

NOTICE OF MEETING

PLANNING SUB COMMITTEE

Monday, 8th July, 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: Lester Buxton, Sean O'Donovan, Barbara Blake (Chair), Reg Rice (Vice-Chair), Nicola Bartlett, John Bevan, Cathy Brennan, Scott Emery, Emine Ibrahim and Alexandra Worrell

Quorum: 3

1. FILMING AT MEETINGS

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

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

2. PLANNING PROTOCOL

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

The planning system manages the use and development of land and buildings. The overall aim of the system is to ensure a balance between enabling development to take place and conserving and protecting the environment and local amenities. Planning can also help tackle climate change and overall seeks to create better public places for people to live, work and play. It is important that the public understand that the committee

makes planning decisions in this context. These decisions are rarely simple and often involve balancing competing priorities. Councillors and officers have a duty to ensure that the public are consulted, involved and where possible, understand the decisions being made.

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

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

3. APOLOGIES

To receive any apologies for absence.

4. URGENT BUSINESS

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

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES (PAGES 1 - 4)

To confirm and sign the minutes of the Planning Sub Committee held on 3rd June 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/2024/0450 707-725 LORDSHIP LANE, WOOD GREEN, LONDON, N22 5JY (PAGES 5 - 290)

Proposal: Demolition of the existing building and redevelopment to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial (Class E) floorspace within buildings ranging between 3 – 9 storeys, public realm and landscaping works, cycle parking, and associated works.

9. UPDATE ON MAJOR PROPOSALS (PAGES 291 - 304)

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

10. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 305 - 324)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 19.06.2024 – 21.06.2024

11. NEW ITEMS OF URGENT BUSINESS

12. DATE OF NEXT MEETING

To note the date of the next meeting as 17th July.

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

Friday, 28 June 2024

Planning Sub Committee, 3rd June 7:05 – 8:38pm

Present: Lester Buxton, Sean O'Donavan, Emine Ibrahim, Alexandra Worrell, Lotte Collet, Cathy Brennan, Barbara Blake, Reg Rice, Scott Emery, John Bevan

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 Bartlett.

3. URGENT BUSINESS

There were no items of urgent business.

4. DECLARATIONS OF INTEREST

There were no declarations of interest.

5. MINUTES

RESOLVED

To approve the minutes of the Planning Sub Committee held on the 7th March as a correct record.

6. PLANNING APPLICATIONS

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

7. HGY/2023/3250 ST ANNS GENERAL HOSPITAL, ST ANNS ROAD, TOTTENHAM, LONDON, N15 3TH (PAGES 13 - 82)

John McRory introduced the report. This was application for reserved matters seeking approval of appearance, landscaping, layout and scale in respect of Phases 1b and 2 of the site pursuant to Condition 61 of Planning Permission Reference HGY/2022/1833 dated 10 July 2023 for "outline planning permission (with all matters reserved except for access) for Phases 1B, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces". Details are provided to partially satisfy Conditions 63, 65, 66, 67, 68, 69, 70, 71, 72 and 73 for

Phases 1b and 2 of the site of Outline Planning Permission Reference HGY/2022/1833.

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

- In the original hybrid approval, a large number of existing hospital buildings had been retained. These buildings would be restored and converted into various non-residential community and commercial uses. A fair amount of landscaping was also being retained and enhanced, this included the large central garden, which was being substantially increased in size. There would be a boundary between the retained hospital and residential area.
- Overheating strategies needed to follow the cooling hierarchy. This would mean that passive measures would be introduced before any mechanical ventilation or active measures. It was imperative that the risk of overheating was reduced as much as possible before introducing the cooling. In this instance, some of the units were constrained by noise along the railway line and that was the reason why the overheating strategy varied across the building blocks.
- There had been changes to increase the number of corridors which would provide daylight, but this was approved in outline with the detailed and restrictive parameter plans. There was not a lot of flexibility regarding the master plan. The vast majority of the single aspect flats were one bedroom; There was a good standard of flat design and a good proportion of single/dual aspect flats.
- A broad arrangement for waste collection had been agreed in the parameter plans. A further condition will be added for further details on this to be submitted.
- In terms of the use of open spaces, this would be dealt with through the outline of consent and management plan. Buildings would be restored early on which would be a placemaking opportunity in establishing activity and commercial spaces.
- There would be a proportion of parking on site to deal with disabled car parking and for the larger family size units.
- A specialist sub-contractor would be managing the space, they would also look after the trees on site. Everything across the estate would be managed by the this sub-contractor.

The Chair asked Robbie McNaugher, Head of Development Management and Enforcement Planning to sum up the recommendations as set out in the report. It was noted that there would be an additional waste storage condition. The Chair moved that the recommendation be granted following a vote with 10 for, 0 against and 0 abstentions.

RESOLVED

1. That the Committee resolve to GRANT CONSENT for the reserved matters

application and approval of details in relation to Conditions 63 (Reserved Matters Compliance Statement), 65 (Drawing References), 66 (Cycle Provision), 67 (Accessible Housing), 68 (Fire Statement), 69 (Ecological Impact Assessment), 70 (Circular Economy Statement), 71 (Surface Water Drainage Scheme), 72 (Boundary Walls) and Condition 73 (Climate Change Adaptation) is determined under delegation powers once the outstanding issues are resolved.

2. That the Assistant Director of Planning, Building Standards & Sustainability or the Head of Development Management is authorised to issue the reserved matters consent and impose conditions [and informatives] to secure the following matters:

Conditions

Approval of Materials (Samples) and details of waste storage

8. PRE-APPLICATION BRIEFINGS

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

9. PPA/2021/0030 SIR FREDERICK MESSER ESTATE (PAGES 83 - 104)

Gareth Prosser introduced the report for erection of 66 new homes within two, six storey blocks providing 100% social rent homes, 10% wheelchair accessible homes, cycle parking, hard and soft landscaping, and all other associated works.

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

- A letter would be delivered to all residents on the estate in regard to the consultation on this proposal. An earlier consultation which had a larger footprint garnered positive engagement.
- There would be no single aspect units in this development. All 3 bedrooms flats would have separate kitchens and living rooms.
- There were ongoing discussions regarding parking in this development, it was a very live issue to ensure that there would not be a further impact on parking. Officers were trying to rationalise the existing arrangement; this would be picked up further with the transport team.
- There were no category A trees are being lost, the majority of mature trees were category B.
- Officers could not build higher than six storeys, this set a benchmark and was the reason for concentrating a tall building in one location.
- There would be an L shaped kitchen/diner area.
- There were concerns around the size of the lifts in the development, these would be taken back to the applicant.
- The Triangle centre was close to Frederick Messer estate. This was a well-used children's and community centre.
- At the moment, the focus was on the landscape aspect of the development. However, introduction of a substantial non-residential element would exponentially change the infrastructure costs in terms of fire safety. It was

important to try and find the balance in viability in terms of how much extra could be given to the estate. There would be a red line boundary around this site and that would be the key focus for the plan. However, officers were looking at a much wider estate strategy to try and tie in the different areas mentioned.

- The QRP approved the principles in the way that the deck access had been laid out, they would welcome further design development to see how officers could look at the detail of it.
- Currently the aim would be for this development to have social rent.
- Officers had taken comments from QRP in regard to parking on board, officers had been asked to maximise the amount of wheelchair spaces; this would put pressure in this area. There was work in the pipeline to bring all enforcement to the parking service.

10. UPDATE ON MAJOR PROPOSALS (PAGES 105 - 120)

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.

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

- Regarding Partridge Way, officers generally did not include the amendment applications in this list. The expectation would be that this would be a delegated decision.
- The listing of Frederick Messer was a previous proposal, this would be updated to reflect the new development.

11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 121 - 192)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 26/02/2024 – 17/05/2024.

12. NEW ITEMS OF URGENT BUSINESS

13. DATES OF FUTURE MEETINGS

To note the date of the next meeting is 20th June.

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference Nos:** HGY/2024/0450**Ward:** Noel Park**Address:** 707-725 Lordship Lane, Wood Green, London, N22 5JY**Proposals**

Demolition of the existing building and redevelopment to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial (Class E) floorspace within buildings ranging between 3 – 9 storeys, public realm and landscaping works, cycle parking, and associated works.

Applicant: Fusion Living**Ownership:** Private**Case Officer Contact:** Valerie Okeiyi

1.1 These applications have been referred to the Planning Sub Committee for a decision as it is a major application that is also subject to a section 106 agreement.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would redevelop a brownfield site, with a high-quality mixed use development which responds appropriately to the local context would fulfil and meet the requirements of Site Allocation SA9 'Mecca Bingo'
- The development would provide 796sqm of quality flexible commercial town centre floorspace that would potentially generate 17 jobs for the workspace and 34 jobs for the café/food hall
- The development would provide a total of conventional 78 residential dwellings, contributing towards much needed housing stock in the borough including a high proportion of family homes .
- The development would provide 100% of the residential component delivered as affordable housing in the form of 52 flats/houses for social rent and 26 flats for intermediate tenure
- The development would provide 35% affordable provision by habitable room across the student accommodation and residential accommodation, with a tenure split of 70% social rent and 30% intermediate rent.

- The scheme would deliver 636 well designed student bedspaces, of which 54 would be affordable student accommodation which equates to 332 conventional homes on the basis of the 2.5:1 ratio in the London Plan
-
- The size, mix, tenure, and quality of residential accommodation is acceptable and either meet or exceed relevant planning policy standards. All flats/houses have private external amenity space
- The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements including a new urban green space
- The proposed development will lead to a very low, less than substantial harm to the significance of the immediate surroundings of the conservation area and its assets that is outweighed by the several significant public benefits of the development.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.
- The development would be 'car free' and provide an appropriate quantity of cycle parking spaces for this location, the site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- The development would provide appropriate carbon reduction measures plus a carbon off-setting payment, as well as site drainage and biodiversity improvements.
- The proposed development will secure several obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee 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 that secures the obligations set out in the Heads of Terms below following Stage II referral to the GLA.
- 2.2 That delegated authority be granted to the Head of Development Management or the Assistant Director Planning, Building Standards and Sustainability to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 30/08/2024 within such extended time as the Head of Development

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

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

Conditions/Informative Summary – Planning Application HGY/2022/4552 (the full text of recommended conditions/informative is contained in Appendix 2 of the report

Conditions

1. Time limit
2. Approved Plans and Documents
3. Materials
4. Boundary treatment and access control
5. Landscaping
6. Lighting
7. Site levels
8. Secure by design accreditation
9. Secure by design certification
10. Land contamination
11. Unexpected Contamination
12. NRMM
13. Demolition/Construction Environmental Management Plan
14. Arboricultural Impact Assessment
15. Delivery and Servicing Plan
16. Cycle Parking
17. Electric Vehicle Charging Points
18. Wheelchair accessible car parking spaces
19. Car parking Management Plan
20. Piling Method Statement
21. Off-site Water Infrastructure
22. Satellite Antenna
23. Restriction to Telecommunications apparatus
24. Architect Retention
25. Wheelchair Accessible Dwellings
26. Accessible Student Accommodation
27. Commercial Units – Noise Attenuation
28. Noise Attenuation – Student Accommodation
29. Urban Greening Factor
30. Commercial Units – Ventilation/Extraction
31. Commercial Units – Café/Food Hall Opening Hours
32. Restriction to Use Class
33. Whole Life Cycle Carbon (GLA)

- 34. Circular Economy (GLA)
- 35. Digital Connectivity (GLA)
- 36. Ecological Management Plan (GLA)
- 37. Biodiversity Net Gain
- 38. Energy Strategy
- 39. Overheating
- 40. Building User Guide
- 41. BREEAM Certificate
- 42. Living roofs
- 43. Biodiversity
- 44. Climate Change Adaption
- 45. Circular Economy (Pre-Construction report, Post Completion report)
- 46. DEN

Informatives

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

Section 106 Heads of Terms_ - Planning Application HGY/2022/4552

- 1. Affordable housing Provision
 - Fifty Two (52) flats/houses for social rent, Twenty Six (26) flats for Shared Ownership
 - Early stage viability review
 - The Council have first right of refusal to purchase the affordable housing
- 2. Student Accommodation – Affordable Student Accommodation Scheme to be submitted for approval prior to commencement of development
 - a. Minimum of 54 student bedspaces of the proposed accommodation shall be affordable student bedspaces

- b. Affordable student accommodation residents to have access to the same communal amenity as the market accommodation
- c. The rent charged must include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation.

3. **Affordability**

- a. Affordable student accommodation shall meet the following affordability criteria:
 - The **definition of affordable student accommodation** is a Purpose-built student accommodation (PBSA) bedroom that is provided at a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year.
 - The actual amount the Mayor defines as affordable student accommodation for the coming academic year is published in the Mayor's Annual Monitoring Report.
 - Should the Government make significant changes to the operation of the maintenance loan for living costs as the main source of income available from the Government for higher education students, the Mayor will review the definition of affordable student accommodation and may provide updated guidance.
- b. the affordable student accommodation bedrooms shall be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation.
- c. The rent charged must include all services and utilities which are offered as part of the package for an equivalent non-affordable room in the development. There should be no additional charges specific to the affordable accommodation.
- d. The initial annual rental cost for the element of affordable accommodation should not exceed the level set out in the Mayor's Annual Monitoring Report for the relevant year. For following years, the rental cost for this accommodation shall be linked to changes in a nationally recognised index of inflation.
- e. A review period shall be set to allow for recalibrating the affordable student accommodation to the level stated as affordable in the Mayor's Annual Monitoring Report.

4) **Viability Review Mechanism**

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

5) Student use only in term time - Accommodation secured for the use of students only during the academic year.

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

6) Nomination Agreement - The majority of the bedrooms in the development including all of the affordable student accommodation bedrooms shall be secured through a nomination agreement for occupation by students of one or more higher education provider.

7) Highways Improvement under Sections 38. 177. 278

- 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.

8) Sustainable Transport Initiatives

- £4,000 (four thousand pounds) towards the amendment of the Traffic Management Order- to exclude residents from seeking parking permits
- Car Club – three years free membership for up to two residents of each residential unit and a credit of £50 per year/per unit for the first three years.
- £15,000 (fifteen thousand pounds) towards monitoring of the Construction Logistics and Management Plan, which should be submitted 6 months (six months) prior to the commencement of development
- Residential Travel Plan - Monitoring of the travel plan initiatives £3,000 (three thousand pounds) for five years £15,000 (fifteen thousand pounds) in total
- Commercial Travel Plan - Monitoring of the travel plan initiatives £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total
- Student Accommodation Travel Plan - Monitoring of the travel plan initiatives £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total

9) CPZ Contribution

- £20,000 (twenty thousand pounds) towards the feasibility, design, and consultation on traffic management measures to restrict parking in the area

surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ.

10) Lordship Lane/Wood Green High Road casualty reduction and cycle lane feasibility contribution

- £160,000 (one and sixty thousand pounds) towards feasibility and design of the proposed Lordship Lane and Wood Green cycle lane and casualty reduction schemes.

11) Carbon Mitigation

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £188,385 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages.
- DEN connection (and associated obligations)
- Heating strategy fall-back option if not connecting to the DEN

12) Employment Initiatives – participation and financial contribution towards Local Training and Employment Plan

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

13) Monitoring Contribution

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

2.5 In the event that members choose to make a decision contrary to officers' recommendations members will need to state their reasons. In the absence of the agreement referred to in resolution (2.1) above not being completed within the time period

provided for in resolution (2.3) above, the planning permission be refused for the following reasons:

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

In the absence of a legal agreement securing 1) the provision of on-site affordable student accommodation 2) A nomination agreement and 3) viability review mechanisms the proposals would fail to meet the student accommodation and affordability aspirations for London. As such, the proposals would be contrary to London Plan Policies GG1, H4, H5 and H15, Strategic Policy SP2, and DM DPD Policies DM13, DM15 and Policy NT5.

The proposed development, in the absence of a legal agreement securing 1) Section 278, 38, 177 Highway Agreement for 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 2) A contribution towards amendment of the local Traffic Management Order 3) Three years free membership for up to two residents of each residential unit and a credit of £50 per year/per unit for the first three years. 4) A contribution towards a Construction Logistics and Management Plan, 5) Implementation of a residential, commercial and student accommodation plan and monitoring fee would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal is contrary to London Plan policies T1, Development Management DPD Policies DM31, DM32 and DM48

A contribution towards the feasibility, design, and consultation on traffic management measures to restrict parking in the area surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ.

A contribution towards feasibility and design of the proposed Lordship Lane and Wood Green cycle lane and casualty reduction schemes.

The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team and to provide other employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017

In the absence of a legal agreement securing the implementation of an energy strategy, including 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 SA9.

In the absence of a legal agreement securing the developer's participation in the Considerate Constructor Scheme and the borough's Construction Partnership, the proposals would fail to mitigate the impacts of demolition and construction and impinge the amenity of adjoining occupiers. As such the proposal would be contrary to London Plan Policies D14, Policy SP11 and Policy DM1.

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

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

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- 6. MATERIAL PLANNING CONSIDERATIONS

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8. RECOMMENDATION/PLANNING CONDITIONS & INFORMATIVES

APPENDICES:

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3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1. Planning permission is sought for the demolition of the existing bingo hall to provide affordable homes (Use Class C3), purpose built student accommodation (PBSA) (Sui Generis), and flexible ground floor commercial (Class E) floorspace within buildings between 3 – 9 storeys in height. The proposal includes public realm and landscaping works, cycle parking, and associated works. The breakdown of the buildings is as follows:

Building A

- 3.1.2 **Building A** which fronts onto Lordship Lane comprises purpose-built student accommodation (PBSA) which is configured around a central courtyard in the northern part of the site consisting of 636 student rooms (including 61 affordable student bedrooms) on the ground and upper floors. The student accommodation is split into two main types, studio rooms for single occupants and clusters of bedrooms with shared living/kitchen dining room. At ground floor level a series of amenity spaces are provided including waiting areas, study space, post rooms and a management office which will be managed 24 hours a day. A sunken courtyard is proposed on the ground floor and outdoor private rooftop communal amenity space is proposed at first floor level. The rear of Building A comprises a communal bicycle store, refuse store consisting of 23 bins, plant and generator rooms serving the PBSA on the ground floor. The front of Building A comprises of 796 sqms of flexible town centre uses on the ground floor consisting of a community café, food hall and workspace.



