) and 6 (Conclusion), please be advised that we have no objection to the proposed development in relation to AQ and Land Contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. <u>Land Contamination</u> Before development commences other than for investigative work:</p> <ol style="list-style-type: none"> a. Using the information already submitted in Geo-Environmental Site Investigation Report with reference B2538/22/GEO/1 prepared by Earth Environmental & Geotechnical (Southern) Ltd dated 22nd December 2022, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The | Demolition/Construction Environmental Management Plans. All aspects form part of the recommended conditions. The associated s106 legal agreement requires the developer to sign up to the Considerate Contractors scheme. |
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| | <p>site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.</p> <ul style="list-style-type: none"> b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and; d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. <p><u>Reason:</u> To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p><u>2. Unexpected Contamination</u> If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p><u>3. Updated Air Quality Assessment</u> Whilst the submitted Air Quality Assessment report prepared by Air Quality Solutions Ltd, dated 22nd February is noted, considering the distance of the proposed development to the monitoring sites used as baselines we do not consider this to be fully representative of the development site which is beside a major road (Seven Sisters Rd). and the likely operational effect of the road on the proposed development occupiers, an updated AQ assessment will need to be conducted so as to determine</p> | |
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the actual existing baseline concentration in order to know the level of mitigation that will be required for the various floors of the development. We also take note of the use of air source heat pumps and photovoltaic panels as energy source as well as the trackout medium dust risk.

Therefore, in order to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people),

- Applicant will need to provide us an addendum AQ assessment of the proposed development taken into consideration the likely operational impact on the development by its proximity to a major busy road, so as to be able to reach an informed decision on its significant effects on the proposed development site and the overall local air quality.
- Actual baseline monitoring will need to be undertaken at or within the close proximity of the site itself rather than relying purely on baseline monitoring farther away from the site or Defra mapped background concentrations.
- Applicant will need to revise predicted NO₂ Concentrations following such assessment.

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.

4. 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_x and PM. No works shall be carried

out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at <http://nrmm.london/>. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

- b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

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

5. **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;

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| | <ul style="list-style-type: none"> ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays; iii. Details of plant and machinery to be used during demolition/construction works; iv. Details of an Unexploded Ordnance Survey; v. Details of the waste management strategy; vi. Details of community engagement arrangements; vii. Details of any acoustic hoarding; viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); ix. Details of external lighting; and, x. Details of any other standard environmental management and control measures to be implemented. <p>c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:</p> <ul style="list-style-type: none"> i. Monitoring and joint working arrangements, where appropriate; ii. Site access and car parking arrangements; iii. Delivery booking systems; iv. Agreed routes to/from the Plot; v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching. <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <ul style="list-style-type: none"> i. Mitigation measures to manage and minimise demolition/construction dust emissions during works; ii. Details confirming the Plot has been registered at http://nrmm.london; | |
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| | <p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p>Informative:</p> <ol style="list-style-type: none"> 1. 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. | |
| <p>LBH Private Sector Housing Team</p> | <p>Houses in multiple occupation should include bedrooms sized at 10m² for a single room and 15m² for a double room. There should be no more than 5 people to one bathroom and 3 rooms to one kitchen.</p> <p>A platform bedspace/bed deck/mezzanine would increase the floorspace available in each unit.</p> | <p>The scheme would include room sizes below the HMO standard, but the floor-to-ceiling heights would allow for a bed deck which would free up</p> |

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| | <p>In many HMOs the bedroom is the only space the tenant has as there may be no communal areas so the 10m2 single room/15m2 double room floor space allows for this.</p> | <p>space below. This would make the usable floorspace similar to the HMO standard. Moreover, the units would have access to communal spaces which is not always the case in HMOs. As such the quality of accommodation is considered to be acceptable in this context.</p> |
| <p>LBH Transportation</p> | <p><u>HGY/2023/0728 - 341A Seven Sisters Road, Tottenham, London, N15 6RD</u></p> <p><u>Site location and access</u> This site is located within the Haringey Warehouse district, on the corner of Eade Road and Seven Sisters Road.</p> <p>Eade Road is a Haringey Highway, apart from a short length at the junction with Seven Sisters Road, which is designed as TLRN/Red Route, where TfL are the Highway Authority.</p> <p>The site has a PTAL value of 5, considered 'very good' access to public transport services, there are 4 bus services within 2 to 3 minutes walk of the site, Manor House Underground station is a 12 minute walk, and Stamford Hill railway station an 11 minute walk.</p> <p>The site is located within formal CPZ's, the west side of Seven Sisters Road is within the Green Lanes 'B' CPZ, and the eastern side Seven Sisters south, both CPZ's</p> | <p>No objection subject to recommended conditions and s106/s278 obligations.</p> <p>The £250,000 contribution cannot be sought due to there being no surplus due to the viability position.</p> |

operate Mon to Fri between 0800 – 1830 Eade Road has a mix of pay and display and CPZ bays along it with lengths of single yellow line predominantly to the northern side of the road.

Existing uses at the site

The application site includes a vacant plot on the corner of Eade Road and Seven Sisters Road, 2 to 4 Tewkesbury Road, an area behind Cara House (which is not included in the site) and the southern end of Tewkesbury Road, and the foot connection from Tewkesbury Road to Seven Sisters Road, both of which are currently owned by LB Haringey.

The site wraps around but does not include Cara House, which is currently occupied by a mixed-use warehouse living space with 70 residential rooms and associated workspace uses. A 10 space car park currently services Cara House.

Proposed development

It is intended to create a warehouse living development, with the construction of two new buildings, to house 101 bedrooms that will utilise a shared living arrangement, which will have a maximum occupancy of 133 persons, along with ground floor café and workspace, waste storage and cycle parking. In addition to the new buildings will be the erection of 10 stacked shipping containers (over two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. 648 sqm of commercial /class E space is proposed.

11 of the bedrooms will be fully accessible.

The 10 space car park currently servicing Cara house will be removed from the site, and it is intended to create two new blue badge bays on Eade Road which could be used by occupiers of the 11 accessible units.

Landscape and public realm enhancements are also proposed, to include the widening of an existing footpath (Haringey footpath 164 – 165, which is a formal right of way)

that connects Seven Sisters and Tewkesbury Road, and works to Tewkesbury Road, at the southern end to form a 'gateway' to this new development proposal. Tewkesbury Road is Haringey Public Highway. On footway cycle parking is also proposed for the footway on Seven Sisters Road which is TfL controlled.

Transportation considerations

Access arrangements

It is intended to retain the existing highway access to the site off Eade Road for use by delivery and servicing vehicles.

Pedestrians will have two accesses into the site, one from Eade Road to the south of the site and the second located to the north-east of Cara House from Tewkesbury Road. The applicant proposes widening the existing formal right of way/footpath 164 – 165 to improve the quality and environment of this access.

Cycle access will be as per pedestrian access arrangements.

Widening and changes to footpath connecting Tewkesbury to Seven Sisters Road

The existing route is part provided with stairs, and these are 1.5m wide at the narrowest point. There is a 7.2m level difference between Tewkesbury and the footway along Seven Sisters Road. The applicant is proposing improvements to this route and the taking on of ownership and maintenance responsibilities. It is noted that the minimum width along the re-provided route will be 3m.

This should provide an improved facility compared to present, however there are legal considerations and processes to complete for this to change from highways ownership to private, including stopping up, diversion and reestablishment of the formal right of way, and other considerations such as ensuring the route will be fully available for public use in perpetuity along with proposed maintenance arrangements.

Initial advice from Haringey's Legal Team has highlighted that there are complexities regarding actual ownership of the footpath that the applicant will need to resolve before progressing this aspect of the development. Whilst listed in the rights of way register for the Borough, the Borough do not own the land on which the footpath passes over and the land appears to have no title. This situation does require the applicant to resolve.

In addition to resolving the land ownership details and status Haringey will also have to decide whether to formally 're establish' the formal right of way status once realigned, given the obvious public usage of this at present and historically.

Full access considerations

Disability/mobility impaired access has been referenced with this aspect of the development, it is commented that provision of an appropriately graded ramp for the mobility impaired would be impractical and not possible given the 7.2m level change (a 190m long ramp would be required). The submission also comments that a lift will not be provided, based on installation and maintenance costs grounds along with related concerns of vandalism and the like. The alternative route suggested for those unable to navigate the stepped replacement route is to progress along Seven Sisters Road footway, connecting to Tewkesbury via Netherton, this is detailed as a 220m walk with a gradient.

Whilst it is recognised that the footpath changes proposed would result in an improved facility, access considerations are such that we require a fuller understanding of the reasons a lift is not proposed for inclusion in the development and how this position has been arrived at. It is disappointing that an opportunity to address this cannot be provided but in order to fully understand the reasoning for the applicant's decision not to improve full access, more information is required so a conclusion can be reached on the reasonableness of that position.

Southern end of Tewkesbury Road

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| | <p>The applicant's proposal is to create a shared surface type arrangement to front the northern side of the site at this location. This would need to be agreed with the Highway Authority.</p> <p>Formal processes for stopping up of the Highway at the end of Tewkesbury Road would need to be successfully completed to implement these aspects of the overall proposal. There are a number of parties that could claim access rights should this be formally stopped up as highway.</p> <p><u>Trip generation</u></p> <p>The TA includes results of a survey taken for existing occupiers of Cara House, which has a similar demographic and this recorded 158 total trips during a day, with two days surveyed. The highest mode shares recorded were for journeys by foot (71 – 81%), with the cycle mode share varying between 5% and 7% and the car driving mode between 6% and 12%. The survey results have been used to derive a trip rate for the new development, and overall, there are no issues with what will be the increased number of trips arising from it in terms of capacities and numbers of movements in the peaks.</p> <p>These survey results have been applied, however with the car mode adjusted to reflect the zero parking aspect of the new 101 rooms. The trip rates and numbers do not create any concerns.</p> <p><u>Car parking considerations</u></p> <p>Given the site has a PTAL of 5, and is located within a CPZ, and within an area with CPZ coverage, it is appropriate in principle, and accords with Policy DM32 for designation/formalising as a car free development. Should the development be granted consent the applicant will need to enter into the appropriate Planning Agreement to formalise this, and meet all of the Council's administrative costs (£4000). This needs to apply for both residential and business permits.</p> | |
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There is an existing 10 space car park for Cara House within the site, and this will be removed from the site and redeveloped. The TA doesn't include any information on usage of this car park, the assumption is that the cars currently parking there will be displaced on street, it is not known if any current users of the car park are CPZ permit holders or not, or would apply for permits. The travel mode survey undertaken for Cara House recorded car driver mode shares varying between 6% and 12%, if this was taken to derive potential extra on street demands from the 70 existing residents, this would indicate an additional 4 to 8 vehicles parking on street (if they chose pay and display or had/obtained CPZ permits). Provision of the car club facility would very likely reduce this potential demand.

A Parking stress survey was carried out during September 2022, which recorded overnight occupation of 16 spaces out of 39 along Eade Road on the busiest night of the parking survey, thus leaving 23 spaces unused and a parking stress level of 41%. Based on these existing demands, it is considered acceptable to convert two existing CPZ spaces to blue badge spaces, which would effectively leave 21 residual spaces, and raise existing parking stresses to 46%.

Future parking demands

The TA includes a commentary on 'transport characteristics of Londoners' analysis developed by TfL, this suggests the most likely future residents of the site are those within the 'Students & Graduates', 'Affordable Transitions' and 'Urban Mobility' categories, all of which have low car ownership characteristics.

The TA suggests a likely car ownership level of 4%, based on being 10% of the 2011 census levels of car ownership recorded across the ward. This may or may not be accurate, but it is acknowledged that car ownership from the demographic at this development will be low, and the low parking stresses recorded on Eade Road mean that parking issues and high stresses are not expected from this proposal.

The overspill from the existing car park doesn't seem to have been included in the assessment of parking demands arising from the development. It is noted that the car

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| | <p>club proposal for the development includes provision of a facility for Cara House occupiers as well this is both welcomed and should reduce any potential demands raising from the loss of the car park.</p> <p>The additional demands arising outside of CPZ operating hours from Cara House and this development, however overall, these are not expected to be problematical given the existing on street car parking capacity available, the nature and likely demographic of the development and very good access to public transport services.</p> <p><u>Blue badge parking</u></p> <p>The applicant is proposing provision of two blue badge bays on Eade Road to be provided by converting two standard existing parking spaces. The London Plan requirement is for the ability to provide 3% from the outset (3 spaces), and 10% (10 spaces) to meet demands if required. This therefore does fall short of the absolute London Plan requirement. On street blue badge bays can be dedicated to blue badge holders living adjacent, and blue badge holders can also park within CPZ and pay and display bays. As commented above the low levels of existing parking should mean space being available should demands arise for up to 10 spaces.</p> <p><u>Cycle parking arrangements</u></p> <p>24 uncovered spaces are currently provided for the 70 rooms of Cara House. The applicant references 'retaining and improving' this existing cycle parking but doesn't detail how. Given there will be a loss of car parking (10 spaces) for Cara House, it is considered that an increased amount of and improved cycle parking provision to meet London Plan standards is provided for these occupiers.</p> <p>For the new build component of the development, the applicant during the pre-application phase proposed cycle parking provision of 0.75 spaces per bedroom to mirror current London Plan standards for student accommodation. Transportation commented that this was considered too low and inappropriate given the applicant intention to provide a development that is sustainable and intended to promote active</p> | |
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travel, so the applicant has now revised their proposals to provide a cycle parking space for each room (101 spaces).

The intended breakdown is as follows;

- 32 two-tiered stands = 64 spaces
- 5 Sheffield stands = 10 spaces
- 3 enlarged Sheffield stands = 6 spaces
- 21 long-stay spaces within the living space

It is noted that there are a number of double rooms included within the proposal (maximum occupancy of 133 persons within 101 rooms), so provision of one space per room within the development could potentially leave a shortfall of cycle parking given both occupiers of a room could very well have cycles requiring storage, given the location, car free status and likely demographic of the development. Therefore, an increase in long stay cycle parking to reflect and meet these anticipated demands should be provided.

The applicant comments that existing residents of Cara House prefer to keep and store their cycles within their living space, hence the proposal for 21 internal long stay spaces within the live/work units. The applicant has referenced improving cycle parking for Cara House residents but has not been specific as to how,

Transportation do not consider accommodation of long stay cycle parking spaces within living areas to count towards overall cycle parking provision. Cycle parking needs to be defined and 'fixed' so as to be formal and established physically for use. Informal storage within living accommodation may work for existing occupiers of Cara House but there is no certainty the areas used for cycle parking will remain solely in use for cycle parking over time if occupiers choose to utilise the space for storage or anything else. The applicant therefore needs to revise their cycle parking proposals to demonstrate how formal permanent cycle parking to meet the requirements of the London Cycle Design Standards is met.

6 residential short stay spaces, which meets London Plan numerical minimum requirements is proposed in the form of 3 Sheffield Stands.

For the commercial component of the development (648sqm) 4 long stay and 23 short stay cycle parking spaces are proposed. The long stay spaces are proposed for location within the commercial units.

It is noted 8 short stay spaces (4 Sheffield Stands) are proposed for location within the western side footway of Seven Sisters Road. These are on TfL Highway, and accordingly would need TfL's approval to locate there. Should this not be the case, the applicant needs to detail where this short stay cycle parking would be located (preferably within the development). The applicant should confirm the clear width of footway available at this location should cycles be parked in any new Sheffield Stands there.

With regards visitor cycle parking, it is noted minimum standards are met, given the nature of the development and occupier demographic it is considered appropriate for the applicant to detail where further visitor parking can be located and provided.

Overall, the applicant needs to revise their cycle parking proposals to ensure full compliance with London Plan, including formal parking for each room, and a provision overall exceeding one space per room given 133 residents could occupy the development.

Fully detailed and dimensioned drawings are required, that demonstrate how the proposed arrangements meet the requirements of the London Cycle Design Standards.

Highway arrangements and changes resultant from the proposal

The applicant is proposing the provision of two new blue badge bays on Eade Road, adjacent to the existing and future site access. The kerbside here currently has single

yellow lining in place, preventing parking from 0800 – 1830 from Monday to Saturday. Loading can take place for short durations from the single yellow line during these periods.

In addition to this the applicant is proposing refuse collection take place from kerbside, and one of the bin stores is located adjacent to a length of red route markings for the TfL administered section of Eade Road adjacent to the junction with Seven Sisters Road.

The parking/dwelling of larger service vehicles that will be unable to park within the site (anything larger than a 2,0m wide van or truck) are also proposed to be kerbside to the development.

The applicant has not provided a proposed layout drawing showing the revised arrangements on street with the new blue badge bays, revised single yellow lining and highway changes proposed, the applicant also needs to address TfL concerns with regards loading activity potentially impacting the free movement of the Eade Road/Seven Sisters junction on the TLRN.

The applicant should indicate where it expects loading activity to take place from taking into account the provision of two new blue badge bays to the immediate west of the site access outside of TLRN restrictions.

Delivery and servicing arrangements

The TA includes a survey of existing delivery and servicing movements to the existing Cara House site carried out over two days. This recorded 14 to 19 service vehicle arrivals on the two survey days. Some parking took place within the site and some on street.

Based on the above, the TA proposes that 68 delivery and servicing trips will take place on average per day, and it is proposed to accommodate two service bays within the site to accommodate most of these. These two bays can accommodate vehicles up

to 4.6T or 2.0m wide, and larger vehicles are intended to park on street. Taking into account average dwell durations and the numbers expected, the applicant considers that the two on site bays should accommodate most of the delivery and servicing trips to the site made by vehicles able to be accommodated, with the remainder parking on Eade Road.

Swept path plots within TA appear to show the safety buffer (what dimension is this?) overrunning building edges and internal footways. Vehicle edges shown on plot appear very close to building edges on access manoeuvre. The applicant should expand on the manoeuvres and confirm adequacy of the proposed arrangements, including details of the access way widths and how the movements of vehicles pedestrians and cyclists will be managed.

Waste and recycling storage and collection arrangements

It is intended for residential collections to take place from kerbside of Eade Road, it is not clarified where commercial waste collections will be made from.

ATZ assessment

The TA includes an ATZ assessment that examined 5 walk routes from the site to varying facilities. This did not raise any particular issues along the routes, beyond regular comments over providing seats for rest along routes and the lack of tactile crossings at two locations on Hackney Roads, Woodberry Road and Amhurst Road.

TfL have commented that they would seek for improvements to be made for connections to the east of the site towards Cycleway 1, it is assumed this means along Amhurst Road which is a Hackney Road. In principle this would be supported as Cycleway 1 does serve Haringey in the areas east and north of this site.

TfL have also commented as to improving the pedestrian crossings of Eade Road and Seven Sisters Road at the junction of the two roads, both of which are under TfL control, it is not clear what improvements are envisaged. Again, in principle any

changes that improve facilities for pedestrians, cyclists and have a highway safety value are supported.

Travel Plan

A draft residential travel plan is included within the TA. Overall, this appears sound as a basis for a future worked up Travel Plan process that will be required for the development. The format and proposed content is fine, and it is noted that there is a mode share target of 95% for sustainable/active travel modes. There will be a Travel Plan Monitoring Fee of £3000/year for the 5 year life of the travel plan and this will be covered by the S1906 for the development.

Car Club facility

The applicant has obtained written advice from Zipcar with respect to this development proposal, which is for the provision of a vehicle and car club space, and for funding of three year's membership for each room at the development and all the rooms within Cara House (the Zipcar proposal references all 180 rooms but of course there would be 171 if consented) and a £50 driving credit per room.

In addition to this the recommendation includes funding for one year's business account for any commercial enterprise in the commercial floor space that requests it. The recommendation doesn't detail where the new vehicle/bay will be located, it will need to be accessible to all whether within the development or on the public highway.

Construction Logistics Plan

A draft construction Logistics Plan is referenced within the application, the comments included provide very outline details of the content to be included and given the site's size, location and proximity to the TLRN, plus the location of Cara House within what will be an operational construction site, a fully detailed draft of a worked up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with both Haringey

and TfL Network Management Officers, and the outcomes of these conversations will need to inform the finished CLP.

Summary and conclusion

This development for a mixed use residential and workspace development at Eade Road is intended as a highly sustainable development in transportation terms, and is well connected and located for public transport services.

It is proposed as a car free development, and includes an intention to improve for footpath connection from Tewkesbury Road to Seven Sisters Road.

As commented on earlier in this response, there are land ownership and status aspects of the proposal that do require resolution by the applicant to successfully implement the development as proposed. The resolution of these lies with the applicant, relating to the proposals to re-provide and improved foot connection and stop up the south end of Tewkesbury.

In addition to this, there are some queries raised and further details required by Transportation officers, relating primarily to the cycle parking proposals, and the eventual arrangements on the public highway where new blue badge bays and increased loading and servicing activity is expected.

The applicant needs to revisit and increase cycle parking provision for the residential component of the scheme and provide full dimensional details to demonstrate adherence to London Cycles Design Standards and ensure a high quality cycle parking facility will be provided for the occupiers and visitors to this development.

In addition to this, the applicant needs to provide further information with respect to the envisaged/proposed highway arrangement on street within Eade Road and in the proximity of the Eade Road/Seven Sisters Road junction to demonstrate how it is intended for disabled parking and loading will take place adjacent to the site access and TLRN.

Further details are also required with respect to the highway access and internal movements of delivery and service vehicles as the swept path plots appear very tight for space, so further details of the dimensions and swept paths plus commentary on how the movement of vehicles, pedestrians and cyclists will be managed are required.

The application includes proposals for taking over the formal right of way connecting Tewkesbury and Seven Sisters Road to provide an improved footpath, and to stop up the southern end of Tewkesbury Road to provide an improved arrangement at that side of the development. Processes to formalise this via the Highways Act need to be followed to achieve this and will require approvals from the appropriate Highways and Transportation Officers.

The above points need to be addressed prior to decision.

There will also be some conditions and S106 appropriate listed as follows;

Conditions

- Cycle parking details for approval
- Proposed Highway arrangements layout drawings for approval
- Construction logistics plan

S106

- Car free/permit free status (£4000)
- Car club facility
- Travel plan and travel plan monitoring fee (£3000/annum for 5 years)
- S278 Agreement for Eade Road, Tewkesbury Road
- Highways act agreements to stop up, realign and reestablish the footpath connecting Tewkesbury and Seven Sisters Road
- Improvements to Eade Road/Seven Sisters Road pedestrian crossings
- Improved connections to Cycleway 1

Comments on Applicant response dated 06/09/2023:

Tewkesbury Road

If the applicant wishes for the southern end of be retained as Public Highway they will have to agree that with Highways Officers. If they haven't approached Highways yet this can be part of future S278 discussions however there is no guarantee Highways will want to retain this as Public Highway.

Cycle parking Cara house

As the applicant hasn't forwarded details of the proposed improvement, that can be covered by condition. It is disappointing that the opportunity is not being taken to increase cycle parking provision.

Long stay cycle parking for new development

As do TfL, we expect formal cycle parking to be provided for inclusion within the overall long stay provision. If the units are of greater size than London Plan minimum standards, with greater floor to ceiling heights than normal, and there is space beneath the private stairs or in other internal locations, formal parking should be provided. The applicant should demonstrate/detail locations for provision of formal cycle parking internally.

We also consider given the current transportation policy direction and the nature of the development that double rooms should have more than one cycle space.

With regards the cycle parking proposed for the footway to Seven Sisters Road, that is to be agreed with TfL, our query remains as to what width of footway would remain at the location of the proposed on highway cycle parking.

Changed Highway arrangements

It appears the applicant is now not proposing conversion of existing CPZ bays to blue badge bays. Whilst the recorded parking stresses are low, the applicant is expected to

locate two new blue badge bays as close as possible to the development, the closest bays appear to be part footway parking bays so it will need to be determined if these are suitable for use as blue badge bays. This detail can be resolved during the s278 process.

Delivery and servicing arrangements

The explanation provided by the applicant is helpful and there should not be any issues arising from the anticipated numbers of movements, the sizes of vehicles that will enter and dwell within the site, and the amount of delivery and servicing vehicles. The length of single yellow line adjacent to the site access to the north side of Eade Road should suffice for temporary dwelling of externally parked service vehicles and refuse/recycling collections.

Swept path plots

The applicant has confirmed the safety buffer on the swept path plots is 500mm. This is reassuring, however it does still appear quite tight for a Fire appliance. For the smaller expected 4.6T delivery vehicles there should be no issues.

Transportation Planning Comments

HGY/2023/0728 - 341A Seven Sisters Road, Tottenham, London, N15 6RD

Date: 22/01/2024

Proposal: 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 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.

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| | <p>Description</p> <p>The application is for a new warehouse living development, with the construction of two new buildings, to house 101 bedrooms that will utilise a shared living arrangement, 11 of the bedrooms will be fully accessible. The development proposal will have a maximum occupancy of 133 persons, along with ground floor café and workspace, waste storage and cycle parking. In addition to the new buildings will be the erection of 10 stacked shipping containers (over two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. 648 sqm of commercial /class E space is proposed. The 10-space car park currently at the front of Cara house will be removed from the site, and the proposal includes the provision of two new blue badge bays on Eade Road which could be used by occupiers of the 11 accessible units. Landscape and public realm enhancements are also proposed, to include the widening of an existing footpath (Haringey footpath 164 – 165, which is a formal right of way) that connects Seven Sisters and Tewkesbury Road, and works to Tewkesbury Road, at the southern end to form a ‘gateway’ to this new development proposal. Tewkesbury Road is Haringey Public Highway. On footway cycle parking is also proposed for the footway on Seven Sisters Road which is TfL controlled.</p> <p>The application site includes a vacant plot on the corner of Eade Road and Seven Sisters Road, 2 to 4 Tewkesbury Road, an area behind Cara House (which is not included in the site) and the southern end of Tewkesbury Road, and the foot connection from Tewkesbury Road to Seven Sisters Road, both of which are currently owned by LB Haringey. The site wraps around but does not include Cara House, which is currently occupied by a mixed-use warehouse living space with 70 residential rooms and associated workspace uses.</p> <p>This site is located within the Haringey Warehouse district, on the corner of Eade Road and Seven Sisters Road. Eade Road forms part of Haringey’s Highway network, apart from a short length at the junction with Seven Sisters Road, which is designed as TLRN/Red Route, making Transport for London the Highway Authority. The site has a</p> | |
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PTAL value of 5, considered 'very good' access to public transport services, there are 4 bus services within 2 to 3 minutes' walk of the site, Manor House Underground station is a 12-minute walk, and Stamford Hill railway station an 11-minute walk. The site is located within Green Lanes B CPZ, which restricts parking to permit holders only Monday to Friday 0800 – 1830. Eade Road has a mix of pay and display and CPZ bays along it with lengths of single yellow line predominantly to the northern side of the road.

Trip generation

The Transport Assessment has included the results of travel surveys over a two-day period taken of the existing occupiers of Cara House, which are of a similar demographic to the proposal. The survey showed the highest mode of travel to be to be walking/pedestrians, with representing between 61% and 81% for both entry and exits, the second highest mode of travel was for cycling. Consequently, this presents sustainable transport as the dominant method of travel. The survey results have been used to derive a trip rate for the new development, as both the new 101-bedroom dwellings will be built with the existing 70 bedrooms being retained. This gives rise to trip generation which has been calculated for 171 bedrooms. The following two-way trips numbers were calculated: Underground 157, Buses 121, Train 36, Pedestrian 30, Cycle 28, and Car 4, this is out of a total 375 two-way trips.

There are no issues with the increased number of trips arising from the development proposal in the peak hours. This is because these trip numbers can easily be absorbed by local public transport given the sites high PTAL and accessibility to transport links. Overall, LBH Transport Planning finds the trip generation to be satisfactory.

Car Parking

There is an existing 10 space car park for Cara House within the site, and this will be removed from the site and redeveloped. The TA doesn't include any information on usage of this car park, the assumption is that the cars currently parking there will be displaced on street, it is not known if any current users of the car park are CPZ permit holders or not or would apply for permits. The travel mode survey undertaken for Cara

House recorded car driver mode shares varying between 6% and 12%, if this was taken to derive potential extra on street demands from the 70 existing residents, this would indicate an additional 4 to 8 vehicles parking on street (if they choose to pay and display or had/obtained CPZ permits). Provision of the car club facility would very likely reduce this potential demand.

A Parking stress survey was carried out during September 2022, which recorded overnight occupation of 16 spaces out of 39 along Eade Road on the busiest night of the parking survey, thus leaving 23 spaces unused and a parking stress level of 41%. The applicant has proposed the provision of two blue badge bays on Eade Road adjacent to the site to provide by converting two standard existing parking spaces. No on-site blue badge bays have been proposed by the developer/applicant. They have conducted a parking stress survey to review parking on Eade Road at night over a two period. It showed on-street occupancy to be between 28% - 41%, and with the conversion of two of the permit bays to blue badge holders this would bring park stress to 30% - 43% respectively. This is well below the 85%, which indicates when a street has parking stress.

As no direct policy applies to warehouse living within the London Plan 2021, Policy T6.1 Residential Parking has been utilised instead. It states that that disabled person's parking should be provided for new residential developments delivering 10 or more units. As a minimum 3% of dwellings must have at least 1 designated disabled persons parking bay from the outset. This Policy further requires that new developments be able to demonstrate as part of a Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1 designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient. For development this would equate to 10 disabled bays having to be provided by the developer. However, as this development does not fit within residential nor student accommodation LBH Transport Planning would require the developer/applicant to provide 3 on-street disabled bays to offset any future demand from this proposal. These bays can be dedicated to blue badge holders living within the development, and blue badge holders can also park within CPZ and pay and display

bays. As commented above the low levels of existing parking should mean space being available should demands arise for up to 3 spaces or more. This will have to be managed by a parking management plan, linked to the Travel Plan which will identify future demands and trigger any necessary application to the Council.

The applicant will be required to provide three on street blue badge bays. This can be dealt with via way of a parking management plan secured by the S.106 agreement and a S278 process and further comments relating to this are included later in this response.

Future parking demands

The TA includes a commentary on ‘transport characteristics of Londoners’ analysis developed by TfL, this suggests the most likely future residents of the site are those within the ‘Students & Graduates’, ‘Affordable Transitions’ and ‘Urban Mobility’ categories, all of which have low car ownership characteristics.

The TA suggests a likely car ownership level of 4%, based on being 10% of the 2011 census levels of car ownership recorded across the ward. This may or may not be accurate, but it is acknowledged that car ownership from the demographic at this development will be low, and the low parking stresses recorded on Eade Road mean that parking issues and high stresses are not expected from this proposal.

The overspill from the existing car park doesn’t seem to have been included in the assessment of parking demands arising from the development. It is noted that the car club proposal for the development includes provision of a facility for Cara House occupiers as well this is both welcomed and should reduce any potential demands raising from the loss of the car park.

The additional demands arising outside of CPZ operating hours from Cara House and this development, however overall, these are not expected to be problematical given the existing on street car parking capacity available, the nature and likely demographic of the development and very good access to public transport services.

Given the site has a PTAL of 5, and is located within a CPZ, and within an area with CPZ coverage, it is appropriate in principle, and accords with Policy DM32 for designation/formalising as a car free development. Should the development be granted consent the applicant will need to enter into the appropriate Planning Agreement to formalise this and meet all of the Council's administrative costs (£4000). This needs to apply for both residential and business permits.

Cycle parking

The development site currently has 24 cycle spaces on-site which is located within the forecourt. The original cycle parking provision for this site were based upon the student accommodation standards within the published London Plan 2021 Policy T5 Cycle which are 0.75 spaces per bedroom for long-stay and 1 space per 40 bedrooms for short-stay. However, it was felt from previous discussions with the developer/applicant from LBH Transport Planning that the provision should be based upon the ratio of 1 cycle space per bedroom. Therefore, the developer has proposed to provide 101 long-stay residential cycle spaces on-site, which are based upon 101 bedrooms. These are broken down as follows:

- 32 two-tiered stands = 64 spaces
- 5 Sheffield stands = 10
- 3 enlarged Sheffield stands = 6 spaces
- 21 long-stay spaces within the living space

These long-stay residential cycle spaces will be stored within underneath staircases, against walls and below bed decks, as it is preferred by residents given its warehouse living status. 6 short-stay cycle spaces would be provided based upon both student and C3 Dwellings. Commercial cycle parking provision will be 4 long-stay and 23 short-stay. It is stated within the Transport Assessment that all short-stay cycle spaces are to be provided on the public on the public realm. Although, all cycle parking should be provided and located within the curtilage of the site. Overall, LBH Transport Planning finds the cycle parking to be satisfactory and in accordance with the published London Plan 2021 Policy T5 Cycle.

A condition should be attached to the planning permission requiring the applicant to submit details of cycle parking spaces in line with the London Plan and the London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on site.

Car Club

The applicant/ developer has sought advice from Zipcar with respect to this development proposal. Zipcar have recommended that they would provide a single car at the development, and fully managed by themselves. Furthermore, funding for three years of membership would be provided for each room. A total of £16,700 would be needed in way of a contribution prior to the date of first occupation. This analysis by Zipcar have referenced 180 bedrooms in error, whereas this proposal is for 101 bedrooms, with the 70 existing being retained. Furthermore, the recommendation doesn't detail where the new vehicle/bay will be located, it will need to be accessible to all whether within the development or on the public highway. LBH Transport Planning will require the developer/applicant to enter into a S106 agreement with Haringey Council for them to provide car club facilities in the local vicinity of the location site for the potential occupants of the development. This would assist with reducing the rate of car ownership from residents of this development and help to offset any potential parking impacts on local residential streets when the CPZ is not in operation. The applicant will be required to provide 3 years car club membership for each residential unit, along with £100 driving credit, which has been already stated within the submitted Transport assessment by Zipcar.

Access

The Transport Assessment includes an Active Travel Zone (ATZ) assessment for the site. five routes have been included within the assessment which included the following destinations/routes:

- Finsbury Park
- Haringay Green Lanes Station and Supermarkets
- Woodbury Wetlands/Reservoir

- Stamford Hill Station and Spring Hill Practice
- Eade Road

Recommendations for improvements to these routes have been suggested, which include widening of the footway, improved street lighting, provision of benches, installation of low-level street planting and trees, tactile paving, and the installation of bins. Collision data has been sourced which covers a 3-year period from 2018 – 2020 and a 500m radius from the site location. During this period 14 serious collisions were recorded and no fatal collisions. The data submitted only included vulnerable road users who were pedestrians and cyclists. Two of the 14 were on Eade Road the remainder of the collision occurred on Seven Sisters Road. The developer has not presented any recommendations for improvements to road safety for both pedestrians and cyclists, as they have explained as they believe the low numbers of collisions near the site shows there are no issues with highway safety. LBH Transport Planning would require the developer to provide some funding towards the scoping and establishment of improvements to the highway for pedestrians and cyclists as their numbers will increase with the introduction of this development. This is supported by the trip generation, which show sustainable transport as having the highest trip numbers. The contribution is required in relation to the provision of new cycle infrastructure on St Anns Road to link in with CS1 and the introduction of the new C50 proposal linking Finsbury Park to Tottenham Hale.

We will therefore be seeking a contribution of £250,000 towards the feasibility design and consultation for proposal on both routes.

Highway works

Pedestrian access will be from both Eade Road and Tewkesbury Road. The developer/applicant has proposed the widening of the existing formal right of way/footpath 164 – 165 to improve the quality and environment of this access. The Council’s site allocations DPD includes sites SA34 and SA35 at this location. The policy document does include within its requirements for these sites to have improved pedestrian permeability, and to provide improved connections from the Warehouse

District to Seven Sisters and Amhurst Roads. The existing route is part provided with stairs and is 1.5m wide at the narrowest point. There is a 7.2m level difference between Tewkesbury and the footway along Seven Sisters Road. The applicant is proposing improvements to this route to provide a minimum width of 3m along the footpath. LBH Transport Planning would require the applicant to enter into the necessary highways legal agreements to divert the path and to make the necessary improvements, the scheme will have to be the subject of further detailed design development and will have to be secured by a S.23 and S.278 under the highways act. Ultimately, this aspect of the application as proposed/presented is considered a fundamental part of it from the transportation and highways perspective, and successful implementation of the proposed arrangements will be necessary for a successful application.

Disability/mobility impaired access has been referenced with this aspect of the development; it is commented that provision of an appropriately graded ramp for the mobility impaired would not be physically possible given the 7.2m level change (a 190m long ramp would be required). The submission also comments that a lift will not be provided, based on installation and maintenance costs grounds along with related concerns of vandalism and the like. The alternative route suggested for those unable to navigate the stepped replacement route is to progress along Seven Sisters Road footway, connecting to Tewkesbury via Netherton, this is detailed as a 220m walk with a gradient. It is unfortunate that this connection cannot be made completely accessible, however the gradient and alignment make this impossible. The replacement route is only slightly longer than a switchback ramp route would be.

The applicant's proposal is to create a shared surface type arrangement to front the northern side of the site at this location. This would have to be the subject of further detailed design and approval and will have to be secured as part of a S.278 agreement.

Delivery and Servicing

A Draft Service and delivery plan has not been submitted as part of this application. The Transport Assessment includes information on existing trips to Cara House, with a survey being conducted which examined the existing delivery and servicing movements which was conducted over two days. This recorded 14 to 19 service vehicle arrivals on the two survey days. Although, some parking did take place within the site and on-street. Based on the above, the Transport Assessment proposes that 68 delivery and servicing trips will take place on average per day, and it is proposed to accommodate two service bays within the site to accommodate most of these. These two bays can accommodate vehicles up to 4.6T or 2.0m wide, and larger vehicles are intended to park on street. Considering average dwell durations and the numbers expected, the applicant considers that the two on site bays should accommodate most of the delivery and servicing trips to the site made by vehicles able to be accommodated, with the remainder parking on Eade Road. It should be noted that these servicing arrangements are meant for both the existing site, proposal site, which will equate to 171 bedrooms and the commercial element which could be a café, workspace, and art studio. As mentioned already the developer has proposed that delivery/refuse vehicles can park on-street on the yellow lines as when there is not enough room on-site or when they larger vehicles. However, the single yellow lines are not suitable as they have waiting time restrictions which utilise the same times as the CPZ. Furthermore, part of the site fronts onto the red route which does not allow for any waiting at any time. The developer will be required to submit a service and delivery plan which includes details refuse collection and service trips to the site, this must be submitted and approved before the site is occupied. This must include a new loading bay on-street. This can be addressed via way of a S278 agreement. LBH Transport Planning will also condition the submission of Delivery and Servicing Plan and Waste Management.