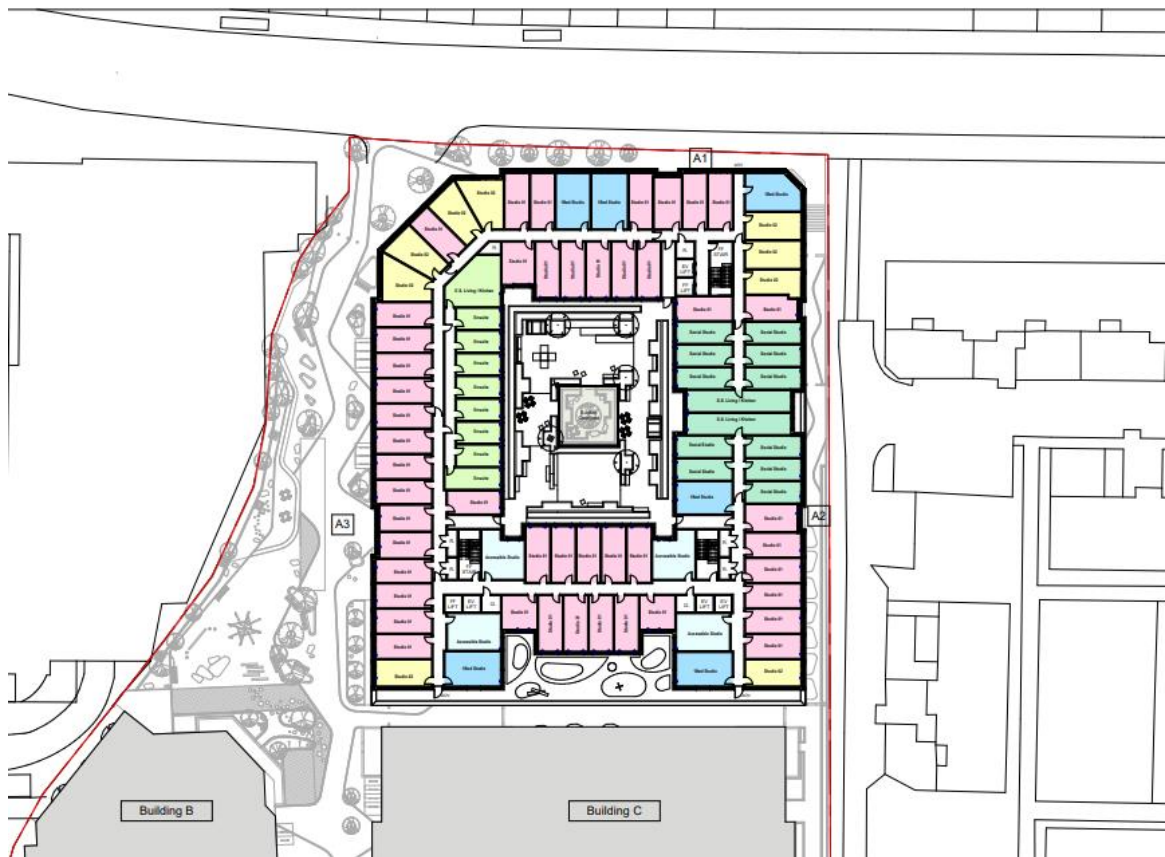


Fig 1: Site and ground floor layouts.

- 3.1.3 Building A is the tallest element of the proposed development ranging from 7, 8 and 9 storeys in height.

Buildings B, C and D

- 3.1.4 Buildings B, C and D are located to the south of Building A and provide the conventional residential element of the scheme through a variety of housing types and sizes which are all affordable tenures.
- 3.1.5 **Building B** is 5 and 6 storeys in height consisting of 26 residential units for shared ownership over the ground and upper floors. Block B would comprise of 9 x one-bedroom flats, 13 x two-bedroom flats and 4 x three-bedroom flats. The ground

floor includes the cycle store, refuse and recycling store, and plant room. Private rooftop communal amenity space is located at first floor level.

- 3.1.6 **Building C** is a 6 storey building consisting of 45 residential units for social rent over the ground and upper floors. Building C would comprise of 13 x one-bedroom flats, 26 x two-bedroom flats and 6 x three-bedroom flats. The ground floor includes 2 cycle stores, 2 refuse stores and plant room. Private communal amenity space is located at first floor level. Child playspace is also proposed within the rooftop communal amenity space of Buildings B and C, including a flexible lawn area which can be used for a range of purposes.

Building D

- 3.1.7 **Building D** comprises of 2 separate buildings of 3 storeys in height consisting of 7 x 5 bed terraced townhouses for social rent. Each house would have private amenity space at ground floor level.

Materials

- 3.1.8 The proposed buildings will be finished in a varied material pallet, which comprises predominantly brick of varying tones.

Public realm/Access

- 3.1.9 The proposal also includes extending Wellesley Road to access the new housing (Buildings D), with a new north south pedestrian link connecting it to Lordship Lane through a 2,030 sqms Green Space that will be publicly accessible throughout the day and evening. An additional 135sqm of public realm improvements within the red line boundary fronting Lordship Lane.

Soft and hard landscaping

- 3.1.10 Soft and hard landscaping is proposed within the new green space, around the boundaries of each block and on the rooftop communal amenity space of each block at first floor level, within the atrium garden of building A and private gardens of the townhouses of building D.
- 3.1.11 The landscaping would comprise of a diverse selection of tree species, various planting mixes, rain gardens, fern garden, wildlife buffer, raised planters, wildflower bio-diverse roof, native hedgerows, ornamental shrub, perennials, climbing plants, sensory planting, raised planter, natural stone paving, bound gravel areas, permeable resin bound gravel, decking and decorative edging/banding.

Parking and highways

3.1.12 The proposed development is car-free, and includes 10 Blue Badge spaces comprising 8 residential blue badge parking spaces, 1 student blue badge parking space and 1 commercial blue badge space. The proposed development incorporates an 18-metre long loading bay on-site for servicing and deliveries to the PBSA building (Block A). This would also be utilised for student drop-offs and collection at the start and end of each academic year.

3.1.13 Building A will provide 480 cycle parking spaces within the cycle store. Building B will provide 48 cycle parking spaces, Building C will provide 89 and Building D will provide 21 cycle parking spaces. 28 short stay cycle spaces will be provided throughout the site. These spaces will be located adjacent to the entrances of each of the residential and PBSA buildings, with a further 8 short stay cycle spaces provided in the north of the site for the commercial element.

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

- Removal of mezzanine level amenity space of building A;
- Alterations to the ground floor of building B to include an additional 2 bedroom unit;
- Revised affordable housing mix;
- Increase in cycle parking spaces of building A
- Increase in student bed provision from 623 to 636
- Reduction in building A GIA from 19,075m² to 18,981m²
- Minor amendments to the elevations of building A
- Changes to the upper floor layout of building A

3.2 Site and Surroundings

3.2.1 The site fronts onto Lordship Lane and is occupied by a large single storey Bingo Hall with a large car park at surface level to the south. The Moselle Brook runs along the southern boundary of the site. Immediately to the south of the site's southern boundary are the rear gardens of the terrace houses which front onto Moselle Avenue. The rear gardens are separated from the existing surface level car park within the site by a brick wall. To the east of the site is the Vincent Estate - a housing estate comprising blocks of the three-storey flats. To the southwest of the site are the three storey white-rendered town houses on Wellesley Road. Immediately to the west of the site is Omnibus House, a seven storey rising to nine storey building consisting of residential units with a gym on the ground floor. The site sits adjacent to the heavily trafficked A109 Lordship Lane immediately to the north.

3.2.2 The site is located in an Opportunity Area as identified in the London Plan 2021 and is located in the Wood Green Growth Area as identified in the Council's Local Plan Strategic Policies 2017 (the Local Plan). The site also forms part of a designated site allocation in the Council's Site Allocation Development Plan

Document (thereon referred to as the SA DPD) – SA9 known as ‘Mecca Bingo’ which seeks the redevelopment of the bingo hall for town centre uses with residential above. The site is also included within the boundaries of the Draft Wood Green Area Action Plan (2018) although this is no longer being pursued as a Development Plan Document itself and is instead being subsumed into the emerging New Local Plan. The site is located within Wood Green Metropolitan Centre also and designated within the District Centre.

- 3.2.3 The site does not contain any listed buildings, nor is it located within a Conservation Area however Immediately south of the site boundary is the Noel Park Conservation Area.
- 3.2.4 The site has a public transport accessibility level (PTAL) of 6a, considered to have ‘excellent’ access to public transport, being close to Wood Green Tube Station and the numerous bus services running along Lordship Lane and Wood Green High Road.



Fig 2 – Aerial View

3.3 Relevant Planning and Enforcement history

- 3.3.1 HGY/1995/1177 - Change of use from a retail warehouse (A1) to a bingo hall (D2) – Granted 05/02/1996
- 3.3.2 HGY/2023/3273 - An Environmental Impact Assessment (EIA) Screening Opinion issued in February 2024 confirmed that the scheme was not EIA Development.
- 3.3.4 The site has no other relevant planning history

4. CONSULTATION RESPONSES

4.1 Quality Review Panel

- 4.1.1 The scheme has been presented to Haringey's Quality Review panel on two occasions.
- 4.1.2 Following the Quality Review Panel meeting November 2023, Appendix 5, the Panel offered their 'warm support' for the scheme, with the summary from the report below:

The panel supports the proposals for purpose-built student accommodation, housing, commercial space and new public green space on this site, which have progressed well since the previous review. A few concerns remain to be addressed, but generally the scheme is in a good position to move forward.

The panel broadly supports the proposed height and massing. However, more detail is required to enable adequate scrutiny of the impacts on light, townscape, heritage and to ensure there is no overlooking. There is a concern that green spaces within the scheme and neighbouring gardens to the north may be overshadowed. The panel commends the landscape-led masterplan and welcomes the strategic moves made, such as the location of the town centre uses onto Lordship Lane and the angled splay of the building guiding people towards the urban green space. The panel's concerns about the safety of this space at night remain. It suggests that the primary entrance for the student accommodation is moved to the northwest corner of the building for natural wayfinding and better overlooking. The student courtyard needs more work to ensure that it will not only be a visual amenity but will also be well-used. The panel has significant concerns about the quality of the student accommodation, particularly with regard to the long internal corridors and the lack of communal amenity spaces on upper floors. It asks that the design incorporates some moments of respite on each floor, preferably in the form of shared spaces with views out but, as a minimum, by adding windows to the corridors. It is worth sacrificing a few rooms to allow more opportunities for natural light, ventilation, orientation and social interaction. The architecture is

developing well, but the student accommodation building would benefit from further work on the materiality of the top floor and the appearance of the western corner in perspective views.

Pre-application Meeting with the Greater London Authority (GLA)

- 4.1.3 The proposals were presented to a meeting with the GLA in September 2023. The meeting addressed key strategic issues including land use, height and massing, urban design and transport.

Development Management Forum

- 4.1.4 The proposals were presented to a Development Management Forum in September 2023.

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

Planning Committee Pre-Application Briefing

- 4.1.6 The proposals were presented to the Planning Sub Committee at a Pre-application Briefing in October 2023. The minutes are attached in Appendix 7

4.2 Application Consultation

- 4.2.1 The following were consulted regarding the application:

(Comments are in summary – full comments from consultees are included in appendix 33)

INTERNAL:

Design Officer

Comments provided are in support of the development

Conservation Officer

Comments provided and raise no objections to the proposal

Transportation

No objections raised, subject to conditions and relevant obligations

Waste Management

No objections

Building Control

No comment

Trees

No objection raised, subject to conditions

Nature Conservation

No comments

Public Health

No objection

Surface and flood water

No objections

Carbon Management

No objections, subject to conditions and S106 legal clause

Lead Pollution

No objection, subject to conditions and informative

Noise Pollution

No comments

Policy

No comments

Housing Strategy and Policy

No comments

Housing Delivery Team

No comments

Regeneration (Wood Green)

No objection

Economic Regeneration

No comments

Housing Renewal

No comments

EXTERNAL

Thames Water

No objection subject to conditions and informatives

Metropolitan Police Designing out crime

No objections, subject to conditions and informative

Environment Agency

No objections, subject to an informative

London Underground/DLR Infrastructure Protection

No comment

Transport for London

No objection

London Fire Brigade

No comments received

Health and Safety Executive

No objection

Greater London Authority (GLA)

Stage 1 comments can be viewed in full in Appendix 4.

NHS London Healthy Urban Development Unit

To meet the health needs of the new residents of the proposed schemes, and to limit adverse impact on existing residents, developments need to provide financial contributions via the relevant S106 agreement for the expansion of health infrastructure serving the locality. The request is the Council secure £472,565 within the S106 agreement to be paid on commencement and indexed linked to building costs

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- Neighbouring properties
- Site notices erected in the vicinity of the site

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

No of individual responses: 13
Objecting: 12
Supporting: 1
Others: 0

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

- Loss of employment
- Mecca Bingo caters for the older members of the community
- Impact on Conservation area
- Concern with scale and design
- Impact on neighbours in terms of privacy overlooking/overshadowing and overbearing
- Pressure on parking and congestion
- Increased pollution- noise and dust during construction
- Safety and anti social behaviour concerns
- More playspace facilities for younger children is required
- Impact on refuse provision and infrastructure

Support

- Larger Affordable homes welcomed
- More student accommodation needed
- Good transport links noted

- The scheme is in a good location
- Playspace and green space is welcomed
- The scheme will help transform Wood Green

5.4 The following issues raised are not material planning considerations:

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the development
2. Affordable Housing and Housing Mix
3. Tall buildings
4. Heritage Impact
5. Design and appearance
6. Residential/Student Accommodation Quality
7. Impact on Neighbouring Amenity
8. Parking and Highways
9. Sustainability, Energy and Climate Change
10. Urban Greening, Trees and Ecology
11. Flood Risk and Drainage
12. Air Quality and Land Contamination
13. Fire Safety
14. Social and Community Infrastructure
15. Equalities
16. Conclusion

6.2 Principle of the development

National Policy

6.2.1 The current National Planning Policy Framework was last updated on 5 September 2023 (hereafter referred to as the NPPF). 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. It advocates policy that seeks to significantly boost the supply of housing and requires local planning authorities to ensure their Local Plan meets the full, objectively assessed housing needs for market and affordable housing.

6.2.2 Paragraph 97 of the National Planning Policy Framework 2021 (hereafter referred to as the NPPF) seeks to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;

Development Plan

- 6.2.3 For the purposes of S38(6) of the Planning and Compulsory Purchase Act 2004 the Local Plan comprises the Strategic Policies Development Plan Document (DPD), Development Management Policies Development Plan Document (thereon referred to as DM DPD) and Site Allocations Development Plan Document (DPD) 2017 and the London Plan (2021).

London Plan

- 6.2.4 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The London Plan (2021) sets a number of objectives for development through various policies. The policies in the London Plan are accompanied by a suite of Supplementary Planning Guidance (SPGs) and London Plan Guidance that provide further guidance.
- 6.2.5 The London Plan 2021 designates Wood Green as an Opportunity Area. The Council's Local Plan 2017 identifies Wood Green as a Growth Area. The site is located within these designations.
- 6.2.5 Part F of London Plan Policy S1 states that 'Development proposals that would result in a loss of social infrastructure in an area of defined need as identified in the borough's social infrastructure needs assessment required under Part A should only be permitted where:
- 1) there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community
- 6.2.6 Policy S5 of the London Plan seeks to resist the loss of existing sports and recreational facilities.
- 6.2.7 Policy SD6 of the London Plan states that town centres should be enhanced by identifying locations for intensification in order to optimise a mix of residential and non-residential uses. It also states that developments should support wider regeneration objectives.
- 6.2.8 The London Plan (2021) Table 4.1 sets out housing targets for London over the coming decade, setting a 10-year housing target (2019/20 - 2028/29) for Haringey of 15,920, equating to 1,592 dwellings per annum.
- 6.2.9 Policy H1 of the London Plan 'Increasing housing supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, including through the redevelopment of surplus public sector sites.

- 6.2.10 Policy H4 of the London Plan requires the provision of more genuinely affordable housing. The Mayor of London expects that residential proposals on public land should deliver at least 50% affordable housing on each site.
- 6.2.11 Policy D6 of the London Plan seeks to optimise the potential of sites, having regard to local context, design principles, public transport accessibility and capacity of existing and future transport services. It emphasises the need for good housing quality which meets relevant standards of accommodation.
- 6.2.12 Policy H15 of the London Plan relates to purpose built student accommodation, stating that Boroughs should seek to ensure that local and strategic need for purpose-built student accommodation is addressed, subject to matters including that the development contributes to a mixed and inclusive neighbourhood. Part B of the Policy states that Boroughs, are encouraged to develop student accommodation in locations well connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.

The Local Plan

- 6.2.13 The Council is preparing a new Local Plan and consultation on a Regulation 18 New Local Plan First Steps documents took place between 16 November 2020 and 1 February 2021. The First Steps document sets out the key issues to be addressed by the New Local Plan, asks open questions about the issues and challenges facing the future planning of the borough and seeks views on options to address them. It has very limited material weight in the determination of planning applications at this time.
- 6.2.14 Haringey's Local Plan Strategic Policies sets out the long-term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.2.15 Policy SP1 of the Local Plan 2017 states that the Council will expect development in Growth Areas to provide a significant quantum of new residential and business floorspace, maximise development opportunities on site, provide appropriate community benefits and infrastructure. The supporting text for this policy identifies several aspirations for Wood Green which include increasing the capacity and variety of uses within the town centre, maximising the capacity for housing and employment growth provision and be in accordance with all of the relevant Council planning policies and objectives (including those of the site allocations).
- 6.2.16 Policy SP1 also states that the Council will maximise the supply of additional housing by supporting development within areas identified as suitable for growth.
- 6.2.17 Policy SP2 of the Local Plan states that the Council will aim to provide homes to meet Haringey's housing needs and to make the full use of Haringey's capacity for

housing by maximising the supply of additional housing to meet and exceed the stated minimum target, including securing the provision of affordable housing.

6.2.18 Policy SP10 of the Local Plan states that the Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and cultural activities within its town centres according to the borough's town centre hierarchy.

6.2.19 Policies SP15 and SP16 of the Local Plan seeks to resist the loss of leisure/community facilities.

6.2.20 The Development Management Development Plan Document 2017 (referred to as DM DPD) supports proposals that contribute to the delivery of the planning policies referenced above and sets out its own criteria-based policies against which planning applications will be assessed.

6.2.21 Policy DM49 of the DM DPD seeks to resist the loss of existing recreational and community facilities

6.2.22 Policy DM10 of the DM DPD seeks to increase housing supply and seeks to optimise housing capacity on individual sites.

6.2.23 Policy DM41 of the DM DPD supports new retail, leisure and cultural uses within Metropolitan and District Town Centres, and Local Centres where they are consistent with the size, role and function of the centre and its catchment, sustain and enhance the vitality and visibility of the town centre network and contribute to the delivery of Haringey's spatial strategy.

6.2.24 Student accommodation is supported where it satisfies the requirements of Parts C and D of Policy DM15 of the DM DPD.

Site Allocation

6.2.25 The Site Allocations Development Plan Document (SA DPD) 2017 gives effect to the Local Plan spatial strategy by allocating sites to accommodate the development needs of the borough. Developments within allocated sites are expected to conform to the guidelines of the relevant allocation unless there is strong justification for non-compliance.

6.2.26 The site forms part of Site allocation SA9 'Mecca Bingo' of the SADPD which designates the site for the 'Redevelopment of bingo hall for town centre uses with residential above' Site allocation SA23 of the SA DPD has the following Site Requirements and Development Guidelines:

Site requirements

- No buildings need to be retained.
- The alignment of Wellesley Road will be extended, with townhouses provided on the southern side of the road.
- The ground floor uses fronting Lordship Lane will be secondary town centre uses.
- The Moselle runs in a culvert along the south edge of the site, and investigations around it's suitability for future use, and potential deculverting should be facilitated through any development.
- This site should preserve the setting of the adjoining Noel Park conservation area and its significance.
- Have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013.

Development Guidelines

- Heights in the south of the site should be respectful of the existing properties on Moselle Avenue.
- Development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side.
- The building line along the southern edge of Wellesley Road should be continued.
- Development should demonstrate no adverse impact on the adjacent residential properties.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network within the local area.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- A piling statement will be required prior to any piling taking place.
- The site lies in a Source Protection Zone as therefore any development should consider this receptor in any studies undertaken.

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

Draft Wood Green Area Action Plan (AAP)

6.2.28 A draft Wood Green Area Action Plan (AAP) has previously been developed by the Council but is no longer being worked on. There has previously been an Issues

and Options Consultation (February 2016), Preferred Option Consultation (February 2017) and lastly a Preferred Option Consultation #2 (February 2018). The Council is now embedding work that would have previously been in the AAP into the emerging comprehensive New Local Plan instead, which has only had an initial 'First Steps' engagement (November 2020). Therefore, the AAP is not part of the Development Plan and is only a material consideration with very limited weight, compared to the Site Allocations DPD which was fully adopted in July 2017 and has full weight as part of the Development Plan.

6.2.29 The site was designated as WGSA6 of the draft Wood Green Area Action Plan (AAP). This reiterated much of Site Allocation SA9 of the Site Allocations DPD 2017 however the sites indicative development capacity for town centre/employment uses was significantly higher, the site was allocated for a higher number of residential units and a mix of residential and commercial was acceptable above ground floor level with new office floorspace sought on the site. The site was also considered less suitable for family housing.

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

5 Year Housing Land Supply

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

6.2.32 Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

Land Use Principles

6.2.33 The proposed development, would replace the existing Mecca Bingo hall with a mixed use development comprising of new residential homes, Town Centre commercial space and Purpose Built Student Accommodation (PBSA).

Loss of Mecca Bingo Hall

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

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

6.2.35 Policy DM49 (C) also requires, where a proposal results in the loss of a community facility, evidence and marketing information demonstrating that the premises has been marketed for use as a community facility for a reasonable length of time (minimum 12 months) and that no suitable user has been/or is likely to be found.

6.2.36 The site is occupied by the Mecca Bingo hall (Use Class F2(b)) which is an existing and currently operating leisure/community facility. The proposal would result in the loss of the leisure / community use.

6.2.37 The applicant has advised that the lease on the bingo hall is due to expire in 2026 and that despite efforts to find an operator to take forward the existing use beyond the current lease expiry period, this has not been possible due to the bingo industry not recovering well from the pandemic. The applicant has been in discussions with representatives of Mecca Bingo who have confirmed that there is no longer an adequate demand by the local community for the leisure facility on this site. The applicant has provided marketing evidence as part of the submission that demonstrates that there is no demand for a leisure/community facility on this site. The proposed development will include flexible commercial space to be able to accommodate a market hall and community café that will appeal to a broad range of the community, including older members of the community to compensate for the loss of the bistro within the bingo hall which currently provides regular discounted food offers which provide an affordable meal option for older residents.

6.2.38 Therefore, given the above and the fact that Site Allocation SA9 does not require the retention of the existing community/leisure facility (Mecca Bingo) on the site, the proposed loss of the community/leisure facility is considered acceptable.

Proposed mixed use – Flexible commercial space, Residential Uses and Purpose-Built Student Accommodation (PBSA)

6.2.39 Site Allocation SA9 identifies that the site is appropriate for town centres uses with residential above identifying an indicative capacity of 1,484 square metres of town centre uses across the site allocation as a whole. The site allocation specifically states that the site represents an underutilised opportunity in a highly accessible town centre location and there is scope for comprehensive redevelopment to bring new residential development into the town centre with a town centre frontage.

Principle of proposed flexible commercial space

- 6.2.40 London Plan Policy SD6 states that the vitality and viability of London's varied town centres should be promoted and enhanced by encouraging strong, resilient, accessible and inclusive hubs with a diverse range of uses that meet the needs of Londoners.
- 6.2.41 Local Plan Policy SP10 states that the Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and cultural activities within its town centres, with a principle focus of growth being within the Wood Green Metropolitan Centre. Policy DM41 of the DM DPD states that proposals for new retail, leisure and cultural uses will be supported within town centres where they are consistent with the size, role and function of the centre.
- 6.2.42 The Site Allocation SA9 gives a indicative development capacity of 1,484 square metres of town centre uses. It states that ground floor uses fronting Lordship Lane will be secondary town centre uses. The proposed development, seeks to provide 796sqm of high quality, well-designed and flexible space that will maximise the active frontage along Lordship Lane. The quantum of proposed Class E floor space has been informed by the market demand report which demonstrates that the provision of the 1,484sqm identified would be greater than the demand in the market and there would be a real risk of such quantum of space remaining vacant. The market demand report considers that the proposed quantum of 796sqm is more appropriate for the site and identifies that there is expected to be sufficient demand for types of uses being considered for the site, which include a cafe, workspace and food hall, to justify the proposed quantum of floor space. This evidence is supported by the socio-economic report which demonstrates that the proposed development would bring considerable economic benefits to Wood Green Town Centre. The socio-economic report notes that that it is anticipated that the workspace would create 17 FTE jobs and the café/food hall will create 34 FTE jobs.
- 6.2.43 The Class E floorspace has been designed to be flexible and to appeal to a broad range of occupiers, to ensure that it is able to positively contribute to the vibrancy and vitality of the Wood Green Town Centre. It is located at ground floor level fronting Lordship Lane in order to ensure an active frontage and a good level of prominence for a future commercial occupier.
- 6.2.44 The flexible uses are proposed to increase the opportunity for obtaining an end operator to fill the space in the long term however a condition is recommended as part of any grant of planning consent to ensure the uses are town centre uses. The applicant has confirmed that the sites location away from the town centre has meant that most traditional town centre uses would not be attracted to the location of the site. The eastern location on Lordship Lane is on the periphery of the

residential areas and would therefore generate low footfall, particularly for retail uses. Operators would only be attracted to the scheme if they are able to sustain business directly from residents in the development as well as in the direct vicinity. The applicants considered alternative town centre uses fronting Lordship Lane. However, overall these were considered less suitable, given the risk that they may remain vacant, or that a future use would not provide sufficient passive surveillance of the public realm.

6.2.45 The flexible commercial uses proposed including the overall quantum is considered appropriate for the site and would sustain and enhance the vitality and viability of the town centre.

Residential Use

6.2.46 The proposal would introduce an additional 78 self-contained new homes that would contribute to meeting the Borough's identified housing targets and deliver the aims of the Site Allocation SA9.

Principle of Purpose-Built Student Accommodation (PBSA)

6.2.47 The NPPF highlights the importance of boosting housing supply across the country; whilst Paragraphs 60 and 63 note the importance of providing housing for specific groups, such as students.

6.2.48 London Plan Policy H15 relates to purpose built student accommodation, stating that Boroughs should seek to ensure that local and strategic need for purpose-built student accommodation is addressed, subject to matters including that the development contributes to a mixed and inclusive neighbourhood. Part B of the Policy states that Boroughs, are encouraged to develop student accommodation in locations well connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.

6.2.49 Paragraph 4.15.2 of London Plan Policy H15 identifies that the overall strategic requirement for Purpose-Built Student Accommodation (PBSA) in London has been established through the work of the Mayor's Academic Forum, and a requirement for 3,500 PBSA bed spaces to be provided annually over the Plan period has been identified.

6.2.50 Part D of London Plan Policy SD6 encourages a diverse range of housing within town centres such as student accommodation.

6.2.51 Part C of Policy DM15 of the DM DPD states that student accommodation will be supported where it is required to meet a local and strategic need and is appropriately located within:

- a One of Haringey's Growth Areas, as identified in the Strategic Policies Local Plan; or
- b Within or at the edge of a town centre; and
- c In an area of good public transport accessibility

6.2.52 Part D of Policy DM15 of the DM DPD states that in addition to meeting the requirements of Part (C) above, proposals for student accommodation will also need to demonstrate that:

- a There would be no loss of existing housing;
- b There would be no adverse impact on local amenity, in particular, the amenity of neighbouring properties and on-street parking provision;
- c The accommodation is of a high quality design, including consideration for unit size, daylight and sunlight;
- d Provision is made for units that meet the needs of students with disabilities;
- e The need for the additional bedspaces can be demonstrated; and
- f The accommodation can be secured by agreement for occupation by members of a specified educational institution(s), or, subject to viability, the proposal will provide an element of affordable student accommodation in accordance with Policy DM13 of the DM DPD.

6.2.54 Policy DM15 of the DM DPD supports proposals for PBSA in growth areas, within or at the edge of a town centre, and in an area of good public transport accessibility (PTAL 6a).

6.2.55 The site is allocated in the Site Allocations DPD (SA9) for town centre uses and residential only and both of these land uses are being delivered as part of the proposed development. The addition of student accommodation at this location would create a diverse range of housing within the town centre that would contribute to a mixed and inclusive neighbourhood. Paragraph 3.32 of Policy DM15 of the DM DPD is considered to be applicable to this proposal as it is recognised that the right type of provision, in the right locations – within Growth Areas and town centres can make a significant contribution to the local economy, aiding regeneration, as well as encouraging students out of shared rented accommodation in family sized properties; thereby releasing these properties back into the market and reducing demand.

6.2.56 Proposals for the site also need to demonstrate that they would not result in a loss of housing. The proposed development would result in 78 new residential homes and in addition to this 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. The proposed scheme would therefore deliver the equivalent of 332 new homes based on this ratio and make a welcome contribution towards delivering the requirement for Site Allocation SA9 and the borough's overall 10-year housing target.

- 6.2.57 Policy DM15 of the DM DPD also requires there to be no adverse impact on local amenity, that the accommodation is of a high-quality design including consideration for unit size, daylight & sunlight, and provision is made for students with disabilities. These will be assessed in later sections of this report.
- 6.2.58 The final parts of DM15 part D requires student accommodation schemes to demonstrate the need for the additional bedspaces and ensure the accommodation can be secured by agreement for occupation by members of a specified educational institution(s), or, subject to viability, the proposal will provide an element of affordable student accommodation in accordance with Policy DM13 (61 affordable habitable rooms).
- 6.2.59 London represents the largest student housing market in the UK – and Europe – with c.400,000 full time students studying across over 40 major universities, as well as those at smaller institutions. Whilst London has a large purpose-built student housing market, it does not come close to providing the amount of accommodation required to house London's students, with c.310,000 students having to find accommodation outside of this purpose-built sector.
- 6.2.60 The applicant has engaged in discussion with various higher educational institutions in regard to potentially occupying student rooms within the proposed development, including the London School of Economics (LSE), University College London (UCL), University of West London (UWL), and Middlesex University. The applicant has submitted a letter from London School of Economics (LSE) confirming on-going discussions in relation to occupying the proposed affordable student rooms.
- 6.2.61 The applicant has agreed to the use of the accommodation being secured for students and to seek to agree a nominations agreement for occupation by students of one or more high education providers. This would be secured in the S106 legal agreement.
- 6.2.63 The proposal will provide an element of affordable student accommodation. The applicant is proposing a blended approach to affordable provision comprising of 78 affordable homes and 54 student beds (of the total number of student beds **636**) that would equate to 35% affordable provision by habitable room and floorspace. This blended approach is supported in principle.
- 6.2.64 Part A of Policy H15 of the London Plan requires boroughs to seek to ensure that local and strategic need for PBSA is addressed subject to 5 criteria which are assessed below. Part B encourages boroughs, student accommodation providers and higher education providers to develop student accommodation in locations well-connected to local services by walking, cycling and public transport, as part of mixed-use regeneration and redevelopment schemes.

1) Mixed and inclusive neighbourhood

6.2.65 Policy H15 of the London Plan supports proposals for PBSA, provided that at the neighbourhood level, the development contributes to a mixed and inclusive neighbourhood. The site lies within the Wood Green Regeneration Area, as identified in the Site Allocations DPD.

6.2.66 In terms of the surrounding context, the site is within the eastern part of the Wood Green Town Centre and a short walk from Wood Green Underground Station. The surrounding land uses, both existing and emerging, comprise a mix of housing (with only 1 other PBSA block), commercial, retail and community uses.

6.2.67 The addition of PBSA on the site, combined with the proposed housing and flexible commercial space is considered to contribute positively towards this mixed-use character of the locality. The proposed development will therefore contribute to a mixed and inclusive neighbourhood.

2) The use of the accommodation is secured for students.

6.2.68 The s106 agreement would secure the use of the accommodation only for students only during the academic year. This would be sufficient to satisfy this policy requirement.

6.2.69 All occupiers of the PBSA will be students enrolled in courses recognised by the Office for Students, as used to define students by the supporting footnote to this criterion of Policy H15 of the London Plan. The applicant has confirmed that their tenancy agreement is generally for 51 weeks, where the 1 week gap between tenancies is for room cleaning. If there are 44 week tenancies which would typically exclude the summer months, the applicant would seek to have 'summer lets' to students who may want to leave their belongings for the upcoming year, or those doing summer courses.

3) The affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of one or more higher education provider and the remaining student beds is discussed above in paragraph 6.2.62 of the officers report.

6.2.70 The S106 agreement would ensure a commitment to reasonable endeavours in relation to nominations agreements is secured. As noted previously, the applicant has engaged in discussion with various higher educational institutions in regard to potentially occupying student rooms within the proposed development. It is widely recognised, including within the emerging Purpose-built Student Accommodation London Plan Guidance (LPG), that securing nominations agreements at the planning application stage is challenging.

6.2.71 The applicant has confirmed that they have been actively engaging with various higher educational institutions in regard to potentially occupying student rooms within the Proposed Development, including the London School of Economics (LSE), University College London (UCL), University of West London (UWL), and Middlesex University. The Applicant is committed to continuing these discussions following the grant of planning permission.

6.2.72 As noted previously, the applicant has engaged in discussion with London School of Economics (LSE) who have expressed interest in the proposed affordable student rooms. To supplement their existing stock of student accommodation, they have provided a letter of support for the scheme.

4) The maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance:

- a. to follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable student accommodation or 50 per cent where the development is on public land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, colocation and substitution.
- b. where the requirements of 4a above are not met, applications must follow the Viability Tested Route set out in Policy H5 Threshold approach to applications, Part E.

6.2.73 The London Plan sets out that to provide greater certainty, speed up the planning process and increase the delivery of affordable student accommodation, a threshold has been introduced for PBSA schemes to take advantage of the 'Fast Track Route'. To follow the 'Fast Track Route' the amount of affordable student accommodation provided should be at least 35 per cent of student bedrooms in the development.

6.2.74 The applicant has opted to follow the 'Fast Track Route' by implementing a blended approach to affordable housing where the proposed affordable housing and affordable student bedrooms within the proposed development equates to 35% based on floorspace, habitable rooms, and units of the total number of new homes including the PBSA accommodation. The approach to affordable housing delivery is assessed in later sections of this report.

6.2.75 The blended approach to the delivery of affordable housing ensures an inclusive and mixed neighbourhood is created, whilst prioritising the delivery of affordable homes for those that most need it in the borough.

6.2.76 As the required threshold for affordable housing using this blended approach would be met, the scheme does not need to be considered under the Viability Tested Route (as described under Part E of Policy H5 of the London Plan

Threshold approach to applications and the Mayor's Affordable Housing and Viability SPG) and the affordable housing provision is compliant with London Plan Policy. The GLA comments notes that the supporting information to support the blended approach to affordable housing, would deliver 35% affordable provision by habitable room and floorspace, is welcomed and the development can follow the fast track route.

6.2.77 Whilst the proposal would not meet the local 40% borough wide affordable housing target, the London Plan was adopted more recently than the Local Plan and is therefore its policies must be given great weight.

5) The accommodation provides adequate functional living space and layout

6.2.78 Nationally Described Space Standards on minimum room and flat sizes do not apply to student accommodation. However, the plans indicate that the bedroom sizes proposed are more generous than typical room sizes for recent student accommodation developments in London and are considered to meet or exceed the needs of educational institutions.

6.2.79 The development proposes a range of accommodation typologies, including ensuite cluster bedrooms where several rooms share a kitchen space, ensuite studios, duplex studios, 1 bed studio apartments and accessible studios. The table below sets out the individual unit sizes:

| | | |
|--------------------------------|--|-----|
| Cluster Ensuite Bedrooms | 12.8m ² to 16m ² | 64 |
| Cluster Social Suites | 16m ² | 71 |
| Wheelchair Accessible Bedrooms | 25m ² to 29m ² | 34 |
| Duplex Apartments | 28m ² | 11 |
| 1-Bed Apartments | 22m ² to 29m ² | 75 |
| Studios | 16m ² to 21m ² | 381 |
| Total | | 636 |

6.2.80 As is expected in student housing, the individual rooms / units do not have private external amenity space with the exception of the duplex studio's on the ground floor that would have access to a private terrace. However, the development includes a generous external podium roof garden at 1st floor level and sunken courtyard at ground floor level.

6.2.81 Generous internal shared amenity space would be provided at ground floor level, illustrative drawings in the Design and Access Statement (DAS) indicate that these spaces could include a 24 hour reception, private and social study space, on-site library, state of the art gym, lounge and games area, communal dining area, social

laundry with interactive games, private dining room and a recording and podcast studio.

6.2.82 Every room is provided with a toilet, shower, and basin; and the ensuite studios which come in two sizes have basic cooking facilities in the form of a kitchenette. The 1 bed studio apartments have dedicated living space and cooking facilities. The accessible studio has a larger bedroom and larger cooking area, the ground floor duplex studios have living and cooking spaces below with a bedroom and workspace at mezzanine level. Social Studio living/kitchen areas would be provided for the ensuite clusters. A cluster would contain a maximum of 6 bedrooms with the associated Social Studio living/kitchen and a maximum of 8 bedrooms with the associated Ensuite living/kitchen sized, proportionately, so that sufficient kitchen space is provided for all rooms of accommodation.

6.2.83 Almost all units are inevitably single aspect, except for some corner units to the north and south of Building A. As the layout is currently configured around the central courtyard the units to the north facing onto the street will therefore be single aspect and north facing. The large 1 bed studio apartment rooms wrap around the corners of the proposed PBSA building to the north and the 1 bed studio apartments to the south are dual aspect. Overall, the quality of private and communal accommodation is high for student housing.

Conclusion

6.2.84 Given the above considerations, the loss of the existing Mecca Bingo facility at the site is justified when considered against the land use planning requirements of the site allocation and there is no longer an adequate demand by the local community for the leisure facility on this site. The proposed development would be in accordance with the land use planning requirements which is for town centre uses with residential as well as achieving the required wider aims and objectives. The provision of student accommodation at this location is supported in principle as it contributes to a mixed and inclusive neighbourhood and contributes to the Councils housing target. For these reasons the proposed development is acceptable in principle in land use terms, subject to all other relevant planning policy and other considerations also being acceptable as discussed below.

6.3 Affordable Housing and Housing Mix

6.3.1 The NPPF 2021 states that where it is identified that affordable housing is needed, planning policies should expect this to be provided on site in the first instance. The London Plan also states that boroughs may wish to prioritise meeting the most urgent needs earlier in the Plan period, which may mean prioritising low-cost rented units

6.3.2 Local Plan Policy SP2 states that subject to viability, sites capable of delivering 10 units or more will be required to meet a Borough wide affordable housing target of

40%, based on habitable rooms, with tenures split at 60:40 for affordable rent and intermediate housing respectively. Policy DM13 of the DM DPD reflects this approach and sets out that the Council will seek the maximum reasonable amount of affordable housing provision when negotiating on schemes with site capacity to accommodate more than 10 dwellings, having regard to Policy SP2 of the London Plan and the achievement of the Borough-wide target of 40% affordable housing provision, the individual circumstances of the site Development viability; and other planning benefits that may be achieved. Policy DM13 of the DM DPD highlights a preference for social and affordable rented accommodation.