Travel Plan

A draft residential Travel Plan is included within the TA. Overall, this appears sound as a basis for a future worked up Travel Plan process that will be required for the development. The format and proposed content have been found to be acceptable, and it is noted that there is a mode share target of 95% for sustainable/active travel

modes. There will be a Travel Plan Monitoring Fee of £3000 per year for the first 5 years of the development and this will be covered by way of a S.106 obligation for the development.

Construction Logistics Plan

A draft construction Logistics Plan has been submitted can be found within the Transport Assessment. It provides an outline of the content to be included and given the site's size, location and proximity to the TLRN, plus the location of Cara House within what will be an operational construction site, a fully detailed draft of a worked-up Construction Logistics Plan will be required for review and approval prior to commencement of any site works. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with both Haringey and TfL Network Management Officers, and the outcomes of these conversations will need to inform the finished CLP.

A high level of cycle parking should be made available for workers during all phases of construction, this will help to promote the uptake of cycling to the site. As the site is relatively well connected by public transport in the surrounding area no on-site car parking should be provided for workers which has already been referenced by the outline. This is further supported by local CPZs and town centre car parks. The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, are recommended to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest e.g. school drop-off/pick-up times. Effort should be made to have a process in place to deal with delivery vehicles that turn up late or announced so that vehicles are not waiting on the public highway causing an obstruction.

LBH Transport Planning would require that a Construction Logistics Plan (CLP) be submitted by the developer/applicant, this can be secured via a S.106 obligation. 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 fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.

Summary and conclusion

This development for a mixed use residential and workspace development at Eade Road is intended as a highly sustainable development in transportation terms and is well connected and located for public transport services. It is proposed as a car free development, which includes an intention to improve the footpath connection from Tewkesbury Road to Seven Sisters Road. The Borough's site allocations DPD requires improved pedestrian permeability, and the provision of improved connections from the Warehouse District to Seven Sisters and Amhurst Roads.

As commented on earlier in this response, there are land ownership and status aspects of the proposal that do require resolution by the applicant to successfully implement the development as proposed. The resolution of these lies with the applicant, relating to the proposals to re-provide and improved footpath connection and stop up the south end of Tewkesbury. Transportation consider delivery of the improved footpath is a fundamental part of this proposal, so a Grampian Condition should therefore be imposed to ensure that the necessary formalities are successfully completed so the improved footpath connection can be delivered as a precursor to overall delivery of the development.

Recommendation

LBH Transport Planning have no objections to this proposal subject to the following conditions and s.106 obligations.

Conditions

1. Delivery and Servicing Plan and Waste Management

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

Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with [TfL guidance](#). The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed by the highway's authority.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020

2. Cycle Parking

The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 101 long-stay, 6 short -stay residential, 4 long-stay, and 23 short-stay commercial spaces for approval. The quantity must be in line with the London Plan 2021 T5 Cycle and the design must be in line with the London Cycle Design Standard. No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.

REASON: to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS).

S.106 Obligations

1. Car-Free Agreement

The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as "car free" and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose.

Reason: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity.

2. 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 £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the 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.
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.
- e) The undertaking of a highway dilapidation survey before and after completion.
- f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.
- g) The applicant will be required to contact LBH Highways to agree condition on surveys.
- h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.
- i) Swept path drawings.

Reason: to ensure that the impacts of the development proposal on the local highways network are minimised during construction, and to coordinate construction activities in key regeneration areas which will have increased construction activities.

3. Car Club Membership

The applicant will be required to enter into a Section 106 Agreement to establish a car club scheme, including the provision of adequate car club bays and associated costs,

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| | <p>and must include the provision of five years' free membership for all residents and £100 (one hundred pounds in credit) per year/per unit for the first 5 years. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>4. Residential Travel Plan</u> Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses must be submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of sustainable modes of active transport.</p> <ul style="list-style-type: none"> a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases. c) The applicants are required to pay a sum of, £3,000 (three thousand pounds) per year for a period of five years £15,000 (fifteen thousand pounds) in total for the monitoring of the travel plan initiatives. d) Parking management plan which monitors the provision of disabled car parking spaces for the site and triggers any necessary provision on the local highways network. <p>Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>5. Commercial Travel Plan</u></p> | |
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A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before occupation. 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 Commercial 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:
- b) Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, 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 commercial 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.
- e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.

Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

6. Highway Improvements

The owner shall be required to enter into agreement with the Highway Authority under Section 38, 177, 278 of the Highways Act, and S.247 of the Town and County Planning, 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, improved pedestrian and cycling infrastructure. The developer will be required to provide details of any temporary highways including temporary TMO's required to enable the

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| | <p>occupation of each phase of the development, which will have to be costed and implemented independently of the main S.278 works. The works include but are not limited to the removal of the crossover to the site to reinstate the footway and / or the creation of any on-street disabled car parking bays which will require electrification. The applicant will be required to provide a detailed design for including CCTV, lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective, full list of requirements to be agreed with the highways Authority. In addition, the applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the reprovision of the footpath, these drawings should be submitted for approval before any development commences on site.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development site and to protect the integrity of the highways network.</p> <p><u>7. Highways improvement contribution.</u></p> <p>Give the increase numbers of cycling trips that will be generated by the site the developer will be required to make a contribution of £250,000 (two hundred and fifty pounds) towards the provision of cycling infostructure in the area surrounding the site, the contribution is for the provision of new cycle infrastructure on St Anns Road to link in with CS1 and the introduction of the new C50 proposal linking Finsbury Park to Tottenham Hale.</p> <p>Reasons: Improve cycle infostructure in area surrounding the site and promote sustainable development in line with the Councils Adopted Local Plan Policy SP1 and SP7.</p> | |
| <p>LBH Trees - Arboricultural Officer</p> | <p>From an arboricultural point of view, I hold no objections.</p> | <p>Noted.</p> |

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| | <p>No arboricultural report has been submitted due to very few trees on site. There is a line of topped Leylandii trees that have been managed as a hedge (as seen from Google Street view and aerial). These trees are low grade and value. Comprehensive greening and landscape plans have been forwarded. These show trees and their species to be planted. The selection has good urban fitness, and interest.</p> | |
| <p>LBH Waste and Street Cleansing</p> | <p>22/08/2023 later comments - The calculation they have applied to the bins numbers and waste streams seems proportionate, given there are only bedroom rather than property numbers, so I agree with the quantities allocated based on the applied rationale.</p> <p>Other points I was going to raise such as servicing on a red route have already been discussed and agreed with colleagues in the waste team so I don't have any other comments except relating to my previous feedback about the food waste container size which should be 140 rather than 240 litres. Those containers numbers will need to be adjusted and would equate to 14 x 140 litre bins in total based on the guidance below. I have some reservations about that as in the 2013 guidance it would have required 7 food waste bins so if it's a pinch point, we could discuss what would be appropriate for this scheme.</p> <p>---</p> <p>22/08/2023 - The proposal for refuse and recycling vehicles to service bins from Eade Road seems reasonable although depending on the number of containers to be serviced they may be there for a while and cause an obstruction as the road is not very wide. There is mention of two bays which will be managed by booking slots with the site management for loading and deliveries to avoid multiple vehicles arriving on-site. (para 5.2.3) but this will not be practical for the RCV's, if it is intended for them too.</p> <p>I noticed there was reference to the use of 240 litre bins for food waste (para. 5.3.4) but we have can only service 140 litre bins for food waste so the bin allocation should</p> | <p>Noted. Waste condition recommended.</p> |

be on that basis and it is noted that commercial waste and recycling storage will be separate from the domestic waste streams, which is welcomed.

I couldn't find any details on the numbers of waste and recycling containers proposed for the development but will be willing to comment on these if and when they are available. The latest guidance on waste and recycling storage (if it hasn't already been published) is available in the two tables below.

| Refuse allocation | Capacity | Approximate bin dimensions |
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| Per 1 bed, low-rise dwelling when supplied for sole use. | 140 litres | 550mm D x 500mm W x 1060mm H |
| Per low-rise dwelling with more than 1 bed, when supplied for sole use. | 240 litres | 740mm D x 590mm W x 1080mm H |
| Dry mixed recycling allocation | | |
| Per single 1 bed dwelling when supplied for sole use. | 140 litres | 550mm D x 500mm W x 1060mm H |
| Per single 2/3 bed dwelling when supplied for sole use | 240 litres | 740mm D x 590mm W x 1080mm H |
| Food waste allocation | | |
| Per dwelling | 25 litres | 350mm D x 300mm W x 360mm H |
| Garden waste collection is an opt-in subscription service with a weekly collection via 140L or 240L wheeled bins or by biobags. Lids must be closed, and no side waste/excess waste will be collected. Any property that has potential to produce garden waste must have adequate and suitable space to store and collect a 240 litre bin alongside all other bins, off of the highway. | | |

| | <p>Haringey's standard waste and recycling capacity for communal collections is assessed by the following formula:</p> <table border="1" data-bbox="504 272 1608 858"> <thead> <tr> <th data-bbox="504 272 990 389">Refuse allocation</th> <th data-bbox="999 272 1160 389">Capacity</th> <th data-bbox="1169 272 1608 389">Approximate bin dimensions</th> </tr> </thead> <tbody> <tr> <td data-bbox="504 395 990 469">per 6 dwellings</td> <td data-bbox="999 395 1160 469">1100 litres</td> <td data-bbox="1169 395 1608 469">985mm D x 1260mm W x 1370mm H</td> </tr> <tr> <td data-bbox="504 475 990 564">Dry mixed recycling allocation</td> <td data-bbox="999 475 1160 564"></td> <td data-bbox="1169 475 1608 564"></td> </tr> <tr> <td data-bbox="504 571 990 644">per 10 dwellings</td> <td data-bbox="999 571 1160 644">1100 litres</td> <td data-bbox="1169 571 1608 644">985mm D x 1260mm W x 1370mm H</td> </tr> <tr> <td data-bbox="504 651 990 686">Food waste allocation</td> <td data-bbox="999 651 1160 686"></td> <td data-bbox="1169 651 1608 686"></td> </tr> <tr> <td data-bbox="504 692 990 737">per dwelling</td> <td data-bbox="999 692 1160 737">20 litres</td> <td data-bbox="1169 692 1608 737">140 litre wheeled bins</td> </tr> <tr> <td colspan="3" data-bbox="504 743 1608 858">Any proposal to incorporate rubbish chutes must include an 'Innovation and residential waste management plan'</td> </tr> </tbody> </table> | Refuse allocation | Capacity | Approximate bin dimensions | per 6 dwellings | 1100 litres | 985mm D x 1260mm W x 1370mm H | Dry mixed recycling allocation | | | per 10 dwellings | 1100 litres | 985mm D x 1260mm W x 1370mm H | Food waste allocation | | | per dwelling | 20 litres | 140 litre wheeled bins | Any proposal to incorporate rubbish chutes must include an 'Innovation and residential waste management plan' | | | |
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| Any proposal to incorporate rubbish chutes must include an 'Innovation and residential waste management plan' | | | | | | | | | | | | | | | | | | | | | | | |
| EXTERNAL | | | | | | | | | | | | | | | | | | | | | | | |
| Environment Agency | <p>Thank you for consulting us on the above application on 14 April 2023. As part of the consultation, we have reviewed the documents in line with our remit including the documents entitled:</p> <ul style="list-style-type: none"> • 'Seven Sisters / Eade Road: Planning Application for new warehouse living buildings 1547-LSL-XX-XX-RP-C-SWS Surface Water Drainage Strategy' prepared by London Structures Lab, dated January 2023 (Revision R(03)). • 'Harringay Warehouse District, Phase 1 Desk Study', prepared by A2 Site Investigation, dated 21 October 2022 (ref: 24822-A2SI-XX-XX-RP-Y-0001-01). <p>Environment Agency Position</p> | Noted. | | | | | | | | | | | | | | | | | | | | | |

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| | <p>Based on a review of the submitted information, we have no objection to the proposed development.</p> <p>The Environment Agency agrees with conclusions made in the A2 Site Investigation Phase 1 that risks to groundwater are low due to the significant thickness of London Clay which will protect the deeper aquifer from which potable resources are drawn.</p> <p>It is also noted that no piled foundations penetrating the London Clay are proposed and that infiltration drainage is not considered an option.</p> <p>Based on this we have no further comments at this time. Should there be any change to these aspects of the development the Environment Agency requests to be reconsidered.</p> <p>Advice to applicant</p> <p>Water Resources</p> <p>Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.</p> <p>We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.</p> <p><u>Residential developments</u></p> <p>All new residential developments are required to achieve a water consumption limit of a maximum of 125 litres per person per day as set out within the Building Regulations &c. (Amendment) Regulations 2015.</p> | |
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| | <p>However, we recommend that in areas of serious water stress (as identified in our report Water stressed areas - final classification) a higher standard of a maximum of 110 litres per person per day is applied. This standard or higher may already be a requirement of the local planning authority.</p> <p><u>Commercial/Industrial developments</u> We recommend that all new non-residential development of 1000sqm gross floor area or more should meet the BREEAM 'excellent' standards for water consumption.</p> <p>We also recommend you contact your local planning authority for more information.</p> <p>Final comments Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.</p> | |
| Greater London Authority (GLA) / Mayor for London | Appendix 9: GLA Stage 1 response for full report. | Noted conditions are recommended. |
| Greater London Archaeology Advisory Service (GLAAS) | <p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>In view of the scale of the impacts and the likely impacts of past quarrying and landfill, I do not advise archaeological investigation in relation to this scheme.</p> <p>No further assessment or conditions are therefore necessary.</p> | Noted. |

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| | <p>This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.</p> | |
| <p>Health & Safety Executive – Planning Gateway One (Building Safety Regulator)</p> | <p>Headline response from HSE = 'content'</p> <p>Scope of consultation</p> <p>1.1. The above consultation relates to an application for two blocks, A and B, and ten stacked shipping containers forming two storeys of commercial use. Blocks A and B have storey heights of 25.83m and 11.35m respectively.</p> <p>Previous consultation</p> <p>1.2. HSE issued a substantive response 'Concern' dated 12/05/2022, under the reference pgo-3123 in relation to a consultation received on 14/04/2022.</p> <p>1.3. HSE received a second consultation request on 26/07/2022, and responded on 16/08/2022, under the HSE reference pgo-3667, with the headline 'Concern'</p> <p>Consultation meeting</p> <p>1.4. A meeting was held on 05/10/2023, attended by the Planning Officer, the applicant's design team and HSE to discuss the scheme following the formal planning submission.</p> <p>Current consultation</p> <p>1.5. The current consultation was received on 13/11/2023 providing a document 'Fire Strategy-RIBA Stage 3' ('the applicant's response'). For the avoidance of doubt, this substantive response is in relation to the applicant's response.</p> <p>1.6. Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.</p> | <p>Noted.</p> |

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| <p>London Underground/DLR Infrastructure Protection</p> | <p>Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to London Underground railway infrastructure.</p> <p>Therefore, we request that the grant of planning permission be subject to the following requested separate numbered conditions to be discharged in a phased manner as and when they are completed.</p> <p>1. Before the pre-commencement/Site formation/Demolition stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <ul style="list-style-type: none"> a) Provide an overview of the overall development including both design on temporary and permanent works. b) Provide detailed design and Risk Assessment and Method Statement (RAMS) for the demolition works. c) Identify and accommodate the location of the existing London Underground structures. d) Demonstrate that any EMC emissions from any plant or equipment to be used on the site or in the finished structure will not adversely affect LU equipment or signalling. e) Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works. f) Carry out a staged ground movement assessment (GMA). Assess structure/tunnel impact due to ground movement arising from different stages of temporary and permanent works and associated construction activities. g) Mitigate the effects of noise and vibration arising from the adjoining railway operations within the structures. h) Written confirmation will be required from Thames Water or other water authority that any increased drainage or sewage from the site will not be discharged directly or indirectly into London Underground's drainage system. | <p>Conditions attached.</p> |
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| | <p>2. Before the sub-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <ul style="list-style-type: none"> a) Prior to commencement of each phase of the development, provide detailed design for foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). b) Site specific Risk Assessments and Method Statements (RAMS) for any activities (groundworks, piling) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing. c) Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works. d) Update/Complete the staged ground movement assessment (GMA). Assess structure/tunnel impact due to ground movement arising from different stages of temporary and permanent works and associated construction activities. e) No support to be taken from LU's land or structures. <p>3. Before the super-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.</p> <ul style="list-style-type: none"> a) Provide detailed design for all superstructure works (temporary and permanent) b) Site specific Risk Assessments and Method Statements (RAMS) for any activities (craneage, scaffolding, use of tall plant) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing. c) Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works. d) Update/Complete the staged ground movement assessment (GMA). Assess structure/tunnel impact due to ground movement arising from different stages of temporary and permanent works and associated construction activities. | |
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| | <p>e) No support to be taken from LU's land or structures.</p> <p>Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012</p> <p><i>This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.</i></p> | |
| <p>Metropolitan Police - Designing Out Crime Officer (DOCO)</p> | <p><u>Section 1 - Introduction:</u></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the design team to discuss Crime Prevention and Secured by Design pre-application stage and discussed our concerns around the design and layout of the development. Further discussions are required.</p> | <p>Condition and informative recommended.</p> |

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

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

Whilst in principle we have no objections to the site, 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.

There has been no consultation with our department or subsequent mention of how the development intends to prevent crime when complete. There is no mention of crime prevention or Secured by Design in the Design and Access Statement referencing design out crime.

The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.

Section 2 - Secured by Design Conditions and Informative:

Should planning consent be granted for this application, we would request the following conditions and informative:

Conditions:

A. Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use and thereafter all features are to be permanently retained. Accreditation must be

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| | <p>achieved according to current and relevant Secured by Design guidelines at the time of above grade works of each building or phase of said development. Confirmation of the certification shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>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>C. The commercial aspects of the development must achieve the relevant 'Secured by Design' certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.</p> <p>Reason: In the interest of creating safer, sustainable communities. Informative: In aiming to satisfy the condition the applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk.</p> <p>Section 3 - Conclusion: We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p> | |
| Natural England | SUMMARY OF NATURAL ENGLAND'S ADVICE | Noted. |

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| | <p>NO OBJECTION</p> <p>Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.</p> <p>European sites – Epping Forest Special Area of Conservation</p> <p>Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on Epping Forest Special Area of Conservation and has no objection to the proposed development.</p> <p>To meet the requirements of the Habitats Regulations, we advise you to record your decision that a likely significant effect can be ruled out. The following may provide a suitable justification for that decision:</p> <ul style="list-style-type: none"> • The proposed site is outside of the 6.2km Zone of Influence (ZoI) for Epping Forest SAC, meaning that the proposal is unlikely to result in a significant increase in visitors/recreational disturbance risks. | |
| <p>NHS London Healthy Urban Development Unit</p> | <p>Haringey GPs are under substantial pressure with limited space and recruiting additional clinicians, e.g., pharmacists and physiotherapists, to provide enhanced services to local people. To meet the health needs of the new residents of the proposed schemes, and to limit adverse impacts on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the locality.</p> <p>The NHS Long Term Plan (2019) and the Fuller Stocktake Report (2022) re-emphasise the importance of providing care close to the community and to provide services on a neighbourhood basis where possible. This means in addition to increasing and</p> | <p>The viability position means there is no surplus to support a contribution to the NHS.</p> |

improving primary capacity NHS Trusts are seeking to provide increased facilities and services locally where appropriate.

The HUDU Planning Contributions Model, as set out in the 2021 London Plan, has been used to calculate the cost of mitigation for health. Please note that the HUDU Model does not currently incorporate the impact on Accident and Emergency and outpatient infrastructure nor the impact on the London Ambulance Service and therefore underestimates the cost of mitigation to the NHS.

341A Seven Sisters Road, Tottenham, London, N15 6RD HGY/2023/0728

This scheme comprises 101 bedspaces across two blocks.

We have run the HUDU Model for this scheme based on 69 additional residents which assumes that a proportion of the people will move locally. The final summary information from the HUDU Model is set out below. This shows an overall capital cost of £117,919 with a further revenue cost of £101,171. Discussions with the NHS Trusts and the ICB indicate that expansion of existing sites should be possible and therefore we have reduced the capital cost of mitigation to £65,761. At this stage we are not asking developers to cover the additional revenue costs, however, they should be made aware that there are significant pressures and costs on the NHS of development.

The request is the Council to secure **£65,761** within the S106 agreement to be paid on commencement and indexed linked to building costs.

| Final Summary | |
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| Total Capital Cost | £117,919 |
| Total Revenue Cost | £101,171 |
| Combined Cost | £219,090 |

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| | <table border="1"> <tr> <td data-bbox="510 199 913 272">Total Number of Housing Units</td> <td data-bbox="981 199 1160 272">101</td> </tr> <tr> <td data-bbox="510 279 913 346">Capital Cost Requirement Per Unit</td> <td data-bbox="981 279 1160 346">£1,168</td> </tr> </table> | Total Number of Housing Units | 101 | Capital Cost Requirement Per Unit | £1,168 | <p>The additional population figures used reflect the different types of accommodation being provided within the schemes and the aim of the Council to meet existing housing need within the borough. The latter assumes that there will a net lower additional population than for many other schemes.</p> | |
| Total Number of Housing Units | 101 | | | | | | |
| Capital Cost Requirement Per Unit | £1,168 | | | | | | |
| Thames Water | <p>Waste Comments We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should</p> | Noted, conditions and informatives included. | | | | | |

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>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Thames Water would advise that with regard to 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.

Water Comments

The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need

to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](https://www.thameswater.co.uk/buildingwater).

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your

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| | <p>workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.</p> | |
| <p>Transport for London</p> | <p>Thank you for consulting TfL with regards to this referable planning application. It is understood that the proposal comprises the construction of two new buildings to provide warehouse living units with additional workspace/ artist studios with associated public realm improvements.</p> <p>I write to provide detailed strategic transport comments on this application reference HGY/2023/0728. These reflect the matters raised in the GLA Stage 1 planning report GLA/2023/0294/S1/01 dated 19 June 2023. Please note that these comments are additional to any response that you may have received from colleagues within different parts of Transport for London (TfL).</p> <p>Site location and context The development is bound by the A503 Seven Sisters Road to the east, which forms part of the Transport for London Road Network (TLRN), Eade Road to the south and Tewkesbury Road to the north; all of which form part of the borough network. The closest section of the Strategic Road Network (SRN) is the A107 Amhurst Park which is approximately 50m to the south of the site.</p> <p>The nearest station is Stamford Hill (London Overground) Station, which is approximately 730m to the east of the site and offers services between Liverpool Street and Enfield Town. Whilst Manor House (London Underground) Station is approximately 850m to the southwest of the site and provides services south to central London and north towards Cockfosters.</p> | <p>No objection subject to recommended conditions and s106/s278 obligations.</p> <p>A contribution cannot be sought due to there being no surplus due to the viability position.</p> |

Asset protection is required for the Victoria Line LU line which runs adjacent to the site, beneath Seven Sisters Road. However, there is no Victoria Line station within reasonable walking distance (960m)

There are 4 bus stops within PTAL walking distance of the site (640m), servicing the 253,254,259 and 279 services. The site therefore has a Public Transport Accessibility (PTAL) of 5 on a scale of 0-6b, where 6b is the highest.

Cycleway 1 (C1) is approximately 700m to the east of the site, is the nearest part of the current strategic cycle network. It runs between the City to Enfield.

Trip generation

TfL consider the proposed trip generation and mode share is acceptable in strategic transport terms, subject to addressing the matters outlined below.

Public realm improvements and Healthy Streets works

TfL welcomes the proposed public realm improvements surrounding the site. Currently, the public realm adjacent to the site between Seven Sisters Road and Tewksbury Road is a narrow, poorly lit alleyway. This feels unpleasant for users who also perceive personal safety risks. It is welcomed that the applicant is working with the LB of Haringey to improve the route which acts as a gateway to the wider Warehouse District. The ultimately agreed improvements should be secured in a s106 agreement and/or s278.

Improvements include widening the alleyway, providing improved lighting and cyclist facilities along the alleyway. However, the applicant and the Council should engage with TfL LU Infrastructure Protection to ensure that any changes to the alleyway and in particular its gradient do not impact upon the below ground Victoria Line.

In addition to this, the applicant is proposing healthy streets works including a type of pocket park to the end of Tewkesbury Road nearest their site which are welcomed. In order to support the delivery of this, it is requested that the LB of Haringey revise the

on-street parking and loading controls. The improvements to this road should be secured in the s106 to be delivered via a s278 agreement. The Council should also secure funding to cover the costs of reviewing and implementing changes to the parking and loading controls.

The applicant also appears to be proposing works to Seven Sisters Road which form part of the TLRN but limited detail is provided, more information is required ahead of determination of this application although full details can be worked up and agreed with TfL subsequently. Again, the improvements to Seven Sisters Road should be secured in the s106 agreement to be delivered via a s278 agreement with TfL.

The applicant should refer to TfL Streetscape Guidance when proposing works on TfL highway and TfL wider Streets Toolkit.

TfL also note that the site is approximately 700m to the west of Cycleway 1. TfL request that the applicant should work with TfL and LB of Haringey to improve links between the site and this Cycleway. And likewise the route to Stamford Hill for pedestrians. This is in accordance with Policy T5 of the London Plan.

It is also requested that the applicant should explore improvements to the crossing of Eade Road at its junction with Seven Sisters Road and onward links to Manor House. TfL also consider that there is scope for an improved pedestrian and cyclist crossing of Seven Sisters Road in this location, this would further improve pedestrian and cyclist desire lines.

These improvements would all help mitigate the impact of the development and promote sustainable and active travel, in line with London Plan Policy. They should be secured by s278 agreement with the appropriate authority and/or in the s106.

The applicant has provided an ATZ assessment as part of the submission. TfL welcomes the provision of the assessment however the application should also include a night-time ATZ assessment as part of the submission in order to identify walking and

cycling improvements which may be applicable after dark, particularly relevant given the proposed development and its location.

There is also scope for improvement of the daytime ATZ and the applicant should work with the relevant highway authority to deliver the identified walking and cycling improvements, in line with the Healthy Streets agenda, TfL may seek site specific mitigation for the wider network in addition to works proposed.

Pedestrian, cyclist, and vehicular access

Vehicular

Proposed vehicular access for service vehicles only would be gained via Eade Road, which forms part of the borough highway network. However, the site access point is adjacent to the TfL red route return in which TfL are the traffic authority. Access to the site would be via gates off street. It needs to be demonstrated that these arrangements would not result in queue backs onto Eade Road and Seven Sisters Road

Pedestrian and Cyclist

Pedestrian and cyclist access would be from various points including Eade Road, via gates separate to the vehicle access, the improved alleyway between Seven Sisters Road and Tewkesbury Road and from the rear on Tewkesbury Road. These should be secured by condition /s278 agreement.

Car parking

The redevelopment of the site will result in the removal of surface car parking. The proposal of no car parking is in line with London Plan Policy T6 (Car Parking) and supported by TfL It is particularly appropriate in a location such as this with a high PTAL and good potential access to the strategic cycle network and for improvements to the local links.

Two accessible parking spaces (Blue Badge) are proposed on street and the location should be clarified. All future occupants of the site would be exempt from applying for parking permits except Blue Badge holders and this should be secured via S106.

Cycle parking

It is noted that albeit there are no standards for warehouse living, the applicant considers the cycle parking requirement to be more akin student accommodation. However, TfL consider warehouse living to be most similar to residential dwellings given the greater length of occupancy and all year round living which is not usually seen with student halls and therefore the dwelling requirements are applicable.

The quantum currently being proposed is 1 long stay space per bedroom. TfL consider that in addition to this that the applicant should provide 1.5 long stay spaces for the double bedrooms. For the commercial elements the proposed long stay should be shown on plans to at least meet London Plan minimum standards and the LCDS, both as required in policy T5.

With regards to short stay cycle parking, the proposal adheres to the minimum London Plan requirements.

It is requested that the applicant should re-visit the proposed layout of the provision of long stay cycle parking, It is acknowledged that some existing residents store their cycles within their bedroom. However, TfL do not accept this as part of the provision of the London Plan quantum and this should be addressed within a new build scheme. The London Plan minimums (at least) should be provided in accordance with the London Cycle Design Standards.

Servicing

The existing building, Cara House adjacent to the site is used for warehouse living units. It does not form part of the application site but falls under the ownership of the applicant. However, it is serviced via the existing car park which does form part of the application site. The application is proposing to provide two servicing bays as part of the development to be shared between Cara House and the new building. The land on which existing car parking used by occupiers of Cara House would be incorporated in the development and the spaces would not be reprovided.

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| | <p>The applicant has provided expected delivery and servicing vehicle data which is deemed acceptable and has provided detailed swept path analysis that demonstrates vehicles can enter and egress the site in forward gear. The applicant has also provided cycle parking for the site but has failed to incorporate or highlight potential locations for cargo bike deliveries.</p> <p>Further detail should be provided on the management of the servicing bays and the route between them and the proposed gates on Eade Road.</p> <p>It is also noted that given the site constraints, larger vehicles will have to load and unload on the double yellow lines. TfL note that this area is in close proximity to the TfL red route return, where TfL is the traffic authority. The applicant should demonstrate that any large vehicles would not impact the network with swept path analysis and identify and agree a suitable loading location with the LB of Haringey. A detailed Delivery and Servicing Plan (DSP) in accordance with TfL guidance, should be secured via condition.</p> <p>Travel planning The inclusion of a Travel Plan in the submission material is welcome, though TfL would like to see ambitious targets for mode shift to walking and cycling which reflect the location of the site.</p> <p>A Full Travel Plan should be secured and monitored through the section 106 agreement, in accordance with London Plan policy T4.</p> <p>Construction The applicant has provided an Outline Construction Logistics Plan (CLP) as part of the submission document. The document outlines key fundamentals of the construction programme and methodology. Whilst noting further detail will be clarified in a detailed document, post submission, the applicant should demonstrate measures to ensure</p> | |
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there will be no impact on London Underground infrastructure. Conditions to protect rail infrastructure will be necessary and provided in more detail.

TfL is concerned that any excavation works or below ground works may impact on TfL highway and other assets. TfL Technical Approval maybe required for such works. TfL recommends that any major structural works adjacent to the TLRN are submitted to Structural Technical Approval to assess.

Additional comments received on 08 February 2024:

I think the [applicant's responses] should not necessarily focus on the peak hour argument. Given the proposed type of use residents and future visitors will coming to the site at all hours of the day, particularly as the site is car free.

With regard to cycle parking, TfL still consider that the tenure is more akin to residential rather than student accommodation and therefore the applicant should provide 1.5 space per two person room as per the screenshot below rather than 1:1. Whilst the space constraints are acknowledged, in order to comply with London Plan policy the applicant should address the shortfall. If the shortfall is unable to be addressed on site, given the type of land use, TfL could consider an offsite provision in the vicinity, secured by the LB of Haringey.

| Use Class | | Long-stay (e.g. for residents or employees) | Short-stay (e.g. for visitors or customers) |
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| C3-C4 | dwellings (all) | <ul style="list-style-type: none"> • 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings | <ul style="list-style-type: none"> • 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings |

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| | <p>Secondly, regarding the potential improvements to the junction of Eade Road and Seven Sisters Road, TfL consider that in order to be London Plan compliant the applicant needs to improve walking and cycling links to the site. The current junction outside the site is of poor quality and given the expected increase in demand as a result of this development, an improved design should be explored in the interest of pedestrian and cyclist safety. If the improved location falls within the TfL highway boundary, this could potentially be addressed under the s278 works.</p> <p>Thirdly, with regard to links to Cycleway 1, the LB of Haringey should secure improved cycle links from the site via Vartry Road. The assessment would allow cyclists who may not feel comfortable to cycle on busy road, a suitable alternative. The assessment should be carried out in accordance with the TfL Cycle Route Quality Criteria and subject to the outcome of the assessment and the improvements should be discussed further.</p> | |
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Appendix 3: Neighbour representations

| Key points | Objection (summarised) | Response |
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| Loss of openness | Loss of openness and natural greenery is detrimental to visual amenity. | The proposed architecture would be of a high quality and the scheme would improve the public realm, particularly the access down to Tewksbury Road from Seven Sisters Road. The area of hardstanding, scrub, and bleak stairwell walkway which is detrimental to visual amenity would be improved. |
| Overdevelopment | The proposed development would not replace the public amenity space lost and would exhibit symptoms of site overdevelopment. It would be domineering and overbearing in relation to Cara House and the terrace on Seven Sisters Road which has some heritage value. | The part of the site to the corner of Seven Sisters and Eade Roads is a vacant plot that is in private ownership and allocated for development. Whilst this vacant plot would be built upon the development would improve the public realm, including the walkway and the land adjacent to the site on Tewksbury Road. |
| Out of scale and character | The proposed architecture is out of scale and character with the wider Warehouse District and is not a good indicative gateway, as it resembles luxury flats rather than warehouse living. | The design of the building is supported by the QRP and the GLA. The materials have been carefully selected to reflect materials in the Warehouse District whilst being sympathetic to the immediate surroundings. |
| Unaffordable | Affordability is a key component of warehouse living and so £950 per room would be inadequate and more indicative of renting a room in a luxury flat. This price would only be for a room, not a flat, so it would be impossible for people who live in the Warehouse District to live | The rent at £950 is at the upper end of rents in the District, given the new build nature of the scheme and the need for it to be viable and still deliver the proposed public realm improvements and commercial spaces. For comparison the figure would be similar to LLR rents for intermediate |

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| | in the building and so it would be out of character with the Warehouse District. The lack of an affordable housing payment in lieu is also unacceptable and weighs heavily against in the overall planning balance. | housing in the area. The scheme cannot support a payment in lieu due to the viability position which is at zero and a late stage review will secure a contribution should these rents be exceeded. |
| Daylight/sunlight assessment errors | The daylight impact assessment uses an alternative VSC daylight target of 15% instead of 27% - this is therefore not in accordance with BRE guidance. | An alternative target value has been set at 15%. This represents a more contextually appropriate level of daylight when taking into consideration the level of development in the area and the realistic levels of daylight currently enjoyed by residents. The use of the mid-teen VSC benchmark has been held to be appropriate in denser, more built-up areas like this one. |
| Unacceptable loss of light to Cara House | Based on the daylight/sunlight results provided, the proposal would result in a disproportionately adverse daylight impact with a high proportion of major adverse VSC impacts on Cara House. Along with increased sense of enclosure, loss of outlook and overbearingness issues, there would be an unacceptable impact on the amenity of Cara House residents. | Overall, where windows do not meet the BRE target value nearly all windows retain the alternative target VSC value or are within a room that contains at least one window which does so. In a small number of cases, the window is also obstructed by the architecture of Cara House itself and, were the obstructions to daylight not present, these three windows would also likely meet the alternative target value for VSC. As such, the overall impact to this building is considered minor adverse and thus acceptable. |
| Overshadowing | The ground floor area behind Cara House including Catwalk Place acts as a mini-town square of the Warehouse District and should be tested for how it is impacted in terms of appearing to be overshadowed by the proposal. | It should be noted that light to this area is already blocked by massing from existing buildings. Given this and the distance from the site it is not considered necessary that it is assessed. In any case, it is likely this space would not be heavily |

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| | | overshadowed throughout the summer months when the space is most likely to be in use. |
| Consultation concern relating to Vivian House (VH) in Hackney | Residents of Vivian House were not consulted. | Vivian House is in Hackney. Hackney Council was notified of the application and a letter was sent to the building. Moreover, several site notices were placed around the site publicising the application and an advert was placed in the newspaper. Sufficient consultation was therefore carried out. |
| Overshadowing of VH | The building would overshadow Vivian House. | The tallest part of the proposal would be sited away from the built form of Vivian House and to the south of the site so would not overshadow it. |
| Noise and disturbance from construction/occupants | There would be noise and disturbance from construction and from future residents. | Building works would need to comply with the Borough's required timings for noisy works – i.e. Monday to Friday, 8am to 6pm and Saturday, 8am to 1pm. Any instances of statutory nuisance would be investigated and dealt with by Environment Health teams. |
| Pressure on health services | Pressure will be placed on GP services. | Whilst some residents are likely to move to the development from other local areas, there would be some additional pressure on services. The NHS has requested £65,761 to expand existing sites to mitigate this. However, the viability position would not allow for a contribution. |
| Overshadowing and loss of light to surrounding buildings | The proposal would overshadow the surrounding area and disregard the access to daylight that current residents enjoy. | The majority of windows around the site meet the target daylight and sunlight values with the proposal in place. Where this is not the case, the window in question either meets the alternative target value |

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| | | <p>which is more reflective of the context or is obstructed to daylight and sunlight by the architecture of adjoining buildings itself. As such, the daylight and sunlight impact is considered acceptable.</p> <p>In overshadowing terms, the neighbouring gardens at 347-351 Seven Sisters Road do not meet the target sunlight amenity value in March but are shown to be well sunlit in June and thus are likely to be well sunlit across the summer months when this space is most likely to be in use. This would also be the case for other open spaces further from the site.</p> |
| Lack of parking | The development lacks sufficient parking spaces for both existing and future residents. | Sufficient parking in line with planning policy has been provided. In any case, surveys carried out by the applicant identify sufficient capacity on neighbouring streets. |
| Privacy concerns | The proximity and scale of the proposed development raise significant privacy concerns. It would compromise the privacy of residents in Cara House, Cut Room, and Tewkesbury Road. The design allows for direct visibility into private spaces. | Window to window distances between Cara House and Block B would be approximately 13m. These distances would be shorter (approximately 9m at the closest point) from Block A. However, these views would be oblique given the orientation/angle of the north elevation of Block A. These distances and relationships would preserve privacy and be acceptable. |
| Security concerns | The inclusion of units designated for "creative commercial" use positioned in close proximity to residential areas poses security risks and further intrudes upon the privacy of residents. | These uses would be located within Tewksbury Yard where there is currently no activation or passive surveillance or on the busy Seven Sisters Road. They would be sited within the scheme but in |