- 6.3.3 Policy H4 of the London Plan seeks to maximise the delivery of affordable housing, with the Mayor setting a strategic target of 50%. Policy H5 of the London Plan and the Mayor's Affordable Housing and Viability SPG set out a 'threshold approach', whereby schemes meeting or exceeding a specific percentage of affordable housing by habitable room, without public subsidy, and other criteria such as tenure mix are eligible for the Fast Track Route (FTR). Such applications are not required to submit viability information and are also exempt from a late stage review mechanism.
- 6.3.4 The Mayor of London's Affordable Housing and Viability (AHV) SPG states that all developments not meeting a 35% affordable housing threshold should be assessed for financial viability through the assessment of an appropriate financial appraisal, with early and late-stage viability reviews applied where appropriate.
- 6.3.5 Policy H1 of the London Plan, in the supporting text clarifies that non-self-contained accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home.
- 6.3.6 Taking into consideration the London Plan ratio, the scheme overall delivers the equivalent of 332 homes of which 78 are traditional C3 homes. The 636 student beds provide the equivalent of 254 homes based on the above mentioned ratio.

'Fast-track route' assessment

- 6.3.7 The applicant proposes a blended approach to on-site affordable housing, comprising 78 affordable homes and 54 affordable student rooms. Rather than providing 35% affordable housing within each separate component, the proposed approach involves maximising the provision of traditional C3 residential affordable homes within Buildings B, C and D, and then 'topping up' the affordable housing offer with affordable student housing within Building A to arrive at an overall offer of 35% affordable housing by habitable room which means that the application benefits from London Plan Policy for "fast track" consideration and does not need to provide a Financial Viability Assessment (FVA).

- 6.3.8 Whilst the proposal would not meet the 40% target specified by Policy SP2 of the Council's Local Plan and DM13 of the DM DPD, given that the London Plan was adopted more recently and is therefore making Policy H15 and H5 of the London Plan the prevailing policy, the proposed level of affordable accommodation is acceptable. As the required London Plan threshold for affordable housing and affordable student accommodation would be met, it is not considered necessary for the scheme to need to be considered under the Viability Tested Route.
- 6.3.9 In order to ensure that the maximum reasonable amount of affordable housing is delivered, S106 planning obligations securing an Early Stage Viability Review are recommended. These obligations would re-consider viability in the event that any planning permission is not implemented within two years and if a planning permission is implemented but then stopped before completion.

Amount, type, location

- 6.3.10 The applicant has worked with the Council's housing team to deliver the optimum viable affordable housing provision to meet the Council's priorities. Buildings B, C and D are to be provided as 100% affordable housing (Use Class C3) comprising 78 affordable homes in total. Of the 78 affordable homes, Building C comprises 45 social rented homes (134 habitable rooms), Building D comprises 7 social rented homes (49 habitable rooms) and Building B comprises of 26 intermediate homes (77 habitable rooms). Buildings B, C and D provides 260 habitable rooms in total. Building A provides 626 PBSA rooms, of which 54 are affordable rooms. Once living spaces within cluster accommodation are included this equates to 656 PBSA habitable rooms in total of which 61 are affordable PBSA habitable rooms. The total number of affordable habitable rooms within buildings A, B, C and D equates to 321.
- 6.3.11 The affordable housing proposes a split of tenures, which exceeds the requirements of Policy DM 13 of the DM DPD which requires a 60/40 split, with the proposal providing a 70/30 split in favour of social rented homes. Family-sized low-cost homes for those in the most housing need is the affordable housing priority for the council; as such the 13 family units which includes seven 5 bed townhouses are strongly supported. The Intermediate homes are to be provided as shared ownership housing.
- 6.3.12 The affordable homes are independently accessed from Wellesley Road and are configured so that both the social rent homes and intermediate homes are arranged independently of each other, located in standalone flatted blocks, or standalone terrace of townhouses. Buildings B, C and D are all self-contained as required by Registered Providers for management purposes. Building B includes 5 wheelchair accessible homes and Building C includes 4 wheelchair accessible homes. The affordable homes have full access to the urban green space which provides opportunities for play and social interaction, as well dedicated private

communal amenity space. Both Buildings B and C include communal roof top amenity space at first floor level. The 5 bed townhouses in Building D benefit from their own private gardens.

Affordability

Social Rent Homes

- 6.3.13 The rented affordable homes are to be let at Social Rent levels, in accordance with the Council's Housing Strategy

Intermediate Homes

- 6.3.14 The Intermediate homes are to be provided as shared ownership. The Council's preference is for London Living Rent however the applicants have stated that feedback from Registered Providers indicated that shared ownership was the preferred form of any intermediate housing at the site. The provision of shared ownership also helps subsidise the delivery of the social rent homes, of which a significant portion are family homes.

Service Charges

- 6.3.15 The applicant's Affordable Housing Statement states that provision of affordable homes within a series of standalone buildings means that the homes can be effectively and efficiently owned and operated by a Registered Provider of affordable housing. This ensures that the level of service charges paid by tenants/occupiers can be kept to a minimum.

PBSA - Student accommodation

- 6.3.16 To ensure students with an income equivalent to that provided to full-time UK students by state-funded sources of financial support for living costs can afford to stay in PBSA, the maximum number of bedrooms in PBSA are required to be affordable at this income level. The rental cost for this affordable student accommodation has been defined through the work of the Mayor's Academic Forum.
- 6.3.17 Affordable student accommodation is defined in the London Plan as a purpose built student accommodation (PBSA) bedroom that is provided at a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year.
- 6.3.18 The actual amount the Mayor defines as affordable student accommodation for the coming academic year is published in the Mayor's Annual Monitoring Report. The affordability of the affordable student accommodation would be secured through a s106 agreement.

6.3.19 Should the Government make significant changes to the operation of the maintenance loan for living costs as the main source of income available from the Government for higher education students, the Mayor will review the definition of affordable student accommodation and may provide updated guidance in the future. Review clauses are recommended to be included to the s106 to ensure that any updated guidance is picked up and applied to this scheme going forward.

6.3.20 The applicant has committed to ensuring that the affordable student accommodation bedrooms shall be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation. This would also be secured through the s106.

Dwelling Mix

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

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

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

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

6.3.25 The table below sets out the proposed development's dwelling mix by tenure (Buildings B, C and D):

| Unit type | Social Rent | Intermediate | Social Rent Total | Intermediate |
|-----------|-------------|--------------|-------------------|--------------|
| 1 bed | 13 | 9 | 25% | 35% |
| 2 bed | 26 | 13 | 50% | 50% |
| 3 bed | 4 | 4 | 12% | 15% |
| 4 bed | 0 | | 0 | |

| | | | | |
|-------|----|----|-----|--|
| 5 bed | 7 | | 13% | |
| | | | | |
| Total | 52 | 26 | | |

6.3.26 Eight of the proposed homes (12%) would be three-bedroom and seven would be five-bedroom (13%) family sized accommodation. This substantial provision of family-sized homes would avoid an overconcentration of smaller units in the area and would contribute significantly towards meeting the demand for affordable family housing locally and in the Borough generally. The development as a whole would provide a mix of residential units that would contribute towards the creation of mixed and balanced neighbourhoods in this area. The proposed housing mix is therefore considered acceptable with regard to the above planning policies.

6.3.27 Policy DM15 of the DM DPD states that proposals for student accommodation will need to take into consideration unit size.

6.3.28 The table below set out the proposed PBSA mix (Building A)

| PBSA - Building A | | | | | | | | | |
|-------------------|----------|---------------|-----|---------------|----------------|----------------|--------------|-------------------|-------------|
| Level | En-suite | Social Studio | | Duplex Studio | Studio 18 sq.m | Studio 21 sq.m | 1 Bed Studio | Accessible Studio | Beds/ floor |
| | 8 | 5 | 6 | | | | | | |
| 00 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 11 |
| M2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01 | 1 | 1 | 1 | 0 | 47 | 9 | 6 | 4 | 79 |
| 02 | 1 | 0 | 2 | 0 | 46 | 9 | 6 | 5 | 74 |
| 03 | 1 | 0 | 2 | 0 | 46 | 9 | 6 | 5 | 74 |
| 04 | 1 | 0 | 2 | 0 | 46 | 9 | 6 | 5 | 74 |
| 05 | 1 | 0 | 2 | 0 | 46 | 9 | 6 | 5 | 74 |
| 06 | 1 | 0 | 2 | 0 | 46 | 9 | 6 | 5 | 74 |
| 07 | 1 | 0 | 0 | 0 | 42 | 9 | 6 | 5 | 70 |
| 08 | 1 | 0 | 0 | 0 | 24 | 4 | 4 | 0 | 40 |
| Units | 8 | 1 | 11 | 11 | 343 | 67 | 46 | 34 | 521 |
| Beds | 64 | 5 | 66 | 11 | 343 | 67 | 46 | 34 | 636 |
| Sub Total Mix | 10% | 1% | 10% | 2% | 54% | 11% | 7% | 5% | 100% |
| Total Mix | 10% | 11% | | 2% | 54% | 11% | 7% | 5% | 100% |

6.3.29 The proposed PBSA mix is appropriate in this location as it would support student housing needs and is therefore considered acceptable with regard to the above planning policies.

6.4 Suitability of Site for Tall Buildings

- 6.4.1 London Plan Policy D3 states that all development must make the best use of land by following a design-led approach that optimises site capacity.
- 6.4.2 London Plan Policy D9 states that local development plans should define what is considered a tall building, and that buildings should not be considered 'tall' where they are less than six storeys (or 18 metres) in height. Policy D9 also states that boroughs should determine the locations where tall buildings may be an appropriate form of development and that tall buildings should be located in areas identified as suitable in local development plans.
- 6.4.3 Site Allocation SA9 identifies the site as being suitable for tall buildings and that development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side.
- 6.4.4 Policy SP11 of the Local Plan states that tall buildings should be assessed in accordance with area action plans, characterisation studies and the policy criteria of the DM DPD. The council prepared a borough-wide Urban Characterisation Study (UCS) in 2016.
- 6.4.5 Policy DM6 of the DM DPD states that tall buildings will only be acceptable within identified areas. Figure 2.2 of the DM DPD identifies the area around Wood Green, as being suitable for tall buildings. It also prescribes a range of requirements for tall buildings. Policy DM6 of the DM DPD states that as well as being located in suitable areas and being acceptable in design terms, tall buildings should be a way finder or marker building indicating areas of civic importance and high visitation, should be well proportioned and visually interesting from any distance or direction and should positively engage with the street environment. Tall buildings should also consider their ecological and microclimate impacts. Clusters of tall buildings should also demonstrate how they collectively contribute to the delivery of the vision and strategic objectives for an area.
- 6.4.5 Local Plan Policy SP11 and Policy DM6 of the DM DPD defines 'tall' 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. Notwithstanding this, the definition of a tall building in London Plan Policy D9 is set at 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey of which the proposed development exceeds. As such, the proposed development does require assessment under London Plan policy D9.
- 6.4.6 The proposed development ranges in height from 3 to 9 storeys. The tallest element of the proposed development is Building A, being the PBSA building which fronts onto Lordship Lane. The GLA's Stage 1 comments note that Building A which is the largest within the proposed development is the only building that meets the definition of a tall building.

- 6.4.7 The location of the proposed tall building is within the area designated as being suitable for tall buildings area as identified in Table 2.2 of Policy DM6 of the DM DPD.
- 6.4.8 The Council's Design Officer notes that the site is one of several expected to be developed at greater height and density than its existing condition, as part of an expectation that considerable growth of both housing and employment can be accommodated in such sustainable locations with ready access to vibrant town centre facilities and excellent public transport connections. Many of the sites leading into the town centre will be included in the forthcoming local plan as sites suitable for tall buildings
- 6.4.9 The GLA Stage 1 comments state that GLA officers acknowledge the intent for tall buildings in this location, however it does not strictly meet the locational requirements of D9. GLA Officers will have regard to the level of compliance with Policy D9 as a whole when considering the suitability of tall buildings in this location, with reference to the visual, functional, environmental and cumulative impacts of the tall buildings, assessed below, and in conjunction with an assessment of all other material considerations.
- 6.4.10 The consideration of the tall buildings as a function of the overall development design and its impact on local character, protected views, local climatic conditions, and all other relevant matters will be assessed in the sections below.

Visual Impact

- 6.4.11 Policy D9 of the London Plan states that where suitable tall buildings must be acceptable in terms of their visual, functional, environmental and cumulative impacts.
- 6.4.12 Policy DM5 of the DM DPD states that obstructions to locally significant views should be minimised. The Site falls within the Locally Significant View 19 from Bruce Castle at Lordship Lane to Alexandra Palace, and Locally Significant View 22 from Adam's Road to Alexandra Park.
- 6.4.13 The Heritage Townscape and Visual Impact Assessment (HTVIA) confirms that locally significant view 19 'Lordship Lane at Bruce Castle to Alexandra Palace', would not be adversely affected by the tall building in this location as the proposed development is fully screened by trees and townscape from this view. The Council's Design Officer has reviewed the HTVIA and agrees with this assessment.
- 6.4.14 Policy DM6 of the DM DPD states that that all proposals for taller and tall buildings must be accompanied by an appropriate urban design analysis that explains how the buildings would fit into the local context.

- 6.4.15 Proposed Building A, will be located on the Lordship Lane frontage, and will be 8 storeys, with a recessed 9th floor 'pulled in' about 1.5m from the northern and western edge and considerably more from the eastern edge and north-eastern corner. The Council's Design officer notes that the eastern side of the Building A drops a floor at each corner (to eight storeys) and a further floor for the longer length of its middle (to seven storeys), in a gesture towards transition to the lower height of the existing Vincent Square to the east and the six storey proposed Building C to the south, and the very subsidiary character of this façade, being onto a footpath and private estate access road.
- 6.4.16 The Council's Design officer has reviewed the proposal and notes that Building A in this location is appropriate as a "Landmark" by being a 'wayfinder' and a marker for this area, marking the station and closing vistas of the east-west streets, the main north-south street, marking the new development with its new park from the south, west and east, and marking Wood Green station from the north. Building A is also capable of being considered a "Landmark" within the local context of views along Lordship Lane east and west and from its immediate context on Wellesley and Redvers Roads just to the south, marking the edge of the town centre. The Design officer notes the design of Building A is elegant, well-proportioned and visually interesting when viewed from any direction.
- 6.4.17 The applicant has submitted a Heritage Townscape and Visual Impact Assessment (HTVIA) with the application which has assessed the visual and cumulative impacts of the tall building in this location. The assessment states that the proposed development would improve the architectural quality, public realm provision and local townscape creating an improvement on the current condition. The design approach adds to the varied character of the Wood Green town centre, drawing on the rich mix of materials and typologies in its local surroundings, enhancing the Site's contribution to the townscape of Lordship Lane.
- 6.4.18 The GLA's Stage 1 comments have raised no objection to the impact of the proposed tall building in terms of its overall height, massing, location and impact on townscape views. The Council's Design and Conservation Officers also raise no objections to the height and townscape impact of the tall building.
- 6.4.19 Therefore, the proposed development would have a beneficial impact on the townscape and visual amenity of Wood Green. The scale, form and detailed design of the proposed tall building would integrate well within the emerging character of this growth area and would provide an appropriate transitional development between the larger scale and more modern buildings of Omnibus House and the Vue Cinema complex to the immediate west, and the surrounding residential neighbourhood as well as a visual marker and wayfinding building within the local area.

Functional Impact

- 6.4.20 The GLA's Stage 1 comments notes that the approach to servicing, maintenance and management is broadly supported. The application is supported by a student drop-off strategy, the arrangements for the student accommodation, including the servicing, are supported in principle. The commercial servicing arrangements on Lordship Lane is discussed in the transport section of the report.

Environmental impact

- 6.4.21 In terms of environmental impacts, the applicant's technical information has been assessed in detail in the sections below and appropriate mitigation measures have been secured.
- 6.4.22 The Council's Design Officer notes that Building A is not and will not in the future be close enough to any other tall or taller buildings, such that it is unlikely to ever form such a tight cluster that they would visually coalesce therefore the cumulative climatic impact of the building would be acceptable in terms of its impact on the local microclimate.

6.5 Heritage Impact

Policy Context

- 6.5.1 Paragraph 194 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting
- 6.5.2 Paragraph 202 of the NPPF states that 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'
- 6.5.3 Policy HC1 of the London Plan seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Policy SP12 of the Local Plan and Policy DM9 of the DM DPD set out the Council's approach to the management, conservation and enhancement of the Borough's historic environment, including the requirement to conserve the historic significance of Haringey's heritage assets and their settings.
- 6.5.4 Policy DM9 of the DM DPD further states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account. It also states that buildings projecting above the prevailing height of the surrounding area should conserve and enhance the significance of heritage assets, their setting, and the wider historic environment that should be sensitive to their impact.

Legal Context

- 6.5.6 There is a legal requirement for the protection of Conservation Areas. The legal position on the impact on these 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".
- 6.5.7 Section 66 of the Act contains a general duty as respects listed buildings in exercise of planning functions. Section 66 (1) provides: "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."
- 6.5.8 The *Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council* case states 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."
- 6.5.9 The judgment in the case of the Queen (on the application of *The Forge Field Society*) v *Sevenoaks District Council* says that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. 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.
- 6.5.10 The Authority's assessment of likely harm to the setting of a listed building or to a conservation area remains a matter for its own planning judgment but subject to giving such harm the appropriate level of weight and consideration. As the Court of Appeal emphasised in *Barnwell*, a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. 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.

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

Assessment of Impact on Heritage Assets and their Setting

- 6.5.12 The setting of a heritage asset is defined in the glossary to the NPPF as: "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral". There is also the statutory requirement to ensure that proposals 'conserve and enhance' the conservation area and its setting.

- 6.5.13 The Conservation Officer has reviewed the proposal and its impact on heritage assets and their setting and notes that the Noel Park Conservation Area is characterised here by the rear gardens of the two storey properties fronting Moselle Avenue. Noel Park Conservation Area is a late Victorian Philanthropic housing estate with five main dwelling types of varying sizes. The estate is laid out in a grid pattern, with long straight streets creating formal, well-ordered, and uniform streetscapes with good legibility. Each terrace in this Conservation Area is different, with distinctive variations in architectural detailing: some with rounded porches, some with sloped, tiled porches; some with round attic windows and some with double fronted windows. The terraces are brought together with commonalities such as the layout of the streets, corner features such as turrets, and the extensive use of red brick which forms the overall backdrop. Noel Park is harmoniously cohesive in character and architecturally varied by virtue of the quality and architectural features of the buildings, the harmony in design across different streets, the consistency in layout and streetscapes, and the coherence and legibility of the estate.

- 6.5.14 The Conservation Officer notes that Gladstone Avenue is the central street and one of the two main thoroughfares in the estate, has junctions with the busy Wood Green High Road and its townscape is strongly defined to the west by two local landmarks such as grade II listed St Marks Church and the neighbouring Primary School. Gladstone Avenue also hosts the largest type of house but there are also several terraces of Tyneside flats with a smaller unit size. The scale and detailing of the buildings here, as well as the width of the road, set it apart from other streets within the estate.

- 6.5.15 The Conservation Officer notes that Moselle Avenue is a well-designed residential street running to the north of Gladstone Avenue and is enclosed by long sections of unbroken red and yellow brick houses and end-of terraces feature interesting turrets and corner buildings between junctions. Views across the main avenues as well as views through to rear elevations greatly contribute to read the designed quality and character of the Conservation Area and new development in its setting should be sensitively designed and tested so to retain the historic townscape in the views across, into and out of the conservation area and to protect its special character.
- 6.5.16 The Conservation Officer advises that it is important to consider that the proposed scheme forms part of the progressive redevelopment and reinforcement of Wood Green metropolitan centre that sees an emerging urban scenario of taller and higher density new major developments as envisioned in both the current and draft new Local Plan. Within this evolving urban context, it is accepted that the proposed height and density for the new development at the site are acceptable and appropriate for the metropolitan centre location of the site.
- 6.5.17 The Conservation Officer notes that the proposed scheme includes a 9 storeys Purpose Built Student Accommodation building (Building A) located along the busy Lordship lane frontage and crowned with a recessed tenth floor; as stressed in the Conservation Officers comments, this building will have a civic urban character, and will mark the edge of the town centre by virtue of its height, elegant proportions and high quality materials that will reflect the contemporary character, emerging language of major developments in and around Wood Green. The Conservation Officer advises that the new building certainly constitutes a jump in scale when compared to the surviving Victorian and Edwardian terraces fronting the north side of Lordship Lane or the Victorian houses that characterise the Noel Park Conservation Area to the south of the development site, however it is perfectly aligned with the council vision for the Wood Green Town Centre and it is understood that this design will help to define and consolidate the civic character of the town centre.
- 6.5.18 The Conservation Officer notes that to the immediate west of Building A, the PBSA building, the design proposal includes an elongated pocket park forming part of the carefully designed landscape that complements the proposed scheme; this landscape design helps defining the north-western corner of the site as well as complementing the new north-south connecting path through the new development and leading to the 5-6 storeys residential Buildings B and C, as well as to the three storey town houses – Buildings D, which are located to the south end of the development site and to the west of Wellesley Road.
- 6.5.19 The Conservation Officer advises that the design of the proposed scheme has been informed by a thorough analysis of its heritage context, by a comprehensive pre-application discussions with officers and by reviews from the Council's Quality

Review Panel (QRP) that supports the proposed design. The height and massing of the scheme have been progressively explored and refined to respond to the diverse character of the immediate surrounding of the development site that spans from the busy and tall town centre frontage along Lordship Lane to the two storey Victorian terraces of the Conservation Area and accordingly expresses a mediating design response that successfully attempts to reconcile the contemporary, tall and densely built environment envisioned for the town centre and the small scale, historic environment of the Conservation Area. Accordingly, the proposed scheme very sensitively drops down in height to the south where it adjoins the historic townscape of the Noel Park Conservation Area and where the proposed new town houses (Buildings D) reference the established proportions, forms, and materials of the conservation area.

6.5.20 The Conservation Officer advises that the proposed height, massing, architectural design, and landscape design stem out of a thorough understanding of both the constraints and opportunities offered by the site, an equally thorough understanding of its urban and heritage setting, and, on this basis, the proposed scheme provides a bespoke and heritage-sensitive design response aimed at reinforcing the urban character of Wood Green whilst respecting the heritage character of the Noel Park Conservation Area. The design stages through which the proposed scheme has been informedly and carefully developed have been consistently underpinned by an ongoing assessment of heritage and visual impact that has allowed to understand how the evolving design choices would impact on the appreciation of the consistent historic character of the well-preserved Noel Park Conservation Area which is the heritage asset most directly impacted by the proposed development. The comprehensive HTVIA supporting the proposed scheme considers the impact of the proposed development on the significance of those heritage assets surrounding the proposed scheme within a radius of 250 m. These include Noel Park Conservation Area, Trinity Gardens Conservation Area, the grade II*Top Rank Club, the grade II listed Wood Green Underground Station, the grade II Church of St Mark, the locally listed 203 High Road (The Nag's Head Public House) and the locally listed 22 Pellatt Grove. The submitted Heritage Assessment thoroughly articulates the heritage significance, character and appearance of each heritage asset considered, then expands on the contribution of its setting to the heritage significance of each asset and provides an assessment of the effect of the proposed development on the significance of the heritage asset.

6.5.21 The Conservation Officer notes that in relation to the impact on the Noel Park Conservation Area, the HTVIA analyses those key views across the Conservation Area as seen along Gladstone Avenue, Vincent Road, and Moselle Avenue; these views allow to appreciate the historic character and townscape quality of the area including its landmark buildings such as the listed St Mark's Church. Several relevant views were identified and assessed throughout the design development at pre-application stage, and the ongoing assessment of impact informed the design development that has led to design choices that minimise impact on the significance of heritage assets and on the views of the heritage assets.

6.5.22 The Conservation Officer notes that the HTVIA shows in view 4 that the proposed development will tower above the intact historic roofline of the terraces located along Gladstone Avenue as seen in views taken from Russell Avenue / Lymington Avenue. Also, as shown in view 6, the new development will infill the existing visual gap between the existing corner houses framing the junction between Gladstone Avenue and Moselle Avenue as seen from Gladstone Avenue and this will weaken the visual primacy of the historic houses and the full legibility of their historic skyline.

6.5.23 The Conservation Officer advises that the proposed assessment of the effect of the proposed development on the significance of heritage assets is well articulated, clear and largely convincing at the outset. The Conservation Officer considers that the harm would be 'less than substantial harm', making Paragraph 208 of the NPPF relevant. The Conservation Officer concludes that the proposed scheme is acceptable from a conservation perspective and it would lead to a low level of less than substantial harm to the significance of the conservation area and its assets and the scheme is well designed and of high architectural quality, it provides a positive design response to its diverse setting and to the mixed urban grain of the area. Officers consider this low level of harm would be more than outweighed by the several significant public benefits of the proposed development namely the provision of affordable housing, the provision of good quality family housing, the provision of high quality student accommodation, the enhancement of the townscape, landscape, and public realm along Lordship Lane. The provision of a publicly accessible urban green space. The provision of high quality flexible town centre commercial floor space.

6.5.24 Given the above and the support from the Design Officer and the QRP, the proposed development in conservation and heritage terms is therefore acceptable.

6.6 Design and Appearance

National Policy

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

6.6.2 Chapter 12 also states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy – London Plan

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

Local Policy

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

Assessment

Quality Review Panel (QRP) Comments:

- 6.6.8 The Quality Review Panel (QRP) has assessed the scheme in full at pre-application stage on two occasions in September 2023 and November 2023.
- 6.6.9 The full Quality Review Panel (QRP) report of the review on November 2023 is attached in Appendix 5. The Quality Review Panel's summary of comments is provided below;

The panel supports the proposals for purpose-built student accommodation, housing, commercial space and new public green space on this site, which have progressed well since the previous review. A few concerns remain to be addressed, but generally the scheme is in a good position to move forward.

The panel broadly supports the proposed height and massing. However, more detail is required to enable adequate scrutiny of the impacts on light, townscape, heritage and to ensure there is no overlooking. There is a concern that green spaces within the scheme and neighbouring gardens to the north may be overshadowed. The panel commends the landscape-led masterplan and welcomes the strategic moves made, such as the location of the town centre uses onto Lordship Lane and the angled splay of the building guiding people towards the urban green space. The panel's concerns about the safety of this space at night remain. It suggests that the primary entrance for the student accommodation is moved to the northwest corner of the building for natural wayfinding and better overlooking. The student courtyard needs more work to ensure that it will not only be a visual amenity but will also be well-used. The panel has significant concerns about the quality of the student accommodation, particularly with regard to the long internal corridors and the lack of communal amenity spaces on upper floors. It asks that the design incorporates some moments of respite on each floor, preferably in the form of shared spaces with views out but, as a minimum, by adding windows to the corridors. It is worth sacrificing a few rooms to allow more opportunities for natural light, ventilation, orientation and social interaction. The architecture is developing well, but the student accommodation building would benefit from further work on the materiality of the top floor and the appearance of the western corner in perspective views.

6.6.10 Detailed QRP comments from the most recent review together with the officer comments are set out below.

| Panel Comment | Officer Response |
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| <p>Height and massing</p> <p>At the previous review, the modelling of height and massing was in its infancy. The panel encourages the project team to continue its daylight and sunlight and townscape visual impact assessments. As the roofscape is now more developed, key views (such as from the Noel Park Conservation Area) should be tested again.</p> <p>Long sections and larger scale plans showing the proposals in context should also be developed. These will strengthen the design narrative and provide Haringey officers with the information to better assess the edge conditions, building heights, window positions and interaction between buildings and green spaces.</p> <p>The panel asks for a north-south section cutting through Buildings A and C to check that the distances between windows across the narrow alleyway will work, or if adjustment is needed.</p> <p>The panel is concerned that the proposed height and massing may overshadow open green spaces. There is an eight-storey element to the southwest of the purpose-built student accommodation which appears likely to prevent sunlight reaching the courtyard during the winter. The neighbouring</p> | <p>The project team has provided an external daylight and sunlight assessment prepared by GIA and Heritage Townscape and Visual Impact Assessment prepared by the Townscape Consultancy. The Design Officer notes the project teams daylight and sunlight assessment is comprehensive</p> <p>The project team has provided long sections and larger scale plans showing the proposals in context along with imagery providing details on the edge treatments and interaction between the different proposed buildings</p> <p>To address this, the project team have carefully placed buildings to ensure that primary aspects are directed away from one another. In the case of Building A and C, only services and ancillary spaces front onto the secured service corridor. On the upper floors there is 20m between facing openings between Building A and C. The Design officer notes that any potentially overlooking windows in the two blocks (Buildings A and C are over 20m apart</p> <p>Through extensive coordination with the Daylight & Sunlight consultants, the project team has looked at various method to optimise daylight and sunlight to all homes, communal areas and outdoor amenity. This has been balanced to ensure the proposals do not impact the surrounding properties</p> |

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| <p>properties along Lordship Lane also appear likely to lose access to winter sun in their private gardens as a result of this scheme. The project team should adjust the design to ensure that people can enjoy these spaces, which will be important to their health and wellbeing.</p> | <p>any more so than the recent developments (Omnibus House) to the west of the site.</p> <p>Given the urban context of the development, where shortfalls in daylight and sunlight occur, key steps have been taken to ensure this shortfall is minimised and alternative benefits are provided. These include:</p> <ul style="list-style-type: none"> -Ensuring good daylight and sunlight levels to the primary public outdoor space (above the BRE guidelines) -Providing a range of communal outdoor amenity with a variety of shaded and non-shaded spaces to cater to different seasons and personal preferences <p>This is further supported by the Design Officer</p> |
| <p>Masterplan</p> <p>The introduction of the town centre uses to the north and a more active edge to the west of the purpose-built student accommodation are improvements since the previous review.</p> <p>The landscape-led masterplan has created genuinely public new spaces and has increased the permeability of the site, connecting it into its surroundings.</p> <p>However, the panel's concerns around safety at night remain. This is heightened by the fact that the primary entrance to the student accommodation is directly opposite the urban green space, away from the natural surveillance of Lordship Lane. Both the project team and Secured by Design must be confident that sufficient security</p> | <p>QRP support noted</p> <p>QRP support noted</p> <p>The project team has had extensive discussions with the Council to determine the location and primary entrance to the student accommodation and town centre space.</p> <p>To address the panels concerns, the urban green space will be managed by</p> |

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| <p>is in place to protect potentially vulnerable students arriving home late at night and alone.</p> | <p>the applicant, alongside a 24/7 manned reception within Building A, it was deemed that greater control over the security and safety of the student approach through the urban green space would be available, given the direct connection from the two spaces.</p> <p>To further enhance security and safety, the surrounding buildings have been designed to provide natural surveillance to all areas of the urban green. Tree planting has been specified to ensure tree canopies do not obstruct visibility through the green. Massing of building B has been developed to mitigate against areas of non-visibility.</p> <p>The project team has been in consultation with Secure by Design at the pre-application stage and will continue to inform the proposal through the project's development. The Secured by Design Officer does not object to the proposed development subject to conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme</p> |
| <p>The panel understands that 24-hour management including perimeter walks, CCTV and a concierge are planned, alongside careful lighting design. The panel asks that these security measures are conditioned in any planning permission to give Haringey members comfort that they will be implemented.</p> <p>The panel notes that there may also be issues on move-in day if 600 students arriving at the same time cannot find the front door, if it is not in the most natural location.</p> | <p>QRP comment noted</p> <p>The project team has provided a Residence Management Plan with details of the arrangements for students moving into and out of the site.</p> |

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| <p>It suggests that the primary entrance is relocated to the northwest corner of the building. This will help with wayfinding and safety and will mean that if, once tested, the urban green space does need to be closed off at night to manage security, the internal building plan will not need to be reconfigured.</p> | <p>The project team has had extensive discussions with the Council which has resulted in several options tested with regards to the access and distribution of the student accommodation and town centre space on the ground floor.</p> <p>The project team explored relocating the primary entrance to the northwest corner of the building however it was not deemed suitable for the following reasons;</p> <ul style="list-style-type: none"> -Provided minimal to no separation between the town centre space and student entrance hindering wayfinding. -Would enlarge the distances from student drop offs to the primary entrance as to not occur on Lordship Lane. -Compromised the internal layouts of both student and town centre spaces -Accessibility compromised by the need to mitigate inherent site levels requiring the need for internal steps and platform lifts to allow students to enter from Lordship Lane and travel through to the amenity spaces and vertical cores. <p>The Design Officer notes that the location of the PBSA building (Building A) main entrance was carefully considered.</p> |
| <p>Landscape</p> <p>The panel commends the work completed on the landscape design since the previous review. The character of the urban green space now effectively integrates play. As well as considering children, the project team should think about how seating could be provided to welcome the elderly community who will lose their bingo hall on this site.</p> | <p>QRP support noted</p> |

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| <p>The angled splay to the student accommodation building successfully guides people towards the urban green space. While the perspective views do not yet space sound promising. The panel encourages the project team to include as many trees as possible to make this feel like a truly green space.</p> <p>The design of the urban green space appears to help separate pedestrians from the servicing vehicles that will regularly need to traverse this site. This could be further improved by moving the younger age play spaces to the west, away from the shared surface areas, and using planters as security barriers.</p> <p>The street to the south of the site, between Buildings C and D, should also be looked at in greater detail to ensure that vehicle traffic does not alter its intended character as a pedestrian-priority play street.</p> <p>The courtyard space for the student accommodation, however, seems less developed. The panel is concerned that this may become a visual amenity only, rather than being actively used. It encourages the project team to develop the courtyard with the same care as the other outdoor spaces.</p> | <p>QRP comment noted. The project team has maximised urban greening across the development, including planting of additional trees.</p> <p>To address this, the project team has moved the playspace away from the shared surface and the younger age group play space being separated from it by raised planters, which will act as a natural barrier separating children from any vehicular movements along the shared surface access road.</p> <p>To address this, the project team has incorporated a raised table to signify pedestrian priority, which together with the paving surface finish will act to greatly discourage drivers from driving at speeds which are unsafe for pedestrian interaction. Furthermore, given the only drivers expected to utilise this space are the disabled drivers who would be using the parking bays in front of their homes, it is expected that vehicle movements will be very minimal.</p> <p>The project team have explored the panel's comments and have developed the courtyard spaces to maximise usability and social interaction.</p> <p>On the ground floor is the 'Atrium Garden', an open to air courtyard nestled between the various amenity functions surrounding it. A central feature tree anchors the space around which low level vibrant fern garden provides a quiet sanctuary. Social functions such as</p> |
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| <p>One suggestion was to consider terracing the courtyard, so that it is not such a sheer drop from the upper level to the lower atrium and so that more light reaches the lowest part. Another idea was to add a staircase between the atrium and the upper level, creating a direct, external connection to ensure that both spaces are better used.</p> | <p>outdoor dining and group seating activate the space, which is visually connected to the first floor courtyard above.</p> <p>On the first floor, surrounding the atrium garden, is the student's courtyard. Accessed from 3 corners, it provides multiple zones for student interaction and group activities. Outdoor dining, study pods, tiered seating, together with a flexible use area, defined by planting, makes this a truly usable, vibrant courtyard.</p> <p>QRP comment noted however the project team have explored the panel's comments and it was felt that terracing the courtyard towards the ground floor would greatly impact the usable area on both the amenity space on ground and first floor level as the usable area would be replaced with transitional/circulation whilst greatly increasing build complexity and ability to provide accessible circulation.</p> <p>With regards to a direct connection, the project team had sought to address this QRP comment through the inclusion of a mezzanine and staircase, however, this has now been omitted from the scheme as it resulted in surplus communal amenity space which added little benefit to the quality of the student accommodation and presented challenges. Although the physical link to the courtyard has been omitted, a visual connection is maintained through the inclusion of the atrium garden.</p> <p>The Design Officer notes that the mezzanine and staircase were thoroughly investigated</p> |
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| Purpose built student accommodation | |
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| <p>The project team has recognised that because this building is not part of a campus, students will be commuting to many London universities and may feel disconnected. The vision for this development, therefore, focuses on social interaction as part of a strategy for student health and wellbeing. The panel encourages the project team to continue to develop this narrative to make it clear to students why they might want to live here.</p> <p>The panel can see this vision reflected in the ground floor amenity spaces but cannot see it in the upper floor plans. These are repetitive, with long artificially lit corridors creating a monotonous and disorienting route to the students' rooms. This appears unlikely to encourage students to leave their rooms and be sociable. The panel asks that windows are introduced into the corridors to break them up, at least at the ends. This will soften the currently institutional feel. Openings would provide natural light, cross ventilation and views out, humanising the circulation experience.</p> <p>There are also many student rooms that are not part of clusters and so do not have access to communal amenity</p> | <p>QRP comments noted however the project team draws upon the experience of the applicant in the delivery of PBSA across the UK to ensure a quality student experience.</p> <p>QRP comment noted however the project team felt that given the nature of the proposed development, removing rooms to provide openings to the external façade would in turn create pockets of space, out of the line of visibility from the primary corridor, whereby loitering and other activities could take place. This would further compromise the surrounding accommodation with regards to noise and privacy</p> <p>As a response to QRP comments the project team provides a secure and managed amenity space on ground floor level with a variety of spaces and uses to cater to a diverse student population to allow all students to socialise and enjoy the communal areas whilst ensuring comfort to those in their bedrooms.</p> <p>Windows have been provided near each vertical core to assist in wayfinding and orientation.</p> <p>QRP comment noted however the project team has confirmed that the applicant has extensive experience of the management challenges presented</p> |

space on their own floor. For these students, especially on the top floors, it is a long journey down to the ground floor amenity spaces.

In the panel's view, it would be worth removing some rooms to rectify this, and to provide shared spaces that the students on that floor can feel more ownership over. Windows should be included as respite from the long corridors, helping to promote social interaction as well as providing natural light, ventilation and views out.