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| | | suitable locations and/or away from the existing and proposed residential areas. |
| Restrict road access | Additionally, the proposed development would restrict road access for both Cara House and Cut Room, leading to challenges in transportation, creative endeavours, and general movement within the area. This limitation could have a negative impact on the overall liveability and functionality of the neighbourhood. | The proposal would include bays and turning space for vehicles within Cara Yard for delivery and servicing. |
| Removal of trees | The proposed development would necessitate the removal of existing trees and disrupt the wildlife habitat behind the Fish and Chip van. This loss of greenery and environmental diversity would negatively impact the visual appeal and overall character of the area. | Some trees of little amenity and biodiversity value would be removed. Landscaping would be secured by condition which would improve greening and biodiversity. |
| Disabled access | The development obstructs disabled access to Cara House by blocking the back entrance. The absence of alternative solutions, such as ramps or other accessible features, raises concerns about the elimination of disabled access entirely. | Accessibility across the area has been a key issue for the design team and as a result of the proposals access for wheelchair users will be significantly enhanced within all public realm areas. With the specific issue in relation to rear access to Cara House there is no intention to change the access arrangement. |
| Loss of car parking | With the car park of my home being the site of the build, this will force people who use and need their vehicles to park on the road and not have direct access to the house for transferring equipment and will push these vehicles to park on the road and, making the area busier and force locals to move further out in to other areas | There is no formal parking in this area. However, the applicant recognises the needs of certain residents to load and unload equipment etc which would still be possible through use of the delivery bays. Parking is possible on Eade Road and if this is not possible then the applicant has committed to |

| | | |
|--------------------------------|--|---|
| | to park. The proposed development will also bring with it more vehicle owners which will contribute to the overpopulation of the area and further lack of parking available. | looking to accommodate any essential parking needs within the existing Estate. The development would be car free with sufficient cycle parking in an area of high public transport accessibility. |
| Cotton Mill Yard | Concerned about the proposed development in general, but especially the development in the private Cutting Room Yard (Miss-labelled as Cotton Mill Yard on proposed plans). | As part of the site wide strategy (Masterplan Framework), it is envisaged that this space will be remodelled in consultation with residents. Key works would include implementation of wider SUDS strategy, provision of replacement and new cycle spaces and new refuse storage, lighting and seating and ecological enhancements. Given the need to work with residents on the design of this space the final design and delivery of this space would be controlled via a condition attached to any future planning permission. |
| No CEMP | This application does not include a Construction and Environmental Management Plan (CEMP). | A condition would be attached to any planning permission requiring submission of a CEMP. |
| Ownership of yard space | Cutting Room Yard labelled as Cotton Mill Yard on the plans is a private amenity space. | The applicant has confirmed that the open space in this area does not belong to any particular building or group. Informal arrangements and use has developed over time. The applicant has committed to consulting with residents on its detailed design which would be secured by condition. |

Appendix 4: Plans and images of the proposed scheme

View looking north on Seven Sisters Road



View looking south on Seven Sisters Road

Visualisations

02. Seven Sisters Road - South



View looking along Eade Road

Visualisations

03. View from Eade Road



View from the junction of Seven Sisters Road an Eade Road

Visualisations
04. Seven Sisters Road



Entrance to Cara Yard

Visualisations
05. Gateway to Cara Yard



View at the top of the footpath on Seven Sister Road leading to Tewkesbury Road

Visualisations
06. Top of Stair



View from Tewkesbury Road



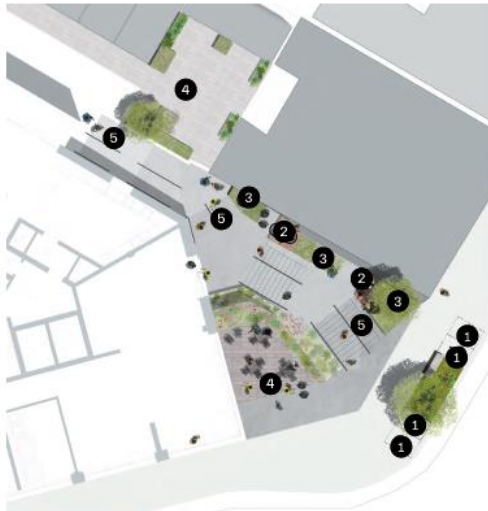
View of Tewkesbury Yard- looking towards



Landscaping plan



Landscaping for public footpath



1. Sheffield Stands
2. Seating steps
3. Planting
4. Commercial Terrace
5. 1m stair with pull ramp

Indicative plan of public stair by Campbell Cadey



Indicative section through public stair by Campbell Cadey

Visualisations within the shared living space

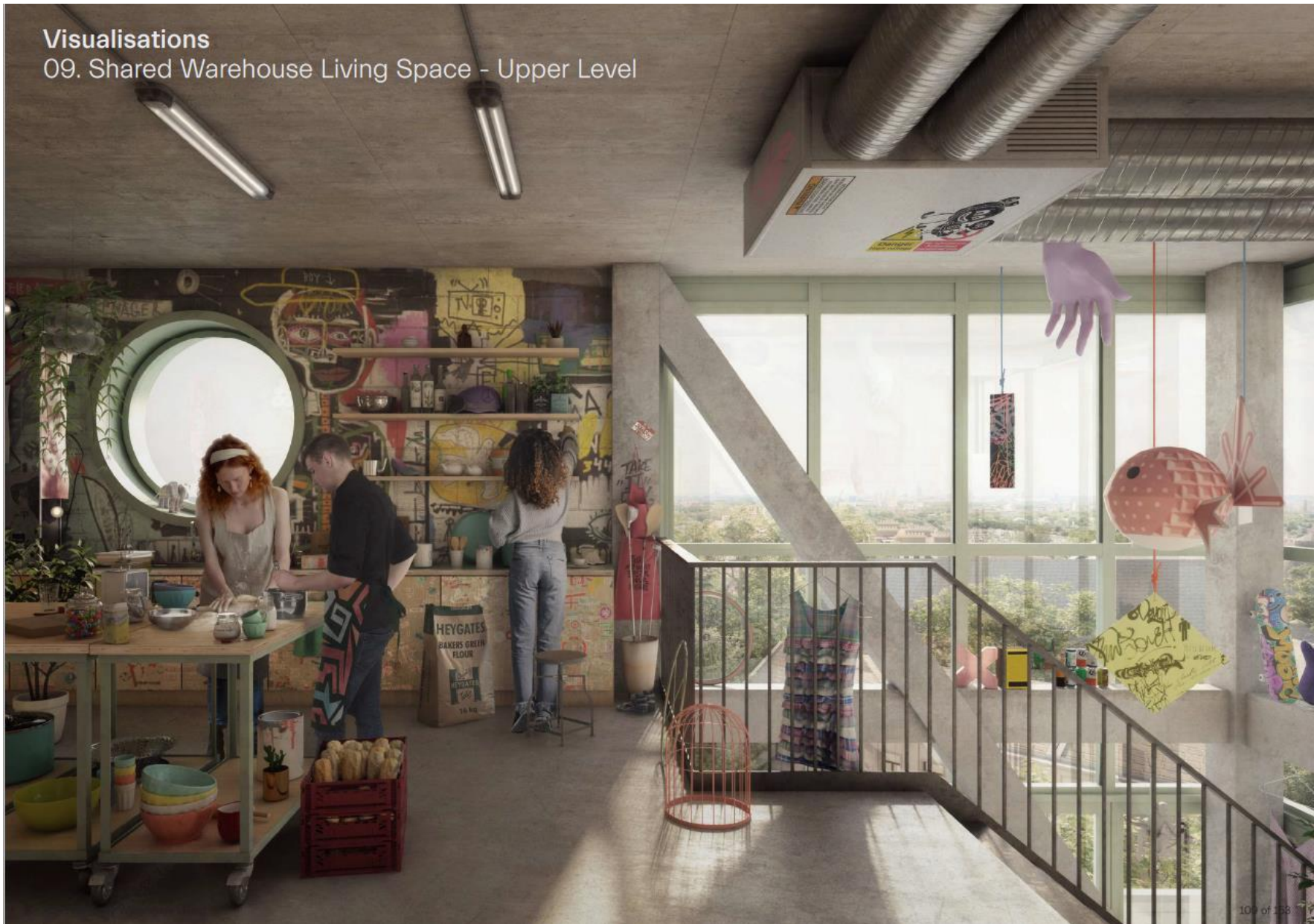
Visualisations

10. Shared Warehouse Living Space - Lower Level



Visualisations

09. Shared Warehouse Living Space - Upper Level



Typical floor plan

08. Floor Layouts

Typical Floor Plan

- 1. Single Bedroom
- 2. Double Bedroom
- 3. Accessible Bedroom
- 4. Living room
- 5. Living room/ Kitchen
- 6. Kitchen
- 7. WC
- 8. Accessible Bathroom
- 9. Bathroom
- 10. Lift Lobby
- 11. Lobby
- 12. Stair Core
- 13. Terrace
- 14. Bridge
- 15. External Escape Stair



Lower level layouts

08. Floor Layouts

Ground Floor Plan

Eade Road Level

- ▶ Entrance
- ▶ Commercial Entrances
- 1. Single Bedroom
- 2. Double Bedroom
- 3. Living room/ Kitchen
- 4. Bathroom
- 5. Lift Lobby
- 6. Stair Core
- 7. Reception
- 8. Fire Fighting Corridor
- 9. Refuse Store
- 10. Post Room
- 11. Bike Store
- 12. External Escape Stair
- 13. Commercial unit
- 14. Switch Room
- 15. Commercial Refuse

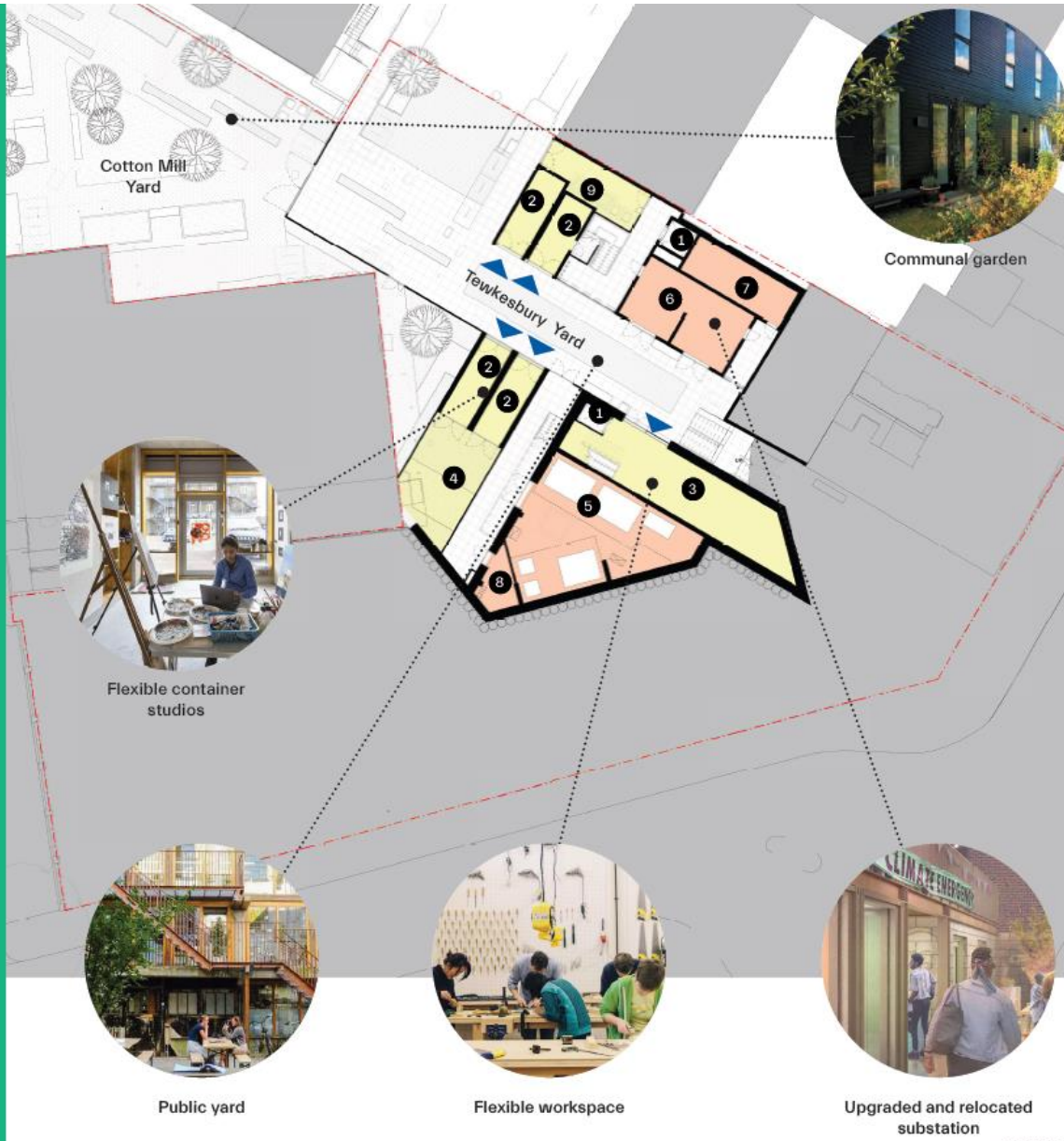


08. Floor Layouts

Under-croft Levels

Tewkesbury Road Level

- ▶ Entrance
- ▶ Commercial Entrances
- 1. Lift
- 2. Containers
- 3. Workshop unit
- 4. Makers Yard
- 5. Plant
- 6. Sub-station
- 7. Switch Room
- 8. Life Safety Room
- 9. Commercial Refuse



08. Floor Layouts

Under-croft Levels

Tewkesbury Mezzanine Level

- ▶ Entrance
- ▶ Commercial Entrances
- 1. Lift
- 2. Containers
- 3. Commercial unit
- 4. Workshop unit
- 5. Plant
- 6. Switch Room
- 7. Toilets



Creative Workspaces



Upgraded and relocated substation

Appendix 5: Plan numbers

| NUMBER | TITLE | REVISION |
|---------------------------|--|----------|
| A343-MCO-XX-B1-DR-A-06109 | Proposed Tewkesbury Mezzanine Floor Plan | P03 |
| A343-MCO-XX-B2-DR-A-06108 | Proposed Tewkesbury level Floor Plan | P03 |
| A343-MCO-XX-L0-DR-A-06110 | Proposed Ground Floor | P03 |
| A343-MCO-XX-L1-DR-A-06111 | Proposed L1 Floor Plan | P03 |
| A343-MCO-XX-L2-DR-A-06112 | Proposed L2 Floor Plan | P03 |
| A343-MCO-XX-L3-DR-A-06113 | Proposed L3 Floor Plan | P03 |
| A343-MCO-XX-L4-DR-A-06114 | Proposed L4 Floor Plan | P03 |
| A343-MCO-XX-L5-DR-A-06115 | Proposed L5 Floor Plan | P03 |
| A343-MCO-XX-L6-DR-A-06116 | Proposed L6 Floor Plan | P03 |
| A343-MCO-XX-L7-DR-A-06117 | Proposed L7 Floor Plan | P03 |
| A343-MCO-XX-R1-DR-A-06118 | Proposed R1 Floor Plan | P03 |
| A343-MCO-XX-XX-DR-A-06201 | Proposed South Elevation | P02 |
| A343-MCO-XX-XX-DR-A-06202 | Proposed East-A Elevation | P02 |
| A343-MCO-XX-XX-DR-A-06203 | Proposed East-B Elevation | P02 |
| A343-MCO-XX-XX-DR-A-06204 | Proposed North-A Elevation | P02 |
| A343-MCO-XX-XX-DR-A-06205 | Proposed North-B Elevation | P02 |
| A343-MCO-XX-XX-DR-A-06206 | Proposed West Elevation | P02 |
| A343-MCO-XX-XX-DR-A-06301 | Proposed Short Section | P03 |
| A343-MCO-XX-XX-DR-A-06302 | Proposed Long Section | P03 |

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Appendix 6: Pre-Application Briefing to the Planning Sub Committee on 05 December 2022

The Committee considered the pre-application briefing for the construction of two linked buildings - one of 10 storeys on land adjacent to 341 Seven Sisters Rd and one of 4 storeys to the front of Cara House (Eade Road) both containing ground floor café / workspace uses and Warehouse Living accommodation with associated waste storage and cycle parking; and ten stacked shipping containers to a height of 2 storeys containing workspace / artist uses to the rear of 341 & 343 Seven Sisters Rd with associated toilet facilities, waste storage and cycle parking.

The proposals include landscaping works including the widening and remodelling of the public footpath alongside 341 Seven Sisters Rd and works to Tewksbury Road. And the creation of rain gardens, greening, seating, signage, and artworks and other associated infrastructure works, including the removal of an existing, and the construction of a new, substation.

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

- In relation to the local employment offer, some members enquired whether there would be any priority for local residents and business. The applicant team stated that the scheme would aim to attract people to the area and from the area. It was noted that there was a lot of diversity in the area, including international students and residents, and the applicant team was open to discussion targeted assistance if there was a particular definition or group in mind.
- In response to queries about the levels of air quality and noise, the applicant team noted that they had undertaken air quality and noise assessments which had found the scheme to be compliant. It was stated that the proposals had been designed around Passivhaus energy efficiency principles and would include mechanical ventilation; there would also be an option for residents to open windows but this would not be essential. It was added that the scheme would also provide a buffer for Cara House which did not have the same level of double glazing or ventilation.

- Members enquired about waste removal and the applicant team noted that the commercial units at ground floor level would have their own bin stores which would be subject to a trade waste contract. In relation to household waste, it was acknowledged that this had been an issue in the area and so improved waste removal had been designed into the proposals.
- In response to a question about cycling improvements, the applicant team acknowledged that some residents required vehicles for work and travel but they stated that they did not wish to provide car parks in the area. They added that they would be happy to contribute to cycling infrastructure.
- Regarding affordability, it was commented that the accommodation was not classified as affordable housing but would be affordable and accessible for young people and would include generous workspaces. The applicant team noted that many warehouse buildings had different landlords which led to varied conditions and investment levels. In this scheme, it was aimed to have more central control and a regulated framework to deal with issues such as fire safety and environmental health standards.
- It was confirmed that the proposal was classified as a tall building.
- Some members noted the difficulties of recreating a warehouse building but queried the design of the proposal. It was stated that the Brutalist design of the side aspect of the building was considered to be excessive and it was suggested that a more artistic design would be welcomed.
- In relation to a query about room sizes, the applicant team stated that the rooms were larger than the London Plan standards for Houses in Multiple Occupation (HMOs) and that there were large, communal spaces which were a key feature of warehouse living.
- Some members noted the issues raised by the Quality Review Panel (QRP) and felt that the design was not considered to be acceptable given the location and prominence of the site.
- In response to a question about the ability to maintain the artistic nature of warehouse living, the applicant team explained that they were incorporating positive elements from other buildings but that there was always a mixture of people who lived in the accommodation.

The Chair thanked the applicant team for attending.

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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Haringey Warehouse District

Tuesday 3 May 2023
Via Microsoft Teams

Panel

Peter Studdert (chair)
Joanna Sutherland

Attendees

| | |
|-------------------|----------------------------|
| Philip Elliott | London Borough of Haringey |
| Suzanne Kimman | London Borough of Haringey |
| Rob Krzyszowski | London Borough of Haringey |
| Robbie McNaugher | London Borough of Haringey |
| John McRory | London Borough of Haringey |
| Richard Truscott | London Borough of Haringey |
| Tom Bolton | Frame Projects |
| Hanako Littlewood | Frame Projects |

Confidentiality

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

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1. Project name and site address

Gateway to the Haringey Warehouse District, 341A Seven Sisters Road,
London N15 6RD

2. Presenting team

| | |
|-------------------|-----------|
| Chris Horn | Provewell |
| Kehinde Pereira | Morris+Co |
| David Storrington | Morris+Co |

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is located on the junction of Seven Sisters Road and Eade Road, at the southeast corner of the Haringey Warehouse District, and forms an important gateway to the district. The site includes a small parcel of neighbouring land, consisting of an end of terrace property fronting Seven Sisters Road and a former garage, fronting Tewkesbury Road. This is separated from the rest of the site by a steep, narrow alleyway with a flight of steps.

The Warehouse District contains a collection of industrial buildings of varying age, size and quality. Over the last 10-15 years, many of these have been gradually occupied by a form of communal living and working, which has become known as 'warehouse living'. Provewell, the largest landowner within the district, propose an incremental approach to developing the area, aiming to retain the warehouse living community and allow the renewal of existing buildings alongside new infill development. This scheme proposes new build with commercial at ground floor and basement levels, and a contemporary interpretation of warehouse living above. This is accommodated in an eight-storey building (plus basements levels) and a four-storey building, with larger than usual floor-to-ceiling heights. Provewell has been working on a framework for the wider site, alongside their site-by-site discussions.

Planning officers asked for the panel's feedback on the amendments made since the last review, and in particular the sustainability of the scheme including measures to avoid overheating.



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5. Quality Review Panel's views

Summary

The panel strongly supports the scheme, which is characterised by imaginative design work and an intellectually rigorous approach. While the new warehouse living concept proposed carries risks, the panel considers it could also prove an important model for providing affordable space in future developments. The panel is now reassured that the majority of the materials proposed will be durable and sustainable, but asks for information on how cementitious board surfaces will weather. However, corrugated metal doors to the rubbish and cycle stores must also be robust and resistant to damage. The panel identifies some areas of detail that require some further attention. These include potentially extending the banding between floors onto the south-east elevation, which would create greater coherence in views of the building from the north. Reassurance is also needed that the double-height, glazed, south-east corner of the building will not lead to overheating. The quality of the public realm has also progressed well. The panel encourages maximisation of planting across the development, and potentially beyond the site on nearby land owned by the applicant. A green buffer should be considered for Cara Yard, the roof of the area separating Cara and Tewkesbury Yards could be greened to ensure it provides a pleasant view for residents, and walls should be covered with climbing plants.

These comments are expanded below.

Architecture

- The panel commends the proposals, which it considers have been developed with passion and imagination. It thinks that the proposed approach, and the materials chosen, can result in a very high quality building.
- The removal of ground floor columns decorated with graffiti level since the previous review are an improvement. The building now appears better connected to the ground, and the ground floor is more integrated with the overall design.
- The panel notes the need for careful detailing of the junction between northern and eastern elevations, where curved surfaces meet at an unusual angle.
- The panel also suggests bands between floors could be extended onto the south-east façade between the circular windows. They would help to knit this façade together more effectively in views from the north along Seven Sisters Road.
- The panel suggests that the blank wall facing onto Eade Road would benefit from artwork, for example a mural, to soften its impact. Options should be considered to make this elevation a brighter presence.
- If the scheme is referred to the Greater London Authority, the panel emphasises the importance of demonstrating the quality of the design



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development process, including showing design iterations. It is available to support this process if required.

Materials

- The panel supports the choice of materials for the building, but asks that large-scale mock-ups are provided to show how detailing will prevent water damage to cementitious board surfaces. It also asks for information on how cementitious board weathers over time.
- The green corrugated metal doors to rubbish and cycle stores are a prominent part of the building's ground floor frontage. It is therefore important that the materials used are robust and can resist the cumulative damage that is likely to result from their use.

Solar gain

- The panel asks for further reassurance that further shading will not be needed to prevent excessive solar gain. It appreciates that testing has been carried out, but emphasises the importance of ensuring the double height south-east corner windows will not cause rooms to overheat, even with blinds installed.

Landscaping and public realm

- The panel considers that the quality of public realm design has improved significantly since the previous review, with important benefits in terms of both public safety and attractiveness.
- Options for adding greening to the site are limited, but the panel encourages the applicant to maximise all opportunities, potentially on Provewell's wider local land holding as well as on site.
- In particular, the panel asks that walls are greened wherever possible, using climbing plants such as ivy or vines to maximise the amount of planting on the site.
- The panel suggests that the area of Grasscrete in Cara Yard could be reduced to create a more defined vehicle route. This would leave space for a wider buffer between the yard and the buildings which could be filled with planting. The yard should be considered as a landscaped space that people can enjoy spending time in.
- The panel asks that views are produced to show how the triangular area of land between Cara Yard and Tewkesbury Yard will be experienced. It is an important space because it is overlooked from two sides of the building. While it is not a space that people will move through, it needs care and attention to ensure it provides the most positive possible visual amenity, avoiding views of plant access, roofs and the escape route as far as possible. This could include cover the plant access to provide a green roof.



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- The success of the Tewkesbury Yard route is dependent on the proposed shipping containers. These should therefore be included in the planning application for the Gateway building, and delivered as part of the development.

Next steps

The panel does not need to review the scheme again, assuming no further major changes are made to the design. It is happy for the remaining issues it has highlighted to be resolved in discussion with Haringey officers.



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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

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

Design Standards

Character of development

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



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FRAME PROJECTS

London Borough of Haringey Quality Review Panel**Report of Formal Review Meeting: Haringey Warehouse District**

Wednesday 14 December 2022

Via Microsoft Teams

Panel

Peter Studdert (chair)

Louise Goodison

Alan Shingler

Joanna Sutherland

Lindsey Whitelaw

Attendees

| | |
|------------------|----------------------------|
| Philip Elliott | London Borough of Haringey |
| Suzanne Kimman | London Borough of Haringey |
| Robbie McNaugher | London Borough of Haringey |
| John McRory | London Borough of Haringey |
| Biplav Pageni | London Borough of Haringey |
| Richard Truscott | London Borough of Haringey |
| Joe Brennan | Frame Projects |
| Deborah Denner | Frame Projects |
| Abigail Joseph | Frame Projects |
| Kirsty McMullan | Frame Projects |

Apologies / report copied to

| | |
|------------------------|----------------------------|
| Aikaterini Koukouthaki | London Borough of Haringey |
| Rob Krzyszowski | London Borough of Haringey |
| Elisabetta Tonazzi | London Borough of Haringey |

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

Gateway to the Haringey Warehouse District, 341A Seven Sisters Road,
London N15 6RD

2. Presenting team

| | |
|-----------------|---------------------------|
| Chris Horn | Provewell |
| Funmbi Adeagbo | Morris+Co |
| Kehinde Pereira | Morris+Co |
| David Storing | Morris+Co |
| Ben Taylor | Morris+Co |
| Ruth Campbell | Campbell Cadey Architects |
| Jennifer Ross | Tibbalds |
| Telma Sugimoto | Expedition |

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is located on the junction of Seven Sisters Road and Eade Road, at the southeast corner of the Haringey Warehouse District, and forms an important gateway to the district. The site includes a small parcel of neighbouring land, consisting of an end of terrace property fronting Seven Sisters Road and a former garage, fronting Tewkesbury Road. This is separated from the rest of the site by a steep, narrow alleyway with a flight of steps.

The Warehouse District contains a collection of industrial buildings of varying age, size and quality. Over the last 10-15 years, many of these have been gradually occupied by a form of communal living and working, which has become known as 'warehouse living'. Provewell, the largest landowner within the district, propose an incremental approach to developing the area, aiming to retain the warehouse living community and allow the renewal of existing buildings alongside new infill development. This scheme proposes new build with commercial at ground floor and basement levels, and a contemporary interpretation of warehouse living above. This is accommodated in an eight-storey building (plus basements levels) and a four-storey building, with larger than usual floor-to-ceiling heights. Provewell has been working on a framework for the wider site, alongside their site-by-site discussions.

Planning officers are comfortable with the public realm proposals but would welcome the panel's feedback on the industrial appearance of the scheme, as well as the environmental aspects of the design.



CONFIDENTIAL**5. Quality Review Panel's views***Summary*

The panel supports the project, which offers an exciting opportunity to reinterpret warehouse living to contemporary standards, while retaining the existing community. The panel commends the project team for its clear responses to the comments raised at the previous review meeting (17 August 2022), and the amount of work completed to meet this challenging brief. It encourages the team to continue its ambitious design approach and to refine the design without losing the industrial feel. However, it suggests that the non-industrial character of the wider neighbourhood should be reflected more in the design, to help make the proposals more palatable to a wider audience and to help it sit more comfortably in its context. The scheme could also do more to celebrate the site's dramatic topography.

The panel considers that the scale of the development is justified by its prominent location. The generous internal floor heights are a positive feature, allowing mezzanine adaptations. The façade treatment is well articulated but would benefit from further examination of all elevations, strengthening of the ground floor to read as the base, and refinement to ensure details will look elegant and can be delivered. The choice of industrial materials is appropriate, but the panel suggests further work to strengthen these design choices, including testing alternative materials and colours to help ensure longevity. The panel also suggests that entrances to the buildings should be more celebratory. Connectivity would be improved if the upper-level bridges could be used on a daily basis. The fire strategy, particularly core access, should be revisited. Natural light levels should be tested throughout. The space between Tewkesbury Road and Cara House requires definition. A landscape strategy is needed to show how residents can take ownership within a structured framework, and more mature trees should also be included. The graffiti management approach should engage the existing community while also helping the building to age well.

These comments are expanded further below.

Brief and design approach

- Warehouse living plays an important role in providing affordable live/work accommodation, supporting the growth of creative industries and small businesses in the borough. This scheme sets a challenging brief to reinvent warehouse living, bringing it up to today's standards in terms of sustainability, fire safety and quality of living space. It must do so without losing the community that has built up here incrementally.
- The panel supports the brief's ambition, and the boldness of the design approach thus far. There are inherent risks in projects that break new ground, but the panel thinks that this location, with its established pattern of living and strong community, is the right place to test a new typology.
- However, the panel understands the hesitancy shown by groups including planning committee members and neighbours. It encourages the project team



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to consider how local stakeholders can be brought on board, helping them to understand the design moves that have been made.

- In the panel's view, the industrial aesthetic is probably the most significant factor in generating negative reactions. While the proposed aesthetic is an appropriate response to the brief, it is difficult to implement authentically for a non-industrial building. This scheme is also unapologetic in its use of industrial materials, which are not conventionally considered beautiful.
- The panel suggests that the right balance can be found by responding to the site's wider context as well as to its current warehouse state. The character of the wider place will remain once the warehouse buildings are gone, and this could help to make the proposals more palatable to a wider audience.

Response to wider context

- This site sits at an important nodal point in the urban landscape. The scheme should be acknowledged not only as the gateway to the Warehouse District, but also as the meeting point of the Seven Sisters and Amhurst Park Roads, where the London Boroughs of Haringey and Hackney meet, and where the New River pulls away from Finsbury Park.
- The panel advises the project team to carry out further analysis of nearby non-industrial buildings to identify aspects of its character that can be incorporated into the project's design. For example, the use of brick (referenced from nearby residential streets) may help to stitch the proposal back into its context without losing its industrial feel.
- This would also help to ensure that the industrial aesthetic does not overpower the surrounding buildings. The project team should aim to retain the bold approach to contemporary warehouse living, while also complementing other buildings along Seven Sisters Road.
- The site benefits from dramatic topography which is somewhat hidden from view. The panel recommends further celebration of the seven-metre landscape drop to the yard level. The new staircase successfully does this, but it could be enhanced through views celebrating the level change.
- Cara House and Vivian House are significant nearby buildings which are expected to remain in place. The project team should refine the scheme's relationship with them, exploring the views to and from these important neighbours, and showing how the scheme completes the family of buildings.

Height and massing

- The scheme is quite tall for its surroundings, but the panel is comfortable that this is justified by its prominent location as a nodal point in the streetscape, as well as the gateway to the Warehouse District.



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- While the building is much taller than a conventional residential four and eight storey building, the panel supports the generous floor-to-ceiling heights. These are essential for flexibility of the internal space usage, allowing room for sitting height mezzanines or similar adaptations that warehouse living is known for.

Façade treatment

- The panel commends the project team's work on the façade treatment which is detailed and exciting. The rhythm of the upper floors is well articulated, and the staggered windows help break up the verticality of the development in elevation.
- The corner view of the taller building works well, aided by the wraparound balcony, but it appears that the project team has focused its attention on this one view. The building's other elevations would benefit from further examination.
- The panel thinks that the architecture of the ground floor needs strengthening. The upper floors currently push down on it, creating an uncomfortable hierarchy of the top, middle and base. The ground floor should be reinforced to read as a base and to minimise a top-heavy appearance.
- The panel also considers that the wide, flat appearance of the horizontal bands that project to become balconies are overbearing. The panel suggests exploring ways in which these could elegantly taper instead. The parapet details could also be refined.
- The panel enjoys the layered nature of the façade – referencing the patina that has built up on the surfaces of the Warehouse District over the years. It encourages the project team to resolve the detailing of these shadow gaps early on to ensure that this can be delivered.
- The panel applauds the project team for considering thermal bridging issues at an early stage. The detailing for this should also continue to be developed.

Colour and materiality

- The materials chosen are appropriately industrial in nature. However, their application, while inventive, lacks the authenticity of warehouse buildings which typically express their construction honestly. For example, the staggered window pattern in elevation obscures the building's structural lines. The site analysis and design testing to justify these decisions is currently missing and would strengthen the scheme's design narrative.
- The negative reactions of some local stakeholders to the scheme's materiality could be due to the cementitious board, which is reminiscent of asbestos. The panel suggests exploring darker colours to minimise this association.



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- Alternative cladding materials should also be tested. Zinc is a sustainable material which would work (budget depending), as it ages well. Brick would also be a good option as it is widely used across the Haringey Warehouse District, unlike the current choice of blockwork.
- The panel suggests exploring whether warmer colours could be used with the cementitious board as it currently appears rather cool. While the green used for the window frames is in fashion at the moment, the panel is also concerned that it will quickly date the building. Classic colours could have more longevity.

Layout

- The panel acknowledges the improvements made to the layout since the previous review. However, it recommends that the entrances are refined to create a more celebratory arrival experience. The ground floor entrance to the smaller block feels particularly tight and understated at present.
- The panel is not yet convinced of the strategy for fire access to the cores. This requires reassessment in discussion with fire consultants.
- The panel understands that the bridges at the upper levels between the two blocks are proposed as additional fire escape routes only. If these could be used as access points on a day-to-day basis as well, it would increase the social connectivity of the scheme. The panel also questions whether more internal connectivity to Tewkesbury Road could also be included.
- If the toilet doors could face into the internal corridor (rather than opening immediately next to bedroom doors), it would reduce the potential for noise disturbance and circulation issues.
- The panel supports the use of double height windows and advises further testing to ensure that sufficient natural light reaches deep into the plans. It also suggests including the circular windows at every level of the building if this works compositionally on the elevations and to provide the right range of internal spaces (from bright to cosy).

Landscape

- Although the space between Tewkesbury Road and Cara House includes visual amenity, a garden, and some workspaces, the panel would like to see further detail on this area as it will be a key view for a considerable number of residents, particularly those living in Cara House.
- The project team should continue to develop a strategy for residents to take ownership of some of the planting, within a structured framework. This should also include provision of more mature trees than currently shown on the drawings, particularly on the street frontages.



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- The manufactured green of the façade detailing sits uncomfortably with the natural greens of the planting. The panel suggests finding a more complementary colour palette.

Graffiti

- The panel finds the project team's approach to graffiti interesting, especially the idea of allowing resident graffiti artists to contribute to the yard façade. This could help to create a sense of ownership and build a strong relationship with the existing warehouse living community. However, clarification is required to explain how this process will be managed.
- The panel recognises the challenge of legitimising graffiti, and of ensuring that the spaces still look cared for in the long term. This issue captures the challenge of the brief as a whole – how to design that which has developed organically, how to curate the ad hoc. This tension is embedded throughout the scheme and requires careful thought and collaboration with residents to find a resolution that does not feel too forced.
- The Lord Napier pub in Hackney Wick has a curated approach to graffiti which could be a helpful point of reference.

Next steps

The panel is available to review the proposals again at a Chair's Review once the project team has had the opportunity to respond to its comments.



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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

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

Design Standards

Character of development

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



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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Haringey Warehouse District

Wednesday 17 August 2022

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

Panel

Peter Studdert (chair)
Louise Goodison
Dieter Kleiner
Craig Robertson
Joanna Sutherland

Attendees

| | |
|------------------|----------------------------|
| Richard Truscott | London Borough of Haringey |
| Philip Elliott | London Borough of Haringey |
| Robbie McNaugher | London Borough of Haringey |
| John McRory | London Borough of Haringey |
| Adrian Harvey | Frame Projects |
| Joe Brennan | Frame Projects |

Apologies / report copied to

| | |
|--------------------|----------------------------|
| Rob Krzyszowski | London Borough of Haringey |
| Elisabetta Tonazzi | London Borough of Haringey |
| Deborah Denner | Frame Projects |

Confidentiality

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

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

Gateway to the Haringey Warehouse District, 341A Seven Sisters Road,
London N15 6RD

2. Presenting team

| | |
|----------------|----------------|
| Chris Horn | Provewell |
| David Storring | Morris+Co |
| Funmbi Adeagbo | Morris+Co |
| John Hodges | Dakota |
| Ruth Campbell | Campbell Cadey |
| Jennifer Ross | Tibbalds |

3. Aims of the Quality Review Panel meeting

The Quality Review Panel provides impartial and objective advice from a diverse range of experienced practitioners. This report draws together the panel's advice and is not intended to be a minute of the proceedings. It is intended that the panel's advice may assist the development management team in negotiating design improvements where appropriate and in addition may support decision-making by the Planning Committee, in order to secure the highest possible quality of development.

4. Planning authority briefing

The site is located on the junction of Seven Sisters Road and Eade Road, at the southeast corner of the Haringey Warehouse District, and forms an important gateway to the district as a whole. The site also includes a small parcel of neighbouring land, consisting of an end of terrace property fronting Seven Sisters Road and a former garage / breakers yard behind it, fronting Tewkesbury Road. This is separated from the rest of the site by a steep, narrow alleyway / flight of steps, and improvements to this will be an important part of the proposals.

The Warehouse District contains a collection of warehouse and industrial buildings of varying age, size and quality, many of which have, over the last 10-15 years, been gradually occupied by a form of communal living and working, which has become known as 'warehouse living'. Provewell, the largest landowner within the district, propose an incremental approach to developing the area, to retain the existing community and to allow the renewal of existing buildings alongside new infill development. Provewell have been working on a Framework for the wider site, alongside their site-by-site discussions.