The project team should explore whether these spaces could create a visual connection to the courtyard below to encourage its use. There could also be diagonal visual connections across the courtyard between shared amenity

by dispersed amenity spaces and the associated operational issues this presents. In developments where communal amenity spaces are scattered throughout the development it is typically the case that these spaces, which lack passive surveillance, are closed other than between very limited hours. It is considered that overall, focusing communal amenity space at the ground floor where it is able to be effectively managed through the day and night, and also to foster greater social interaction, is to the benefit of student residents and results in a better-quality student experience.

Given the nature of the proposed development, removing rooms to provide opening to the external façade would in turn create pockets of space, out of the line of visibility from the primary corridor, whereby loitering and other activities could take place. This would further compromise the surrounding accommodation with regards to noise and privacy.

Windows have been provided near each vertical core to assist in wayfinding and orientation

The Design Officer notes that the project team have extensive experience of this type of layout.

To address this, the project team has created a visual link through the addition of the atrium garden, which will visually link the raised courtyard, fern garden, and urban green space. This ensures natural wayfinding and student journey through the building as they enter from the student entrance through to the raised courtyard.

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| <p>spaces on other floors, to add to the sense of community.</p> <p>Due to the change in levels across the site from north to south, the ground floor amenity spaces have very generous internal head heights. The panel thinks that the project team could take advantage of this to create mezzanine levels that link directly into the courtyard.</p> | <p>The project team had sought to address the QRP comment through the inclusion of a mezzanine and staircase, however, this has now been omitted from the scheme as it resulted in surplus communal amenity space which added little benefit to the quality of the student accommodation and presented challenges. Although the physical link to the courtyard has been omitted, a visual connection is maintained through the inclusion of the atrium garden.</p> |
| <p>Architecture</p> <p>The purpose-built student accommodation building successfully references its townscape context through the pairings of windows and the panel enjoys the façade detailing on the lower floors, which create a sense of depth.</p> <p>However, the panel emphasises that tall buildings require exceptional architecture. Further work is required to develop the materiality of the top level of the student accommodation building. Departing from brick could work well, but it currently appears alien to the rest of the building which uses a robust, layered architecture. Townscape views should be tested to find a more successful solution.</p> | <p>QRP support noted</p> <p>To address this the project team has developed the scheme so that the top level of Building A has been designed in line with the rest of the development, by reflecting the surrounding historical character and detailing in a contemporary manner. From a massing perspective, the upper floor has been set back to reduce the visual sense of height whilst reflecting a change in roof material as found along the properties on Lordship Lane. The upper floor has been treated in muted gold metal cladding further differentiating itself from the primary elevational treatment. The muted gold tones reflect the surrounding warm buff hues whilst also providing a commonality with the other proposed buildings and metal work across the proposal. The projecting fin elements that decorate the parapet provide texture and ornamentation as a</p> |

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| <p>The angled western corner of the building appears very flat and wide in views looking east along Lordship Lane. The splay works well in plan to lead people off the street and into the development, but a different architectural treatment is needed to avoid this negative proportional effect in perspective.</p> <p>Externally, the western corner will provide a key view of the development on arrival from Wood Green underground station. Internally, it is where students will experience the longest corridors between cores. The panel therefore recommends providing a point of relief both in the façade and in the corridors by removing a few rooms and opening up views out at this corner</p> <p>The character of Buildings C and D could be further developed to help activate the streetscape in this part of the site. The panel suggests Marmalade Lane in Cambridge as an example of playful ground floor frontages that achieve this.</p> | <p>contemporary homage to the brick detailing found at eaves and parapets across Wood Green. The Design Officer is satisfied with the project teams detailed response on the design of the top floor.</p> <p>To address this the project team has developed the scheme so that this elevation provides 5 bays with the outer bays of smaller width providing greater hierarchy, verticality and texture to the elevation.</p> <p>QRP comment noted however the project team has confirmed that the applicant has extensive experience of the management challenges presented by dispersed amenity spaces and the associated operational issues this presents.</p> <p>On both chamfered corners facing Lordship Lane the bedrooms have been located to ensure natural surveillance and active frontages. Notwithstanding the management issues noted above, the project team felt that breaking the facades at these locations was considered to weaken the frontages of these key corners, which act as the gateways to Wood Green (when viewed from the east) and the urban green (when viewed from the west).</p> <p>To address this the project team has explored the streetscape further by having openings serving the habitable rooms to the homes facing onto Wellesley Road in order to activate the street.</p> <p>Privacy is supported by adequate defensible spaces in front of all homes</p> |
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| | <p>which creates green edges to the street scene whilst removing the visibility of bins and unsightly storage.</p> <p>The architectural character of the street has been enhanced through the dynamic roof forms of the Building D houses alongside the playful pitched entrance canopy's with and arched soffit. Building C reflects the increase in scale by grouping the key ground floor entrances and first floor openings through projecting bays, creating texture and along the streetscape.</p> |
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- 6.6.11 As set out above, the applicant has sought to engage with the QRP during the preapplication stage. The development proposal submitted as part of this application has evolved over time to respond to the detailed advice of the panel. It is considered the points raised by the QRP have been addressed to an appropriate extent.

Assessment

Height, Bulk and Massing

- 6.6.12 The proposed development includes an increase in height over the two and three storey neighbours to the immediate north, east and south. To the Lordship Lane frontage, Building A is nine storeys, and includes a recessed top floor set in 1.5m from the northern and western edge and considerably more from the eastern edge and north-eastern corner.
- 6.6.13 The two flatted residential blocks, Building B on the south side of the urban green space, and Building C south of Building A, are 6 storeys in height, with Building B stepping down to five storeys at its western end at the corner of Wellesley Road with Redvers Road. The top floor of Building C is slightly set back and then pitches further back and has three slightly projecting gabled bays on the Wellesley Road elevation.
- 6.6.14 The Council's design officer notes that the heights of Buildings B and C matches the height of the lower southern end of Omnibus Court. Although both buildings will be considerably taller in height than the three storey terraced town houses on Wellesley Road, they will represent a confident step up in height, with the street marking the boundary between the edge of the higher density town centre of Wood Green and the lower rise residential hinterland to the south and east.

- 6.6.15 The two remaining residential blocks, at the western end and southern side of Wellesley Road, are three storey town houses (Building D) which match the height of the existing town houses on Wellesley Road and the flats in Vincent Square to the east, whilst being a very modest single-storey increase over the two storey terrace that backs onto their southern boundary. The height of Building D is considered acceptable given its rear boundary line backs onto the rear garden of the two storey terraces.
- 6.6.16 Therefore, as the proposed building heights represent a gentle increase over the heights of existing buildings in the immediate surroundings and given that their detailed designs have been carefully considered within the local context, it is considered that the proposed development would be of a scale, bulk and massing that would not appear out of keeping with the wider urban context.

Form, Elevational Composition and Materiality

- 6.6.17 The architectural design of the proposed buildings are appropriate and well composed, in form, elevational composition and materiality. In form, Building A will have a civic, urban character, as a monumental, rectilinear, courtyard block of rhythmic, gridded facades expressed base, middle and top, chamfered corners, and clarity of expression of front and back. The large faceted north-western corner expresses the primacy of this corner, forming the junction of the primary street of Lordship Lane with the new north-south connecting path through the urban green space. Entrances are located and clearly indicated in the architecture on the north (commercial units) and western (student housing) facades, with pretty much the whole of the ground floor being lofty, predominantly glazed and animated shopfront design.
- 6.6.18 The eastern side of Building A is treated as a very subsidiary façade, with a less active base, albeit still animated with doors to some of the larger duplex student flats, and a door and generous glazing onto the back of the student communal amenity complex. This “civic” form and elevational composition is considered to relate to other recent higher density developments in the “Heartlands” area of Wood Green and to be eminently suited to future higher density developments the Council would wish to see in the centre.
- 6.6.19 The central courtyard of Building A forms the next-most-significant formal space of the block, with the tiered courtyard forming a wide, spacious central podium garden with a smaller ground floor atrium garden at its centre. Elevations to the podium are simple grids of windows, with the emphasis placed wholly on the landscape. Similarly, the southern side of Building A is treated as a rear, onto a utilitarian private courtyard, not expected to be seen from anywhere within the public realm. The block form, whilst a courtyard block, is inflected at its southern end, with the centre of that side of the block recessed behind a small podium, that

meshes with the C-block plan form of the flatted Building C to form a private inner block podium courtyard.

- 6.6.20 Building C completes the urban block with Building A, and as such can be said to follow its urban form, in contrast with the other residential blocks; Building B, between the urban green space and streets to its south and west being more a free-standing object or pavilion type of block, and the terraced houses, grouped as Building D, follows the terraced houses form of much of their existing surroundings. At the same time, the three residential blocks share an architectural language of elevational composition, related more to referencing the heritage context of the neighbouring Noel Park Estate, setting up a dialogue of contrast with Building A and other buildings within the Wood Green Town Centre.
- 6.6.21 The proposed materials palette for Building A is brick-based with a simple palette of a main red brick for most of the elevations and a contrasting white brick used for the base and muted gold for the recessed top floor. The red brick contrasting with white features references many buildings along Lordship Lane. The proposed materials palette for Buildings B, C and D is predominantly brick, in two contrasting but complementary red colours, with a variety of different decorative treatments to support and enliven the design and modelling of the blocks referencing the houses of the neighbouring Noel Park Estate. The use of high-quality materials is considered to be key to the success of the design standard. As such, a condition will be imposed that requires details and samples of all key materials and further details of the design and detailing.

Masterplan, street layout and Landscaping

- 6.6.22 The development proposal seeks to erect a large Purpose-Built Student Accommodation (PBSA) building (Building A) on effectively, the northern half of the site, with town centre employment/commercial uses on the Lordship Lane ground floor frontage. Building A will be separated from existing Omnibus House by a new triangular urban green space, that also provides a new public north-south route along the western front of Building A, where the main student's entrance is located. On the southern part of the site, Wellesley Road will be extended east, into the site, lined with new residential buildings on both sides, and connected to the north-south route through the park.
- 6.6.23 The Design Officer notes that the extended Wellesley Road and new north-south public path through the urban green space will extend the public street network, providing welcome new linkages and a more pedestrian friendly walking route than the northern part of Redvers Road. This would help ensure the residential part of the proposed development is well integrated into the neighbouring residential hinterland, as well as having good access to the town centre and public transport interchange. The good, well planned street links would also ensure that the new urban green space will be easily accessible to both the residential hinterland and town centre visitors, both of which, despite their many qualities, are both lacking in sufficient landscaped public space.

6.6.24 The Design Officer notes that Wellesley Road will terminate in a second small pocket landscaped space, incorporating space for vehicles to turn as well as clearly separated landscaped spaces for amenity and children's play. Although in principle a through route would be preferable, it will only have a very short dead-end, beyond the link through the urban green space to Lordship Lane, and the intensity of landscaping with which it is designed would give it the character of a court rather than a street.

6.6.25 The urban green space will benefit the scheme as it would provide breathing space and create landscaped public space for recreation, play space, significant biodiversity etc. In addition to the urban green space, the residential streets to the south of the site will also be well landscaped and designed to not just act as streets for access of both vehicles and pedestrians but also as amenity and playspace. These are carefully separated in a detailed landscape design that adds further animation of the street and increase privacy to the ground floor flats and maisonettes of Buildings B and C and the townhouses (Building D) who have short landscaped front gardens. In addition the townhouses will have private back gardens, backing onto private sides of the neighbouring housing and over the culverted Moselle, adding to amenity and connecting the intended biodiversity corridor along the culverted river, and the flatted blocks will have private communal podium gardens to their rears, providing a small breathing space and doorstep play.

6.6.26 The Design Officer notes that there is no requirement for the site to be masterplanned or to accommodate the needs of any neighbouring site, however the proposed street layout and public landscaping would provide a good integration of the development into its surroundings and would add further to the high design quality of this proposed development.

Design Summary

6.6.27 The proposed design of the development is considered to be a high quality design. The building heights, and the scale and massing of the development overall, would contribute to optimising the development of the site and would not appear out of keeping with the surrounding area. The overall development would have a positive visual impact on the local built environment and would bring significant improvements to the local public realm

6.7 Residential Quality/Student accommodation

General Layout – Buildings B, C and D

6.7.1 The Nationally Described Space Standards set out the minimum space requirements for new housing. The London Plan 2021 standards are consistent

with these. London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible outdoor amenity space. It provides qualitative design aspects that should be addressed in housing developments.

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

Indoor and outdoor space/accommodation standards – Future Occupiers of Buildings B, C and D

- 6.7.3 All proposed dwellings within Buildings B, C and D exceed minimum space standards including bedroom sizes. All homes would have private amenity space in the form of private gardens, terraces and balconies that meets the requirements of the Mayor's Housing SPG Standard 26. All homes within Buildings B and C would have access to the communal rooftop amenity space at first floor level. The townhouses (Building D) would benefit from generous sized south and east facing gardens. Notwithstanding this, the site would be located immediately adjacent to the new urban green space. All dwellings have a minimum floor to ceiling height of 2.5m. All dwellings are well laid out to provide useable living spaces and sufficient internal storage space. The units are acceptable in this regard. The apartment/maisonettes/houses within Buildings B, C and D are either dual or triple aspect. None of the balconies/private gardens would be north facing.

Accessible Housing – Future Occupiers of Buildings B, C and D

- 6.7.4 London Plan Policy D7 seeks to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children. To achieve this, it requires that 10% of new housing is wheelchair accessible and that the remaining 90% is easily adaptable for residents who are wheelchair users. Local Plan Policy SP2 is consistent with this as is Policy DM2 of the DM DPD which requires new developments to be designed so that they can be used safely, easily and with dignity by all.
- 6.7.5 All dwellings within Buildings B, C and D achieve compliance with Building Regulations M4 (2), and 10% of the units achieve M4(3). Building C comprises of four 2 bed 3 person homes wheelchair accessible homes and Building B comprises of five 2 bed 3 person wheelchair accessible homes.
- 6.7.6 The proposed building provides step free access throughout and incorporate a passenger lift suitable for a wheelchair user. Four accessible residential car parking spaces are provided on the newly extended Wellesley Road. The proposals have also identified capacity for an additional 4 residential spaces along

Wellesley Road, should the demand for these arise in the future. The gradient and accessibility of the proposed public realm has been considered and complies with all relevant standards and ensures level access to each of the proposed buildings.

Child Play Space provision – Future Occupiers of Buildings B, C and D

- 6.7.7 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation. Local Plan Policy SP2 requires residential development proposals to adopt the GLA Child Play Space Standards and Policy SP13 underlines the need to make provision for children's informal or formal play space.
- 6.7.8 The applicant has provided a child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator. The proposed development requires a total of 685.9 square metres of play space for all age groups. Of this total for under 5s there is a requirement for 27.7 sqm of play space and for 5-12 year olds, there is a requirement for 22.5 sqm of play space which equates to 50.2 sqm in total based on the latest GLA child playspace calculator.
- 6.7.9 The development proposes 850 sqm of communal playspace which is provided as a combination of dedicated informal play space and playable landscape located in the communal amenity space between the terrace of townhouses located in Building D, on the first floor of the private communal rooftop amenity space of Buildings B and C and within the urban green space.
- 6.7.10 Within the urban green space, an area of dedicated play is intertwined with incidental play elements. Educational elements, such as a biodiversity trail with routes for children through the planted areas and insect hotels complements the character of the open space. The design of the seating and planters provides opportunities of play. The residents private communal rooftop amenity space in Building B and C provides incidental play elements together with a flexible lawn area which can be used for a multitude of uses. The playspace proposed within the urban green space and communal amenity space of Buildings B, C and D would cater for the under 5s, 5-11 year olds and older children (12-17)
- 6.7.11 The play space provision for younger and older children is therefore acceptable.

Outlook and Privacy – Future Occupiers of Buildings B, C and D

- 6.7.12 The proposed development provides sufficient separation distance between each block. The separation distance between Building D and C is 16m, Building B and Building C is 13m, Building C and Building A is 20m. These distances would ensure a degree of privacy between each building. Notwithstanding this, the buildings have been carefully placed to ensure that primary aspects are directed away from one another. In the case of Building A and C, only services and ancillary spaces

front onto the secured service corridor. On the upper floors there is 20m separation distance between facing openings between Buildings A and C. Mitigation measures to maintain privacy include a buffer wall to the rooftop communal amenity space at first floor level of Buildings B and C. A 1.5m high wall with hedging is located in front of the private terrace of the first-floor flats of Buildings B and C. Ground floor flats and townhouses will have their own front doors off small front gardens providing defensible space and privacy to ground floor windows.

6.7.13 Buildings B, C and D incorporates windows, balconies and access decks with an outlook onto the private gardens, rooftop communal amenity space at first floor level, residential public realm and urban green space whilst also allowing passive surveillance and animation to the playspace.

6.7.14 As such, it is considered that appropriate levels of outlook and privacy would be achieved for the proposed units whilst the existing flats will also benefit.

Daylight/sunlight/overshadowing – Future Occupiers of Buildings B, C and D

6.7.15 The applicants has provided a Daylight and Sunlight Report broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd Edition, Littlefair, 2022), known as "The BRE Guide".

6.7.16 The assessment for daylight concludes that 54% of the habitable rooms (60% of living rooms) in the flats of Buildings B and C meet the BRE Guide standard for their room type (200lux for living-dining-kitchens, 150lux for living rooms, 100lux for bedrooms), whilst a further 11 living-dining-kitchens would meet the standard for living rooms. Many of the rooms that do not meet the standard have balconies or access decks above their windows, which reduce daylight but provide access and dual aspect with cross ventilation, or, more advantageously to residents, private outdoor amenity space. These can be considered reasonably good results given the urban setting. For sunlight, 61 of 70 relevant rooms (87%) achieve the recommended levels, which is very good. The townhouses in Building D achieve excellent results for both day and sunlight, 80% getting sufficient daylight (the majority that do not being kitchens), and all relevant rooms receiving enough sunlight.

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

6.7.18 The assessment shows that the external amenity space of Buildings B will receive a fair amount of sunlight throughout the year. The rooftop amenity space of Building C however would not receive sufficient sunlight, whilst there will be shade during the summer months, there are good proportions of areas that will benefit from at least 3 hours of sunlight. Given the urban character of the location, this is considered acceptable. Notwithstanding this, the future occupants of the student housing will also have the benefit to access the urban green space.

6.7.19 The assessment also concludes that the fully publicly accessible urban green space and the amenity spaces within and off the residential street (extending Wellesley Road) between Buildings C and D would all receive plentiful sunlight.

Student Accommodation Quality (Building A)

6.7.20 As noted in Part D (c) of Policy DM 15 of the DM DPD requires the accommodation to be of a high-quality design including consideration for unit size, daylight & sunlight, and provision made for students with disabilities. London Plan Policy H15 part 5 also sets out that PBSA accommodation must provide adequate functional living space and layout.

6.7.21 The plans indicate that the bedroom sizes proposed are more generous than typical room sizes for recent student accommodation developments in London and are considered to meet or exceed the needs of educational institutions. Cluster bedrooms which are split into two categories with ensuite bedrooms and social studios are all a minimum of 12.8sqm and 16 sqm. The studio beds are a minimum of 16sqm, the one bed studio beds are all a minimum of 22sqm, the duplex studios are all a minimum of 28sqm and the accessible studios are all a minimum of 25sqm.

6.7.22 The assessment under section 6.2.78-6.2.83 identified that the proposed accommodation would provide adequate functional living space and layout as it would include two generous external communal courtyards at ground floor level and a roof garden at 1st floor level. Generous internal shared amenity space would be provided at ground floor level which could provide a 24 hour reception, private and social study space, on-site library, state of the art gym, lounge and games area, communal dining area, social laundry with interactive games, private dining room and a recording and podcast studio.

6.7.23 Every unit would have an ensuite with social studio rooms having kitchenettes, 1 bed studios will have dedicated living space and cooking facilities. The accessible studios will have larger bathrooms and cooling facilities and the duplex studios will have ground floor living and cooking spaces with the bedroom and workspace at mezzanine level. Shared living kitchen dining areas (LKDs) would be provided for each cluster of bedrooms. A cluster would contain a maximum of 6 bedrooms with the associated Social Studio living/kitchen and a maximum of 8 bedrooms with the associated Ensuite living/kitchen sized, proportionately, so that sufficient kitchen

space is provided for all rooms of accommodation. Overall, the quality of private and communal accommodation is high for student housing.

Accessible Accommodation – Future Occupiers of Building A

6.7.24 The London Plan does not specify a percentage of rooms that must be accessible and/or wheelchair adaptable, however, DPD policy DM15 requires provision to be made for units that meet the needs of students with disabilities.

6.7.25 A Practice Note on Wheelchair Accessible and Adaptable Student Accommodation was issued by the GLA in November 2022. The note indicates that the Building Regulations make clear that student accommodation is to be treated as hotel/motel accommodation.

6.7.26 As such, for the purposes of ensuring provision of accessible student accommodation, in addition to London Plan policy D5, the relevant part of Policy E10 Part H also applies to development proposals for new non-self-contained student accommodation. The relevant part of E10 Part H states that development proposals for serviced accommodation should provide either:

1. 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice; or
2. 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice'

6.7.27 The proposed accessible bedrooms are accommodated within the studio bedroom provision. The scheme initially proposes 5% wheelchair accessible bedrooms. Whilst this does not provide 10% wheelchair accessible bedrooms in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice, the applicant has confirmed that they have the ability to adapt a further 5% of bedrooms, should the demand arise, this will be secured through S106 legal agreement. Building A also provides step free access throughout and incorporates a passenger lift suitable for a wheelchair user. The gradient and accessibility of the proposed public realm has been considered and complies with all relevant standards and ensures level access to the proposed building.

Unit Aspect, outlook, and privacy – Future Occupiers of Building A

6.7.28 Almost all units are inevitably single aspect, except for some corner units to the north and south of Building A. As the layout is currently configured around the

central courtyard the units to the north facing onto the street will therefore be single aspect and north facing. The large 1 bed studio apartment rooms wrap around the corners of Building A to the north and the 1 bed studio apartments to the south are dual aspect. The rooms configured around the external amenity space will have an outlook onto this amenity space at ground and first floor level. The rooms at first floor level facing onto this space will be screened with a high hedge and wall to mitigate overlooking into these rooms for the courtyard space.

6.7.29 Overall, the quality of private and communal accommodation is high for student housing.

Daylight/sunlight/overshadowing – Future Occupiers of Building A

6.7.30 Internal daylight and sunlight studies have been undertaken to assess the levels of daylight and sunlight within the purpose-built student housing (Building A). The methodologies set out in the BRE guidance for 'Median Daylight Illuminance' (or 'MDI') was used to assess the daylight and the methodologies set out in the BRE guidance for solar exposure was used to assess sunlight.

6.7.31 The nature of student accommodation requires some departure from the amenity standards that apply to normal residential accommodation, because PBSA would typically be occupied for less than a year, its population would change from year to year, and the main function of the rooms is for sleeping, with much of the students' daytime activities taking place elsewhere (either within other parts of the building or at the institution they attend).

6.7.32 The assessment finds that a reasonable amount of the student housing can achieve good levels of daylight and sunlight to most floors, but that it will be more difficult to achieve in many of the lower floors. In terms of daylight 62% of the 658 rooms across the student accommodation achieves the recommended levels of Median Daylight Illuminance (MDI). This figure considers 200 lux for Living/Kitchen/Dining rooms and kitchens and 150 lux for living rooms and studios. A further 87 rooms meet the standard for bedrooms (100lux), which in the past has been the standard accepted for all student housing, given the availability of other, well-lit communal amenity rooms and spaces, meaning 75% meet that standard. In terms of sunlight 51% would receive the BRE recommended sunlight (1.5 hours at the spring or autumn equinox). The majority of the rooms not meeting the daylight and/or sunlight targets are located in the inner elevations of the courtyard, where window sizes are maximised, and this can be considered a reasonable level of daylight and sunlight to the student housing.

6.7.33 A Sun Hours on Ground (SHOG) assessment of the rooftop communal amenity space and ground floor atrium garden have been carried out. The assessments show that both amenity spaces would not receive sufficient sunlight whilst there will be shade during the summer months, there are good proportions of the areas that will benefit from at least 3 hours of sunlight. Given the urban character of the

location, this is considered acceptable. Notwithstanding this, the future occupants of the student housing will also have the option to access the urban green space

Other Amenity Considerations – Future Occupiers of Buildings A, B, C and D

6.7.34 Further details of air quality will be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition (This is covered in more detail under paragraph 6.13 of the report).

6.7.35 . The applicant's Noise Impact Assessment sets out sound insulation requirements to ensure that the internal noise environment of the accommodation meets the relevant standards and recommends that mechanical ventilation be installed for these blocks, so that windows can be kept closed.

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

6.7.37 The PBSA bins stores are located in Building A with servicing and refuse collections from the west of the building, with bins taken out via the servicing corridor to the collection point. The refuse store within the flexible town centre space to the front of Building A will be stored within the tenants own demise with collection of waste undertaken via Lordship Lane or through the access route. In terms of Buildings B and C, each residential core and entrance is closely located to a independent refuse store to minimise the travel distance between the home and store. Each town house within Building D will have space within their front gardens to allow for a waste and recycling bin. Residents will bring their bins out on collection day in similar fashion to the existing homes on Wellesley Road. The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection for the residential component. The Waste Management Officer notes that that waste from Building A will be provided by a private contractor.

Security

6.7.38 The applicants met with the Metropolitan Police Secured by Design (SBD) Officer at pre-application stage and discussed their concerns around the design and layout of the scheme

6.7.39 It is proposed that the new open space will be publicly accessible throughout the day and evening. The applicant has confirmed that the layout of the proposed development ensures that as much as possible, active ground floor uses including commercial and residential frontages address the open space and provide passive surveillance throughout all hours. The urban green space has been designed to

create spaces that are well lit, according to their ambiance, together with creating natural surveillance with sensitively designed layouts and furniture to allow clear sight lines. The planting has been designed to mitigate any hidden spots and the trees are to have clear stems to allow for sight lines. CCTV camera will be strategically placed to ensure adequate coverage as a deterrent to any anti-social behaviour.

6.7.40 The main entrance to the PBSA building (Building A) is located directly opposite the urban green space, to ensure a high volume of pedestrian and cycle activity. The PBSA building will feature 24-hour management team which includes security staff which can act as a deterrent to any anti-social behaviour within the urban green space. All entrances to the building will have a secure access point and will also be covered by CCTV. Further security is provided by way of strategically placed CCTV cameras that enable the management and security team to monitor the building and entrance areas remotely via CCTV imaging to deter crime.

6.7.41 Communal access to Buildings B and C is via dedicated communal entrances leading into a secure lobby. These spaces will be secured with access only provided to the resident of each respective core. Visitor access will be managed through a video call system. The town houses of Building D are accessed via secure private front doors facing the public realm. Fence and gate access is proposed within the development with fob controlled access gates to provide security.

6.7.42 The Secured by Design Officer does not object to the proposed development subject to conditions being imposed on any grant of planning consent requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme. It is also recommended that a condition be imposed requiring provision and approval of lighting details in the interests of security.

6.8 Impact on Neighbouring Amenity

6.8.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, specifically stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

6.8.2 Policy DM1 'Delivering High Quality Design' of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring residents.

Daylight and sunlight Impact

- 6.8.3 The applicant has submitted a Daylight and Sunlight Report to assess the effect of the proposals on relevant neighbouring buildings, prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd Edition, Littlefair, 2022), known as "The BRE Guide".
- 6.8.4 The assessment on neighbours finds a range of effects, with most existing residential neighbours not being adversely affected or only to a minor degree, but some close neighbours being significantly affected. Daylight is assessed for 595 windows serving 310 rooms in 49 surrounding residential properties, a good and comprehensive range of potentially affected neighbouring dwellings.
- 6.8.5 The most affected are the ground floor windows of 692 – 702 Lordship Lane (opposite the site), the ground and some 1st floor windows of 3-13 Wellesley Road (at the read of the site), all the west facing windows of 17 – 22 Vincent Square (to the east of the site) and several windows on the east side of Omnibus House. These all directly face and are in close proximity to this proposed development, and would see VSC reduced down to, but never below 5-15%. Nevertheless, many of these windows would receive higher than 5-15% VSC, in other words, many of these windows would, whilst seeing the daylight they receive reduced below the BRE Guide recommended levels, they would still be at or above the mid-teens VSC levels considered by government and the GL acceptable in an urban location., and many, including all those on Lordship Lane, Wellesley Road and in Vincent Square are onto rooms in dual aspect dwellings whose other aspect will be unaffected by the proposed development.
- 6.8.6 It is important to note that, at present, most of the neighbours benefit from the site being unusually under developed, with the low rise Mecca Bingo building and extensive surface car parking, whilst the proposed development will present a much more attractive outlook to them, especially to the flats in Omnibus House, that will look onto the new pocket park. A level of impact is to be expected to optimise the site and deliver the aspiration of the site allocation. Other neighbouring houses and flats, including those on Moselle Avenue backing onto the site, those on Redvers Road facing the site and the majority of the flats in Vincent Square, will retain good levels of daylight.
- 6.8.7 In contrast to the mixed results on daylight to neighbours, the proposals are found to have virtually no detrimental effect on sunlight to relevant habitable rooms in neighbouring existing development, in accordance with the BRE Guide. Many existing neighbours are south of the development, and therefore unaffected, or like the houses on the north side of Lordship Lane have bay windows which give them angled views retaining the sun. Some windows defined as relevant in the BRE

Guide, in Omnibus House and Vincent Square, would receive a noticeable detrimental loss of sunlight, but these are all within recessed balconies and are in rooms well sun lit by other windows.

- 6.8.8 The proposals would also not have a detrimental effect on any neighbouring existing amenity spaces. The central square in the Vincent Square estate and the podium garden in Omnibus House would only lose a very small amount of sunlight, whilst the rooftop terrace to Omnibus House and the communal garden behind the Wellesley Road houses would see no loss of sunlight.
- 6.8.9 Overall, although there would be some significant losses of daylight to some windows in some neighbouring existing dwellings, there are mitigating factors in the affected dwellings either having dual aspect with other unaffected rooms, or a much improved outlook, as well as retaining good access to sunlight in both rooms and outdoor spaces. This is notwithstanding the strong argument that the site is currently significantly under-developed for a highly urban site in a metropolitan centre planned for significant growth and greater density and that any development which fulfils the site allocation will have a degree of impact on neighbour properties.

Privacy/Overlooking and outlook

- 6.8.10 Concerns have been raised that the proposed development would result in a loss of privacy/overlooking issues to nearby neighbouring properties. Currently there are some existing trees along the boundary shared with Omnibus House, the proposed development will include new tree planting in addition to the existing trees to create a densely landscaped corridor that will provide screening and further mitigate the impact on neighbours. The new urban green space will also include trees, to provide screening. The proposed buildings have been carefully positioned and designed to avoid adversely affecting neighbouring amenity in these respects. Primary windows and balcony's are carefully positioned to avoid direct overlooking of neighbouring properties. Where smaller distances of the proposed buildings to neighbouring residential properties large openings and balconies are orientated away from surrounding neighbouring windows and private outdoor amenity. The townhouses of Building D are separated from the existing residential properties to the south by 13 and 14 metres, in addition to this, the upper floors of Building D are stepped back to increase the distance between the two buildings. The scale and positioning of the townhouses of Building D have also been carefully considered to mitigate potential overlooking/loss of privacy.



Fig 3: proposed building footprints in relation to neighbouring properties

6.8.11 With regards to the properties immediately opposite Building B to the south on Wellesley Road, the closest separation distance of 17m would ensure privacy is maintained and notwithstanding that there is less expectation of privacy to street facing windows opposite Building A to the north on Lordship Lane would have a separation distance of 22m and again there is less expectation of privacy to street facing windows. The western façade of Building A would have a separation distance of 9-16 metres from the purpose built residential blocks of the Vincent Square Estate, whilst there are minor potential concerns of privacy or overlooking of the proposed development to the existing neighbours directly facing this facade mutual overlooking between windows between the windows of the proposed development the is reflective of overlooking that is fairly typical of traditional urban residential areas and thus is not considered to be materially harmful.

6.8.12 Most private amenity spaces for the proposed development face towards the urban green space park, roof top amenity space or the development's internal pathways and streets.

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

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

Other Amenity Considerations

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

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

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

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

6.8.19 The current urbanised nature of the surroundings would mean that the proposed scheme, subject to using planning conditions to limit hours of use of any café/food hall in the proposed commercial units and to control noise from the communal roof top amenity area of the proposed buildings and the mechanical plant, should not cause undue disturbance to neighbouring residents. A condition will be imposed ensuring a noise management strategy is provided.

6.8.20 Therefore, it is considered that the proposal would not have a material adverse impact on the amenity of residents and occupiers of neighbouring and surrounding properties.

Amenity Impacts – Summary

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

6.9 Parking and Highways

6.9.1 Local Plan Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling. This approach is continued in Policies DM31 and DM32 of the DM DPD.

- 6.9.2 London Plan Policy T1 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 sets out cycle parking requirements for developments, including minimum standards. T7 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 sets out requirements for residential car parking spaces.
- 6.9.3 The development proposal is bounded by Lordship Lane and Wellesley Road which are both adopted highways. The site has a PTAL value of 6a, which is considered 'excellent' access to public transport services when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by public transport. The development is located near to Wood Green Town Centre, which gives it convenient access to shops, services, and transport links. Wood Green Underground Station itself is only around a 3-minute walk from the site. Furthermore, Alexandra Palace Rail Station is only a 15-minute walk, 6-minute bike ride and a 10-minute bus ride. The site is located within both the Wood Green Inner and Outer CPZs with parking restrictions Monday to Sunday 08:00 – 22:00 and Monday to Saturday 08:00 – 18:30.
- 6.9.4 The Transport officer has been consulted and notes that in terms of trip generation, the development proposal will change the nature of the trips generated by mode share, and the distribution of the trips over the day, with more trips generated by the development in the network peak operational hours. There will be a reduction in the numbers of car driver trips generated by the development and an increase in the number of trips by more sustainable modes of transport, given the location of the site and the access to the larger transport network in Wood Green and Alexandra Palace. Officers have considered that the development proposal will not significantly impact on the bus, rail and underground network.

Access

- 6.9.5 In terms of access arrangements, the applicant will need to provide some funding towards the scoping and establishment of improvements to the highway for pedestrians and cyclists as their numbers will significantly increase with the creation of this development. This can be secured by legal agreement.

Parking

- 6.9.6 The Transport officer notes that the proposal would be a car free development with the residents and students not being able to attain a parking permit, therefore there would be no need to increase on-street parking bays as no new demand will be generated from the development. This is further supported by the local inner CPZ,

which restricts parking to permit holders for 7 days of the week and for the majority of the day. The proposals provide 8 residential blue badge car parking spaces, 1 student blue badge car parking spaces and 1 commercial disabled parking space. The proposals have also identified capacity for an additional 4 residential spaces along Wellesley Road, should the demand for these arise in the future. The applicant will need to enter into the appropriate Highways Act Agreement that would include highways work being required to be carried out to allow for this to be effective including the widening of Wellesley Road via a dedication of land from the applicant's site. The changes to the highway's layout would also include the provision of a new footway with a width of 1.5m, this will be sufficient to allow for two-way movement of pedestrians.

Car Free

- 6.9.7 A 'car-free' development is proposed and permits would not be allocated to the new properties and student accommodation for on-street parking. Due to the site's public transport accessibility level (PTAL) (6a - 'excellent' access to public transport services) the proposed development would therefore be acceptable as a car free development, in accordance with Policy DM32 of the DM DPD. The applicant will need to enter into a legal agreement to secure future parking control.

Future parking demands

- 6.9.8 To mitigate against any potential displacement in parking demand resulting from both the residential and student components of the development there is the requirement of feasibility, design and consultation of traffic management measures to restrict parking in the area surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ. To further mitigate any potential parking impacts, a car club facility is required for the development. This can be secured by legal agreement.

Electric Vehicle Charging

- 6.9.9 The Highway Authority would request that full provision of an active charging point is provided from onset for the disabled parking space to maximise the support of electric vehicle travel to/from site in the future. This can be secured by the imposition of a condition on any grant of planning permission.

Cycle Parking

- 6.9.10 In terms of the residential component of the proposal, 158 long stay spaces are proposed and for the student component 466 long stay spaces are proposed. There is no cycle parking provision proposed for the commercial units. The proposal includes 28 short stay parking spaces. However, this will need to be

increased by a further 31 spaces to be in accordance with the London Plan for all Use Classes. This can be secured by the imposition of a condition on any grant of planning permission.

6.9.11 Long stay cycle parking spaces are located within an internal cycle store within Buildings A, B and C. The stores will utilise two-tier racks for bikes to be parked on. These locations can be accessed internally and externally of the buildings. With regards to short-stay cycle parking they will be positioned across 5 locations, with four being adjacent to the main access/service road for the development and near to the residential entrance of Building D. There is provision for long stay cycle parking spaces in the front gardens of the townhouses of Building D,. The details of cycle parking in line with the London Plan and the London Cycle Design Standards (LCDS) can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

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

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

Highways works.

6.9.14 The Transport officer notes that the development does include a proposal to make several changes to Wellesley Road, this includes modifying and adding a new vehicle access, widening of the footway by 1.5m onto their site on the North-West of the road to facilitate the introduction of 4 new on-street disabled parking bays. The development proposal will also require reconstruction of the access onto Lordship Lane and reconstruction of the footways fronting the site post construction of the development. The applicant will need to enter into the appropriate Highways Act Agreement for further detailed design and approval. This can be secured by legal agreement.

Service and Delivery

6.9.15 The Transport officer notes that service and emergency vehicles will enter the site from Lordship Lane and onto Wellesley Road via a one-way system. It is proposed that the commercial unit will have deliveries made to it on-street on Lordship Lane. It is envisaged that an 18 metre long loading bay would be provided opposite to the student accommodation building (A) on the private road and its main purpose is to meet the delivery requirements of the student accommodation.

6.9.16 Any future document will need to demonstrate how the deliveries can be made to residents without impacting on the site's overall vehicle movement. The Transport Officer notes that details on student drop-off/pick-up strategy for the beginning/end of the academic year has been provided. This would take place over 6 weekends with 15-minute time slots being allocated to each person, which could be booked

any time of the day. There is reference to signage being placed near to the entrance to the site. However, if they are to be placed onto the adopted highway then it would require the Council's Highway Authority prior permission or the necessary license. The Waste Management team have confirmed that the proposed refuse and recycling arrangement is satisfactory as set out in the previous section of the report. A Delivery and Servicing Plan is required which includes details of service trips to the site. This can be secured by the imposition of a condition on any grant of planning permission.