Officers would welcome feedback on the proposed heights and massing, the architectural treatment, and whether the approach to these early proposals build constructively on earlier proposals. In addition, comments are sought on the approach to daylight/sunlight, and wider microclimate effects.



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5. Quality Review Panel's views

Summary

The panel thanks the design team for their presentation and offers its support for the approach taken within the proposals. It also welcomes the strategic overview contained within the framework for the wider Haringey Warehouse District, especially as this relates to landscape and public realm considerations. This is a challenging scheme, seeking to purposefully recreate the organic character of warehouse living that has arisen informally through the reuse of existing buildings: the proposals represent an encouraging response to this challenge. Further detail is required, however, to demonstrate that the scheme can be delivered in a way that ensures the affordability of the units to the intended residents.

The proposed scale and form are broadly appropriate, but there is scope for the buildings to make a greater contribution in townscape terms. This could be a significant gateway building and be a positive addition to Seven Sisters Road, and the panel would encourage the design team to be bold in their architectural approach, especially of the corner building. Further refinement of the internal arrangement of the units would be beneficial, to enhance the opportunities for communality and to ensure that they provide a comfortable environment for residents. In particular, thorough testing of overheating risks needs to be undertaken, with mitigation measures put in place where necessary. The panel would also like to see specific and quantifiable targets established for the scheme's environmental performance.

Strategic approach and viability

- The panel welcomes the ambition of the scheme to formalise the informality of warehouse living and feels that the proposals represent a good attempt at achieving this.
- The proposed framework is positive and will be essential to ensuring that the wider site is successful, as individual plots are brought forward.
- The panel questions the location of the residential entrances on the street, since moving through the sequence of communal spaces is fundamental to the principles underpinning the framework for the wider site. It feels that locating entrances on the yards and courts within the Warehouse District could also help to activate these spaces.
- The panel notes that there are significant challenges to the scheme's viability which need to be resolved as early as possible, to ensure that the proposals can be delivered in practice and be affordable. The panel notes in particular the intention to relocate the substation, but it also feels that discussions with the Highway Authority should be prioritised, as the proposals for Tewkesbury Road are critical to the success of the scheme and need to be delivered.



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Scale, massing and townscape

- The proposed volumes appear to be developing well, but the panel would like to see further illustrations of how the scheme sits within its context. Given the significance of the corner building, signifying the entry point to the wider site, the panel feels that there is scope for it to work harder in townscape terms.
- The panel feels that the language of a gateway is a positive metaphor but that this is not currently delivered by the scheme, with the actual gateway pushed to the side, between the two buildings, rather than being focused on the steps. The panel questions whether the access to the top of the steps could be relocated to fall between the two buildings, to form an actual gateway.

Landscape and public realm

- The needs-based analysis that underpins the landscape strategy is encouraging and this should be embedded within the framework to ensure that the aspirations for site-wide permeability and wayfinding are realised from the outset.
- The panel welcomes the ambition to widen the steps to a minimum of three metres, but it would like to see the generosity of this clearance tested. This is the key public benefit of the scheme and the panel would like reassurance that this space will be as good as it can be.
- The function of the courtyard between Cara House and the Eade Road building needs clarifying if it is to be truly valuable.
- The scope for introducing a platform lift within the gated courtyard behind the Eade Road building should be explored, to enhance the accessibility of the site. By locating it here, rather than in the public space at the top of the steps, many of the concerns about security and maintenance could be mitigated.
- The panel feels that there are some discrepancies between the visualisations and the plan, which appears to show that the key ground floor façade fronting onto the steps is blank. This would have significant implications for the animation and overlooking of this critical space, and the panel would like reassurance that this will not be the case.
- The frontage to Eade Road is currently largely inactive, dominated by bin stores and cycle parking, and this should be considered further.

Internal layout

- The panel would like to see options explored for linking the two buildings, as this could mean that one of the stair cores could be removed, creating the potential for a more generous internal layout.



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- The geometry of the corner building could be exploited to create more interesting circulation spaces than the proposed corridors to the bedrooms.
- The panel questions the rationale for arranging the entrance to units in the Eade Road building through the bedroom corridor, rather than the communal living space (as in the corner building). If it is not possible to rearrange the entrance sequence, then opportunities for fostering communality will need to be created in other ways.
- The panel questions the proximity of the bathroom doors to some bedroom doors, as this could create significant disruption to those residents. It would rather that these entrances faced out onto the corridor to create greater separation.
- The panel notes that, in the absence of a goods lift, there is unlikely to be substantial making at the upper storeys of the building, and it would like to see further thought given to the kinds of activities that might be associated with these units, with this reflected their design.

Sustainable design

- The scheme's energy strategy needs further development, with specific and quantifiable targets set for the scheme's environmental performance. It feels that these targets should go beyond a 35 per cent improvement on Part L and should instead target the LETI Guide on embodied and operational carbon.
- The panel has concerns about the potential for overheating in the residential units, particularly given the levels of noise and air pollution related to Seven Sisters Road. It would therefore like to see these issues fully and rigorously tested.
- To mitigate the risks of overheating, the south elevation of both buildings will need dynamic façades to manage solar gain.

Architecture and materials

- The panel recognises that the proposed reflective metallic façades reference the industrial, maker character of the wider site, but it would like to see options explored for a softer materiality, perhaps including planting and greening.
- The panel would like to see flexibility designed into the façades to allow for personal expression here, as well as in the internal spaces.

Next steps

- The panel would welcome the opportunity to see the scheme again for a further Formal Review.



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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
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 - g Distinctive local architectural styles, detailing and materials.



DM Forum 08th December 2022 – Seven Sisters – Eade Rd Warehouse Living Proposals

Attendees

Council

RMc – Robbie McNaugher – Head of Development Management and Planning Enforcement

PE – Philip Elliott – Principal Planning Officer

TM – Taylamay Makoon – Community Liaison Officer

Applicant team

DS – David Storrington – Morris + Co (The architects)

FA – Funmbi Adeagbo Morris + Co (The architects)

CH – Chris Horn – Representing Provewell the developer

JR - Jennifer Ross – Planning Agent

Meeting

RMc

- Intro – Explained what a DM Forum is and how it works

CH

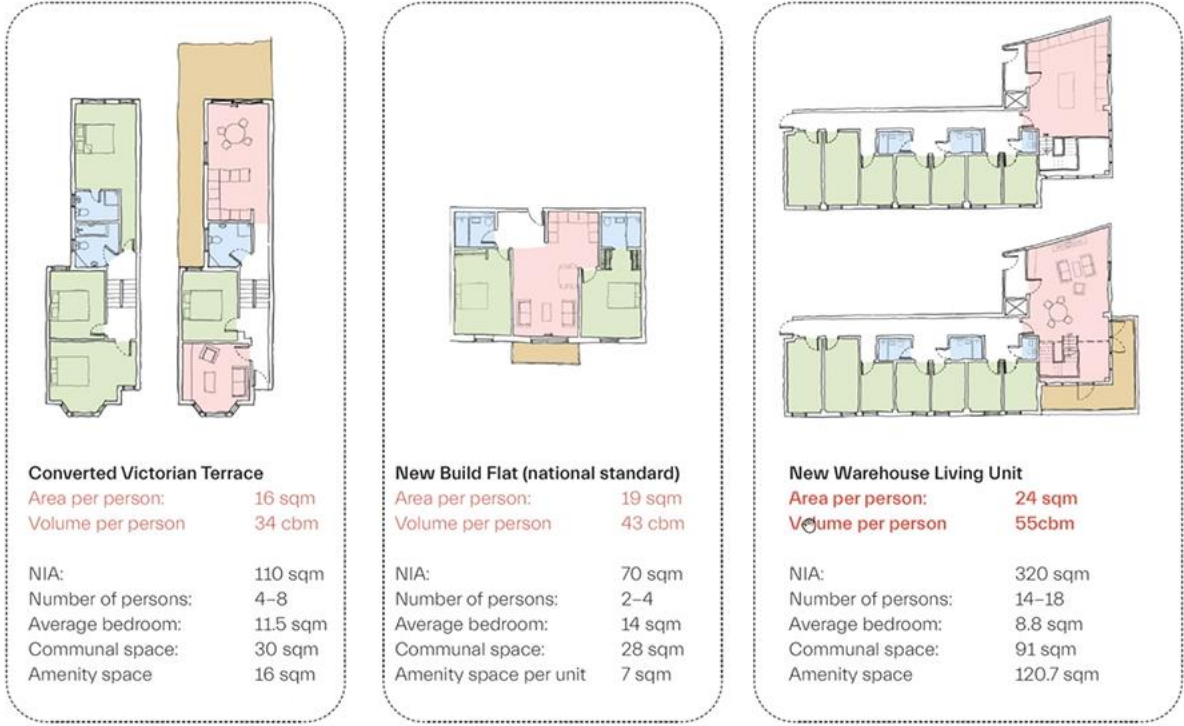
- Introduction to Provewell, Warehouse District, and Warehouse Living
 - Talked about how they are trying to bring the area into a regulatory framework
 - Talked about Provewell doing Warehouse Living for the long term
 - Acknowledged some buildings will need to be replaced as they have reached end of life
 - Explained that this site was chosen as it was vacant and would not need current residents to move out and to address a number of issues

DS

- Indicated the site and what the proposal is
- Identified what the community wanted and needed
- Talked about site context
- Talked about the ingredients, room numbers and the vision
- Showed the makeup of the rooms and amenity
- Showed new routes, accessibility, permeability
- Showed uses and 1-to-1 provision of cycle storage
- Talked about large lifts for bicycles etc.

- Talked about the materiality in the District and the proposed materials (high recycled content) and mentioned measures to reduce overheating

03. Warehouse Living Ingredients
Area Comparisons



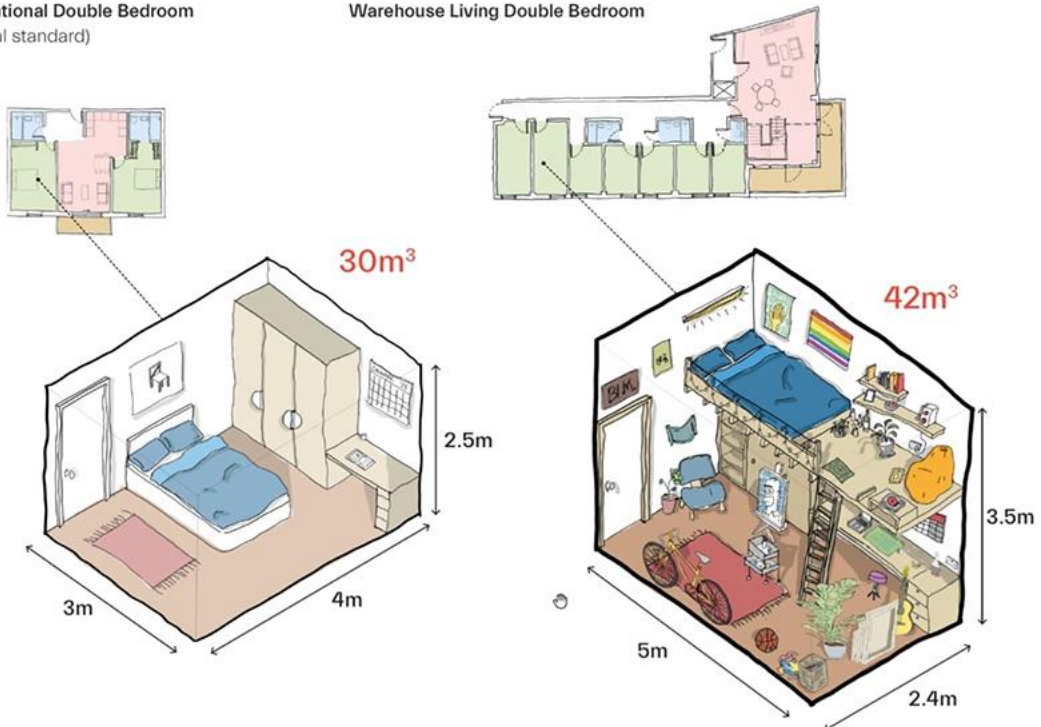
A343 Haringey Warehouse Living

13 of 39

03. Warehouse Living Ingredients
Volume Comparisons

Conventional Double Bedroom
(national standard)

Warehouse Living Double Bedroom



A343 Haringey Warehouse Living

14 of 39



RMc – Over to questions

- **A question was asked about how the units would be marketed and priced?**

CH

- Explained that ProveWell manages some directly and some indirectly through intermediate landlords who take the space, adapt and convert it, but then let it out on behalf of ProveWell
 - ProveWell now recognises that they need to adhere to fire, health and planning regulations to avoid the problems of the past.
 - Likely to charge more for a new building as it needs to secure a return but has to be within the reach of Warehouse residents and those who want to live and work there.
 - So somewhere within 20% of a London Living Rent (LLR)
 - The District generally is LLR but some spaces maybe more or less depending on amenities.
 - Aiming to keep it a living/working space for creatives.
 - Looking into how they can attract Haringey residents.
-
- **A question was asked about what was meant by a base fit out and would there be soundproofing?**

DS

- Explained that the basics of fire, acoustics need to be met so there would be a solid foundation, skin/walls, and blockwork but there will be a degree of adaptability/flexibility. But all plumbing and kitchens would all be installed due to safety.

CH

- Ability to personalise is important but basics need to be met for various regulatory reasons.
- **A question was asked about what amenity there was for residents, and would there be public events?**

DS and CH

- Explained what amenity there was available in each room, the buildings, and the surrounding areas.
- Public events would be held in 2 Overbury Car Park and more appropriate spaces
- **A question was asked about space for lots of cycles?**

DS and CH

- Explained there would be 1 to 1 and capacity for more – especially internal secure space in shared areas for residents and visitors
- Possibility of electric cargo bike schemes.
- **A question was asked about submission, programme, and construction time?**

JR

- Before Xmas and then committee some way into next year
- Build would be approx. 16 months
- On site 3rd quarter 2023 then complete end of 2024
- **Information being shared online?**
- **RMc added – would there be any further engagement**

CH

- Engagement has been run and the discussion will keep going

RMc to close – Stated that formal consultation would be carried out when an application is submitted.

Good Evening

Seven Sisters Road Warehouse District Gateway

Local Planning Authority: Haringey

Local Planning Authority reference: HGY/2023/0728

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Mixed use development comprising the construction of two new buildings over 4 and 8-storeys to provide warehouse living accommodation (Sui Generis) with cafe and employment workspace / artist studio uses, together with public realm and landscaping improvements.

The applicant

The applicant is **Prowell** and the architect is **Morris + Company**

Strategic issues summary

Land use principles: The proposed warehouse living accommodation within an identified Warehouse Living District is acceptable and accords with the Haringey Local Plan policy on warehouse living. The proposal for a high quality new build warehouse living building on vacant land within the district is therefore supported in strategic planning terms.

Internal quality: The overall quality of the proposed warehouse living accommodation is acceptable with good levels of provision of communal kitchens and living spaces linked to clusters of bedrooms on each floor and generous 3.5 metre floor to ceiling heights proposed.

Affordable housing: The application is following the Viability Tested Route. No cash in lieu payment towards off-site affordable housing is proposed, as the applicant states that this is not viable. The GLA's in-house viability team are scrutinising the applicants FVA. Early and late stage viability reviews should be secured.

Urban design and heritage: The overall layout, design, landscaping, height and massing and architectural and materials quality is supported. The scheme would not harm any designated heritage assets.

Transport: Public realm and healthy streets improvements are welcomed. However, further work is required on the active travel arrangements and facilities to ensure compliance with the London Plan. Mitigation via condition, S106 and S278 agreements will be revised and revisions to the scheme will be necessary in relation to cycle parking provision.

Climate change and environment: The energy, urban greening and drainage strategy is supported, subject to key details being secured.

Recommendation

That Haringey Council be advised that the application does not yet fully comply with the London Plan for the reasons set out in paragraph 94. However, possible remedies set out in this report could address these deficiencies.

Context

1. On 28 April 2023 the Mayor of London received documents from Haringey Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.
2. The application is referable under the following Category/categories of the Schedule to the Order 2008:
 - *Category 1C: "Development which comprises or includes the erection of a building of...more than 30 metres high and is outside the City of London."*
3. Once Haringey Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or, allow the Council to determine it itself.
4. The Mayor of London's statement on this case will be made available on the GLA's public register: <https://planning.london.gov.uk/pr/s/>

Site description

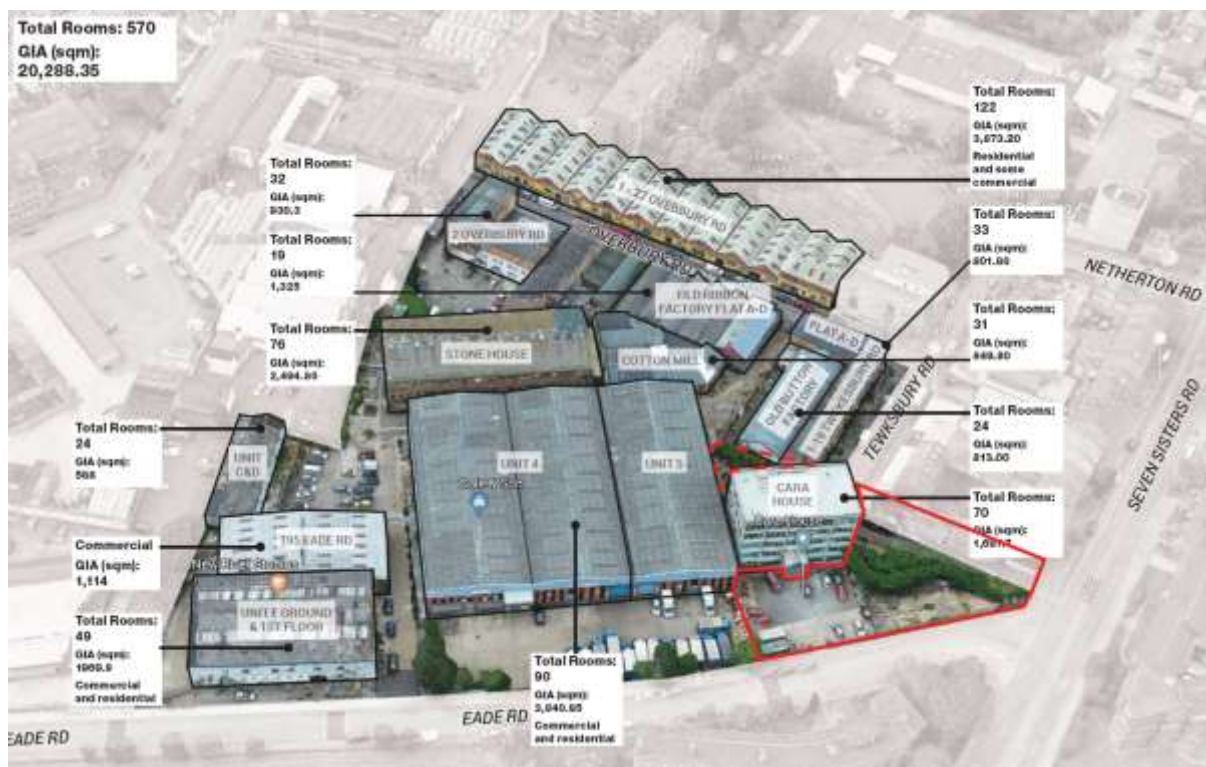
5. The site is 0.23 hectares in size and is located on the corner of Seven Sisters Road and Eade Road. Currently, the site comprises vacant steeply sloping land on the corner of Eade Road and Seven Sisters Road as well as areas of hard-standing to the front and rear of Cara House. Also included within the site boundary is the basement of 341-343 Seven Sisters Road which is accessed to the rear on Tewkesbury Road and the existing pedestrian alleyway which links Tewkesbury Road up to Seven Sisters Road.
6. The site falls within a designated Warehouse Living District in the Local Plan, as set out in more detail below. Overall, the wider district supports a large warehouse living population with approximately 570 existing rooms. This includes the adjacent Cara House (70 rooms), a number of warehouse buildings along 1-27 Overbury Road, along with the Old Button Factory, Stone House and the Old Ribbon Factory. These premises which fall outside the application boundary are also understood to be owned and managed by the applicant Provewell. The adjacent units 4 and 5 below are in employment use. An aerial view of the site boundary and wider context is shown below.
7. The site is not within a conservation area and does not include any statutory or locally listed buildings or structures. The Stoke Newington Reservoirs, Filter Beds and New River Conservation Area is to the south. Ann's Conservation Area is circa 500 metres to the north and includes a number of statutory listed buildings. South Tottenham High Road Conservation Area is to the east. Finsbury Park is to the west and is a Registered Park and Garden (Grade II).

The closest listed building is the Woodberry Down Community JMI School on Woodberry Grove, which is Grade II listed.

Figure 1 – aerial view of the site boundary and individual parcels of land



Figure 2 – warehouse living context



8. The site has a Public Transport Access Level (PTAL) of 5 on a scale of 0 to 6b, where 6b is the highest. The nearest station is Stamford Hill which is approximately 730 metres to the east of the site and provides access to London Overground services between Liverpool Street and Enfield Town. Manor House London Underground Station is approximately 850 metres to the west of the site and provides access to Piccadilly Line services. There are 4 bus stops within walking distance of the site which provide access to Routes 253, 254, 259 and 279. Also further afield is Seven Sisters London Underground Station which is 1.2 kilometres walking distance to the east and provides access to the Victoria Line. Haringey Green Lanes Station is also within 1.5 kilometres walking distance to the west and provides access to London Overground services between Barking and Gospel Oak.
9. The Victoria Line London Underground line runs adjacent to the site beneath Seven Sisters Road and is subject to asset protection. The A503 Seven Sisters Road to the east forms part of the Transport for London Road Network (TLRN). The closest section of the Strategic Road Network (SRN) is the A107 Amhurst Park which is approximately 50 metres to the south of the site. Cycleway 1 (C1) is approximately 700 metres to the east of the site, is the nearest part of the current strategic cycle network which runs between the City to Enfield.

Details of this proposal

10. The application seeks full planning permission for the mixed use development comprising:
 - the construction of two new buildings over 4 and 8-storeys to provide warehouse living accommodation (Sui Generis) with a total of 101 rooms and associated internal and external amenity space and facilities (4,070 sq.m. GEA);
 - ground floor cafe / workspace uses fronting Eade Road and Seven Sisters Road in Class E use;
 - the erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Class E) which would be accessed on Tewkesbury Yard to the rear; and
 - associated cycle parking, refuse, public realm and landscaping improvements.

Case history

11. No GLA pre-application meeting was undertaken on the scheme as it was not at that stage clear that the referral height threshold would be triggered. However, since the Stage 1 referral, the applicant has engaged GLA and TfL officers by providing a presentation on the scheme by the project architect and a site visit and tour of the Warehouse Living District. Both meetings were attended by the Council planning case officer.

Strategic planning issues and relevant policies and guidance

12. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area comprises the Haringey Strategic Policies DPD (2017); Development Management DPD (2017); Site Allocations DPD (2017); and the London Plan 2021.
13. The following are also relevant material considerations:
 - The National Planning Policy Framework, National Planning Practice Guidance, National Design Guide and Written Ministerial Statements
 - Haringey Council, St Ann's Conservation Area Character Appraisal (2009)
14. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG), are as follows:
 - Land use principles London Plan;
 - Urban design, heritage and strategic views London Plan; Housing SPG; Character and context SPG; Public London Charter LPG; London View Management Framework SPG;
 - Inclusive access London Plan; Accessible London: Achieving an Inclusive Environment SPG;
 - Transport London Plan; the Mayor's Transport Strategy; Sustainable Transport, Walking and Cycling LPG.
 - Climate change and sustainable development London Plan; the London Environment Strategy; The control of dust and emissions in construction SPG; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring LPG; Urban Greening Factor LPG; Air Quality Neutral LPG; Air Quality Positive LPG;

Land use principles

Local Plan Policy Context: Warehouse Living

15. The site falls within a wider site allocation (SA23) for warehouse living as defined in the Haringey Local Plan. Warehouse living is a bespoke type of shared living and working. It is a type of non-self-contained housing in Sui Generis use that is made up of private rooms and communal living, dining and working spaces as well as other shared facilities, eg. laundry facilities.
16. Haringey Local Plan recognises that warehouse living is a particular form of land use which has emerged over time in Haringey which supports the creative industries sector. It sets out a plan-led policy framework for accommodating

warehouse living on specifically identified sites at a limited number of selected Local Employment Areas / Regeneration Areas in Seven Sisters / South Tottenham. Local Plan Policy DM39 supports proposals for warehouse living in these specified locations and states that it will be resisted elsewhere in the borough. The policy aims to:

- regularise / legitimise warehouse living in these areas;
- support the existing creative industries and SME sectors and ensure that the creative living and working offer of these sites is maximised;
- ensure that existing and future occupants are provided with an appropriate standard of living; and
- secure a long-term sustainable economic future for these sites and development which builds on and complements the unique character of the area.

17. As noted in Local Plan Policy DM39, warehouse living is not classified as 'live / work' accommodation; there is no requirement for tenants to work in the buildings, although this is encouraged.

18. There are a number of similarities between warehouse living and large-scale purpose-built shared living accommodation in terms of the layout arrangement of communal kitchen and dining facilities linked to private rooms. However, the product is clearly distinct from large-scale purpose-built shared living accommodation schemes which are covered by London Plan Policy H16 for the following reasons:

- **Design and layout** – There are a number of differences in terms of design and layout of the accommodation, including:
 - Individual bedrooms do not include en suite toilets or kitchenettes and communal toilets / bathrooms are provided which are shared by residents living within the individual clusters.
 - The scheme comprises a mix of single bedrooms for individuals and double bedrooms for couples.
 - Taller floor to ceiling heights are proposed which enable mezzanine bedrooms (between 3.1 and 3.5 metres). This approach ensures a larger volume of internal space and sense of space, as well as the opportunity to work within the bedroom.
- **Flexibility / adaptability** – A light touch / basic shell fit-out specification is proposed with fitted kitchens and bathrooms only. This seeks to allow residents to furnish living spaces themselves and personalise internal and external the communal areas as well as ensure flexibility to enable a wide range of activities within communal spaces.
- **Management** – Similarly, a more light-touch management is proposed which allows community to self-manage the spaces of communal spaces.
- **Affordability** - maintaining the affordability of the rooms in market rent is a key element of warehouse living product and an important way of

maintaining the area's attractiveness to a wide range of potential residents working in a variety of creative and other industries.

- **Planning policy context** – in this case, Haringey Council has a bespoke plan-led approach, as summarised above. The applicant and Council has been preparing a warehouse District Framework Document which is expected to set out standards for warehouse living in the area.

19. For the above reasons, GLA officers therefore conclude that it would not be appropriate to apply London Plan Policy H16 (Large-scale purpose-built shared living) to the application or the emerging draft London Plan Guidance.

Warehouse living conclusion

20. The proposed warehouse living accommodation in this location is acceptable and accords with the Haringey Local Plan policy on warehouse living within an identified Warehouse Living District. The proposal for a high quality new build warehouse living building on vacant land within the district is therefore supported in strategic planning terms.

Employment provision and affordable workspace

21. The site allocation also overlaps with a designated Local Employment Area (LEA). Local Plan Policy DM38 seeks to ensure that development within LEAs maximises the provision of employment floorspace as part of mixed use schemes and also improves the suitability of a site for continued employment and business use, make provision for affordable workspace and avoid conflicts with nearby employment sites or other land uses.
22. The proposals include 514 sq.m. of mixed commercial uses within the lower floors of Buildings A and B and in former shipping containers within lower floors of 341 and 343 Seven Sisters Road facing onto Tewkesbury Road. It is envisaged that this mixed floorspace will provide accommodation as workspaces, artist studios and cafe space for warehouse residents and the wider community.
23. Affordable workspace is proposed, in line with Local Plan Policy DM38 and DM39. This should be appropriately secured via S106 agreement.

Quality of accommodation

24. The internal layout of the large block comprises clusters of approximately 12 to 14 bedrooms along a corridor linked to large two-storey communal kitchen/dining and living rooms with external balconies and mezzanine levels. The smaller block to the west comprises clusters of 8 bedrooms linked to kitchen/dining and living rooms on each floor. This layout approach is shown in the section and visualisation below.



25. Within the larger block, communal spaces would range from 40 to 50 sq.m. in terms of their overall footprint. Additional volumetric space provided through the use of split mezzanine spaces. Where these are proposed the overall height of the double height spaces would therefore range up to 7 metres in height in total, with each individual floor comprising 3.5 metre floor to ceiling. This design approach is strongly supported.
26. All of the communal kitchen spaces would have good access to daylight and sunlight, with very generous glazing and floor to ceiling heights proposed as well as openable windows and terraces. Each communal amenity space would face south / east, north-east, with deep projecting balconies and roof terrace areas provided to avoid overheating and allow direct access to outside space and passive ventilation. In the smaller block the communal kitchens would be on every floor and sized at circa 40 sq.m., with south facing balconies attached.



27. In terms of the ratio and distribution of communal kitchens per resident, the scheme would ensure 1.3 sq.m. of kitchen space per occupant with convenient access provided with between up to 12 bedrooms sharing the same kitchen.
28. The overall quantum of internal communal space per resident would be of a good standard, with 581 sq.m. proposed in total which equates to 5.3 sq.m. per resident at full occupancy.
29. The provision of external amenity is also of an acceptable standard. In total, 314.5 sq.m. of external outside space is proposed in the form of balconies and roof terraces. This would equate to a ratio of 2.4 sq.m. per resident.
30. In terms of room size, a variety of bedroom sizes are proposed ranging from approximately 8 to 10 sq.m. for single bedrooms and 12 to 13 sq.m. for double bedroom. Whilst bedroom sizes are on the small side, it is important to note that communal toilets and bathrooms are proposed for all units within the corridors which would be easily accessed by all occupants and no kitchenettes are proposed within rooms. Consequently, the room sizes are below the recommended levels advised in the Mayor's London Plan Guidance on purpose built shared living accommodation.
31. The overall volume of space within the bedrooms is also relevant. All of the bedrooms within the scheme would have 3.5 metre floor to ceiling heights providing the opportunity for double height spaces and the introduction of a deck bed space with workspace / living space below.
32. The communal kitchens would include an appropriate range of equipment and facilities for the intended number of residents. This includes worktops, sinks, cookers, hobs, cold and dry storage and laundry facilities. It is understood that these spaces and facilities would be designed in accordance with the emerging Warehouse Living Framework. Further information on this issue will be scrutinised at Stage 2. It is recommended that the provision of an appropriate range of facilities in line with the agreed warehouse living standards should be secured.
33. Dedicated separate workspace for occupants is proposed at lower floor units and former shipping containers. The ability to work would also be facilitated within the communal kitchen / living spaces.
34. In summary, the overall quality of the proposed warehouse living accommodation is considered to be of an acceptable quality with good levels of provision of communal kitchens and living spaces linked to clusters of bedrooms on each floor and generous 3.5 metre floor to ceiling heights proposed. The internal design and layout is therefore supported.

Affordable housing

35. As with purpose built shared living accommodation in Sui Generis use, it would not be appropriate for any of the proposed bedrooms to be provided as affordable housing, given that the homes do not comply with minimum space standards for Class C3 housing. However, a cash in-lieu financial contribution

towards affordable housing off-site would normally be expected, as is the case for purpose-built shared-living schemes.

36. The application is following the Viability Tested Route. A Financial Viability Appraisal (FVA) has been submitted which will be scrutinised by the GLA's in-house viability team and comments relating to viability will be provided separately in due course. Early and late stage viability reviews will be required in line with the Viability Tested Route and London Plan Policy H5.
37. Currently, the applicant's FVA concludes that the scheme makes a negative net residual return and, consequently, it is the applicant's position that the proposals cannot support a financial contribution towards off-site affordable housing. This will need to be scrutinised by GLA officers and commented on prior to Stage 2.
38. As noted above, the applicant has stated that the aim is to ensure that the market rent rooms on the scheme are as affordable as possible, given the particular characteristics of the Warehouse Living District. The applicant has stated that existing rents charged in the Warehouse Living District which range from £550 to £1,000 a month per room. The applicant is currently assuming that the proposed warehouse living rooms would be let at rental levels at around £950 a month per room, including service charges. This reflects the new build nature of the proposed scheme. GLA officers note that £950 a month is broadly comparable to a London Living Rent level for the ward in question, albeit a like for like comparison cannot be made given the comments above.
39. Given that these are market rents and could be increased over time, GLA officers would welcome further discussion on how caps can be incorporated within the S106 agreement to ensure the affordability of the market rent levels and service charges.

Agent of Change

40. The application does not raise any particular strategic planning concerns regarding the agent of change principle, taking into account the established nature of the existing Warehouse Living District and noting the proposed design and layout relative to the existing and surrounding employment context. This is subject to an appropriate delivery and servicing strategy being secured, together with suitable noise mitigation measures.

Urban design and heritage

Design, layout and landscaping

41. The layout and design of the scheme responds appropriately to the opportunities and constraints. Block A would create a new attractive landmark building marking the gateway into the Warehouse Living District to the rear. The existing alleyway route down to Tewkesbury Road would be widened and substantially improved with attractive landscaping and active frontages proposed lining this route in the form of a cafe with the potential for outdoor

seating. Additional overlooking would be provided by the warehouse living communal terraces, living rooms and balconies above. Whilst the gradients of the alleyway cannot be substantially revised due to the width and space constraints, the proposed approach is considered to optimise the potential for improvements along this route.

42. The ground floor uses lining Eade Road would be consistently designed with attractive green detailing and 4.1 metre high commercial openings. The layout of the two blocks would be split to create a new entrance into 'Cara Yard' to the rear where communal entrances to the warehouse living accommodation and cycle parking facilities would be created. The shipping containers would be located on Tewkesbury Road at lower levels. This would respond appropriately to the industrial character present on this part of the site. Two local design review (QRP) meetings have been undertaken and it is noted that the QRP is supportive of the proposed design. Overall, GLA officers consider the layout and design of the scheme to be well-considered and would accord with the principles set out in London Plan Policies D3, D5, D8.

Height and massing

43. The site does not fall within the potential locations which are considered appropriate for tall buildings in the Haringey Local Plan (Policy DM6, Figure 2.2). The Local Plan includes the following definitions in relation to tall and taller buildings. Taller buildings are defined as those that are two to three storeys higher than the prevailing surrounding building heights. Tall buildings are defined in the Strategic Policies Local Plan as being buildings 10 storeys and over.
44. The application proposes the construction two new buildings over 4 and 8-storeys. Therefore, based on the Local Plan definition, the proposed scheme would be classified as a taller building rather than a tall building and, as such, London Plan Policy D9 is not engaged.
45. The height and massing of the scheme is supported. The massing, form and articulation of the buildings is considered to be successful in terms of the immediate and surrounding townscape context and topography. The proposals would optimise the development potential of the site, providing a new attractive landmark building at the junction of Seven Sisters Road and Eade Road, marking the gateway of the Warehouse Living District.

Architectural and materials quality

46. The architectural design and materiality of the proposed scheme is supported. The proposed buildings would have a distinctive and cohesive overall appearance which responds positively to the surrounding industrial and residential character of the area. Robust and durable materials are proposed in the form of light weight ribbed and routed cement boards are proposed, along with aluminium cladding, masonry and corrugated metal. A range of grey tones are proposed, alongside green metal and cladding, which is used at the base, fenestration and top of the building.

47. The elevational design is successful, with ribbed panels and windows organised in a way to create a simple but irregular appearance. Good levels of detailing and depth is proposed through the use of ribbed and undulating features on the solid elements of the elevations and perforated metal brise solei. These would work together to create shadows and visual interest.
48. A particularly strong architectural character proposed for the taller Block A which would feature distinctive large double height windows and characterful smaller circular porthole windows. The overall architectural and materials approach is strongly supported and complies with London Plan Policy D3 and D4.



Strategic views

49. The potential impact on LVMF View 1A has been assessed as part of the applicant's Townscape Heritage and Visual Impact Assessment (THVIA). This shows that the proposals would be partially visible in the distant background of the view alongside other large and tall buildings in the panorama. The proposals would be largely screened from view in the summer time due to the location of mature trees. There would be no impact on the strategic landmark (St Pauls) or any of the other landmark features listed in the London View Management Framework SPG. The application does not conflict with London Plan Policy HC3 and HC4.

Heritage

50. Having reviewed the applicant's THVIA and having reviewed the site location, surrounding context and the height, massing and appearance of the proposals, GLA officers consider that the scheme would not harm any designated heritage assets.

Fire safety

51. A fire statement has been prepared by a third party suitably qualified assessor and submitted as part of the planning application, as required by London Plan Policy D12. This covers a range of fire safety related matters including: building materials and construction; means of escape and evacuation; fire safety systems (including suppression, detection and alarm systems) and smoke control measures; measures to prevent fire spread in terms of external walls; and fire brigade access and facilities. Sprinkler protection is proposed throughout the building.
52. The scheme provides an additional secondary external escape stair in Block A which is covered by mesh screening and would be available to both buildings, with Block B accessing the escape stair via bridge links on each floor. An evacuation lift is proposed in each block, in line with London Plan Policy D5.
53. GLA officers note that the Health and Safety Executive has responded to the public consultation citing some concern regarding design details of the proposals (mainly relating to fire service access and means of escape), which will need to be responded to and addressed by the applicant. An updated on this will be provided at Stage 2.

Inclusive access

54. Of the proposed warehouse living bedrooms, 10% would be designed to be suitable for wheelchair users. Step-free level access would be provided throughout both buildings internally, together with means of disabled evacuation from the building in the form of an evacuation lift. The main site constraints relating to topography and gradients between Seven Sisters Road and Tewkesbury Road have been appropriately addressed, taking into account the physical constraints. Two new lifts would be provided on Tewkesbury Road to provide access to mezzanine levels within Block A and the shipping container element of the scheme. On street blue badge parking is proposed in line with the London Plan.
55. The potential to improve the existing alleyway to a more appropriate gradient has been explored but has been discounted as unviable given the length of ramp required (165.5 metres). However, this route would be significantly improved with a combination of steps, levels sections, increased width, landscaping and a wheeling ramp for bikes and goods. The width would increase from 1.5 metres at present, to between 1.3 and 3 metres at its narrowest point. This is considered acceptable, given the existing constraints and site circumstances. The scheme is compliant with London Plan Policy D5.

Transport

Trip generation

56. The proposed trip generation and mode share assessment is acceptable in strategic transport terms.

Public realm improvements and Healthy Streets works

57. The proposed public realm improvements surrounding the site are supported. Currently, the public realm adjacent to the site between Seven Sisters Road and Tewksbury Road is a narrow, poorly lit alleyway which is not welcoming to users. The applicant is working with the LB of Haringey to improve the route which acts as a gateway to the wider Warehouse District. As noted above, improvements include widening the alleyway, providing improved lighting, active frontages and cyclist facilities along the alleyway. This is strongly supported, in line with the Mayor's Healthy Streets principles.
58. In addition to this, the applicant is proposing healthy streets works including a pocket park to the end of Tewkesbury Road nearest their site which is welcomed. In order to support the delivery of this and overall design quality of the public realm, it is requested that the LB of Haringey revise the on-street parking and loading controls. The applicant also appears to be proposing works to Seven Sisters Road which form part of the TLRN but limited detail is provided.
59. The applicant should engage with TfL Infrastructure Protection to ensure any changes to the gradient of the alleyway would not unduly impact on the LU infrastructure beneath Seven Sisters Road. Additionally, any works to the TLRN on Seven Sisters Road require agreements with TfL and should be secured via s278 agreement. The applicant should refer to TfL Streetscape Guidance when proposing works on TfL highway and TfL wider Streets Toolkit. Further details are required and discussion with TfL as to the acceptability of the proposals prior to determination.
60. The site is approximately 700 metres to the west of Cycleway 1. The applicant should work with TfL and LB of Haringey to improve links between the site and this Cycleway and the walking routes to Stamford Hill for pedestrians. This is in accordance with Policy T5 of the London Plan.
61. The applicant should also explore improvements to the crossing of Eade Road at its junction with Seven Sisters Road and onward links to Manor House. There is scope for an improved pedestrian and cyclist crossing of Seven Sisters Road in this location. These improvements would all help mitigate the impact of the development and promote sustainable and active travel, in line with London Plan Policy. They should be secured by s278 agreement with the appropriate authority and/or in the s106.
62. The applicant has provided an ATZ assessment as part of the submission which is welcomed. A night-time ATZ assessment should also be undertaken to identify walking and cycling improvements which may be applicable after dark. There is also scope for improvement of the daytime ATZ and the applicant should work with the relevant highway authority to deliver some of the suggested walking and cycling improvements, in line with the Healthy Streets agenda, TfL may seek site specific mitigation for the wider network in addition to works proposed.

Vehicular access

63. Proposed vehicular access for service vehicles only would be gained via Eade Road, which forms part of the borough highway network. However, the site access point is adjacent to the TfL red route return in which TfL are the traffic authority. Access to the site would be via gates off street. It needs to be demonstrated that these arrangements would not result in queue backs onto Eade Road and Seven Sisters Road.

Pedestrian and cycle access

64. Pedestrian and cyclist access would be from various points including Eade Road, via gates separate to the vehicle access, the improved alleyway leading from Seven Sisters Road and from the rear on Tewkesbury Road. These should be secured by condition/s278 agreement.

Deliveries and servicing

65. The existing building, Cara House adjacent to the site is used for warehouse living units. It does not form part of the application site but falls under the ownership of the applicant. However, it is serviced via the existing car park which does form part of the application site. The application is proposing to provide two servicing bays as part of the development to be shared between Cara House and the new building. The land on which existing car parking used by occupiers of Cara House would be incorporated in the development and the spaces would not be reprovided.
66. The applicant has provided expected delivery and servicing vehicle data which is deemed acceptable and has provided detailed swept path analysis that demonstrates vehicles can enter and egress the site in forward gear. The applicant has also provided cycle parking for the site but has failed to incorporate or highlight potential locations for cargo bike deliveries.
67. Further detail should be provided on the management of the servicing bays and the route between them and the proposed gates on Eade Road.
68. It is also noted that given the site constraints, larger vehicles will have to load and unload on the double yellow lines. TfL notes that this area is in close proximity to the TfL red route return, where TfL are the traffic authority. The applicant should demonstrate that any large vehicles would not impact the network with swept path analysis and identify and agree a suitable loading location with the LB of Haringey. A detailed Delivery and Servicing Plan (DSP) in accordance with TfL guidance, should be secured via condition.

Car parking

69. The proposal is car free apart from on street blue badge parking which is welcomed. The applicant is proposing the conversion of two existing on street parking bays on Eade Road to disabled parking bays. It is requested that the applicant should clarify the proposed location. All future occupiers should be exempt from being able to apply for parking permits.

Cycle parking

70. It is acknowledged that there is no London Plan standard for warehouse living. The applicant considers the cycle parking requirement to be akin to student accommodation. However, TfL considers warehouse living to be more like residential dwellings given the greater length of occupancy, all year round living, and the potential intensification of occupation afforded by the mezzanine layout which is not usually seen with student halls and therefore the dwelling requirements are most applicable.
71. The quantum currently being proposed is 1 long stay space per bedroom. TfL considers that in addition to this that the applicant should provide 1.5 long stay spaces for the double bedrooms. For the commercial elements the proposed long stay spaces should be shown on plans.
72. With regards to short stay cycle parking, the proposal adheres to the minimum London Plan requirements.
73. It is requested that the applicant should re-visit the proposed layout of the provision of long stay cycle parking. It is acknowledged that some residents of adjacent converted buildings store their cycles within their bedroom. However, TfL officers do not accept this as part of the provision of the London Plan quantum and this should be addressed within a new build scheme. The London Plan minimums (at least) should be provided in accordance with the London Cycle Design Standards.

Construction

74. The applicant has provided an Outline Construction Logistics Plan (CLP) as part of the submission document. The document outlines key fundamentals of the construction programme and methodology. Whilst noting further detail will be clarified in a detailed document, post submission, the applicant should demonstrate measures to ensure there will be no impact on London Underground infrastructure. Conditions to protect rail infrastructure will be necessary and provided in more detail.
75. TfL is concerned that any excavation works or below ground works may impact on TfL highway and other assets. TfL Technical Approval maybe required for such works. TfL recommends that any major structural works adjacent to the TLRN are submitted to Structural Technical Approval to assess.

Sustainable development

Energy

76. The energy strategy for the scheme comprises energy efficiency measures, a centralised communal air source heat pump system, supplemented by solar panels at roof top level. The overall strategy is expected to achieve an overall on-site CO2 reduction of 53% over and above baseline minimum Building Regulations requirements. Whilst this exceeds the minimum 35% London Plan requirement for on-site reductions in CO2 emissions, it falls short of achieving the zero carbon target, so mitigation is required in the form of a carbon offset

payment which should be secured in line with the recommended London Plan benchmark price per tonne.

77. The proposed energy efficiency measures comprise optimised glazing ratios and specification; solar shading from protruding brise soleil above windows and communal balconies; fabric measures to limit heat loss and gain; and the provision of a high efficiency mechanical heat and ventilation recovery system (MVHR). The energy strategy suggests that these measures would achieve a CO2 reduction of 27% over and above baseline minimum Building Regulations requirements. This would meet the minimum energy efficiency requirement in the London Plan.
78. Full details of the proposed energy efficiency measures should be secured by condition. In addition, the specification of the proposed ASHP energy system should be secured by condition.
79. Photovoltaic solar panels will be installed on the upper level service roof of Block A which have been integrated into the green roof system creating a bio-solar roof. This is supported. The remainder of the roof is utilised for ASHPs and external communal amenity space for residents. Having assessed the roof plans and development constraints on Block A, GLA officers consider that the provision of solar panels has been maximised on this particular block. However, further clarification should be provided to justify the lack of solar pv proposed on the lower rise Block B.
80. Overheating analysis has been undertaken in accordance with London Plan Policy SI4 and the CIBSE TM59 assessment criteria (including allowance for extreme weather events). The overheating / cooling criteria has been followed. The scheme primarily relies on natural ventilation with side hung openable windows in bedrooms. Communal kitchen/ dining spaces would be dual aspect and served by large openable windows and doors which open out onto balconies to enable cross ventilation during hot weather. Full details of the final overheating strategy should be secured by condition.
81. London Plan Policy SI2 requires the energy performance of completed developments to be monitored, verified and reported following construction ('Be Seen'). This should be secured.

Whole Life Carbon

82. A Whole Life Carbon Assessment has been undertaken in accordance with the London Plan, which takes into account the draft GLA Guidance (2020). This reviews the embodied carbon emissions associated with the proposed development, taking into account the materials quantities and loads, the operational energy consumption of the built scheme, with total emissions estimated and compared to the GLA benchmarks. The report outlines a range of opportunities which could be undertaken to reduce the carbon associated with the development at the more detailed design stage when materials are being selected and specified. This further review should be secured through a pre-commencement condition.

Circular Economy

83. A Circular Economy Statement has been submitted which takes into account the GLA's draft guidance (2020) and outlines how circular economy principles will be incorporated in the design, construction and management of the proposed development, including through minimising materials use and the sourcing and specification of materials; minimising and designing out waste at various stages; and by promoting re-usability, adaptability, flexibility and longevity. This is supported and complies with London Plan Policy SI7. A post-completion report is proposed by the applicant which would provide further details which should be secured via a planning condition.

Digital connectivity

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

Environmental issues

Urban greening, trees and biodiversity

85. A range of other urban greening measures are proposed as part of the scheme including green roofs, soft landscaping and tree planting within Cara Yard, Tewkesbury Yard and the enhanced stepped alleyway route. The applicant has undertaken an Urban Greening Factor (UGF) assessment which demonstrates that the scheme would achieve a UGF score of 0.35. Overall, GLA officers are satisfied that the potential for urban greening within the site has been maximised, taking into account the site circumstances and constraints.
86. Currently 80% of the site is impermeable. The existing wildlife features on the corner of Eade Road and Seven Sisters Road have been assessed and comprise unmanaged scrub landscaping which is not significant in terms of biodiversity or ecological value. A range of biodiversity enhancements are proposed which would result in an overall biodiversity net gain, in line with the London Plan and NPPF. The application therefore complies with London Plan Policy G5, G6 and G7.

Flood risk and drainage

87. The site is located within Flood Zone 1 and is in an area where the risk of surface water flooding is considered to be low, according to Environment Agency mapping. It is close to the artificial waterway known as the New River with the East Reservoir to the south. The site has a complex topography with levels generally dropping from south to the north-east. There is a level change of circa 7.25 metres from the junction of Eade Road and Seven Sisters Road down to Tewkesbury Road.

88. A range of Sustainable urban Drainage measures are proposed, including blue roofs are proposed for both blocks, permeable paving, rain gardens and soft landscaping. The overall capacity sufficient to cater for the 1 in 100-year storm event, factoring in climate change. This is acceptable. As such, subject to appropriate standard conditions being secured, the proposals are in accordance with London Plan SI12 and SI13.

Noise impacts

89. The applicant's noise assessment shows that noise pollution caused by the road traffic on the adjacent Seven Sisters Road can be effectively controlled and mitigated to ensure an acceptable internal noise level within the building, in line with the British Standard and World Health Organisation guidelines. This requires the adoption of suitable acoustic fabric and glazing specification, which would need to be controlled and secured by condition. The application would therefore comply with London Plan Policy D14.

Air quality

90. An Air Quality Assessment has been provided which shows that the concentrations of NO₂ and PM are below the national air quality objective limits. The warehouse living accommodation would be acceptable in terms of air quality and would not require any specific mitigation measures to avoid potential exposure to poor air quality. The proposed development incorporates Air Source Heat Pumps and is generally car-free (excluding disabled car parking and car club provision). Therefore, it is not expected to give rise to any significant adverse impacts in terms of air quality, subject to appropriate conditions being secured to manage the construction phase. As such, no specific mitigation was considered necessary and the scheme is considered to meet the air quality neutral criteria and generally accord with London Plan Policy SI1.

Local planning authority's position

91. Haringey Council planning officers are currently assessing the application and the application will be considered at a planning committee meeting in due course.

Legal considerations

92. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged; or, direct the Council under Article 6 of the Order to refuse the application; or, issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of

determining the application (and any connected application). There is no obligation at this stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

93. There are no financial considerations at this stage.

Conclusion

94. London Plan policies on housing, affordable housing, design, heritage, transport, climate change and the environment are relevant to this application. Whilst the proposal is supported in principle, the application does not fully comply with the London Plan, as summarised below:

- The proposed warehouse living accommodation within an identified Warehouse Living District is acceptable and accords with the Haringey Local Plan policy on warehouse living. The proposal for a high quality new build warehouse living building on vacant land within the district is therefore supported in strategic planning terms.
- **Internal quality:** The overall quality of the proposed warehouse living accommodation is acceptable with good levels of provision of communal kitchens and living spaces linked to clusters of bedrooms on each floor and generous 3.5 metre floor to ceiling heights proposed.
- **Affordable housing:** The application is following the Viability Tested Route. No cash in lieu payment towards off-site affordable housing is proposed, as the applicant states that this is not viable. The GLA's in-house viability team are scrutinising the applicants FVA. Early and late stage viability reviews should be secured.
- **Urban design and heritage:** The overall layout, design, landscaping, height and massing and architectural and materials quality is supported. The scheme would not harm any designated heritage assets.
- **Transport:** Public realm and healthy streets improvements are welcomed. However, further work is required on the active travel arrangements and facilities to ensure compliance with the London Plan. Mitigation via condition, S106 and S278 agreements will be revised and revisions to the scheme will be necessary in relation to cycle parking provision.
- **Climate change and environment:** The energy, urban greening and drainage strategy is supported, subject to key details being secured.

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

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Pre-Application Briefing to Committee**1. DETAILS OF THE DEVELOPMENT****Reference No:** PPA/2024/0005**Ward:** Tottenham Central**Address:** 30-48 Lawrence Road, London, N15 4EG

Proposal: Partial demolition and refurbishment of existing light industrial building (Class E) and erection of residential building (Class C3), including ground floor workspace (Class E), cycle parking, hard and soft landscaping, and all other associated works.

Applicant: Union Developments**Agent:** DP9**Ownership:** Private**Case Officer Contact:** Gareth Prosser**2. BACKGROUND**

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it in good time ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, will be presented to a Planning Sub-Committee in May 2024. The applicant is currently engaged in pre-application discussions with Haringey Officers.

3. SITE AND SURROUNDINGS

- 3.1 The site at 30-48 Lawrence Road is currently occupied by a large, light-Industrial building, which operates as a dry-cleaning business, with associated car parking that is located behind metal fencing. The site neighbours several existing mixed-use developments on Lawrence Road, with some sites under construction.
- 3.2 Clyde Circus Conservation Area borders the site to the east, incorporating Collingwood Road to the rear of the site. However, the site is not located within the conservation area and no statutory or locally listed buildings are located on site.



Fig 1: site location in context

3.3 The site falls within Site Allocation SS2 'Lawrence Road', as identified in the Tottenham Area Action Plan. The West Green Road / Seven Sisters District Centre is located to the south-east of the site, just outside the Site Allocation. The surrounding area consists of a range of mixed residential and commercial land uses including, Victorian terraced houses, blocks of flats and commercial buildings on Lawrence Road, alongside the recent developments at 50-56 Lawrence Road on the eastern side of the road and the Bellway's development at the southern end of the road. Opposite, the sites under construction are 45-63 Lawrence Road and 67 Lawrence Road.

3.4 The site is located within the Seven Sisters CPZ, which operates Monday to Saturday from 0800 – 1830. The site has a Public Transport Accessibility Level (PTAL) of 3, which is considered to have 'moderate' access to public transport services. 3 bus services are within 3 to 4 minutes walk of the site, and Seven Sisters Railway station is a 10 minute walk away.

4. PROPOSED DEVELOPMENT

4.1. The proposal consists of:

- Partial demolition and refurbishment of existing light industrial building (Class E)
- Erection of a 7 storey building consisting of 56 residential units (Class C3), and 1541 square meters of workspace (Class E) on the ground floor.,
- Housing Mix of: 24 x 1 bed, 23 x 2 bed, 9 x 3 bed units
- Cycle parking and refuse storage

- Hard and soft landscaping
- Disabled Parking bays

5. PLANNING HISTORY

5.1 HGY/2020/2022 Full planning permission Approve with Conditions Boiler Room, 30-48, Lawrence Road, London, N15 4EG Relocation of two existing boiler flues used by Jeeves dry cleaning unit away from new development at 50-56 Lawrence Road (Mono House - app reference HGY/2016/2824). Installation of new timber screening for plant

6. CONSULTATION

6.1. Public Consultation

6.2. This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. A Development Management Forum was held on 26 February 2024 as detailed below. The developer has also undertaken their own public engagement prior to a submission

6.3. Quality Review Panel

6.4. The proposal was presented to Haringey's Quality Review Panel (QRP) on three occasions. A final Chair's Review was undertaken on February 21st, 2024. Whilst formal comments are yet to be published, the revised scheme was well received and supported. The QRP's written comments following the Chairs Review are expected to be received before the date of the planning sub-committee and will be reported in an addendum. The panel has expressed that they are confident that the issues outlined in their review can be resolved between the Applicant and Officers and do not wish to see the scheme again. The Comments include:

- Removal of 'link' unit is very positive, simplifying the design and allowing more light to the podium amenity space.
- Residential access from the street welcomed.
- Design of northern 'passage' to be further explored. This will set the tone for people's experience of the site.
- Deck access to units is supported and improves privacy for residents.
- Amenity spaces at podium and roof level welcomed but should be further explored. A management strategy for these spaces should be produced.
- Narrow dimensions of single aspect flats should be reconsidered.
- First floor balconies could be 'pushed out' or extended to reduce impact of ground floor activities to first floor units, especially above service entrance gates.
- Subtle architectural references to No 28 Lawrence Road supported and could be explored further.
- Separation of cycle parking and refuse supported.
- Affordable Homes could be grouped together on first floor.
- Proposed materials appear positive, but should be conditioned as part of any planning permission.

6.4 Following the Quality Review Panel meeting, Officers have met with the Applicant to discuss revisions and the detailed design of the development.

(The QRP's full written response from meeting two is included under Appendix II)

6.6 Development Management Forum

The pre-application proposal was presented at a Development Management Forum on 26th February 2024. The applicant presented their proposal and responded to questions and feedback.

The forum discussion centred around provision of affordable housing and viability. The amount of affordable housing, which is currently proposed as entirely 'shared ownership', is currently ongoing between officers and the applicant.

7. MATERIAL PLANNING CONSIDERATIONS

7.1. The Council's initial views on the development proposals are outlined below:

Principle of Development

7.2. Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this site (below 0.25 hectares in size). The Policy states that such sites should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (in table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.

7.3. Policy DM10 of the Development Management Development Plan Document (DM DPD) states that the Council will support proposals for new housing as part of mixed-use developments. DM40 states that on non-designated employment sites within highly accessible or otherwise sustainable locations, the council will support proposals for mixed-use , employment led development

7.4. Site Allocation SS2: 'Lawrence Road' as designated in the Council's Tottenham Area Action Plan (TAAP) seeks the redevelopment of the site with a mixed use development with commercial uses at ground floor level and residential above.

7.5. The requirements for the site, as set out under SS2 of the TAAP include the following;

- Development proposals will be required to be accompanied by a site-wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation.
- Re-provision of employment floorspace at ground floor level along Lawrence Road, with residential development above.
- Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported.
- The junction adjacent to the existing linear park to the north of the site should be reconfigured to reflect Clyde Road as part of the Mayor of London's Quietway cycle network.

- Development must be designed in a way that responds to the designated open space at the land linking Elizabeth Place and Clyde Circus to the north of the site.
- An assessment of the impact on the existing traveler site on Clyde Road should be undertaken for any adjacent or closely proximate development proposals.
- Existing good quality stock, notably 28 Lawrence Road, which can continue to meet the needs of contemporary commercial uses, should be preserved as part of a more comprehensive development.
- The existing street trees are a strong asset to the streetscape and should be preserved.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.

7.6. Whilst some of the Site Allocation requirements above do not relate specifically to this site, any proposal would need to tie into wider plans for this Site Allocation as a whole.



Fig 2: Site within the context of surrounding area and the site allocation

- 7.7. The proposal, would redevelop only a portion of the site (within SS2) with a scheme providing a mixed use development consisting of residential and employment floorspace.
- 7.8. The TAAP references the now implemented permission (HGY/2012/1983) ‘Demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/ retail floorspace (A1/A2/A3/D2 uses) with associated car parking, landscaping and infrastructure works’

and outlines that the remainder of the site allocation should be developed as 'Mixed use development with commercial uses at ground floor level and residential above'.

- 7.9. The proposed development retains the majority of the existing commercial building on the site (1541sqm of 1849sqm) whilst adding additional units, facing the street, diversifying the potential for additional employment uses within use Class E, whilst providing residential units above. Whilst, there is some loss of employment floorspace on the site (308sqm), the proposal retains a significant unit as well as providing smaller units closer to the street, enhancing the street frontage. As such the proposal is considered to provide a more rational, effective and attractive provision of employment on site whilst diversifying the uses. As such the proposal is in accordance with the Tottenham AAP and DMDPD policy DM40.
- 7.10. The residential units forming part of this development would contribute towards the Council's overall housing targets and much needed housing stock and would adhere to the aspirations of Site Allocation SS2 of the TAAP which specifically states that employment led mixed-use developments with residential use above would be acceptable.
- 7.11. Accordingly, given the above policy context, the principle of a mixed-use scheme is supported on this part of the site as is the retention of employment use on the site. The proposal will also provide new homes which will contribute to the Borough's housing stock.
- 7.12. Officers support the redevelopment of the site to align with the principles set out in the Tottenham Area Action Plan Phase 2 of the site allocation.

Design and Residential Quality

- 7.13. Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.14. Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 7.15. Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.
- 7.16. The existing light industrial building on site is two storeys in height. The building has no particular architectural merit and the demolition of the front section of the building is acceptable.
- 7.17. Officers consider the siting, height, massing and scale of the proposed block is acceptable within the site's context and surrounding built form to provide a transition between the contemporary new build units to the south (Vabel development) and the older, Victorian 'Studio 28' building to the north. The proposal matches the height of

neighbouring developments, providing consistency along Lawrence Road as set out in site allocation SS2.

- 7.18. The proposal would continue the established building line and complete the eastern street frontage.
- 7.19. Locating commercial (Class E) floorspace at the ground floor level is supported by Officers. The applicant, is considering the type of commercial activity this site should accommodate to ensure it can be occupied by a viable business that is compatible with the residential use above and servicing activity in the public realm. Options include a gym. The commercial units are designed to be flexible and attractive to a wide variety of tenants. These proposed units would create an active frontage onto Lawrence Road, which will be further animated by a pedestrian entrance to the residential units above.
- 1.1. The proposed layout and landscaping proposal has evolved to remove the proposed PV panels from the roof of the residential block and relocate them to the roofslope of the remaining commercial unit. As such, the roof of the residential block, along with the first floor, podium space is proposed as outdoor amenity and playspace. This is to be further developed with the podium space preferable for child play areas.
- 1.2. Further discussions around the detailed design, including elevation composition and detailed layout are ongoing as part of the pre-application discussions. The Applicant continues to refine the landscaping and architecture so to ensure these components of the scheme are well integrated. The design takes cues from existing, completed developments on adjacent sites (south) and on the opposing side of Lawrence Road. The overarching character of Lawrence Road is brick with metal work.

Residential Unit Mix and Affordable Housing

- 1.3. The proposed new homes would provide 24 x 1 bed, 23 x 2 bed, 9 x 3 bed units.

The family housing provision of 16% appears to be appropriate given the site's limited size.
- 1.4. The applicant has shared the initial findings of its viability appraisal with the Council showing that the development could provide 19% on-site affordable housing by habitable room as shared ownership housing. The applicant has explored several options for the housing provision including providing Council housing on site. However given the number of social rent units that can viability provided there is not a sufficient quantum for the Council or a registered provider to manage efficiently.
- 1.5. The applicant has begun early discussions with a registered provider at this pre-application stage to discuss taking on the shared ownership housing.
- 1.6. The applicant has provided a viability report which has been independently assessed by the Council's viability consultant. Discussions between the applicant and officers are ongoing.

Transportation and Parking

- 1.7. This site is located on the eastern side of Lawrence Road. It is adjacent/close to other redevelopment sites, namely 45 – 63 Lawrence Road, 67 Lawrence Road, and 50 – 56 Lawrence Road. It is located within the Seven Sisters CPZ, which operates Monday to

Saturday from 0800 – 1830. The site has a PTAL of 3, which is considered to have 'moderate' access to public transport services. 3 bus services are within 3 to 4 minutes walk of the site, and Seven Sisters Railway station is a 10 minute walk away.

- 1.8. The proposed scheme would be a car-free development. The developer will likely be required to provide mitigation measures to reduce potential parking impacts and promote the use of sustainable and active modes of travel.
- 1.9. Policy T5 of the London Plan sets out the relevant cycle parking standards, which are reinforced in Policy DM32 of the DM DPD. The proposal would provide two stores for cycle parking within the new block with access from both the residential entrances and the service yard.
- 1.10. There is an existing double width crossover servicing the site, which is toward the northern end of it. This proposal also includes a double width crossover, which is proposed to be located more centrally to the site. Relocation of a crossover to access the site will necessitate highways works to both reinstate the kerbing and footway at the redundant crossover and to create the new crossover. This will also require the arrangement of on street CPZ bays to change to suit, which will necessitate traffic management orders to successfully be implemented and the associated on street lining and signing to suit.
- 1.11. Full details of the proposed servicing/delivery arrangements and trips that will be generated will need to be provided in a Delivery and Servicing Plan as part of the applicant's Transport Assessment and will be closely scrutinised by the Council's Transport Planning team. This will need to include the numbers of trips, types of vehicles, and the associated dwell times plus details of where service vehicles will stop and dwell.
- 1.12. A detailed draft of the Construction Logistics Plan for the site will be required at application stage, outlining the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document.

Impacts on Amenity of Surrounding Residents

- 1.13. The proposal completes the developments on the street frontage on the eastern side of Lawrence Road, with windows along the front façade continuing the existing relationship established along the street, with the opposing buildings. The applicant proposes an increase in the height of the existing commercial unit to the rear with the proposed addition set back from the eaves. Officers have advised that a greater set back may be required in order to ensure there is no material level of impact on the amenity of residents of Collingwood Road at the rear (east) of the site. The potential impact of the current proposal would include loss of light and the proposal being overbearing when viewed from the rear gardens of these properties.
- 1.14. A BRE assessment will be provided at application stage in relation to daylight / sunlight impacts to ensure that the amenity of neighbouring residents with regards to daylight / sunlight and overshadowing is not materially affected. A noise assessment and, if necessary, mitigation measures will also be required.

Sustainability

- 1.15. In accordance with the London Plan Policy SI2 all major development should be 'zero carbon' by minimising operational emissions and energy demand in accordance with the Mayor of London's energy hierarchy and discussions are ongoing on the overall energy strategy for the development. The Site Allocation SS2 of the TAAP states that the site is identified as being in an area with potential for being part of a decentralised energy network. Officers are discussing with the Applicants proposals of how the development could connect to a Decentralised Energy Network (DEN) and the site's potential role in delivering a network within the local area.
- 1.16. A range of sustainability and carbon measures, including Urban Greening proposals will be required and these discussions are ongoing with the Carbon Team.
- 1.17. Biodiversity Net Gain will be required from January 2024 for major developments so the proposal may need to demonstrate a biodiversity net gain.

Appendix 1

PLANS AND IMAGES

Site location



Site photos – Existing Commercial Unit (laundry)



Opposing side of Lawrence Road (west)



Proposed Plans

Ground floor plan



Site layout



Proposal Photovoltaic panels to be relocated to existing commercial roof to allow communal space to residential roof spaces.



'Podium' amenity space

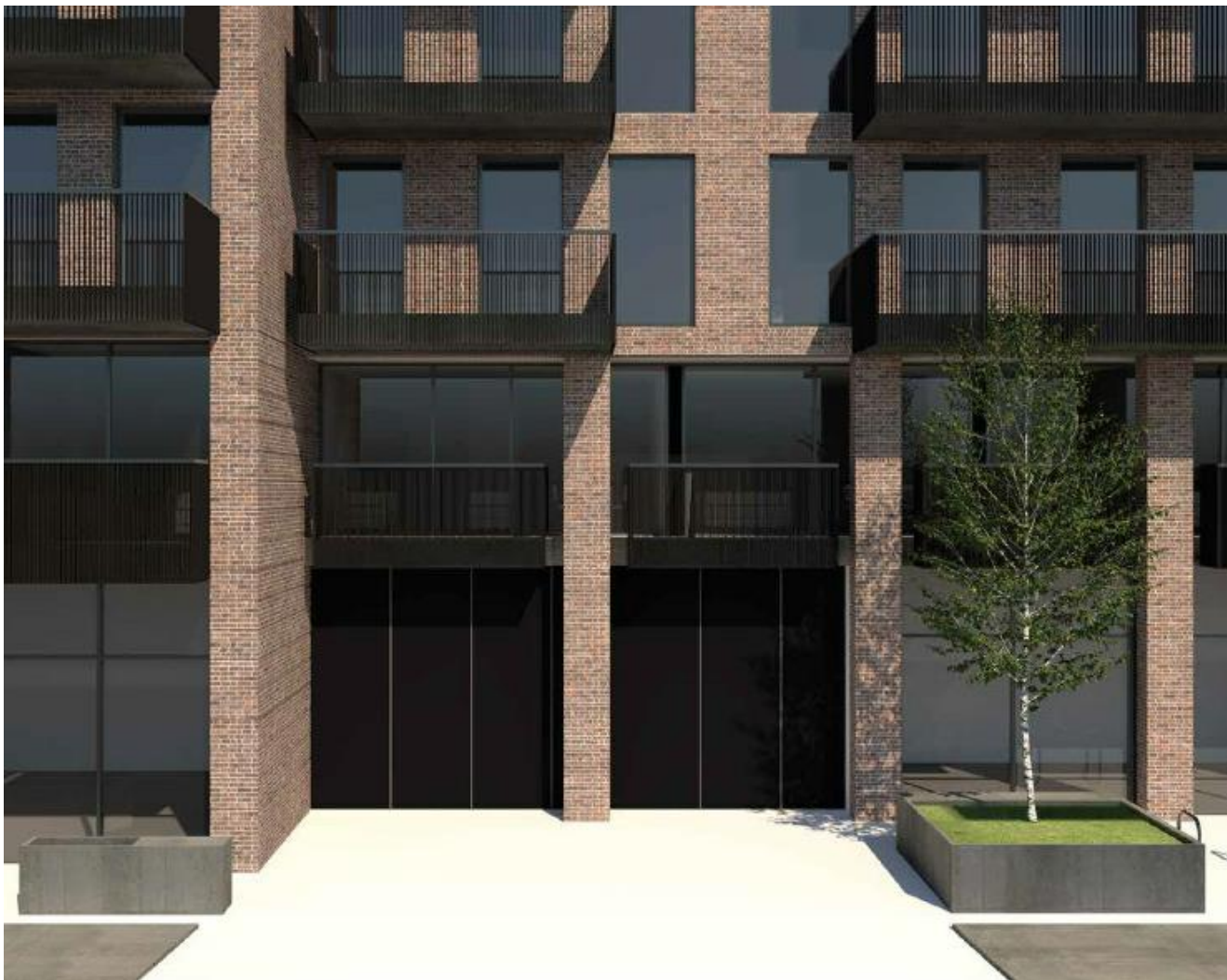
Front Façade (West facing)



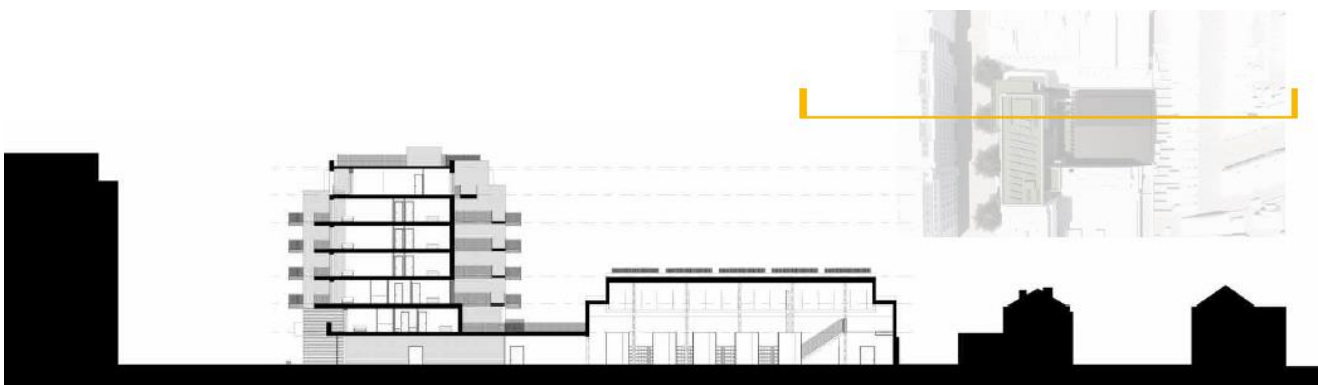
View looking south



Ground Floor, Service Entrance and Façade treatment.



Contextual Study



Appendix II – QRP response

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FRAME PROJECTS

London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: 30-48 Lawrence Road

Wednesday 6 December 2023

Room 0M5, Clockwise Wood Green, 50 Station Road, London N22 7DE

Panel

Andrew Beharrell (chair)

Rosie Bard

Gavin Finnan

Andrew Tam

Neha Tayal

Attendees

| | |
|------------------|----------------------------|
| Suzanne Kimman | London Borough of Haringey |
| John McRory | London Borough of Haringey |
| Gareth Prosser | London Borough of Haringey |
| Richard Truscott | London Borough of Haringey |
| Kirsty McMullan | Frame Projects |
| Bonnie Russell | Frame Projects |

Apologies / copied to

| | |
|--------------------|----------------------------|
| Rob Krzyszowski | London Borough of Haringey |
| Robbie McNaugher | London Borough of Haringey |
| Tania Skell | London Borough of Haringey |
| Elizabetta Tonazzi | London Borough of Haringey |
| Bryce Tudball | London Borough of Haringey |

Confidentiality

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

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1. Project name and site address

30-48 Lawrence Road, London N15 4EG

2. Presenting team

| | |
|----------------|------------------------------------|
| Assaf Laznik | CNF London Properties Limited |
| Nick Bond | Caneparo Associates |
| Michael Lynas | Boehm-Lynas |
| Chris Harris | Delva Patman Redler |
| Sam Hine | DP9 Limited |
| Jodane Walters | DP9 Limited |
| Bob Bashford | FHP Engineering Services Solutions |

3. Planning authority briefing

The site at 30-48 Lawrence Road currently accommodates a large light industrial building, home to a dry-cleaning business and associated car parking, behind metal fencing. The site neighbours several mixed-use developments on Lawrence Road, with some under construction. The Clyde Circus Conservation Area surrounds the Lawrence Road site allocation.

The applicant has engaged in several pre-application meetings with Haringey Council to date and proposals for this site have been reviewed by the Quality Review Panel once before in June 2023. However, this proposal is a new scheme, the former being abandoned for viability reasons.

The scheme will maintain the existing levels of employment on site. The existing commercial building is to be part-retained, removing the front ancillary office space and a full bay from the main warehouse. This allows a new residential, mixed-use block on the Lawrence Road frontage. Potential commercial uses include a gym or occupation by multiple smaller businesses. The revised proposal would create 57 residential units, 90 per cent dual aspect, providing both private and affordable housing. Unlike the previous design, this new proposal is car-free.

Officers support the redevelopment of the site to align with the principles set out in the Tottenham Area Action Plan Phase 2 of the site allocation. In line with Local Plan Policy DM38, the council will require applicants to ensure that the retention of the commercial units remains affordable in perpetuity.

London Borough of Haringey are generally supportive of the substantial changes made to the scheme since the previous design review. Officers would welcome the panel's views on the ground floor layout (including vehicular access, entrances and servicing), the residential layouts, privacy, daylight, architecture and sustainability.

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4. Quality Review Panel's views

Summary

The Quality Review Panel welcomes the proposals for housing and workspace on this site and supports the substantial changes made to the scheme since the previous review. It appreciates that the proposals are still in development but has some suggestions for improvement.

The panel recognises the constraints of this infill site, but the layout does not yet work well enough for servicing or user experience. It has concerns around resident safety crossing the vehicular service yard, the combined bin and bike stores, and the visual prominence of the yard. Further iterations are required. These should also enhance the arrival experience for different user groups and activate the building frontages. The panel asks that opportunities to increase both the quantity and quality of the residential external amenity space are explored. More rooftop space would be available if the photovoltaic panels were consolidated or located on the retained warehouse roof; and the podium garden would be more usable if the massing was reduced to allow light through from the south. This would remove some units but have multiple benefits for the quality of accommodation. Further work is needed to resolve some of the privacy and light issues in the deck access housing layout. It is positive to see the sustainability strategy integrated into the design. The panel encourages the project team to think about whole life carbon, the balance between overheating and daylight, and design for the circular economy. The architectural language of the façades has greatly improved since the previous scheme, but needs some further refinement. Further studies are needed to avoid overlooking the neighbouring flats to the southeast.

Changes since the previous review

- The panel welcomes the changes made since the previous design review. It thanks the project team for taking a step back and substantially rethinking the scheme to address the issues raised.
- The panel supports each of the main moves made, including retaining the existing warehouse, eliminating the large basement, removing the top floor, and reconfiguring the layout to create deck access housing. The massing is now more successful, and it is positive to see sustainability integrated.

Ground floor uses

- It is not yet known what type of tenant will occupy the commercial unit (or subdivided units). The panel recommends that the ground floor is designed to work for the most challenging of cases, such as light industrial or logistics uses. Flexibility for alternative uses can still be maintained with this approach.

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Servicing

- As flawless management of servicing cannot be guaranteed, the panel thinks it likely that the ground floor yard will look and feel more like a back-of-house servicing space than an artists' working yard. This will have an impact on the employees and residents, who will need to traverse the yard to access the entrance to their workplace or bin and bike store.
- The panel is concerned about the ambiguity between pedestrian and vehicular ownership of the yard. Residents, including children, will be coming through this space with their bikes and could clash with servicing and delivery vehicles, creating safety issues.
- Extraction of bins and access to plant rooms through the service yard is acceptable, but the ground floor plan should be reworked to ensure that residents do not also have to use this space.
- The panel is not convinced that bins and bikes can be stored in the same space, or that the commercial servicing can feasibly be shared with the residential. It suggests separating these into different rooms.
- It is also concerned that the visual dominance of the yard will detract from the building frontage. These kinds of servicing spaces are often brightly lit at night and full of clutter. The panel suggests that further thought is given to screening or improving this aspect.

Entrances and frontages

- The entrance sequences would benefit from refinement to improve the functioning and feel for different users, and activation of the building frontage.
- The ground floor layout could be reconfigured to create a more generous arrival space for the workspace to the north, with all servicing spaces to the south of this, and the residential entrance from the southern end of the building frontage only. This would offer a more pleasant entrance experience for residents and employees, avoiding conflicts with vehicles.
- The yard servicing space would then occupy less of the frontage. However, this option must be checked to work with the servicing management plan (looking at bin drag distances, for example) so that it does not result in an eyesore in the public realm on collection days.
- The commercial unit would be more attractive to tenants if it had the opportunity to address the street through a presence on the front elevation. This may mean removing one of the small street-facing workspace units.
- The panel suggests that the plant room could be located deeper into the site so that it does not take up valuable frontage space. If possible, the same approach should be taken for the electricity substation.

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External amenity space

- The project team should investigate whether the rooftop of the new building could be used as amenity space by consolidating or relocating many of the photovoltaic panels. The circulation space on the sixth floor could also be reconfigured to make the L-shaped roof on the northwest corner accessible.
- These external amenity spaces would need to be accessible to all units, including the affordable homes.
- If it is not possible to increase the quantity of amenity space through these suggestions, then it is even more crucial that the quality of the first floor podium garden is improved.
- The panel is uncomfortable with the southern section of the building which currently connects this scheme to its neighbour and overshadows the amenity space. The panel finds this part of the building too tall and advises removing the massing here to allow light through from the south.
- While this would mean a reduction in the number of homes, in the panel's view this would be justified by the significant improvement to the usability of the podium garden, and the value that this will bring to the development. Some floorspace could potentially be won back by extending the set-back sixth floor.
- This reduction in massing would help the units to comply with natural light requirements and with providing usable outdoor amenity space. If the southern core moved slightly eastwards, more floor space could be given back to the adjacent flats, and lightwells could be added to bring light down to the commercial unit below. The core could be translucent to avoid blocking light.

Deck access housing

- In principle, deck access is a positive housing typology for this site. It allows for true dual aspect, with benefits for daylight and cross ventilation. However, it also comes with challenges for privacy, and for light (as a result of the deep overhangs). These issues can be resolved, but the panel recommends that the project team prioritises testing all units to ensure that they comply.
- The privacy of rooms looking onto decks should be a key focus, considering how many people will regularly walk past. The flat on the inside southern deck corner of the typical upper floor plans is particularly vulnerable in this regard.
- The panel suggests avoiding principal bedrooms in these more overlooked locations. Secondary bedrooms are acceptable here but would need defensible space, such as a deck void or more substantial planting for privacy.

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Sustainability

- The panel commends the work completed to integrate the sustainability ambitions into the design. It advocates for a whole life carbon study to be carried out as soon as possible so that any findings can be implemented before the design is too fixed.
- It is challenging to strike a balance between overheating and daylight with solid brick balconies. This should be explored in further detail to find the appropriate solution.
- The panel thinks that the roof of the retained warehouse should be maximised as a space for solar panels. The proposed photovoltaic panels on the rooftop of the new building could then be moved here and consolidated along the southern edges, freeing up the roof space for resident amenity.
- Circular design could be more deeply integrated. Even if there are no materials on site that could reasonably be reused, other circular principles could be employed, such as designing for future deconstruction and reuse.
- The scheme could also be improved by achieving an air permeability target of below 3 m³/h.m².

Architecture

- The horizontal bands of brick balconies are overly dominant, particularly in views from Lawrence Road. While the benefits of solid balconies for overheating mitigation are understood, the proposals feel out of keeping with the language of their context.
- The panel suggests further iterations exploring alternative materials and balcony treatments where the massing is broken up, and a more subtle approach is taken to horizontals and verticals. No. 28 Lawrence Road, immediately north of the site, is a helpful reference as it is simultaneously robust and playful in terms of horizontal and vertical elements.
- The panel is concerned that this scheme will create overlooking issues for the neighbouring building to the southeast. An existing apartment and balcony are immediately adjacent on this corner.
- It therefore asks for design studies to consider how best to finish the courtyard and avoid conflicts. Regardless of the sunlight and daylight issue discussed above, the south-eastern link block should be no higher than the adjoining neighbour.
- The colonnade on the elevation fronting Lawrence Road should relate only to the workspace uses. Extending this into the residential floors above confuses the clarity of uses that could be read in the façade design.

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Parking

- Given the challenging constraints of this site, the panel encourages Haringey's highways and planning officers to allow Blue Badge parking to be located on the street immediately outside the site.
- Any requirement for off-street parking bays could be for future use, subject to demand, with the space providing greenery in the meantime.

Next steps

The Quality Review Panel is available to review the proposals again in a Chair's Review, once the applicant has had the opportunity to respond to its comments.



| | | | |
|--|---|-------------------------|--|
| Report for: | Planning Sub Committee Date: 05th February 2024 | 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 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 2021 (NPPF). Haringey is proposing through the new protocol to achieve early member engagement at the pre-application stage through formal briefings on major schemes. The aim of the schedule attached to this report is to provide information on major proposals so that



members are better informed and can seek further information regarding the proposed development as necessary.

4. Local Government (Access to Information) Act 1985

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

| Site | Description | Timescales/comments | Case Officer | Manager |
|--|--|--|-----------------------|-----------------------------|
| APPLICATIONS DETERMINED AWAITING 106 TO BE SIGNED | | | | |
| 109 Fortis Green, N2 HGY/2021/2151 | Full planning application for the demolition of all existing structures and redevelopment of the site to provide 10 residential units (use class C3) comprising of 6 x residential flats and 4 mews houses and 131m2 flexible commercial space in ground/lower ground floor unit, basement car parking and other associated works. | Members resolved to grant planning permission subject to the signing of legal agreement. Legal agreement to complete shortly. | Valerie Okeiyi | 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 | Tania Skelli / Kevin Tohill |
| 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 units and 560 sqm of commercial floorspace, with access, parking and landscaping | Members resolved to grant planning permission subject to the signing of legal agreement GLA Stage II approval received. Legal agreement to complete shortly. | Valerie Okeiyi | John McRory |
| Hornsey Police Station, 94-98 Tottenham Lane, N8 | Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 | Members resolved to grant planning permission subject to the signing of legal agreement. | Valerie Okeiyi | John McRory |

| | | | | |
|--|--|--|-----------------------|--------------------|
| <p>HGY/2022/2116</p> | <p>terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works.</p> | <p>Legal agreement to complete shortly.</p> | | |
| <p>The Goods Yard and The Depot 36 & 44-52 White Hart Lane (and land to the rear), and 867-879 High Road, N17</p> <p>HGY/2022/0563</p> | <p>Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use.</p> | <p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p> <p>Once agreed the application will be referred to the Mayor for a Stage 2 decision.</p> | <p>Philip Elliott</p> | <p>John McRory</p> |
| <p>Berol Quarter Berol Yard, Ashley Road, N17</p> <p>HGY/2023/0261</p> | <p><u>Berol House</u> Refurbishment of Berol House for a mix of flexible commercial and retail floorspace with additional floors on the roof. Comprising refurbishment of c. 3,800sqm of existing commercial floorspace and addition of c. 2,000sqm new additional accommodation at roof level. Targeting net zero.</p> <p><u>2 Berol Yard</u> 2 Berol Yard will comprise circa 200 new Build to Rent (BTR) homes with a mix of flexible retail</p> | <p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Negotiations on legal agreement are ongoing.</p> | <p>Phil Elliott</p> | <p>John McRory</p> |

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| | <p>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>Civic Centre, High Road, Wood Green, London, N22</p> <p>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>Members resolved to grant planning permission subject to the signing of legal letter.</p> | <p>Samuel Uff</p> | <p>John McRory</p> |
| <p>Tottenham Hotspur Stadium, 748 High Road, Tottenham - NDP Hotel, N17</p> <p>HGY/2023/2137</p> | <p>S.73 Minor Material Amendment to add 27m height, reconfigure footprint and internal layout.</p> | <p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> <p>Referred to GLA for Stage II decision.</p> <p>Negotiations on legal agreement are ongoing.</p> | <p>Samuel Uff</p> | <p>John McRory</p> |
| <p>Printworks 819-829 High Road, opposite the junction with Northumberland Park and just east of</p> | <p>Full planning application for the demolition of existing buildings and structures to the rear of 819-829 High Road; the demolition of 829 High Road; and redevelopment for purpose-built student accommodation (Sui Generis) and</p> | <p>Members resolved to grant planning permission subject to the signing of legal agreement.</p> | <p>Phil Elliott</p> | <p>John McRory</p> |

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| <p>the Peacock Industrial Estate, N17</p> <p>HGY/2023/2306</p> | <p>supporting flexible commercial, business and service uses (Class E), hard and soft landscaping, parking, and associated works. To include the change of use of 819-827 High Road to student accommodation (Sui Generis) and commercial, business and service (Class E) uses.</p> <p>Submitted alongside HGY/2023/2307 – Application for Listed Building Consent for internal and external alterations to 819/821 High Road (Grade II), including reinstatement of hipped roof, demolition works to the rear, façade and related external works, internal alterations and associated works.</p> | <p>Legal agreement to complete shortly.</p> | | |
| <p>APPLICATIONS SUBMITTED TO BE DECIDED</p> | | | | |
| <p>Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15</p> <p>HGY/2023/0728</p> | <p>Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and</p> | <p>Likely to be reported to Members for determination on 07th March Planning Sub-Committee</p> | <p>Phil Elliott</p> | <p>John McRory</p> |

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| | the provision of a new substation to service the new development. | | | |
| St Anns General Hospital, St Anns Road, N15 HGY/2023/3250 | Reserved matters application (RMA) for Phases 1b and 2 of hybrid application ref. HGY/2022/1833. | Application submitted and under assessment. | John Kaimakamis | John McRory |
| Former Car Wash, Land on the East Side of Broad Lane, N15 HGY/2023/0464 | Construction of a new office block, including covered bin and cycle stores. | Application submitted and under assessment. | Sarah Madondo | Tania Skelli / Kevin Tohill |
| 27-31 Garman Road HGY/2023/0894 | Erection of two replacement units designed to match the original units following fire damage and demolition of the original units | Application submitted and under assessment. | Sarah Madondo | Tania Skelli |
| 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 |
| Drapers Almshouses, Edmansons Close, | Redevelopment consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family | Application submitted and under assessment. | Gareth Prosser | John McRory |

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| Bruce Grove, N17 HGY/2022/4320 | dwellings; and creation of additional units on site to consist of a mix of 1, 2 and 3 bedroom units. | | | |
| The Grove Lawn Tennis Club, Cascade Avenue, Hornsey, N10 HGY/2023/0733 | 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 | Application submitted and under assessment. | Josh Parker | Matthew Gunning |
| Highgate School, North Road, N6 HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316 | 1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields | Applications submitted and under assessment. | Samuel Uff | John McRory |
| Berol Yard, Ashley Road, N17 HGY/2023/0241 | Section 73 application for minor material amendments | Application submitted and under assessment. | Philip Elliott | John McRory |
| Berol Yard, Ashley Road, N17 HGY/2023/2505 | Section 73 application for minor material amendments to the permitted scheme at Berol Yard, Ashley Road, London, N17 9LJ (planning permission ref: HGY/2017/2044). This application seeks to amend Condition 7 (Approved Drawings) and Condition 13 (Land use (Retail)) to allow for the ground floor | Application submitted and under assessment. | Philip Elliott | John McRory |

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| | commercial space and associated mezzanine at 1 Berol Yard (now named The Gessner) to become Use Class E flexible commercial space. | | | |
| Warehouse living proposal – Omega Works B, Hermitage Road, Warehouse District, N4 HGY/2022/4310 | Demolition with façade retention and erection of buildings of 4 to 9 storeys with part basement to provide redevelopment of the site for a mixed-use scheme comprising employment use (use Class E) and 36 residential units (use class C3). Together with associated landscaping, new courtyard, children’s play space, cycle storage, new shared access route, 2x accessible car parking spaces and waste and refuse areas. | Application submitted and under assessment. | Phil Elliott | John McRory |
| Warehouse living proposal – Omega Works A, Hermitage Road, Warehouse District, N4 HGY/2023/0570 | Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis use class) and 76 residential units (use class C3). Together with associated landscaping, cycle storage, 9x accessible car parking spaces, children’s play space and waste and refuse areas. | Application submitted and under assessment. | Phil Elliott | John McRory |
| 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) | Invalid | Gareth Prosser | John McRory |
| Land at the Chocolate Factory | S.73 application to amend affordable housing tenure to London Affordable Rent. | Application submitted and under assessment. | Valerie Okeiyi | John McRory |

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| <p>and Parma House, 5, Clarendon Road, N22</p> <p>HGY/2023/2436</p> | | | | |
| <p>Tottenham Hale Station, London Underground Ltd, Station Road, N17</p> <p>HGY/2023/3078</p> | <p>Section 73 application to vary Conditions 1 and 11 of the approved development (application ref. HGY/2018/1897 which amended the original permission HGY/2013/2610 for changes to the works to extend the operational railway station at Tottenham Hale). The variations are to replace the requirement of providing a new station entrance and footbridge from Hale Village to Tottenham Hale Station, to instead requiring pedestrian and cycle network improvements on Ferry Lane and accessory works.</p> | <p>Application submitted and under assessment.</p> | <p>Nathan Keyte</p> | <p>John McRory</p> |
| <p>1-6 Crescent Mews, N22 7GG</p> <p>HGY/2023/1620</p> | <p>Revised application for demolition of the existing buildings, retention of slab level, perimeter wall along northern boundary of site, and wall adjacent to Dagmar Road gardens, and redevelopment of the site to provide two 3 storey blocks fronting Crescent Mews, a 1 storey block adjacent to Dagmar Road and a 4 storey building to the rear comprising 30 residential units (Use Class C3), including 4 disabled car parking spaces, associated landscaping and cycle parking within the development and a new paved and landscaped lane at the front of the development with street lighting. Installation of vehicle and pedestrian access gates at entrance to mews and erection of boundary treatment to the rear of the commercial units.</p> | <p>Application submitted and under assessment.</p> | <p>Eunice Huang</p> | <p>John McRory</p> |

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| Braemar Avenue Baptist Church, Braemar Avenue, Wood Green, N22 HGY/2023/3192 | 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 (revised viability information provided) | Application submitted and under consultation. | Valerie Okeiyi | John McRory |
| Tottenham Green Campus (now known as Capital City College Group, Tottenham Centre) N15 HGY/2024/0464 | New Construction and Engineering Centre, extending to 3,300 sq. m | Application to be validated | John Kaimakamis | John McRory |
| 157-159, Hornsey Park Road, London, N8 HGY/2024/0466 | Demolition of existing structures and erection of two buildings to provide residential units and Class E floorspace; and provision of associated landscaping, a new pedestrian route, car and cycle parking, and refuse and recycling facilities. | Application to be validated | Valerie Okeiyi | John McRory |
| Mecca Bingo, 707-725 Lordship Lane, Wood Green, London, N22 | Demolition of the existing building and redevelopment to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial (Class E) | Application to be validated | Valerie Okeiyi | John McRory |

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| | floorspace within buildings ranging between 3 – 9 storeys, public realm and landscaping works, cycle parking, and associated works. | | | |
| IN PRE-APPLICATION DISCUSSIONS | | | | |
| Timber merchants, 289-295 High Road, Wood Green, N22 | Demolition of existing buildings and erection of six storey building and mews building to rear. Commercial units (Use Class E); and erection of 43 flats | Pre-application Meeting held on 20 th October 2023 and response issued. | Samuel Uff | John McRory |
| 18 West Road & Unit 4 West Mews, Hotspur Industrial Estate, West Road, N17 | 2no. industrial warehouse (Use Class B2/B8) units with ancillary office spaces and associated parking and servicing | Pre-application held on 16 th January 2024 | Sarah Madondo | Tania Skelli |
| Plevna Crescent, Haringey, N15 | Proposed amendments to existing planning consent reference HGY/2017/2036 | PPA agreed with ongoing meetings | Valerie Okeiyi | John McRory |
| Newstead, Denewood Road, Hornsey, N6 | Demolition of existing vacant care home buildings, erection 3 x two/three-storey blocks to create 11 family dwellings. | Meeting held and pre-application response issued. | Roland Sheldon | John McRory |
| Former Mary Feilding Care Home, 103-107 North Hill, Highgate N6 | Proposed Rehabilitation clinic (3,899.3 sq. m. GEA) and a residential building accommodating 9 flats (1,008.1 sq. m. GEA)” | PPA agreed with ongoing meetings | Valerie Okeiyi | John McRory |
| 505-511 Archway Road, N6 | Council House scheme 16 units | PPA in place with ongoing meetings | Mark Chan | Matthew Gunning |

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| 30-48 Lawrence Road, N15 | 83 residential units and workspace | PPA in place with ongoing meetings | Gareth Prosser | John McRory |
| 13 Bedford Road, N22 | Demolition of existing building and the erection of a part five part six storey building to provide 257 sq. m retail space on the ground floor with 18 flats with associated amenity space in the upper floors together with cycle and refuse storage at ground floor level. | 2 nd pre-application held | Valerie Okeiyi | John McRory |
| Lock Keepers Cottages, Ferry Lane, Tottenham, N17 | Erection of a part twenty and part twenty-five storey building containing seventy-seven apartments above a café and office following demolition of the existing buildings. | Follow up pre-application being arranged | John Kaimakamis | John McRory |
| 50 Tottenham Lane, Hornsey, N8 Council Housing led project | Council House scheme | Initial pre-app meeting held | Gareth Prosser | Matthew Gunning |
| Sir Frederick Messer Estate, South Tottenham, N15 Council Housing led project | Two new blocks of up to 16 storeys including 99 units and new landscaping. Mix of social rent and market. | Initial pre-app meetings and QRP held. Discussions ongoing. | TBC | John McRory |
| Reynardson Court, High Road, N17 Council Housing led project | Refurbishment and /or redevelopment of site for residential led scheme – 18 units. | Pre-application discussions taking place | Zara Seelig | Tania Skelli |

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| Arundel Court and Baldewyne Court, Lansdowne Road, N17 Council Housing led project | Redevelopment of land to the front of Arundel Court and Baldewyne Court, along Lansdowne Road including an existing car parking and pram shed area and the erection of 3, 3 storey buildings, (3 at Arundel Court and 2 at Baldewyne Court) to provide 30 new residential units with associated improvements to the surrounding area. | Pre-application discussions taking place | Kwaku Bossman-Gyamera | Tania Skelli |
| 1 Farrer Mews, N8 | 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 |
| 25-27 Clarendon Road, N22 | Mixed use scheme comprising co-living and commercial development, including demolition of existing buildings. | Pre-application discussions ongoing. | Valerie Okeiyi | John McRory |
| Selby Centre, Selby Road, N17 | Replacement community centre, housing including council housing with improved sports facilities and connectivity. | Talks ongoing with Officers and Enfield Council. | Phil Elliott | John McRory |
| Ashley House and Cannon Factory, Ashley Road, N17 | Amendment of tenure mix of buildings to enable market housing to cross subsidise affordable due to funding challenges. | Submission date unknown. Talks ongoing. | Phil Elliott | John McRory |
| 142-147 Station Road, N22 | Demolition of existing buildings on the site and erection of buildings containing 28 one-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works. | Pre-application discussions ongoing | Tania Skelli | John McRory |
| (Part Site Allocation SA49) Lynton Road, N8 | Demolition/Part Demolition of existing commercial buildings and mixed use | Pre-app discussions ongoing. | Gareth Prosser | John McRory |

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| | redevelopment to provide 75 apartments and retained office space. | | | |
| 139 - 143 Crouch Hill, N8 | Demolition of existing Oddbins building and retail and residential parade of nos.141-143 and construction of 5 storey building with 26 flats; 207sqm commercial floorspace; and 11 car park spaces in basement | 3 pre-app meetings held. Meeting was held on 20 Feb 2023. A further meeting has been requested but not yet confirmed. | Samuel Uff | John McRory |
| Parma House Clarendon Road (Off Coburg Road), N22 | 14 units to the rear of block B that was granted under the Chocolate Factory development (HGY/2017/3020). | Pre-app advice issued. | Valerie Okeiyi | John McRory |
| 36-38 Turnpike Lane, N8 | Erection of 9 residential flats and commercial space at ground floor. (Major as over 1000 square metres). (The Demolition of the existing structure and the erection of four-storey building with part commercial/residential on the ground floor and self-contained flats on the upper floors.) | Pre-application report issued. | Tania Skelli | John McRory |
| 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 |
| Land to the rear of 7-8 Bruce Grove, N17 | Redevelopment of the site to provide new residential accommodation | Pre-app advice note issued. | Valerie Okeiyi | John McRory |

Major Application Appeals

None at present

| Wards | Application Type | Planning Application: Planning Application Name | Current Decision | Decision Notice Sent Date | Site Address | Proposal | Officer Name |
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| Alexandra Park | Consent under Tree Preservation Orders | HGY/2024/0241 | No Objections | 15/02/2024 | 49 Thirlmere Road, Hornsey, London, N10 2DL | T1: Contorted willow (12m): Reduce back overhang to boundary by 3m to prevent encroachment into 62 Grasmere Road and to provide more light | Daniel Monk |
| Alexandra Park | Householder planning permission | HGY/2023/2339 | Approve with Conditions | 26/01/2024 | Ground Floor Flat, 42 Alexandra Park Road, Hornsey, London, N10 2AD | Demolish existing outrigger and replace with new larger single storey extension | Emily Whittredge |
| Alexandra Park | Lawful development: Proposed use | HGY/2024/0221 | Permitted Development | 13/02/2024 | 8 Clifton Road, Wood Green, London, N22 7XN | Certificate of Lawfulness for proposed rear dormer extension to facilitate loft conversion with associated rooflights | Laina Levassor |
| Alexandra Park | Householder planning permission | HGY/2023/3321 | Approve with Conditions | 07/02/2024 | 48 Princes Avenue, Wood Green, London, N22 7SA | Formation of rear dormer and roof extension over the outrigger to form a L shaped loft extension including the insertion of 3x front for first floor flat. | Mercy Oruwari |
| Alexandra Park | Lawful development: Proposed use | HGY/2023/3175 | Permitted Development | 05/02/2024 | Shop, 20 Crescent Road, Wood Green, London, N22 7RS | Certificate of Lawfulness: Change of use within Class E from a shop to a gym. | Oskar Gregersen |
| Alexandra Park | Full planning permission | HGY/2023/3086 | Approve with Conditions | 12/02/2024 | 89 Princes Avenue, Wood Green, London, N22 7SB | Erection of an external staircase from the 1st floor to rear garden | Sabelle Adjagboni |
| Alexandra Park | Householder planning permission | HGY/2023/3044 | Approve with Conditions | 05/02/2024 | 6 Clifton Road, Wood Green, London, N22 7XN | Erection of a wraparound ground floor extension | Sabelle Adjagboni |
| Alexandra Park | Full planning permission | HGY/2023/3287 | Refuse | 02/02/2024 | 14 Vallance Road, Hornsey, London, N22 7UB | Conversion of a single dwellinghouse to 3no. self-contained flats (1 x 1-bedroom, 1 person) (2 x 2-bedroom, 4 person). Erection of a single storey rear extension, a rear dormer with a flat roof, internal alterations, and associated bicycle storage and bin storage. | Daniel Boama |
| Alexandra Park | Householder planning permission | HGY/2023/3283 | Approve with Conditions | 31/01/2024 | 26 Lansdowne Road, Hornsey, London, N10 2AU | Erection of a ground floor single storey rear extension inc. insertion of 3no. rooflights. (AMENDED DESCRIPTION) | Daniel Boama |
| Alexandra Park | Consent to display an advertisement | HGY/2024/0138 | Approve with Conditions | 13/02/2024 | Salon, 118A Alexandra Park Road, Hornsey, London, N10 2AE | Display an advertisement for a new bakery | Josh Parker |
| Alexandra Park | Full planning permission | HGY/2023/2969 | Approve with Conditions | 22/01/2024 | 118A Alexandra Park Road, Hornsey, London, N10 2AE | Alteration of shop front and installation of air conditioning unit at the rear of the shop. | Josh Parker |
| Alexandra Park | Householder planning permission | HGY/2023/2372 | Approve with Conditions | 22/01/2024 | 40 Rosebery Road, Hornsey, London, N10 2LJ | Erection of single storey rear extension and alteration to fenestration at first floor of outrigger | Eunice Huang |
| Alexandra Park | Full planning permission | HGY/2023/2061 | Refuse | 14/02/2024 | Ground Floor Flat, 236 Victoria Road, Wood Green, London, N22 7XQ | Proposed ground floor rear extension and internal alterations to existing ground floor flat. | Eunice Huang |
| Alexandra Park | Non-Material Amendment | HGY/2024/0107 | Approve | 02/02/2024 | 4 Parham Way, Hornsey, London, N10 2AT | Non-material amendment to planning permission HGY/2023/2730 to change the window frame colour from white to grey. | Nathan Keyte |
| Alexandra Park | Full planning permission | HGY/2023/3342 | Refuse | 12/02/2024 | Ground Floor Flat, 74 Palace Gates Road, Wood Green, London, N22 7BL | Creation of dropped curb to create vehicular access into front garden, with replacement hardstanding. | Roland Sheldon |
| Alexandra Park | Householder planning permission | HGY/2023/2567 | Approve with Conditions | 06/02/2024 | 2 Grasmere Road, Hornsey, London, N10 2DJ | Erection of a rear dormer roof extension to the main roof slope and to the outrigger roof slope, installation of three rooflights to the front slope and two rooflights to the front pediment slope. | Roland Sheldon |

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| Bounds Green | Householder planning permission | HGY/2023/3396 | Approve with Conditions | 21/02/2024 | 34 Clarence Road, Wood Green, London, N22 8PL | Excavation of basement with front and rear lightwells; erection of part single, part two, part three storey rear extension; installation of PV roof panels; side and rear dormers; installation of flue; replace front rooflight and installation 4 x additional rooflights; replacement and re-positioning of front entrance (following demolition of porch); and replacement of windows | Kwaku Bossman-Gyamera |
| Bounds Green | Householder planning permission | HGY/2023/3291 | Approve with Conditions | 05/02/2024 | Flat A, 20 Manor Road, Wood Green, London, N22 8YJ | Replacement of existing sash timber windows throughout the property with Energy Grade A, UPVC double glazed sash windows in same style as existing windows. | Sarah Madondo |
| Bounds Green | Householder planning permission | HGY/2023/2404 | Approve with Conditions | 12/02/2024 | 82 Durnsford Road, Wood Green, London, N11 2EJ | Erection of a single storey rear extension including installation of glass doors in rear walls and a hip to gable loft conversion with rooflights on both roof slopes. | Sabelle Adjagboni |
| Bounds Green | Approval of details reserved by a condition | HGY/2023/2786 | Approve | 23/02/2024 | Garages, Partridge Way, Wood Green, London | Approval of details pursuant to condition 3 (external surfaces) attached to planning permission HGY/2021/2075. | Ben Coffie |
| Bounds Green | Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses | HGY/2023/3259 | Refuse | 19/02/2024 | Unit 13, Gateway Mews, Wood Green, London, N11 2UT | Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA | Mark Chan |
| Bounds Green | Approval of details reserved by a condition | HGY/2022/0632 | Approve | 24/01/2024 | 26-28, Brownlow Road, London, N11 2DE | Approval of details pursuant to condition 8 (Demolition and Construction Environmental Management Plans) attached to planning permission HGY/2020/1615 | Josh Parker |
| Bounds Green | Householder planning permission | HGY/2023/2674 | Approve with Conditions | 23/01/2024 | 5 Gordon Road, Wood Green, London, N11 2PA | Proposed partial garage conversion to include an increase in height of roof | Eunice Huang |
| Bounds Green | Householder planning permission | HGY/2023/3332 | Approve with Conditions | 07/02/2024 | 60 Palace Road, Wood Green, London, N11 2PR | Erection of a ?single storey ground floor rear infill wraparound extension; replacing existing pitched roof with a flat roof on existing rear extension | Nathan Keyte |
| Bounds Green | Householder planning permission | HGY/2023/3268 | Approve with Conditions | 31/01/2024 | 20 Maidstone Road, Wood Green, London, N11 2TP | Alterations to rear fenestration; replacement and change of conservatory roof; reduction in height of rear chimney stack; and other minor alterations. | Nathan Keyte |
| Bounds Green | Householder planning permission | HGY/2023/2704 | Approve with Conditions | 07/02/2024 | 7 Marlborough Road, Wood Green, London, N22 8NB | Replacement of windows and installation of new French doors on the rear elevation. Installation of new render system to external brickwork. | Roland Sheldon |
| Bruce Castle | Approval of details reserved by a condition | HGY/2023/3056 | Approve | 23/01/2024 | 707 High Road, Tottenham, London, N17 8AD | Approval of details reserved by a condition 20 (Servicing and Deliveries Plan) attached planning permission Ref: HGY/2020/0533. | Kwaku Bossman-Gyamera |

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| Bruce Castle | Prior notification: Development by telecoms operators | HGY/2024/0480 | Permitted Development | 23/02/2024 | 52 Lordship Lane, Tottenham, London, N17 7QG | Formal notification in writing of 28 days? notice in advance, of our intention to install electronic communications in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003. The proposed installation comprises: ? Replacement of 3No ATR4518R4 antennas at 9.7m height with 3No RRZZVV-65B-R6N43 antennas at 10.7m on proposed 3No 3.5m long support poles ? Relocation of 3No antennas at 9.7m height installed on support poles onto proposed 3No 3.5m long support poles ? Installation of 1No GPS node at 11.9m height on proposed antenna support pole ? Removal of 3No mast head amplifiers (MHAs), 3No remote radio units (RRUs) and 2No breakout boxes (BOBs) ? Relocation of 3No MHAs installed on support poles onto new support poles ? Replacement of 1No BTS3900A cabinet with 1No D-AIRO cabinet on existing steel grillage ? Installation of ancillary equipment | Kwaku Bossman-Gyamera |
| Bruce Castle | Prior notification: Development by telecoms operators | HGY/2024/0255 | Permitted Development | 31/01/2024 | Charles House, Love Lane, Tottenham, London, N17 8DB | Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). The works entail the installation of 1no. transmission dish (to be fixed to the existing telecommunications installation). | Kwaku Bossman-Gyamera |
| Bruce Castle | Lawful development: Existing use | HGY/2023/3111 | Approve | 06/02/2024 | 15 Pretoria Road, Tottenham, London, N17 8DX | Certificate of lawfulness for existing use of the ground floor as 2 x self-contained units | Laina Levassor |
| Bruce Castle | Approval of details reserved by a condition | HGY/2023/2723 | Approve with Conditions | 23/01/2024 | 263 Mount Pleasant Road, Tottenham, London, N17 6HD | Approval of details reserved by condition 3 (Cycle Parking) and 4 (Refuse & Waste storage) attached to planning consent HGY/2023/1558 | Mercy Oruwari |
| Bruce Castle | Householder planning permission | HGY/2023/2204 | Approve with Conditions | 06/02/2024 | 7 Tenterden Road, Tottenham, London, N17 8BE | Single Storey Side Extension to Ground Floor Flat | Sarah Madondo |
| Bruce Grove | Lawful development: Proposed use | HGY/2020/1838 | Permitted Development | 25/01/2024 | 77, Dunloe Avenue, London, N17 6LB | Erection of loft extension to rear, and external alterations | Emily Whittredge |
| Bruce Grove | Consent to display an advertisement | HGY/2022/0331 | Refuse | 12/02/2024 | 479-481, High Road, London, N17 6QA | Display of x 1no. halo illuminated fascia lettering, 1no. halo illuminated fascia bucket logo & 1no. externally non illuminated projecting sign | Sarah Madondo |

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| Crouch End | Consent under Tree Preservation Orders | HGY/2024/0187 | No Objections | 23/01/2024 | St Aloysius College Sports Field, Hurst Avenue, Hornsey, London, N6 5TX | Five Day Notice for the following works: 1. Leaning Lombardy Poplar spec reduce too weight by up to 10 metres leaving monolith (make safe) due to leaning towards rear 2. Ash compressed against Lombardi poplar with ripped out major limbs and included bark (fell) leaving monolith 3. Dead standing Sycamore (fell) 4. Fallen Lombardy Poplar clear and stack for habitat. Reason for failure on the poplars is due to fungus in the lower stems. | Daniel Monk |
| Crouch End | Non-Material Amendment | HGY/2024/0168 | Approve | 23/02/2024 | North House, 23A Coolhurst Road, Hornsey, London, N8 8EP | Non-Material Amendment to vary the plans approved under planning permission Ref: HGY/2022/1737 (Insertion of two triangular glass panel added to the rear elevation). | Kwaku Bossman-Gyamera |
| Crouch End | Householder planning permission | HGY/2023/3329 | Approve with Conditions | 29/01/2024 | 53 Weston Park, Hornsey, London, N8 9SY | Erection of single storey rear extension to replace existing | Laina Levassor |
| Crouch End | Householder planning permission | HGY/2023/3301 | Approve with Conditions | 24/01/2024 | 5 Coolhurst Road, Hornsey, London, N8 8EP | Amalgamation of 4 x self-contained units to revert to single-family dwelling. Demolition and replacement of existing boundary wall and associated landscaping. | Laina Levassor |
| Crouch End | Householder planning permission | HGY/2023/3231 | Approve with Conditions | 29/01/2024 | 15 Middle Lane, Hornsey, London, N8 8PJ | Erection of ground floor rear extension including side infill and formation of rear dormer window | Mercy Oruwari |
| Crouch End | Full planning permission | HGY/2023/3282 | Approve with Conditions | 22/02/2024 | Flat B, 15 Weston Park, Hornsey, London, N8 9SY | Replacement of existing timber frame sash windows with like for like double glazed timber sash windows | Oskar Gregersen |
| Crouch End | Approval of details reserved by a condition | HGY/2023/0797 | Approve | 31/01/2024 | Broadway Annexe Hornsey Town Hall, The Broadway, Hornsey, London, N8 9BQ | Approval of details reserved by a condition 10(a) (structural repairs / methodology) of Listed Building Consent for the annex building permission HGY/2017/2223 | Samuel Uff |
| Crouch End | Approval of details reserved by a condition | HGY/2023/0089 | Approve | 30/01/2024 | Hornsey Town Hall, The Broadway, Hornsey, London, N8 9BQ | Approval of details pursuant to condition 17 (Parking Management Plan) attached to planning permission HGY/2017/2220 | Samuel Uff |
| Crouch End | Approval of details reserved by a condition | HGY/2021/3285 | Approve | 24/01/2024 | Hornsey Town Hall, The Broadway, London, N8 9BQ | Partial approval of details pursuant to condition 40 (contamination remediation verification) attached to planning permission HGY/2017/2220 for Block A and Town Hall Square only | Samuel Uff |
| Crouch End | Full planning permission | HGY/2023/3316 | Approve with Conditions | 20/02/2024 | Flat A, 2 Womersley Road, Hornsey, London, N8 9AE | Installation of a detached timber outbuilding | Sabelle Adjagboni |
| Crouch End | Full planning permission | HGY/2023/3159 | Approve with Conditions | 12/02/2024 | 72, 74 and 78 Cecile Park, London N8 9AU | Replacement of single glazed timber windows with double glazed aluminium windows to the rear elevation & double glazed timber windows to the front elevation, and replacement of doors to the front and rear. . | Ben Coffie |
| Crouch End | Householder planning permission | HGY/2023/3208 | Approve with Conditions | 13/02/2024 | 11 Drylands Road, Hornsey, London, N8 9HN | Erection of a ground floor rear extension and roof extension including rear dormer with balcony and access door to pitched roof. | Daniel Boama |

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| Crouch End | Householder planning permission | HGY/2023/2994 | Approve with Conditions | 31/01/2024 | Ground Floor Flat, 13 Drylands Road, Hornsey, London, N8 9HN | Excavation to the front to provide one lightwell and enlarge existing basement cellar to provide 1no. bedroom, 1no. WC, 1no. storage room. | Daniel Boama |
| Crouch End | Householder planning permission | HGY/2023/2639 | Approve with Conditions | 30/01/2024 | Flat A, 1 Bedford Road, Hornsey, London, N8 8HL | Lower kitchen window sill to form doorway and installation of metal balcony with railings and glass privacy screen to rear of property at first floor flat level. | Daniel Boama |
| Crouch End | Householder planning permission | HGY/2023/3218 | Approve with Conditions | 08/02/2024 | 35 Clifton Road, Hornsey, London, N8 8JA | Replacement of front and rear windows, installation of solar panels and external insulation. | Mark Chan |
| Crouch End | Full planning permission | HGY/2022/1962 | Refuse | 19/02/2024 | Ivor Court, Crouch Hill, London, N8 9EB | Demolition of the existing garages and erection of three (1no. 2-bed and 2no. 3-bed) two-storey dwellinghouses. | Mark Chan |
| Crouch End | Full planning permission | HGY/2023/2625 | Approve with Conditions | 09/02/2024 | 46 Avenue Road, Hornsey, London, N6 5DR | Conversion of a two unit residential building into a four unit residential building,, including changes to the windows in the rear elevation, addition of new windows to the side elevation, extensions to the roof and rear elevation, the addition of new skylights to roof, modifications to the rear back garden to create a communal space, and the construction of bike and stores. | Josh Parker |
| Crouch End | Non-Material Amendment | HGY/2023/3145 | Approve | 26/01/2024 | 32 Glasslyn Road, Hornsey, London, N8 8RH | Non-Material Amendment to planning permission HGY/2023/1628 to change colour of external bricks. | Eunice Huang |
| Crouch End | Householder planning permission | HGY/2023/3349 | Refuse | 12/02/2024 | 16 Weston Park, Hornsey, London, N8 9TJ | Removal of existing garage; proposed single storey rear extension to provide a new home office and WC for the ground floor flat and combined bin storage for the property; changes to boundary treatment; internal alterations to locally listed building. | Nathan Keyte |
| Crouch End | Full planning permission | HGY/2023/3203 | Approve with Conditions | 07/02/2024 | 42 Shepherds Hill, Hornsey, London, N6 5RR | Erection of extension to existing basement, erection of single storey rear extension with increased depth of rear terrace, creation of first floor roof terrace (extensions and alterations approved under planning reference HGY/2021/2205), in association with amalgamation of 3no. flats into a single large family dwellinghouse (Use Class C3). | Roland Sheldon |
| Crouch End | Approval of details reserved by a condition | HGY/2021/3193 | Approve | 29/01/2024 | Rear Of, 2, Birchington Road, London, N8 8HR | Approval of details pursuant to conditions 3 (Materials), 4 (Green roof) 5 (front garden treatment) & 7 (Qualified chartered engineer) attached to planning permission HGY/2021/1577 | Roland Sheldon |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2023/0606 | Refuse | 29/01/2024 | 39 Eastern Road, Hornsey, London, N2 9LB | Works to tree protected by a TPO. T1 = To Fell 1 X Leaning Lime Tree as Close to Ground Level as Possible. This Tree has Ganoderma Bracket at Base. Neighbour is concerned that if this tree was to fall it would land on her house No 41. | Daniel Monk |

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| Fortis Green | Consent under Tree Preservation Orders | HGY/2024/0417 | No Objections | 21/02/2024 | Woodland Terrace, Twyford Avenue, Hornsey, London, N2 9NF | Five Day Notice to fell the Ash tree inside the tennis court due to the target area. It has fruiting bodies around the base, it is also leaning into the tennis court from the side. | Daniel Monk |
| Fortis Green | Consent under Tree Preservation Orders | HGY/2024/0416 | No Objections | 21/02/2024 | Woodland Terrace, Twyford Avenue, Hornsey, London, N2 9NF | Five Day Notice to fell an Ash, leaning over shed to rear of Woodland Terrace The resident has said it is moving a lot in the wind and on inspection the root plate has lifted. There is also severe decay in the tension wood at the base. | Daniel Monk |
| Fortis Green | Full planning permission | HGY/2024/0004 | Approve with Conditions | 02/02/2024 | 69 Fortis Green, Hornsey, London, N2 9JD | Erection of a single storey rear extension | Laina Levassor |
| Fortis Green | Approval of details reserved by a condition | HGY/2023/0649 | Approve | 22/01/2024 | 37 Lanchester Road, Hornsey, London, N6 4SX | Approval of details for condition 5 (H&SL), condition 6 (Enclosures and screening of the recycling and refuse storage) and condition 7 (Cycle storage) attached to planning permission HGY/2021/0814. | Matthew Gunning |
| Fortis Green | Full planning permission | HGY/2023/3379 | Approve with Conditions | 20/02/2024 | 88 Coniston Road, Hornsey, London, N10 2BN | Conversion of the existing dwelling into two two-bedroom self contained flats | Ben Coffie |
| Fortis Green | Full planning permission | HGY/2023/3288 | Approve with Conditions | 19/02/2024 | Flat 2, 46 Tetherdown, Hornsey, London, N10 1NG | Sub-division of existing 2 bedroom flat into two separate self-contained 1 bedroom flats. | Ben Coffie |
| Fortis Green | Lawful development: Existing use | HGY/2023/1745 | Refuse | 09/02/2024 | 14 Pages Lane, Hornsey, London, N10 1PS | Certificate of Lawfulness for proposed replacement of existing outbuilding in rear garden. | Ben Coffie |
| Fortis Green | Householder planning permission | HGY/2023/3224 | Approve with Conditions | 29/01/2024 | 31 Fortismere Avenue, Hornsey, London, N10 3BN | Loft conversion with the erection of a rear dormer extension, the insertion of two rooflights to the front slope and two rooflights to the side slopes of the front outrigger behind the existing two rooflights. (AMENDED DESCRIPTION) | Daniel Boama |
| Fortis Green | Lawful development: Proposed use | HGY/2023/3008 | Refuse | 02/02/2024 | 148 Osier Crescent, Hornsey, London, N10 1RF | Certificate of lawfulness for the proposed installation of two front roof lights and a rear dormer window. (AMENDED DESCRIPTION) | Mark Chan |
| Fortis Green | Householder planning permission | HGY/2023/2962 | Approve with Conditions | 12/02/2024 | 22 Coppetts Road, Hornsey, London, N10 1JY | Demolition of existing rear and side extension and erection of single-storey rear extension, two-storey side extension and external alterations. | Nathan Keyte |
| Fortis Green | Approval of details reserved by a condition | HGY/2023/3327 | Approve | 29/01/2024 | 19 Collingwood Avenue, Hornsey, London, N10 3EH | Approval of details pursuant to condition 4 (arboricultural method statement) of planning permission HGY/2023/2553. | Roland Sheldon |
| Harringay | Lawful development: Proposed use | HGY/2023/0690 | Permitted Development | 07/02/2024 | 11 Colina Road, Tottenham, London, N15 3JA | Certificate of Lawfulness for alterations to single storey component of the rear outrigger | Emily Whittredge |
| Harringay | Full planning permission | HGY/2023/3263 | Approve with Conditions | 31/01/2024 | First Floor Flat, 104 Raleigh Road, Hornsey, London, N8 0JA | Formation of rear dormer window with Juliet balcony. Insertion of of 3no. front-facing roof lights and 1no. skylight to the flat roof dormer. Rear terrace space with direct access from the new staircase landing at the second-floor level over the existing rear outrigger at First Floor level. | Kwaku Bossman-Gyamera |

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| Harringay | Full planning permission | HGY/2023/2518 | Approve with Conditions | 24/01/2024 | Belgrave Mansions, 7 Willoughby Road, Hornsey, London, N8 0HR | Erection of a two storey rear extension to facilitate the creation of a new two bedroom dwelling. | Kwaku Bossman-Gyamera |
| Harringay | Lawful development: Proposed use | HGY/2024/0278 | Permitted Development | 12/02/2024 | 13 Wightman Road, Hornsey, London, N4 1RQ | Certificate of Lawfulness for proposed single storey rear extension, rear dormer extension to facilitate loft conversion and associated front rooflights | Laina Levassor |
| Harringay | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/0070 | Not Required | 21/02/2024 | 11 Colina Road, Tottenham, London, N15 3JA | Erection of single storey extension which extends beyond the rear wall of the original house by 4.90m, for which the maximum height would be 3.25m and for which the height of the eaves would be 3.25m | Oskar Gregersen |
| Harringay | Householder planning permission | HGY/2023/3236 | Approve with Conditions | 30/01/2024 | 51 Endymion Road, Hornsey, London, N4 1EQ | Proposed additional floor formed of a mansard roof extension | Oskar Gregersen |
| Harringay | Change of use | HGY/2023/0801 | Not Determined | 13/02/2024 | Commercial unit 1, Altitude Point, Hampden Road, London N8 0EH | Change of use of vacant commercial space to form two self-contained flats of use class C3 | Valerie Okeiyi |
| Harringay | Full planning permission | HGY/2023/2853 | Approve with Conditions | 13/02/2024 | 14 Lausanne Road, Hornsey, London, N8 0HN | Replacement of existing timber sash windows with double glazed uPVC units. | Sabelle Adjagboni |
| Harringay | Householder planning permission | HGY/2023/3000 | Approve with Conditions | 05/02/2024 | 85 Duckett Road, Hornsey, London, N4 1BL | Alteration of existing rear extension mono-pitched roof to an asymmetric dual-pitched roof inc. insertion of 1no. rooflight. Replacement of 1no. existing kitchen window, 1no. access door to the rear garden, and 1no. obscure glazed bathroom window with 1no. dining room window on side elevation of existing rear extension. Replacement of 1no. rear facing window with 1no. rear sliding doors. No alterations to existing rear extension footprint. (AMENDED DESCRIPTION) | Daniel Boama |
| Harringay | Householder planning permission | HGY/2023/3219 | Approve with Conditions | 12/02/2024 | 80 Allison Road, Hornsey, London, N8 0AT | Side infill and rear extension at ground floor level with rooflights; rear dormer extension at loft level and extension onto closet wing roof; 3no. rooflights added to the front roof pitch; addition of 1no rooflight on rear dormer; general refurbishment and removal of existing render on rear elevation and refurbishment of brickwork. | Josh Parker |
| Harringay | Householder planning permission | HGY/2023/2735 | Approve with Conditions | 08/02/2024 | 24 Seymour Road, Hornsey, London, N8 0BE | Erection of rear L Shaped dormer with roof lights on front roof slope and roof terrace over part of rear flat roof, reinstate front roof pediment and add new oriel window to rear ground floor. | Josh Parker |
| Harringay | Lawful development: Proposed use | HGY/2023/3227 | Refuse | 29/01/2024 | 36 Fairfax Road, Hornsey, London, N8 0NG | Certificate of Lawfulness for proposed loft conversion with Juliet balcony, 2 Velux windows to the front elevation, plus a roof extension to the rear outrigger. | Eunice Huang |
| Harringay | Householder planning permission | HGY/2023/3245 | Approve with Conditions | 29/01/2024 | Flat B, 98 Sydney Road, Hornsey, London, N8 0EX | Formation of dormer window to rear roof; insertion of 2x no. front rooflights | Nathan Keyte |

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| Hermitage & Gardens | Full planning permission | HGY/2024/0045 | Approve with Conditions | 13/02/2024 | 47 Roseberry Gardens, Tottenham, London, N4 1JQ | Erection of single storey rear extension (replacing existing). Replacement of uPVC door with timber at front elevation. | Laina Leavassor |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2023/3071 | Approve | 13/02/2024 | 108, Vale Road, London N4 1TD | Approval of details reserved by a condition 5b(Detailed drawing of doors, windows,roller shutter doors, external stairs, walkways,building corners, roof eaves, ridges and parapets) attached to planning reference HGY/2022/0044 | Sarah Madondo |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2022/4167 | Approve | 06/02/2024 | Unit M, Arena Business Centre, 71 Ashfield Road, Tottenham, London, N4 1FF | Approval of details pursuant to conditions 5 (CMP), 6 (sustainability) and 7 (green roofs) of planning permission HGY/2022/0211 | Valerie Okeiyi |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2023/3300 | Approve | 02/02/2024 | Land adjoining Remington Road and Pulford Road, London, N15 | Approval of details pursuant to conditions 18 (Co-production of hard and soft landscaping) and 19 (Hard and Soft Landscaping) attached to planning permission ref: HGY/2021/2882 dated 9/6/2022 for the redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities. | Daniel Boama |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2023/3182 | Approve | 22/01/2024 | Land adjoining Remington Road and Pulford Road, London, N15 | Approval of details reserved by a Condition 3 (Materials and Elevations) attached to planning permission ref: HGY/2021/2882 dated 9/6/2022 for the redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities. | Daniel Boama |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2023/3055 | Approve | 16/02/2024 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Partial approval of details (Phase 1a only) pursuant to Condition 21 (Piling Method Statement) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023. | John Kaimakamis |

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| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2023/2351 | Approve | 23/02/2024 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Partial approval of details (Phase 1A only) pursuant to Conditions 10 (Construction Logistics Plan) and 11 (Construction Environmental Management Plan) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023. | John Kaimakamis |
| Hermitage & Gardens | Lawful development: Proposed use | HGY/2024/0258 | Permitted Development | 20/02/2024 | 56 Hermitage Road, Tottenham, London, N4 1LY | Proposed erection of a rear dormer on the main roof with linked roof extension above rear outrigger, and insertion of two front rooflights. | Iliyan Topalov |
| Highgate | Consent under Tree Preservation Orders | HGY/2023/3152 | Approve with Conditions | 30/01/2024 | The Rydings, Courtenay Avenue, Hornsey, London, N6 4LP | T1 - no 29 - poor condition MA ? poor ? Lime Tree - Leans heavily as it was growing under a large lime that was removed in 2019 due to severe decay. Was carrying heavy ivy but that has been cut. Close inspection found no signs of decay, but ground level at the base has been raised, which was part of the problems with the removed tree. Not an immediate hazard but is being suppressed by the larger tree in the next garden - Fell to ground level T2 - (no 35 Sycamore gp - MA ? poor) Group of 3 Large Sycamore trees suppressed by the larger oaks and leaning heavily over the garden to the rear. One has a narrow, weak fork and a wound on the lower trunk with extensive dead bark and decay. These are growing over air conditioning units. Fell the group. T4 - (no 40) Birch tree growing out of resting wall - Fell to ground level T5 - (no 41) Cherry Tree - Heavy lean and canker at base - Fell to ground level T6 - Silver Birch - Remove dead wood T7 - (no 24) Purple cherry plum Leans over the tennis court and has been cut back previously for clearance. Not an imminent problem but will grow back. Cut back to clear court by approx. | Daniel Monk |
| Highgate | Consent under Tree Preservation Orders | HGY/2023/0327 | Approve with Conditions | 29/01/2024 | Dyne House, 14 Southwood Lane, Hornsey, London, N6 5EE | Works to trees protected by a TPO T1: Ash (10m): Fell due to reduce risk of failure as shown in photo T2: Ash (10m): Fell due to reduce risk of failure as shown in photo | Daniel Monk |
| Highgate | Consent under Tree Preservation Orders | HGY/2022/4334 | Approve with Conditions | 29/01/2024 | Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL | Works to Oak (T20): Reduce highest branch by 3-4m with the remaining branches reduced by 2-3m with no lower epinastic growth removed (AMENDED DESCRIPTION). | Daniel Monk |

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| Highgate | Consent under Tree Preservation Orders | HGY/2024/0191 | No Objections | 24/01/2024 | Red House, Compton Avenue, Hornsey, London, N6 4LB | Five Day Notice: Lime Tree believed to be subject to a Tree Preservation Order (TPO). Due to adverse weather conditions, three main limbs of the tree were affected, with one of them breaking off and causing damage to the house (pictures are attached for reference). Notably, approximately 7-8 months ago, a substantial branch from the same tree broke off, posing a hazard to the public pathway. Given this history, it is our professional opinion that the Lime Tree poses a potential danger to both the general public and the client's property. In consideration of safety, we plan to prune the tree, reverting it to its previous state to eliminate any immediate risks, which will happen 23rd of January, 2024. The fallen limb will be removed and the other limbs will be reduced by 15% to ensure they don't fall as well in the near future. | Daniel Monk |
| Highgate | Householder planning permission | HGY/2023/3290 | Approve with Conditions | 05/02/2024 | 12 Bancroft Avenue, Hornsey, London, N2 0AS | Retrospective application for the retention of as built front dormer window | Laina Levassor |
| Highgate | Householder planning permission | HGY/2023/2257 | Approve with Conditions | 26/01/2024 | 45 Cholmeley Crescent, Hornsey, London, N6 5EX | Erection of a single storey rear extension, consolidation and extension of basement, addition of lightwells to side and rear and associated external works | Laina Levassor |
| Highgate | Householder planning permission | HGY/2023/1633 | Approve with Conditions | 12/02/2024 | 12 Bancroft Avenue, Hornsey, London, N2 0AS | Erection of single-storey rear extension (which adjoins approved extension ref: HGY/2022/2579 & HGY/2022/3481) | Laina Levassor |
| Highgate | Approval of details reserved by a condition | HGY/2023/1373 | Approve | 29/01/2024 | Bloomfield Court, Bloomfield Road, Hornsey, London, N6 4ES | Approval of details pursuant to Condition 3 (Materials) attached to Planning permission reference HGY/2022/2332. | Matthew Gunning |
| Highgate | Non-Material Amendment | HGY/2023/3277 | Approve | 24/01/2024 | 37 North Hill, Hornsey, London, N6 4BS | Non-Material Amendment application following a grant of planning permission HGY/2022/4430 in relation to the addition of a handrail and balustrade to the external stair serving the side entrance. | Mercy Oruwari |
| Highgate | Householder planning permission | HGY/2023/2990 | Approve with Conditions | 12/02/2024 | 100 Priory Gardens, Hornsey, London, N6 5QT | Conversion of an existing garage into a garden gym as part of a resubmission of approved application HGY/2016/2276. | Mercy Oruwari |
| Highgate | Full planning permission | HGY/2023/0692 | Approve with Conditions | 23/02/2024 | 40 Bancroft Avenue, Hornsey, London, N2 0AS (Site rear of 40-42 Bancroft Avenue access via Great North Road) | Conversion of a studio garden room, office and break out space in former garages (accessed via Great North Road) into a single family dwelling, including the extension of the existing first floor and erection of a two storey infill extension of the western side of the building. (AMENDED DESCRIPTION) | Mercy Oruwari |

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| Highgate | Full planning permission | HGY/2022/2731 | Approve with Conditions | 02/02/2024 | 44-46, Hampstead Lane, London, N6 4LL | Demolition of existing dwellings and redevelopment to provide a 66 bed 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 4 no. trees; amended boundary treatment; and associated works | Samuel Uff |
| Highgate | Listed building consent (Alt/Ext) | HGY/2022/1747 | Not Determined | 21/02/2024 | 17, North Road, London, N6 4BD | Listed building consent for replacement of a side window. | Ben Coffie |
| Highgate | Householder planning permission | HGY/2023/2928 | Approve with Conditions | 31/01/2024 | 10 Highgate Close, Hornsey, London, N6 4SD | Erection of a single-storey extension to the rear side return with full-width doors and rooflight; and alterations to the existing rear extension and ground floor windows. | Josh Parker |
| Highgate | Full planning permission | HGY/2023/2834 | Approve with Conditions | 29/01/2024 | 12 Cromwell Avenue, Hornsey, London, N6 5HL | Demolition of the existing rear extension, the construction of new rear extension, the lowering of existing basement and a new front light well | Eunice Huang |
| Highgate | Householder planning permission | HGY/2023/1154 | Approve with Conditions | 07/02/2024 | 41 North Hill, Hornsey, London, N6 4BS | Construction of new front and side boundary walls and gate | Eunice Huang |
| Highgate | Householder planning permission | HGY/2024/0009 | Approve with Conditions | 21/02/2024 | 108 Highgate Hill, Hornsey, London, N6 5HE | To alter the existing patio, and to add a independently supported timber trellis above the existing brick boundary wall (there is an associated Listed Building Consent application: HGY/2023/3314). | Nathan Keyte |
| Highgate | Listed building consent (Alt/Ext) | HGY/2023/3314 | Approve with Conditions | 21/02/2024 | 108 Highgate Hill, Hornsey, London, N6 5HE | Listed building consent to alter the existing patio, and to add a independently supported timber trellis above the existing brick boundary wall (amended description). | Nathan Keyte |
| Highgate | Householder planning permission | HGY/2023/3278 | Approve with Conditions | 19/02/2024 | 66 Priory Gardens, Hornsey, London, N6 5QS | To enlarge the existing basement; creation of front lightwell; alteration and enlargement of roof lantern of the existing side return extension; new large rooflight on rear roof pitch; replacement railings on terrace with new timber privacy screen; extension of rear patio; rear timber screening; alterations to rear fenestration and doors. | Nathan Keyte |
| Highgate | Householder planning permission | HGY/2023/3062 | Approve with Conditions | 25/01/2024 | 64 Talbot Road, Hornsey, London, N6 4RA | Rear dormer roof extension; installation of 3 x conservation rooflights to front roofslope; replacement of front windows with timber double glazed slim line windows; replacement and alteration of existing rear windows and doors with double glazed timber windows and doors; and other changes (amended description). | Nathan Keyte |
| Highgate | Householder planning permission | HGY/2023/2974 | Approve with Conditions | 23/01/2024 | 21 Parklands, Cholmeley Park, Hornsey, London, N6 5FE | Replacement of 40 x no existing painted timber frame DGU (double glazed) windows and 3x no doors with new timber framed TGU (triple glazed) windows and doors. | Nathan Keyte |

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| Highgate | Listed building consent (Alt/Ext) | HGY/2023/2765 | Approve with Conditions | 29/01/2024 | Cholmeley Lodge, Cholmeley Park, Hornsey, London, N6 5EN | Additional guarding to inside of roof parapet. | Roland Sheldon |
| Hornsey | Householder planning permission | HGY/2023/3376 | Approve with Conditions | 19/02/2024 | 92 Middle Lane, Hornsey, London, N8 8NT | Replacement rear dormer with 2 no. rooflights on the front roof slope and a two-storey side extension. | Emily Whittredge |
| Hornsey | Full planning permission | HGY/2023/2854 | Approve with Conditions | 29/01/2024 | 112 Priory Road, Hornsey, London, N8 7HP | The proposal replaces the existing timber sash windows with modern thick profile double glazed uPVC units. | Kwaku Bossman-Gyamera |
| Hornsey | Full planning permission | HGY/2022/2658 | Approve with Conditions | 13/02/2024 | 88, High Street, London, N8 7NU | Retrospective application for extraction flue | Laina Levassor |
| Hornsey | Householder planning permission | HGY/2023/3366 | Approve with Conditions | 16/02/2024 | 73 Park Avenue North, Hornsey, London, N8 7RS | Construction of single storey rear extension | Oskar Gregersen |
| Hornsey | Approval of details reserved by a condition | HGY/2023/2958 | Approve | 30/01/2024 | Land to the East of Cross Lane, London, N8 | Approval of details pursuant to condition 6 (Noise Management Plan) of planning permission reference HGY/2022/2457 | Valerie Okeiyi |
| Hornsey | Change of use | HGY/2022/4003 | Approve with Conditions | 14/02/2024 | Land to the East of Cross Lane, Hornsey, London, N8 7SA | Change of use of Commercial Units 2, 3 and 4 (Ground & First Floor Block A) from Business & Offices/Dentist (Use Classes B1a/D1) to Commercial, Business and Service (Use Class E) | Valerie Okeiyi |
| Hornsey | Householder planning permission | HGY/2024/0060 | Approve with Conditions | 19/02/2024 | 17 Rectory Gardens, Hornsey, London, N8 7PJ | Erection of ground floor rear extension | Ben Coffie |
| Hornsey | Householder planning permission | HGY/2023/3271 | Approve with Conditions | 23/02/2024 | 93 Redston Road, Hornsey, London, N8 7HG | The proposal is for the erection of a single-storey rear extension, replacement of front and rear windows with new double-glazed timber sash windows, replacement of windows to upper floor bedrooms with doors, replacement of existing timber balustrade with metal railing at first floor level, installation of juliette railing on second floor door, replacement roof with new roof lights and photovoltaics, removal of existing glazed front porch and reinstatement of canopy feature, installation of an air source heat pump in rear garden and reconfiguration of front driveway. | Ben Coffie |
| Hornsey | Householder planning permission | HGY/2023/2947 | Refuse | 06/02/2024 | 31 Priory Avenue, Hornsey, London, N8 7RP | Second floor rear extension to outrigger roof | Ben Coffie |
| Hornsey | Householder planning permission | HGY/2023/3322 | Approve with Conditions | 07/02/2024 | Flat A, 139 Inderwick Road, Hornsey, London, N8 9JR | Replacement of windows to the front elevation with timber double glazed sash windows to the match the existing and rear elevation with uPVC equivalents to the match the existing of the first floor flat. (AMENDED DESCRIPTION) | Daniel Boama |
| Hornsey | Householder planning permission | HGY/2023/3157 | Approve with Conditions | 25/01/2024 | 31, Flat A, Redston Road, Hornsey, London, N8 7HL | Construction of a single storey timber clad contemporary garden building to be used as a leisure space. | Daniel Boama |
| Hornsey | Non-Material Amendment | HGY/2023/3395 | Approve | 21/02/2024 | 56 Farrer Road, Hornsey, London, N8 8LB | Non-material amendment to planning permission ref: HGY/2022/1954 to lower the internal floor level and patio level and install full height rear doors. (AMENDED DESCRIPTION) | Mark Chan |

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| Hornsey | Full planning permission | HGY/2023/3392 | Approve with Conditions | 21/02/2024 | 46C Tottenham Lane, Hornsey, London, N8 7ED | Change of use from light industrial (Use Class E) to tyre fitting for motor vehicles and vehicle servicing (Use Class Sui Generis). (AMENDED DESCRIPTION) | Mark Chan |
| Hornsey | Full planning permission | HGY/2023/3179 | Approve with Conditions | 02/02/2024 | Ground Floor Right Flat B, 102-104 Priory Road, Hornsey, London, N8 7HR | Erection of a single storey garden art studio (amended). | Josh Parker |
| Hornsey | Householder planning permission | HGY/2023/2838 | Approve with Conditions | 08/02/2024 | 62 Beechwood Road, Hornsey, London, N8 7NG | Construction of rear facing single dormer with installation of roof light to the front slope of the roof. | Josh Parker |
| Hornsey | Full planning permission | HGY/2023/1449 | Approve with Conditions | 31/01/2024 | Flat A, 1 Rathcoole Avenue, Hornsey, London, N8 9LY | Part retrospective application for roof extension and alterations to elevations | Josh Parker |
| Hornsey | Full planning permission | HGY/2023/2819 | Refuse | 23/01/2024 | 52-60 High Street, Hornsey, London, N8 7NX | Replacement of existing wooden windows at the front and rear to UPVC double glazed | Eunice Huang |
| Hornsey | Full planning permission | HGY/2023/2377 | Approve with Conditions | 29/01/2024 | 121 Nightingale Lane, Hornsey, London, N8 7LG | Single storey rear extension | Eunice Huang |
| Hornsey | Lawful development: Proposed use | HGY/2024/0315 | Permitted Development | 20/02/2024 | 17 Rokesly Avenue, Hornsey, London, N8 8NS | Demolition of existing rear conservatory and construction of replacement single-storey rear extension. | Iliyan Topalov |
| Hornsey; Noel Park | Prior notification: Development by telecoms operators | HGY/2023/3382 | Refuse | 13/02/2024 | Land at Priory Road N8 7EX | The proposed installation of a telecommunications base station comprising a 20m monopole, supporting 6 no antennas, 2 no 300mm dishes, together with 2 no cabinets, and ancillary development thereto. | Kwaku Bossman-Gyamera |
| Muswell Hill | Consent under Tree Preservation Orders | HGY/2023/2561 | Approve with Conditions | 24/01/2024 | Grove Lodge, 8 Muswell Hill, Hornsey, London, N10 3TD | Works to trees protected by Tree Preservation Orders. G1 - Sycamore, Laurel & Horse Chestnut - Encroaching onto property - Would like to reduce lateral branches removing up to 2.5m to provide clearance. G2 - Mixed Species Group - Dead Elms on Bank, low over parking bays - Would like to Fell Dead Elms and reduce lateral branches of remaining group over bays by up to 1.5m to provide clearance G3 - Mixed Species Group - Low over entrance road - Would like to crown lift over road to approx 3.5-4m where required (minor works) T1 - Cypress - Encroaching onto gutters - Would like to crown lift over roof to provide 1.5-2m clearance Works are all for H&S or general maintenance purposes. (Please note that the works to T2 - Sycamore will be considered separately under application reference HGY/2023/2565 as the tree is located within a Conservation Area but is not protected by a TPO) | Daniel Monk |
| Muswell Hill | Householder planning permission | HGY/2023/2874 | Approve with Conditions | 25/01/2024 | 53 Wood Vale, Hornsey, London, N10 3DL | Single-storey rear extension; extension to second storey front elevation over garage. | Emily Whittredge |
| Muswell Hill | Lawful development: Proposed use | HGY/2024/0089 | Approve | 19/02/2024 | 65 Onslow Gardens, Hornsey, London, N10 3JY | Certificate of Lawfulness: Additions to the roof of a dwellinghouse | Gareth Prosser |

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| Muswell Hill | Householder planning permission | HGY/2023/2427 | Approve with Conditions | 29/01/2024 | 34 St James's Lane, Hornsey, London, N10 3DB | Enlargement of the existing rear dormer including the installation of 3X front conservation rooflights and formation of hip to gable extension. | Mercy Oruwari |
| Muswell Hill | Approval of details reserved by a condition | HGY/2023/2766 | Approve | 13/02/2024 | Cranwood, 100 Woodside Avenue, Hornsey, London, N10 3JA | Approval of details for Condition 24 (Be Seen) of planning permission ref. HGY/2021/2727 granted on 10/10/2022 for the demolition of existing building and redevelopment of site to provide 41 new homes within 3 buildings ranging from 3 to 6 storeys in height, with associated vehicular access from Woodside Avenue, wheelchair parking, landscaping, refuse/recycling and cycle storage facilities. New stepped access to Parkland Walk from Woodside Avenue. | Tania Skelli |
| Muswell Hill | Full planning permission | HGY/2023/3251 | Approve with Conditions | 29/01/2024 | Flat C, 26 Cranley Gardens, Hornsey, London, N10 3AP | Replacement of two windows and a door on the side elevation | Sabelle Adjagboni |
| Muswell Hill | Lawful development: Proposed use | HGY/2024/0240 | Approve | 08/02/2024 | 23 Connaught Gardens, Hornsey, London, N10 3LD | Certificate of Lawfulness for a proposed roof extension including a rear dormer and hip to gable extension and installation of 3no. front rooflights. | Mark Chan |
| Muswell Hill | Householder planning permission | HGY/2023/3308 | Approve with Conditions | 14/02/2024 | 325 Muswell Hill Broadway, Hornsey, London, N10 1BY | Replacement of a rear window with an external door. | Mark Chan |
| Muswell Hill | Full planning permission | HGY/2023/2779 | Refuse | 02/02/2024 | Risborough Court, Muswell Hill, Hornsey, London, N10 3PP | Construction of additional floor to create 2no. flats incorporating a two storey front extension, extension of the existing lower ground floor to create 1no. flat and conversion of existing garage to form 1no. flat | Eunice Huang |
| Muswell Hill | Change of use | HGY/2023/3381 | Approve with Conditions | 15/02/2024 | St Marys And St Georges Church, Cranley Gardens, Hornsey, London, N10 3AH | Creation of new opening in boundary wall and entrance approach features to the church's main doorway; new external door to west side of the church in place of a window, with path and garden features; new wall and enlarged ashes area at the rear of the church; insertion of cycle racks; demountable parking bollards and lettering surrounds to church door. | Roland Sheldon |
| Muswell Hill | Full planning permission | HGY/2023/2470 | Approve with Conditions | 07/02/2024 | The Holmewood Upper School, 8a Muswell Hill, London N10 3TD | The installation of 2no. wooden cabins to be used as classrooms for outdoor learning. | Roland Sheldon |
| Noel Park | Consent under Tree Preservation Orders | HGY/2023/2724 | Refuse | 30/01/2024 | 112 Turnpike Lane, Wood Green, London, N8 0PH | The T1 is owned by 112 Turnpike Lane, N8 0PH. However, T1 is subject to a tree preservation order (?the TPO?) imposed by the London Borough of Haringey (?the Council?). The TPO needs to be removed and the tree felled as it is causing subsidence damage. The species of the subject tree is listed in the TPO document as a Black Italian Poplar. | Daniel Monk |

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| Noel Park | Listed building consent (Alt/Ext) | HGY/2023/2617 | Approve with Conditions | 12/02/2024 | 9 The Broadway, Wood Green, London, N22 6DS | Intrusive investigations at high level to the cornice and parapet on the front elevation to allow for an assessment of the condition of structural steels within. This work is to inform a further programme of repairs. | Emily Whittredge |
| Noel Park | Full planning permission | HGY/2023/2476 | Approve with Conditions | 29/01/2024 | 144 High Road, Wood Green, London, N22 6EB | Alterations to shopfront | Emily Whittredge |
| Noel Park | Full planning permission | HGY/2021/2049 | Approve with Conditions | 29/01/2024 | 6, Courcy Road, London, N8 0QH | Loft extension comprising rear dormer and front roof lights to No.6B | Emily Whittredge |
| Noel Park | Approval of details reserved by a condition | HGY/2023/3011 | Approve | 24/01/2024 | Garages Adj to 208 Farrant Avenue, London, N22 6PG | Approval of details pursuant to condition 8 (Contamination) attached to Planning Application HGY/2021/0095) | Gareth Prosser |
| Noel Park | Full planning permission | HGY/2023/3362 | Approve with Conditions | 14/02/2024 | Upper Flat, Public House, 33 Station Road, Wood Green, London, N22 6UX | Change of use of the upper floors of the public House (Class E) to HMO (House of Multiple Occupation) C4 use class including internal alterations. | Kwaku Bossman-Gyamera |
| Noel Park | Lawful development: Proposed use | HGY/2024/0217 | Permitted Development | 08/02/2024 | 121 Farrant Avenue, Wood Green, London, N22 6PE | Certificate of lawfulness: proposed use for the erection of a single storey rear extension. | Mercy Oruwari |
| Noel Park | Householder planning permission | HGY/2023/2993 | Approve with Conditions | 13/02/2024 | 8 Brampton Park Road, Wood Green, London, N22 6BG | Retrospective change of use from C3 Dwelling house to C4 House of multiple occupancy (6 People). Proposed replacement of single storey rear elevation extension with a new enlarged single storey structure with larger windows. Creation of bike storage in rear garden. | Mercy Oruwari |
| Noel Park | Householder planning permission | HGY/2023/2985 | Approve with Conditions | 05/02/2024 | 121 Farrant Avenue, Wood Green, London, N22 6PE | Erection of single storey rear and infill extensions to create new kitchen and bathroom. | Mercy Oruwari |
| Noel Park | Householder planning permission | HGY/2023/3264 | Refuse | 31/01/2024 | 15 Caxton Road, Wood Green, London, N22 6TB | Formation of dormers to main and outrigger roof slopes, Installation of Velux rooflight to front roof slope | Oskar Gregersen |
| Noel Park | Householder planning permission | HGY/2023/3313 | Approve with Conditions | 06/02/2024 | 65 Morley Avenue, Wood Green, London, N22 6NG | Erection of single storey side infill extension | Sarah Madondo |
| Noel Park | Approval of details reserved by a condition | HGY/2023/3303 | Approve | 09/02/2024 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 | Approval of details pursuant to condition 31 (CON2)- partial discharge (remediation of contamination) attached to planning permission HGY/2017/3117 relating to Block D3 only | Valerie Okeiji |
| Noel Park | Screening Opinion | HGY/2023/3273 | Not Required | 13/02/2024 | 707-725 Lordship Lane, Wood Green, London, N22 5JY | Request for an EIA Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). | Valerie Okeiji |
| Noel Park | Approval of details reserved by a condition | HGY/2023/3197 | Approve | 22/02/2024 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 | Approval of details pursuant to Condition 31 (CON 2) - partial discharge (remediation of contamination) of planning permission HGY/2017/3117 relating to Blocks D1-D2 | Valerie Okeiji |

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| Noel Park | Approval of details reserved by a condition | HGY/2023/2499 | Approve | 25/01/2024 | 44-46 High Road, London N22 6BX | Approval of details pursuant to condition 24 (Drainage Management and Maintenance Plan) attached to planning appeal reference APP/Y/5420/W/18/3218865 (original planning reference HGY/2018/1472) | Valerie Okeiyi |
| Noel Park | Approval of details reserved by a condition | HGY/2023/2454 | Approve | 30/01/2024 | 44-46 High Road, London N22 6BX | Approval of details pursuant to condition 33 (Internal Noise levels) attached to planning appeal reference APP/Y/5420/W/18/3218865 (original planning reference HGY/2018/1472) | Valerie Okeiyi |
| Noel Park | Approval of details reserved by a condition | HGY/2023/2352 | Approve | 06/02/2024 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 & N22 | Approval of details pursuant to Part A of condition 32 (Updated Air Quality Assessment) - partial discharge of planning permission HGY/2017/3117 and pursuant to Part A of condition 32 (Updated Air Quality Assessment) of S96a Planning Permission reference HGY/2018/2643 in relation to Blocks H1, H2 and H3 only | Valerie Okeiyi |
| Noel Park | Approval of details reserved by a condition | HGY/2023/2236 | Approve | 30/01/2024 | 44-46 High Road, London N22 6BX | Approval of details pursuant to condition 23 (sound insulation) attached to planning appeal reference APP/Y/5420/W/18/3218865 (original planning reference HGY/2018/1472) | Valerie Okeiyi |
| Noel Park | Approval of details reserved by a condition | HGY/2023/0352 | Approve | 07/02/2024 | 44-46, High Road, London, N22 6BX | Approval of details pursuant to condition 17 (housing and infrastructure phasing plan agreed with Thames Water) attached to planning permission that was allowed at appeal ref. APP/Y5420/W/18/3218865 (original planning reference HGY/2018/1472). | Valerie Okeiyi |
| Noel Park | Consent to display an advertisement | HGY/2023/2501 | Approve with Conditions | 16/02/2024 | 44-46 High Road, London N22 6BX | Advertisement consent for new internally illuminated fascia signage in front of shopfront in existing signage zones | Valerie Okeiyi |
| Noel Park | Outline planning permission: Some matters reserved | HGY/2023/2357 | Approve with Conditions | 31/01/2024 | Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8 & N22 | Application for approval of reserved matters relating to appearance, landscaping, layout, scale, access, pertaining to Buildings H1, H2 and H3, forming Phase 4, including the construction of residential units (Use Class C3), commercial floorspace, basement, and new landscaped public space pursuant to planning permission HGY/2017/3117 dated 19th April 2018. | Valerie Okeiyi |
| Noel Park | Variation of S106 | HGY/2022/0937 | Approve | 02/02/2024 | 44-46, High Road, London, N22 6BX | Deed of variation to the signed Section 106 Agreement (dated 23rd July 2019) attached to planning permission APP/Y5420/W/18/3218865 (Haringey ref. HGY/2018/1472) | Valerie Okeiyi |

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| Noel Park | Approval of details reserved by a condition | HGY/2022/2159 | Approve | 25/01/2024 | Land at the Chocolate Factory and Parma House, 5, Clarendon Road, London, N22 6XJ | Approval of details pursuant to condition 32 partial discharge (Construction standard of energy network) of planning permission HGY/2017/3020 and pursuant to condition 32 (Construction standard of energy network) of the first S96a Planning Permission reference HGY/2021/0624 in relation to Block A (Chocolate Factory) only | Valerie Okeyi |
| Noel Park | Full planning permission | HGY/2021/3568 | Approve with Conditions | 25/01/2024 | Land to the rear of Vera Court, Lordship Lane, London, N22 5LH | Redevelopment of backland garage site into 5 new residential dwellings. | Neil McClellan |
| Noel Park | Consent to display an advertisement | HGY/2023/2764 | Approve with Conditions | 06/02/2024 | 25-27 High Road, Wood Green, London, N22 6BH | Consent to display advertisement as follows: - Replace 1no. Projecting signage with new 500mm - Remove 2no. Lozenge signs and 2 grey fascia panels and replace with 2no blue fascia panels and 1no logo with new 290mm logo height - Replace 1no. ATM surround and decals with new - Replace safety manifestation | Sabelle Adjagboni |
| Noel Park | Full planning permission | HGY/2022/3576 | Approve with Conditions | 02/02/2024 | 18A, The Avenue, London, N8 0JR | Single storey rear infill extension | Sabelle Adjagboni |
| Noel Park | Full planning permission | HGY/2023/1602 | Approve with Conditions | 16/02/2024 | Land adjacent to 38 Coleraine Road, Wood Green, London, N8 0QL | Erection of a new build end of terrace 3 bedroom dwelling. | Ben Coffie |
| Noel Park | Full planning permission | HGY/2023/3384 | Refuse | 15/02/2024 | Shop, 74 Turnpike Lane, Wood Green, London, N8 0PR | Remove ground floor temporary structure; construct 3 storey rear extension to extend kitchen for existing restaurant (ground floor) and facilitate change of use from HMO bedrooms (Use Class C4) into Class C3 dwellings comprising 1 no. two bed unit (first floor) and 2 no. one bed units (second floor & third floor), install replacement ventilation equipment & external flue to the rear | Zara Seelig |
| Noel Park | Full planning permission | HGY/2023/2446 | Approve with Conditions | 06/02/2024 | 663-667 Lordship Lane, London N22 5LA | Erection of a rear and loft extension to provide 2 no. new flats, renovations/re-configuration of existing flat areas, and associated landscaping and services | Zara Seelig |
| Noel Park | Full planning permission | HGY/2023/4553 | Approve with Conditions | 07/02/2024 | Ezra's Kitchen, 185 + 185B, High Road, London, N22 6BA | Installation of non-retractable canopy to facilitate front outdoor seating area including stationing of planters | Zara Seelig |
| Noel Park | Householder planning permission | HGY/2023/2770 | Approve with Conditions | 06/02/2024 | 11 Ravenstone Road, Wood Green, London, N8 0JT | Ground floor side / rear extension. New first floor window (raised cill level). New window within existing extension to rear. | Josh Parker |
| Noel Park | Full planning permission | HGY/2022/0011 | Approve with Conditions | 07/02/2024 | 573-575, Lordship Lane, London, N22 5LE | Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works. | John Kaimakamis |

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| Northumberland Park | Approval of details reserved by a condition | HGY/2023/1960 | Approve | 08/02/2024 | 45-47 Garman Road, London, N17 0UR | Approval of details reserved by a condition 16 (Overheating), condition 18 (Living Roof), condition 20 (External Lighting) and condition 21 (Boundary Treatment) pursuant to planning permission ref. HGY/2022/2293 granted on 15th August 2022 for the redevelopment of the site to provide a self-storage facility (Use Class B8) with associated car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development. | Kwaku Bossman-Gyamera |
| Northumberland Park | Approval of details reserved by a condition | HGY/2023/3209 | Approve | 24/01/2024 | 175 Willoughby Lane, London N17 0RX | Approval of details reserved by a condition 10(Cycle Parking) attached to planning reference HGY/2022/0664 | Sarah Madondo |
| Northumberland Park | Approval of details reserved by a condition | HGY/2023/2911 | Approve | 02/02/2024 | 175 Willoughby Lane, London N17 0RX | Approval of details reserved by a condition 21(Section 278 Highway Works) attached to planning reference HGY/2022/0664 | Sarah Madondo |
| Northumberland Park | Full planning permission | HGY/2021/2826 | Approve with Conditions | 13/02/2024 | 22, Baronet Road, London, N17 0LU | Proposed conversion of 4-bedroom house into 3-self-contained flats 1 x 3-bed, 1x2-bed and 1x bed flat with bicycle and refuse storage. The proposal also includes erection of a ground and first floor extension, erection of side dormers, replacement of existing windows and installation of roof terrace at first floor level. | Ben Coffie |
| Northumberland Park | Outline planning permission: Some matters reserved | HGY/2023/2775 | Refuse | 19/02/2024 | Land at 2 Coniston Road, Tottenham, London, N17 0EX | Outline application for removal of existing storage container granted a lawful development certificate under HGY/2022/4532, for the subdivision of the rear garden at 2 Coniston Road for the erection of 1 x two-storey 1-bedroom dwellinghouse, with associated amenity space, cycle and bin storage, boundary treatment, re-instatement of kerb on Grange Road to provide 1 x on-street car parking space (matters of appearance reserved). | Daniel Boama |
| Northumberland Park | Approval of details reserved by a condition | HGY/2024/0125 | Approve | 29/01/2024 | Tottenham Substation, Watermead Way, London, N17 0XD | Approval of Schedule 2 Requirement 5 (Landscaping) relating to Stage 3a (as approved under HGY/2023/0953), of The National Grid (North London Reinforcement Project) Order 2014 attached to development consent order HGY/2014/3601. | Nathan Keyte |
| Northumberland Park | Approval of details reserved by a condition | HGY/2024/0123 | Approve | 26/01/2024 | Tottenham Substation, Watermead Way, London, N17 0XD | Approval of Schedule 2 Requirements 7 (Highway Access), 8 (Public Rights of Way) and 9 (Construction Traffic Management Plan) relating to Stage 3a (as approved under HGY/2023/0953), of The National Grid (North London Reinforcement Project) Order 2014 attached to development consent order HGY/2014/3601. | Nathan Keyte |

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| Seven Sisters | Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses | HGY/2023/3210 | Approve | 09/02/2024 | Shop, 716 Seven Sisters Road, Tottenham, London, N15 5NE | Prior approval for change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA | Oskar Gregersen |
| Seven Sisters | Full planning permission | HGY/2022/0861 | Approve with Conditions | 20/02/2024 | 124-126, Castlewood Road, London, N15 6BE | Demolition of two dwellinghouses (Nos. 124 & 126 Castlewood Road) and the erection of a large three storey plus basement single dwellinghouse. | Sarah Madondo |
| Seven Sisters | Full planning permission | HGY/2022/0369 | Refuse | 01/02/2024 | 85, Craven Park Road, London, N15 6AH | Conversion of single dwelling previously subdivided into 3 Flats without permission to 2 flats, comprising of Flat 1 4B6P over ground and first floor and Flat 2 2B3P over second and Loft floors. | Sarah Madondo |
| Seven Sisters | Approval of details reserved by a condition | HGY/2023/2832 | | 25/01/2024 | Land at Watts Close N15 5DW | Approval of details pursuant to condition 7b (Biodiversity) attached to planning permission ref: HGY/2022/0035 dated 9/6/2022 for the demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings. | Tania Skelli |
| Seven Sisters | Approval of details reserved by a condition | HGY/2023/2831 | Approve | 06/02/2024 | Land at Watts Close, London N15 5DW | Approval of details pursuant to condition 8 (c and d) (Land contamination) attached to planning permission ref: HGY/2022/0035 dated 9/6/2022 for the demolition of 11 dwellings and community building and replace with 18 new homes for council rent. Erect 6 no. two-storey family houses (three and four bedrooms) and 12 apartments (one and two bedrooms) in 2 three-storey blocks including 2 wheelchair user dwellings. | Tania Skelli |
| Seven Sisters | Householder planning permission | HGY/2023/3144 | Approve with Conditions | 14/02/2024 | 27 Elizabeth Road, Tottenham, London, N15 5LG | Erection of a single storey rear and side wrap-around extension. | Mark Chan |
| South Tottenham | Approval of details reserved by a condition | HGY/2023/3114 | Approve | 19/02/2024 | Grove Court, 11 Markfield Road, Tottenham, London, N15 4QA | Approval of details pursuant to condition 3 (Materials) pursuant to planning permission ref: HGY/2020/3223 | Gareth Prosser |
| South Tottenham | Lawful development: Proposed use | HGY/2023/3338 | Permitted Development | 09/02/2024 | Flat 7, Craven Park Court, Craven Park Road, Tottenham, London, N15 6AA | Certificate of Lawful Development for proposed Loft conversion with rear dormer with Sukhah Roof (openable roof lantern) | Kwaku Bossman-Gyamera |
| South Tottenham | Full planning permission | HGY/2023/3235 | Refuse | 07/02/2024 | 37 Clifton Gardens, Tottenham, London, N15 6AP | The construction of a first-floor rear extension at No. 35 and retention of first-floor rear extension with minor alterations at No. 37 and 39 Clifton Gardens | Kwaku Bossman-Gyamera |

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| South Tottenham | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2023/3406 | Not Required | 06/02/2024 | 24 Rostrevor Avenue, Tottenham, London, N15 6LR | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m | Laina Levassor |
| South Tottenham | Lawful development: Existing use | HGY/2024/0137 | Approve | 13/02/2024 | 77, Broad Lane, Tottenham, London, N15 4DW | Certificate of Lawfulness for existing use as 4 x self-contained flats | Laina Levassor |
| South Tottenham | Full planning permission | HGY/2023/3279 | Refuse | 31/01/2024 | 47 Hanover Road, Tottenham, London, N15 4DL | Conversion of single family dwelling to 2 x self-contained flats (1 x 3 bedroom, 4 person) (1 x 2 bedroom, 3 person). Erection of single storey rear extension, construction of rear dormer and associated rooflights. | Laina Levassor |
| South Tottenham | Full planning permission | HGY/2023/3247 | Approve with Conditions | 01/02/2024 | 39-41 Norfolk Avenue, Tottenham, London, N15 6JX | Joint application for a first-floor extension for No. 39 and 41 Norfolk Avenue. | Oskar Gregersen |
| South Tottenham | Lawful development: Existing use | HGY/2023/3110 | Approve | 05/02/2024 | 103 Craven Park Road, Tottenham, London, N15 6AH | Certificate of Lawfulness Existing use: First Floor Part side Extension | Oskar Gregersen |
| South Tottenham | Full planning permission | HGY/2023/2757 | Approve with Conditions | 20/02/2024 | 95 - 97 Broad Lane, Tottenham, London, N15 4DW | First-floor rear extension in connection with the enlargement of 2 x studio flats. | Oskar Gregersen |
| South Tottenham | Householder planning permission | HGY/2023/3280 | Approve with Conditions | 20/02/2024 | 26 Elm Park Avenue, Tottenham, London, N15 6AT | Erection of a 'Type 3?' roof extension to create an additional storey | Sabelle Adjagboni |
| South Tottenham | Householder planning permission | HGY/2023/3131 | Approve with Conditions | 14/02/2024 | 58 Wargrave Avenue, Tottenham, London, N15 6UB | Erection of a type 3 loft extension with 2 front rooflights and 2 rear rooflights. | Sabelle Adjagboni |
| South Tottenham | Lawful development: Existing use | HGY/2023/3088 | Approve | 01/02/2024 | 19A Wakefield Road, Tottenham, London, N15 4NJ | Certificate of Lawfulness of existing use for the implementation of Condition 1 of planning permission reference HGY/2006/0904, by way of the completion of demolition of the outbuildings at 19A Wakefield Road, Tottenham, London, N15 4NJ (AMENDED DESCRIPTION) | Daniel Boama |
| South Tottenham | Householder planning permission | HGY/2023/3244 | Approve with Conditions | 21/02/2024 | 17 Pembroke Road, Tottenham, London, N15 4NW | Erection of a single storey side and rear extension and a L-shaped rear dormer. | Mark Chan |
| South Tottenham | Consent to display an advertisement | HGY/2023/3238 | Approve with Conditions | 29/01/2024 | Land and Railway Arches to the South of Page Green Road, London N15 4PG | Display of 2 x Custom Non-illuminated signs, 1 x Illuminated Facia Bands (3 sided) and 1 x double sided trolley sign | Nathan Keyte |
| St Ann's | Full planning permission | HGY/2023/3390 | Approve with Conditions | 16/02/2024 | Turners Court, 168 Cornwall Road, Tottenham, London, N15 5AH | Replacement of the Block Entrance Doors with a new high security Metal doors, matching the existing door fenestration. | Kwaku Bossman-Gyamera |
| St Ann's | Householder planning permission | HGY/2023/3253 | Approve with Conditions | 31/01/2024 | 42 Etherley Road, Tottenham, London, N15 3AJ | Erection of single storey side/rear extension | Laina Levassor |
| St Ann's | Lawful development: Proposed use | HGY/2023/3401 | Permitted Development | 21/02/2024 | 75 Avondale Road, Tottenham, London, N15 3SR | Certificate of Lawfulness proposed use: Erection of an L-shaped rear dormer. | Sabelle Adjagboni |
| St Ann's | Householder planning permission | HGY/2023/2939 | Approve with Conditions | 31/01/2024 | 8 Harringay Road, Tottenham, London, N15 3JD | Formation of rear dormer and rear roof terrace | Sabelle Adjagboni |

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| St Ann's | Non-Material Amendment | HGY/2022/4001 | Approve | 08/02/2024 | 423-435 West Green Road, Tottenham, London, N15 3PJ | Non-material amendment to planning permission ref. HGY/2018/1806 for amendments to the approved alterations to the former pub/new church including: raising of parapets levels following detailed design and coordination, minor changes to the elevations (opening retained on the existing pub façade and minor changes to window location), relocation of the roof plantroom to move it away from neighbouring residential properties and guarantee compliance with noise levels, clarification of the materiality of the roof plantroom enclosure and minor changes to internal layouts. | Josh Parker |
| St Ann's | Lawful development: Proposed use | HGY/2024/0207 | Permitted Development | 19/02/2024 | 32 Rowley Road, Tottenham, London, N15 3AX | Proposed erection of rear dormer with linked roof extension above outrigger projection, insertion of front rooflight, alterations to ground and first floor rear fenestration. | Iliyan Topalov |
| St Ann's | Householder planning permission | HGY/2023/3101 | Approve with Conditions | 20/02/2024 | 25 Woodlands Park Road, Tottenham, London, N15 3RU | Erection of a rear dormer with linked outrigger roof extension. | Roland Sheldon |
| Stroud Green | Full planning permission | HGY/2023/2180 | Approve with Conditions | 31/01/2024 | 23 Lancaster Road, Hornsey, London, N4 4PL | Replacement of windows, brickwork repairs, rainwater good and fascia/soffits. | Kwaku Bossman-Gyamera |
| Stroud Green | Full planning permission | HGY/2023/2178 | Approve with Conditions | 31/01/2024 | 12 Florence Road, Hornsey, London, N4 4BU | Replacement of windows, rear entrance doors, facing brickwork/ chimney repairs and concrete roof tile repairs. | Kwaku Bossman-Gyamera |
| Stroud Green | Full planning permission | HGY/2023/2143 | Approve with Conditions | 06/02/2024 | 143 Stapleton Hall Road, Hornsey, London, N4 4RB | Replacement of windows, access doors, rainwater goods and fascia/soffit repairs. | Kwaku Bossman-Gyamera |
| Stroud Green | Full planning permission | HGY/2022/2770 | Approve with Conditions | 23/01/2024 | Flat 2, 168, Weston Park, London, N8 9PN | First Floor Rear Extension | Kwaku Bossman-Gyamera |
| Stroud Green | Householder planning permission | HGY/2023/2417 | Approve with Conditions | 30/01/2024 | 62 Mount Pleasant Crescent, Hornsey, London, N4 4HL | Erection of rear dormer including the insertion of 2x front and 1x rear rooflights (AMENDED DESCRIPTION) | Mercy Oruwari |
| Stroud Green | Full planning permission | HGY/2023/1950 | Approve with Conditions | 08/02/2024 | 55 Florence Road, Hornsey, London, N4 4DJ | Replace existing flat roof felt covering with new high-performance felt covering | Oskar Gregersen |
| Stroud Green | Removal/variation of conditions | HGY/2023/0188 | Refuse | 29/01/2024 | 67 Victoria Road, Hornsey, London, N4 3SN | Removal of condition 11 (green roof) attached to planning permission HGY/2022/0828 to provide a green roof in conjunction with the building of a new dwelling. | Tania Skelli |
| Stroud Green | Full planning permission | HGY/2023/0499 | Approve with Conditions | 06/02/2024 | 143 Stapleton Hall Road, Hornsey, London, N4 4RB | Exchange of existing single-glazed timber windows and double-glazed uPVC windows for new fit for purpose double-glazed timber and uPVC window units | Sabelle Adjagboni |
| Stroud Green | Non-Material Amendment | HGY/2023/3200 | Approve | 24/01/2024 | Ground Floor Flat, 33 Connaught Road, Hornsey, London, N4 4NT | Non-Material Amendment is sought following a grant of planning permission HGY/2023/2503; to change a window of the approved extension facing the courtyard to a door. | Ben Coffie |

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| Stroud Green | Householder planning permission | HGY/2023/1893 | Approve with Conditions | 15/02/2024 | 2 Ossian Road, Hornsey, London, N4 4EA | Demolition of existing single-storey garage structure and erection of new single-storey garage structure to include a home office. | Ben Coffie |
| Stroud Green | Householder planning permission | HGY/2023/3173 | Refuse | 22/01/2024 | 11 Perth Road, Hornsey, London, N4 3HB | Loft conversion with a rear dormer extension inc. a Juliet balcony and insertion of 2no. front rooflights. | Daniel Boama |
| Stroud Green | Full planning permission | HGY/2023/2155 | Approve with Conditions | 05/02/2024 | 31 Stapleton Hall Road, Hornsey, London, N4 3QE | Replacement of all single glazed timber sash windows with double glazed timber sash windows to match existing style, frame colour and fenestration. Replacement of half round black uPVC rainwater goods to match existing material, colour and profile. Repair and redecorate timber fascias, soffits and bargeboards to match existing colour. Repair works to facing brickwork and renew areas of loose / damaged mortar. Repointing to match existing colour and profile. Repair front (first floor) private balcony railing to match existing style and colour. | Daniel Boama |
| Stroud Green | Full planning permission | HGY/2023/2142 | Approve with Conditions | 05/02/2024 | 63 Stapleton Hall Road, Hornsey, London, N4 3QF | Replacement of all existing single glazed timber sash windows with double glazed, timber sash windows to match existing style, frame colour and fenestration. Replacement of front entrance timber part glazed four panel door with timber part glazed four panel door to match existing style. Replacement of existing side access door with a new timber door to match. Repair works to the facing brickwork & mortar; mortar colour and profile to match existing. Repair and redecoration works to fascias, soffits and bargeboards to match existing style and colour. | Daniel Boama |
| Stroud Green | Full planning permission | HGY/2022/3830 | Approve with Conditions | 06/02/2024 | 68, Florence Road, Hornsey, London, N4 4DP | Replacement of single-glazed timber windows with double-glazed timber windows on the front elevation and double-glazed uPVC windows on the rear elevation. | Daniel Boama |
| Stroud Green | Full planning permission | HGY/2022/3828 | Approve with Conditions | 06/02/2024 | 57, Florence Road, Hornsey, London, N4 4DJ | Replacement of single-glazed timber windows for new fit for purpose double-glazed timber windows (to the front elevation) and double-glazed uPVC windows to the rear. | Daniel Boama |
| Stroud Green | Lawful development: Proposed use | HGY/2023/3230 | Approve | 29/01/2024 | 34 Ridge Road, Hornsey, London, N8 9LH | Certificate of lawfulness proposed: Erection of rear dormer extension. | Josh Parker |
| Stroud Green | Householder planning permission | HGY/2023/3229 | Approve with Conditions | 29/01/2024 | 34 Ridge Road, Hornsey, London, N8 9LH | Front dormer and rear extension | Josh Parker |
| Stroud Green | Householder planning permission | HGY/2023/3068 | Approve with Conditions | 23/01/2024 | 37 Mount Pleasant Villas, Hornsey, London, N4 4HA | Construction of a single storey rear extension at ground floor level and a rear roof dormer extension and front & rear roof lights. | Eunice Huang |

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| Stroud Green | Approval of details reserved by a condition | HGY/2023/3146 | Approve | 07/02/2024 | 46 Blythwood Road, Hornsey, London, N4 4EX | Approval of details pursuant to condition 9 (Method of Construction Statement) condition 15 (Surveyed Levels) and approval in part of condition 13 (green roof details) attached to planning permission ref. HGY/2021/2612 for Demolition of 1 existing garage, excavation to erect a part two storey, part three storey dwellinghouse with lower ground floor level with front and rear lightwells, removal of two trees within the site with proposed replacement tree in rear garden, associated front and rear boundary soft landscaping and boundary walls, gates and bin enclosure granted on 30/11/2021. | Nathan Keyte |
| Stroud Green | Householder planning permission | HGY/2023/3220 | Approve with Conditions | 05/02/2024 | Flat A, 103 Florence Road, Hornsey, London, N4 4DL | Demolition of existing single storey rear extension and erection of a new single storey rear extension with courtyard. | Nathan Keyte |
| Stroud Green | Approval of details reserved by a condition | HGY/2024/0263 | Approve | 16/02/2024 | 183 Mount View Road, Hornsey, London, N4 4JT | Approval of details pursuant to condition 3 (materials) of planning permission HGY/2023/1045, using the following brick type: Wienerberger Code 134510, Soft Mud Moulded Stock, frogged, Colour: Cream Multi, Appearance: Creased. | Roland Sheldon |
| Stroud Green | Approval of details reserved by a condition | HGY/2024/0200 | Approve | 19/02/2024 | 118, Stapleton Hall Road, Hornsey, London, N4 4QA | Approval of details pursuant to condition 8 (waste/recycling storage and details of screen planting) attached to planning reference HGY/2023/1084. | Roland Sheldon |
| Stroud Green | Householder planning permission | HGY/2023/2582 | Approve with Conditions | 24/01/2024 | 21 Nelson Road, Hornsey, London, N8 9RX | Erection of a single-storey side infill extension with 3no. velux windows on the roof, and side glazing. | Roland Sheldon |
| Stroud Green | Householder planning permission | HGY/2023/2123 | Approve with Conditions | 26/01/2024 | 9 Connaught Road, Hornsey, London, N4 4NT | The proposal is to replace the existing single glazed timber sash windows with double glazed timber sash windows, replace timber front entrance door part glazed four panel with timber door part glazed four panel to match existing style and to replace side entrance timber part glazed two panel door with new timber part glazed two panel door to match existing style. (AMENDED DESCRIPTION). | Roland Sheldon |
| Stroud Green | Householder planning permission | HGY/2023/1948 | Approve with Conditions | 23/02/2024 | 85 Florence Road, Hornsey, London, N4 4DL | Replacement of the existing single glazed timber framed sash windows with double glazed timber sash windows, and replacement of existing timber framed single glazed timber units with double glazed timber framed casement units, on the front and rear elevations of building. | Roland Sheldon |

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| Stroud Green | Full planning permission | HGY/2022/3832 | Not Determined | 19/02/2024 | 85, Florence Road, Hornsey, London, N4 4DL | Replacement of single-glazed timber windows with double-glazed timber windows to the front elevation and double-glazed uPVC windows to the rear | Roland Sheldon |
| Stroud Green | Full planning permission | HGY/2022/3831 | Approve with Conditions | 15/02/2024 | 69, Florence Road, Hornsey, London, N4 4DJ | Replacement of single-glazed timber windows with double-glazed timber windows to the front elevation and double-glazed uPVC windows to the rear | Roland Sheldon |
| Tottenham Central | Lawful development: Proposed use | HGY/2023/3394 | Approve | 22/02/2024 | Flat 64, Sycamore Gardens, 295 High Road, Tottenham, London, N15 4RQ | Certificate of Lawful Development for proposed external façade cladding replacement works in relation to previously approved application HGY/50286, specifically to remediate the building in a manner that maintains its existing appearance and finish, by replacing the combustible materials with non-combustible alternatives that closely mirrors original design. | Matthew Gunning |
| Tottenham Central | Full planning permission | HGY/2022/2803 | Refuse | 19/02/2024 | Land adj. 222 The Avenue, London, N17 6JN | Demolition of garage and replacement with a new two storey 2 bedroom house | Samuel Uff |
| Tottenham Central | Non-Material Amendment | HGY/2023/3343 | Approve | 29/01/2024 | 8 Jansons Road, Tottenham, London, N15 4JU | Non Material Amendments to approved planning application reference (HGY/2023/2107) to reduce the height of the chimney on the rear outrigger. | Sarah Madondo |
| Tottenham Central | Approval of details reserved by a condition | HGY/2024/0352 | Approve | 22/02/2024 | 67, Sterling House, Lawrence Road, Tottenham, London, N15 4EY | Approval of details pursuant to condition 10 (verification report) attached to planning permission HGY/2018/3655 | Valerie Okeiyi |
| Tottenham Central | Full planning permission | HGY/2023/1869 | Approve with Conditions | 15/02/2024 | 67, Sterling House, Lawrence Road, Tottenham, London, N15 4EY | Installation of vehicle and pedestrian security gate between 67 Lawrence Road and 45-63 Lawrence Road, N15 4EY | Valerie Okeiyi |
| Tottenham Central | Approval of details reserved by a condition | HGY/2022/1456 | Approve | 22/02/2024 | Sterling House, 67, Lawrence Road, London, N15 4EY | Approval of details pursuant to condition 29 (Secure by Design) attached to planning permission HGY/2018/3655 | Valerie Okeiyi |
| Tottenham Central | Householder planning permission | HGY/2023/2751 | Approve with Conditions | 13/02/2024 | 63 Woodside Gardens, Tottenham, London, N17 6UN | Creation an L-shaped loft conversion, installation of one roof light to front slope, two windows to the rear and one window with obscure glass to the side elevation, removal of the rear chimney | Sabelle Adjagboni |
| Tottenham Central | Householder planning permission | HGY/2023/2345 | Approve with Conditions | 06/02/2024 | 4 Chaplin Road, Tottenham, London, N17 6QE | Erection of a loft conversion including the construction of a full width dormer to the rear of the property, and two rooflights to the front pitch of the roof. | Sabelle Adjagboni |
| Tottenham Central | Lawful development: Proposed use | HGY/2023/3232 | Refuse | 08/02/2024 | 41 Winchelsea Road, Tottenham, London, N17 6XJ | Certificate of lawfulness for the proposed installation of two front roof lights, rear dormer on the main roof and a rear dormer on the rear outrigger. | Mark Chan |

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| Tottenham Central | Householder planning permission | HGY/2023/3199 | Approve with Conditions | 24/01/2024 | 27 Bedford Road, Tottenham, London, N15 4HA | Single Storey front/side extension to form workshop/ cycle store, reinstatement of front boundary treatment and installation of hard surfacing to the front. | Roland Sheldon |
| Tottenham Central | Householder planning permission | HGY/2023/3198 | Approve with Conditions | 24/01/2024 | 27 Bedford Road, Tottenham, London, N15 4HA | Erection of a part single and part two storey rear/side extension following the demolition of the existing conservatory and extensions, installation of roof light, reinstatement of front boundary wall and associated works, replacement of existing timber sash windows with timber sash units. | Roland Sheldon |
| Tottenham Central; Bruce Grove | Full planning permission | HGY/2022/0745 | Approve with Conditions | 24/01/2024 | Old School Court, Drapers Road, London, N17 6LY | Installation of new bike store | Emily Whittredge |
| Tottenham Green | Approval of details reserved by a condition | HGY/2021/0661 | Approve | 29/01/2024 | Tynemouth Garage, Tynemouth Road, London, N15 4AT | Approval of details pursuant condition 10b & 10c (Land Contamination) attached to planning consent HGY/2013/1249 | Mercy Oruwari |
| Tottenham Hale | Lawful development: Proposed use | HGY/2023/3354 | Approve with Conditions | 13/02/2024 | 29 Rosebery Avenue, Tottenham, London, N17 9RY | Certificate of lawfulness for the erection of rear dormer including the insertion of 3x front rooflights. | Mercy Oruwari |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2024/0209 | Approve | 19/02/2024 | Land north of Monument Way and South of Fairbanks Road, London, N17 | Application for approval of details pursuant to Condition 15 (PRE-ABOVE GROUND WORKS ? Secure by Design Certificate (Metropolitan Police Service)) of planning permission ref: HGY/2018/0050 approved on 16.03.2018 in relation to Land North of Monument Way and South of Fairbanks Road, N17. | Philip Elliott |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2023/3181 | Approve | 22/01/2024 | Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17 | Approval of details pursuant to condition B26 (Development Near Subsurface Potable Water Infrastructure (Thames Water)) in relation to Plot B (Ferry Island site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019 | Philip Elliott |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2023/2466 | Approve | 31/01/2024 | Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17 | Approval of details pursuant to Condition C12 (Service and Delivery Plan) Part B (non-Residential) in relation to Plot C (WELBOURNE site) of the Tottenham Hale Centre planning permission (ref: HGY/2018/2223) dated 27 March 2019 in relation to the health centre. | Philip Elliott |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2024/0173 | Approve | 14/02/2024 | Land north of Monument Way and South of Fairbanks Road, London, N17 | Approval of details reserved by Condition 8 (Land contamination 2) of planning permission HGY/2018/0050 for the reserved matters of a) Scale, b) Layout, c) Landscaping, and d) Appearance of outline planning permission reference HGY/2016/2184 dated 21/12/2017 for 54 affordable residential units (Class C3) (12 x 1 bed, 24 x 2 bed and 18 x 3 bed units) in three blocks ranging in height from 4-stories to 5-stories | Samuel Uff |

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| Tottenham Hale | Lawful development: Existing use | HGY/2023/3386 | Approve | 15/02/2024 | Unit 35, Millmead Business Centre, Mill Mead road Tottenham, London N17 9QU | Certificate of lawfulness for use of unit 35 A,B,C,D & F as offices | Sarah Madondo |
| Unknown | Householder planning permission | HGY/2022/1351 | Not Determined | 13/02/2024 | 24, Methuen Park, London, N10 2JS | Replacement of a timber framed sash window above front door with a uPVC framed window. | Mercy Oruwari |
| West Green | Full planning permission | HGY/2023/1348 | Approve with Conditions | 09/02/2024 | 37 Boundary Road, Tottenham, London, N22 6AS | Change of use from a dwelling (C3 use) to a 6 bedroom 6 Person HMO (C4 Use) including rear dormer and installation of two rooflights in front roof slope (RESUBMISSION OF PLANNING REFERENCE: HGY/2022/1775) | Gareth Prosser |
| West Green | Lawful development: Proposed use | HGY/2024/0097 | Permitted Development | 13/02/2024 | 177 Higham Road, Tottenham, London, N17 6NX | Certificate of Lawfulness for proposed construction of rear dormer extension to facilitate loft conversion and associated rooflights | Laina Levassor |
| West Green | Full planning permission | HGY/2023/3191 | Refuse | 23/01/2024 | 201 Westbury Avenue, Wood Green, London, N22 6RX | Change of use of the property from a single family dwelling (C3) to a House in Multiple Occupation (HMO) (Class C4) (6 persons) with associated amenity space & cycle parking | Laina Levassor |
| West Green | Approval of details reserved by a condition | HGY/2023/3407 | Approve | 12/02/2024 | Land between 145-147 Downhills Way, London N17 6AH | Approval of details reserved by a condition 13 (Secured and covered cycle parking) attached to planning reference HGY/2021/3223 | Sarah Madondo |
| West Green | Approval of details reserved by a condition | HGY/2023/3341 | Approve | 09/02/2024 | Land between 145-147 Downhills Way, London N17 6AH | Approval of details reserved by a condition 9 (Refuse/Waste and Recycling facilities) attached to planning permission HGY/2021/3223 | Sarah Madondo |
| West Green | Householder planning permission | HGY/2023/1025 | Refuse | 19/02/2024 | 92 Downhills Way, Tottenham, London, N17 6BD | Creation of vehicle crossover and driveway to create one parking space to 92 Downhills Way. | Sarah Madondo |
| West Green | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/0007 | Not Required | 13/02/2024 | 188 Westbury Avenue, Wood Green, London, N22 6RU | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.17m and for which the height of the eaves would be 2.85m | Sabelle Adjagboni |
| West Green | Lawful development: Proposed use | HGY/2023/3347 | Permitted Development | 13/02/2024 | 87 Boundary Road, Tottenham, London, N22 6AS | Certificate of Lawfulness proposed use: Erection of a single storey rear extension | Sabelle Adjagboni |
| West Green | Lawful development: Proposed use | HGY/2023/3299 | Approve | 05/02/2024 | 38 Sandringham Road, Tottenham, London, N22 6RB | Certificate of Lawfulness: Proposed rear loft conversion with, Juliet balcony and front rooflight (Amended description). | Josh Parker |
| West Green | Householder planning permission | HGY/2023/3184 | Approve with Conditions | 20/02/2024 | 9A Wilmot Road, Tottenham, London, N17 6LH | Proposed Rear Dormer Loft Extension. | Nathan Keyte |
| West Green | Lawful development: Proposed use | HGY/2024/0194 | Permitted Development | 19/02/2024 | 28 Kirkstall Avenue, Tottenham, London, N17 6PH | Proposed erection of rear dormer with linked roof extension above rear outrigger, insertion of two front rooflights. | Iliyan Topalov |
| West Green | Householder planning permission | HGY/2023/3161 | Approve with Conditions | 05/02/2024 | 202 Sirdar Road, Wood Green, London, N22 6QX | Increase in height, installation of rooflight, alterations to rear fenestration and re-cladding of existing single storey ground floor rear extension. | Roland Sheldon |

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| White Hart Lane | Approval of details reserved by a condition | HGY/2022/2341 | Approve | 08/02/2024 | Land rear of, 15-29, Risley Avenue, London, N17 7HJ | Details of Energy Strategy as required by Condition 16(a) of HGY/2022/0018 for Redevelopment of car park and hardstanding area to provide 4 units, associated amenity space, landscaping, refuse and cycling facilities. | Emily Whittredge |
| White Hart Lane | Full planning permission | HGY/2023/3339 | Approve with Conditions | 16/02/2024 | 550-552 Lordship Lane, Wood Green, London, N22 5BY | Erection of outbuilding to accommodate an office space with wc and additional storage space, ancillary to existing sui generis use class. | Kwaku Bossman-Gyamera |
| White Hart Lane | Householder planning permission | HGY/2023/3326 | Approve with Conditions | 08/02/2024 | 147 Peabody Cottages, Lordship Lane, Tottenham, London, N17 7QN | Single storey rear extension | Kwaku Bossman-Gyamera |
| White Hart Lane | Removal/variation of conditions | HGY/2022/4545 | Refuse | 24/01/2024 | 460 Lordship Lane, Tottenham, London, N17 7QY | Variation of condition 3 (hours of opening) attached to planning permission HGY/2022/3867 to allow opening from 07:00 to 23:00 hours Sunday to Wednesday, and 09:00 to 00:00 Thursday to Saturday. | Kwaku Bossman-Gyamera |
| White Hart Lane | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2023/3361 | Not Required | 31/01/2024 | 53 Granville Road, Wood Green, London, N22 5LP | Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 3m and for which the height of the eaves would be 2.9m | Oskar Gregersen |
| White Hart Lane | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2023/3307 | Refuse | 22/01/2024 | 5 Spottons Grove, Tottenham, London, N17 7JB | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m | Sabelle Adjagboni |
| White Hart Lane | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2023/3306 | Refuse | 22/01/2024 | 5 Spottons Grove, Tottenham, London, N17 7JB | Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3m and for which the height of the eaves would be 3m | Sabelle Adjagboni |
| White Hart Lane | Householder planning permission | HGY/2023/3119 | Approve with Conditions | 06/02/2024 | 199 The Roundway, Tottenham, London, N17 7BP | Installation of Front Porch | Roland Sheldon |
| Woodside | Change of use | HGY/2023/3237 | Refuse | 30/01/2024 | 349C High Road, Wood Green, London, N22 8JA | Change of use first floor office to HMO use (6 no. Ensuite rooms) with 6 no. roof windows (Internal and external alterations). | Kwaku Bossman-Gyamera |
| Woodside | Householder planning permission | HGY/2023/3265 | Approve with Conditions | 31/01/2024 | Flat A, 47 Park Avenue, Wood Green, London, N22 7EY | Redevelopment of existing single-storey rear extension. | Mercy Oruwari |
| Woodside | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/0043 | Not Required | 19/02/2024 | 132 Woodside Road, Wood Green, London, N22 5HS | Erection of single storey extension which extends beyond the rear wall of the original house by 3.75m, for which the maximum height would be 3m and for which the height of the eaves would be 3m | Oskar Gregersen |
| Woodside | Outline planning permission: Some matters reserved | HGY/2022/1789 | Approve with Conditions | 23/02/2024 | Land adjacent to, 8, Grainger Road, London, N22 5LT | New residential development of three new dwellings (Outline planning application with matters of appearance and landscaping reserved). | Neil McClellan |
| Woodside | Lawful development: Existing use | HGY/2023/3276 | Approve | 01/02/2024 | 40 Canning Crescent, Wood Green, London, N22 5SR | Certificate of lawfulness for the existing use of the property as three self-contained flats | Sabelle Adjagboni |

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| Woodside | Householder planning permission | HGY/2023/3374 | Approve with Conditions | 14/02/2024 | Flat 2, 2 Canning Crescent, Wood Green, London, N22 5SR | Loft conversion with the erection of a rear L-shaped dormer extension and insertion of 2no. front rooflights. | Daniel Boama |
| | Approval of details reserved by a condition | HGY/2024/0313 | Approve | 09/02/2024 | 46, Blythwood Road, Crouch End, N4 4EX | Approval of details pursuant to condition 14 (carbon offset payment) attached to planning permission ref. HGY/2021/2612 for Demolition of 1 existing garage, excavation to erect a part two storey, part three storey dwellinghouse with lower ground floor level with front and rear lightwells, removal of two trees within the site with proposed replacement tree in rear garden, associated front and rear boundary soft landscaping and boundary walls, gates and bin enclosure granted on 30/11/2021. | Nathan Keyte |