Travel Plan

- 6.9.17 A draft Travel Plan which covers all three uses of the development has been submitted and reviewed by the Council's Transportation Team. The applicant will need to enter into a legal agreement to monitor the development proposal. This can be secured by a S106 agreement.

Construction Logistics and Management

- 6.9.18 An outline construction logistics plan has been submitted and reviewed by the Council's Transportation Team. The applicant will need to liaise and discuss intended means of access and servicing the site from the Highway with Haringey Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished Construction Logistics Plan. The applicant will also need to liaise with Transport for London's borough Service Delivery Manager for buses, as to prevent construction affecting local bus movement from bus stands on Buller Road and Redvers Road. However, it is appropriate for this to be provided at a later stage, but prior to the commencement of works, and as such this matter can be secured by a legal agreement.

- 6.9.19 As such, it is considered that the application is acceptable in transport and parking terms, and in terms of its impact on the public highway.

- 6.9.20 Transport for London (TfL) accepts the proposal in principle and it is considered that the application overall is acceptable in transport and parking terms, and in terms of its impact on the public highway.

6.10 Sustainability, Energy and Climate Change

- 6.10.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment.

- 6.10.2 London Plan Policy SI2 - Minimising greenhouse gas emissions, states that major developments should be zero carbon, and in meeting the zero-carbon target, a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Local Plan Policy SP4 requires all new developments to introduce

measures that reduce energy use and carbon emissions. Residential development is required to achieve a reduction in CO₂ emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.10.3 Policy DM1 of the DM DPD states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD expects new development to consider and implement sustainable design, layout and construction techniques.

6.10.4 The development guidelines within Site Allocation SA9 'Mecca Bingo' states that this site is identified as being in an area with potential for being part of a Decentralised Energy Network (DEN). Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect to the DEN, and the site's potential role in delivering a network within the local area.

6.10.5 The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

Carbon Reduction

6.10.6 Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon. The London Plan 2021 further confirms this in Policy SI2. Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs

6.10.7 The development achieves a site-wide reduction of 58% carbon dioxide emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, communal ASHPs on each block and a future connection for each block to the DEN and 2 to some blocks. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to the energy, details relating to the future connection to the DEN and overheating strategies which can be dealt with via condition.

6.10.8 The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 58% 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 90.1 tonnes of CO₂ from a baseline of 156.2 tCO₂/year.

- 6.10.9 The applicant has proposed a saving of 21.1 tCO₂ in carbon emissions (13%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This goes beyond the minimum 10% and 15% reduction for residential and non-residential development respectively set in London Plan Policy SI2, this is strongly supported by LBH Carbon Management.
- 6.10.10 In terms of the installation of various renewable technologies, the report concludes that communal air source heat pumps (ASHPs) on each block and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 69.5 tCO₂ (45%) reduction of emissions are proposed under Be Green measures.
- 6.10.11 The development is expected to explore options to connect to the Council's district energy network, which will provide heating and hot water to the proposed dwellings. If the development cannot connect to the energy network it will instead be heated through the provision of air source heat pumps. The Carbon Officer notes that while it is recognised that an air source heat pumps fall-back should be maintained to manage the risk that the DEN does not happen, the arrangements for heat supply to the site should back-end the installation of the site's ASHPs (gas boilers or similar plant would be acceptable in the interim) to maximise the window for the DEN to come forward / opportunity for the ASHPs to be omitted.
- 6.10.12 The shortfall of both the residential and non-residential will need to be offset to achieve zero-carbon, in line with Policy SP4 (1). The estimated carbon offset contribution (£188,385 (indicative) inclusive of 10% monitoring fee) will be subject to the detailed design stage. A deferred carbon offset contribution mechanism will apply to this scheme as it is expected to connect to the DEN when this has been built. This figure of would be secured by legal agreement.

Whole Life Carbon and Circular Economy

- 6.10.14 Policy SI2 of the London Plan requires development proposals referable to the Mayor of London to calculate carbon emissions over the lifetime of the development and demonstrate that appropriate actions have been taken to reduce life-cycle carbon emissions.
- 6.10.15 SI7 of the London Plan states that referable applications should promote circular economy outcomes and should aim to be net zero-waste.
- 6.10.16 Opportunities to reduce carbon are proposed to be explored with an optimisation study which aims to minimise the use of materials where possible, with benefits for both costs and emissions.
- 6.10.17 The GLA requested further actions to be taken on whole-life carbon, which is strongly supported by LBH Carbon Management

6.10.18 The applicant has submitted an Circular Economy Statement. The key commitments proposed include:

- The use of materials that have high durability for longevity
- Designing for flexibility and adaptability
- Diversion of demolition and construction waste from landfill by converting elements and materials for alternative use
- Minimise operational waste and provide adequate space for recycling

6.10.19 The report sets out the Key Commitments (Table 8.1), Bill of materials (Table 9.1) and Recycling and waste reporting form (Table 10.1). The end-of-life strategy will include:

- Steel recycling
- Concrete crushed to aggregate (sub-base layers)
- Plastic based material incineration
- Cement/mortar used in backfill
- Brick/stone crushed to aggregate (sub-base layers)
- Gypsum recycling

6.10.20 The GLA requested further actions to be taken on Circular Economy, which is strongly supported by LBH Carbon Management.

6.10.21 The Council's Carbon Officer and the GLA is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

Overheating

6.10.22 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 and TM52 with TM49 weather files. The report has modelled the following using London Weather Centre files:

6.10.23 The cooling hierarchy which includes lower g-value, Air permeability for residential, Louvres to connect to the Mechanical Extract Ventilation (MEV) for kitchens and bathrooms on all facades but Lordship Lane, Manually operated ventilator for passive ventilation (90 degrees), MVHR with summer bypass and mechanical cooling for Lordship Lane rooms and Heat losses from pipework in corridors as mitigation measures consecutively.

6.10.24 The report which has been updated has modelled;

1. Building A: All rooms on floor 6 and floor 8.
2. Building B & C: All rooms on top storey.
3. Building D: Two representative units.
4. Student bedrooms and communal areas under the London Weather Centre files.

6.10.25 All bedrooms, studios, living rooms and kitchens within the buildings pass the overheating requirements for 2020s DSY1, however the commercial unit and PBSA amenity spaces fail the TM52 assessment and therefore comfort cooling is proposed to these spaces.

6.10.26 The units on the Lordship Lane façade will need to be modelled with both openable windows and closed windows, to ensure that passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the location. Further specification details of the proposed MEV and the louvres will need to be provided. External solar shading devices are proposed in the retrofitting plan, while the measures are in top priority in the London Plans Cooling Hierarchy. It is recommended to incorporate these into the current overheating strategy. The shading strategy, including: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed will need to be provided. The modelling results need to exclude comfort cooling, before including this so that the results can be shown based on passive measures first. This development will need to have a heatwave plan / building user guide to mitigate overheating risk for occupants however the Council's Carbon Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by condition.

Summary

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

6.11 Urban Greening, Trees and Ecology

Urban Greening Factor

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

6.11.2 The proposed scheme includes, trees, hedges, amenity grassland, permeable paving flower rich perennial planting, rain gardens and mixture of wildflower, extensive green roofs, semi-natural vegetation and groundcover planting.

6.11.3 The scheme would have an Urban Greening Factor of 0.37 which falls short of the required 0.4 score. The GLA comments note that the applicant must consider

further opportunities to provide additional greening within the proposals and demonstrate that the greening opportunities have been maximised. The details of additional greening can be secured by the imposition of a condition to meet the required score.

Trees

- 6.11.4 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.
- 6.11.5 Policy SP13 of the Local Plan recognises, “trees play a significant role in improving environmental conditions and people’s quality of life”, where the policy in general seeks the protection, management and maintenance of existing trees.
- 6.11.6 A total of 15 trees will be retained onsite. The proposal involves the removal of 24 individual trees. Of these 24 trees, there are 7 category B trees for removal, 10 category C trees for removal and 7 category U trees for removal. Trees classed as category B are of moderate quality and estimated to have a remaining life of 20 years. The rest are category C trees of low quality or U category which are in poor condition. Sixty new trees will be planted in addition to the retained trees. The applicants Landscape design and Access Statement includes details of the species of the trees proposed that will be planting at ground level and within the communal amenity space of the buildings at first floor level. Therefore, there will be a net increase of 36 trees on site.
- 6.11.7 The Council’s Tree Officer has been consulted on the proposal and does not raise any objections subject to adherence with the Arboricultural Impact Assessment and the tree protection plans (TPP) and they are satisfied with the net gain of trees and proposed species. An aftercare programme to be planted to establishing independence of the trees and planting will need to be submitted. Details of the aftercare programme can be secured by the imposition of a condition.

Ecology

- 6.11.8 London Plan Policy G6 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain
- 6.11.9 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.11.10 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development

proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.

6.11.11 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.

6.11.12 The Environment Act 2021 introduced a statutory requirement to deliver a Bof 10%. This means a development will result in more or better quality natural habitat than there was before development.

6.11.13 The applicant's Biodiversity Net Gain Assessment sets that the site has a Habitat Baseline value of 0.08 habitat units. This is due to the developed nature of the site which is mostly hardstanding or other built surfaces. The proposal includes a green roof and landscaping which results in a 775.26% net gain of area-based habitat units. This is greatly in excess of the mandatory 10% net gain required.

6.12 Flood Risk and Drainage

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

6.12.2 The applicant has submitted a Flood Risk Assessment and Culvert Maintenance Method Statement. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage have been addressed adequately. Furthermore, the Environment Agency is satisfied that the applicant has assessed and covered all grounds for proximity to a main river such as surveying the culvert, assessing its condition and provision for a 3m easement as well as providing drawings of piling in relation to the culvert.

6.12.3 Thames Water raises no objection with regards to foul water sewerage network, surface water network. Thames Water recommends imposing a condition regarding piling and off-site water infrastructure and an informative regarding groundwater discharge and underground water assets. Thames Water would also recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

6.13 Air Quality and Land Contamination

6.13.1 Policy DM23 of the DM DPD requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application and concluded that the site is suitable for the proposed end-use without the implementation of protective mitigation techniques to protect future amenity and that the proposed development would not expose existing residents or future occupants to unacceptable air quality. The proposed development is anticipated to result in a net decrease in traffic on the local road network. The development is not anticipated to result in any additional traffic other than from disability vehicles or introduce any onsite combustion, as such transport and building emissions are considered to be below the development specific benchmarks. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would adhere with national or local planning policies.

6.13.2 The proposed development is considered to be air quality neutral given the lack of development generated emissions. The Council's Lead Pollution Officer is satisfied this can be adequately addressed at a later stage, and as such this matter can be secured by the imposition of a condition.

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

Land Contamination

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

6.13.5 The Outline Demolition and Construction method Statement states that Asbestos is not expected to be present however this will be resolved by undertaking surveys prior to the works. A desktop study of previous uses of the space will be carried out. A detailed investigation and any subsequent recommended remedial works that may be required for the proposed end use is secured by condition, the Council's Pollution Officer raises no objections.

6.14 Fire Safety

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

6.14.2 In line with London Plan Policy D12 and Planning Gateway One, a Fire Statement has been submitted in support of this application. The height of the buildings, measured from the ground level to the upper-most floor level, is: 27.4m for Building A; 16.9m for Buildings B and C; and 6.1m for Building D. Building A will include a total of 10 storeys: ground floor plus 9 storeys, including a mezzanine between ground and first floor. Building B and C will contain a total of 6 storeys: ground floor plus 5 storeys. For Building D are proposed a total number of 3 storeys, ground plus 2 storeys.

6.14.3 Building A will be served by two firefighting shafts (on all storeys building) and an escape stair (ground to level 7). The mezzanine is provided with a single open staircase that is accessed from the common amenity space on ground floor. Firefighting stair 01 and escape stair 03 also serve the mezzanine level. Building B will be served by an evacuation stair with a dry riser, and an evacuation lift. Building C will be served by two evacuation stairs with a dry riser, and an evacuation lift for each core.

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

6.14.5 The Health and Safety Executive (HSE) has reviewed the scheme and they are satisfied with the fire safety design, to the extent that it affects land use planning.

6.15 Social and Community Infrastructure

6.15.1 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.

6.15.2 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.

6.15.3 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.

6.15.4 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.

6.15.5 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).

6.15.9 Using the NHS London Healthy Urban Development Unit (HUDU) Planning Contributions Model, contribution of £472,565 to be paid on commencement and indexed linked to building costs has been requested.

6.5.10 Consistent with the position other applications the need for additional primary health care, acute care, and mental health provision should be addressed by considering the use of Strategic CIL to support new facilities rather than through s106 planning obligations and the Haringey CIL charge is £6,033,190.66 which a proportion of could be directed towards health and wellbeing facilities, amongst others, in line with the Council's infrastructure needs

6.16 Equalities

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

6.16.2 As noted in the various sections in this report, the proposed scheme would provide a range of socio-economic and regeneration outcomes for the Wood Green area including accessible homes affordable housing in the form of 52 social rent and 26 intermediate tenure and 636 student bedspaces which include 54 affordable student beds (35% affordable provision by habitable across the student accommodation and residential accommodation). The Equalities Impact Assessment (EqIA) notes that activities such as bingo halls are popular with older people and the number of bingo venues has been declining. The assessment states that the provision of multiple communal spaces including the public open space, community café and food hall will give opportunities for people to come together from a variety of backgrounds, decreasing the risk of social isolation and encouraging intergenerational mixing. The affordable catering offer will support this. For people using the bingo hall, the communal areas will have new activities and it is recommended their needs are included in this programme. Overall the proposal would have a neutral impact on older people and the affordable housing, accessible homes and new accessible public space will have some positive equalities impacts.

6.16.3 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 and a financial contribution towards apprenticeships. This would benefit priority groups that experience difficulties in accessing employment.

6.16.4 The proposed scheme would add to the stock of wheelchair accessible student and residential 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 London Plan and local planning policy requirements.

6.16 Conclusion

- The proposal would redevelop a brownfield site, with a high-quality mixed use development which responds appropriately to the local context would fulfil and meet the requirements of Site Allocation SA9 'Mecca Bingo'
- The development would provide 796sqm of quality flexible commercial town centre floorspace that would potentially generate 17 jobs for the workspace and 34 jobs for the café/food hall
- The development would provide a total of conventional 78 residential dwellings, contributing towards much needed housing stock in the borough including a high proportion of family homes .
- The development would provide 100% of the residential component delivered as affordable housing in the form of 52 flats/houses for social rent and 26 flats for intermediate tenure
- The development would provide 35% affordable provision by habitable room across the student accommodation and residential accommodation, with a tenure split of 70% social rent and 30% intermediate rent.
- The scheme would deliver 636 well designed student bedspaces, of which 54 would be affordable student accommodation which equates to 332 conventional homes on the basis of the 2.5:1 ratio in the London Plan
- The size, mix, tenure, and quality of residential accommodation is acceptable and either meet or exceed relevant planning policy standards. All flats/houses have private external amenity space
- The proposal provides a comprehensive hard and soft landscaping scheme and extensive public realm and landscape improvements including a new urban green space
- The proposed development will lead to a very low, less than substantial harm to the significance of the immediate surroundings of the conservation area and its assets that is outweighed by the several significant public benefits of the development.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive, noise, light or air pollution.

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

7.0 COMMUNITY INFRASTRUCTURE LEVY

Based on the information given on the plans, the Mayoral CIL charge will be £1,644,151.16 (23735.4 sqm x £69.27) and the Haringey CIL charge will be £6,033,190.66 (22,936.4sqm x £263.04). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATIONS

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

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APPENDIX 1 – Planning Conditions and Informatives

Time Limit

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

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

Approved Plans and Documents

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

Drawings:

| Sheet Number | Current Revision | Sheet Name | Current Revision Date |
|--------------|------------------|----------------------------------|-----------------------|
| 0100 | P-00 | Location Plan | 16/02/2024 |
| 0101 | P-00 | Existing Site Plan | 16/02/2024 |
| 0103 | P-00 | Demolition Plan | 16/02/2024 |
| 0105 | P-00 | Existing Street Elevations 01 | 16/02/2024 |
| 0106 | P-00 | Existing Street Elevations 02 | 16/02/2024 |
| 0120 | P-01 | Proposed Site Plan | 21/06/2024 |
| 0121 | P-00 | Proposed Street Elevations 01 | 16/02/2024 |
| 0122 | P-00 | Proposed Street Elevations 02 | 16/02/2024 |
| 0135 | P-00 | Proposed Site Section 01 | 16/02/2024 |
| 0136 | P-00 | Proposed Site Section 02 | 16/02/2024 |
| 0140 | P-01 | Proposed Site Plan Ground Floor | 21/06/2024 |
| 0141 | P-01 | Proposed Site Plan - Setting Out | 21/06/2024 |
| 0150 | P-02 | Block A-Proposed Level 00 | 21/06/2024 |
| 0151 | P-02 | Block A-Proposed Mezzanine Level | 21/06/2024 |
| 0152 | P-02 | Block A-Proposed Level 01 | 21/06/2024 |
| 0153 | P-02 | Block A-Proposed Level 02 | 21/06/2024 |
| 0154 | P-02 | Block A-Proposed Level 03 | 21/06/2024 |
| 0155 | P-02 | Block A-Proposed Level 04 | 21/06/2024 |
| 0156 | P-02 | Block A-Proposed Level 05 | 21/06/2024 |
| 0157 | P-02 | Block A-Proposed Level 06 | 21/06/2024 |
| 0158 | P-02 | Block A-Proposed Level 07 | 21/06/2024 |
| 0159 | P-02 | Block A-Proposed Level 08 | 21/06/2024 |
| 0160 | P-02 | Block A-Proposed Level 09 | 21/06/2024 |
| 0161 | P-02 | Block A-Proposed Level 10 | 21/06/2024 |
| 0165 | P-01 | Block A Proposed North Elevation | 07/06/2024 |
| 0166 | P-01 | Block A Proposed South Elevation | 07/06/2024 |
| 0167 | P-01 | Block A Proposed East Elevation | 07/06/2024 |
| 0168 | P-01 | Block A Proposed West Elevation | 07/06/2024 |
| 0170 | P-01 | Block B-Proposed Level 00 | 16/05/2024 |
| 0171 | P-00 | Block B-Proposed Level 01 | 16/02/2024 |
| 0172 | P-00 | Block B-Proposed Level 02 | 16/02/2024 |
| 0173 | P-00 | Block B-Proposed Level 03 | 16/02/2024 |
| 0174 | P-00 | Block B-Proposed Level 04 | 16/02/2024 |
| 0175 | P-00 | Block B-Proposed Level 05 | 16/02/2024 |
| 0176 | P-00 | Block B-Proposed Level 06 | 16/02/2024 |
| 0180 | P-01 | Block C-Proposed Level 00 | 25/06/2024 |
| 0181 | P-00 | Block C-Proposed Level 01 | 16/02/2024 |
| 0182 | P-00 | Block C-Proposed Level 02 | 16/02/2024 |
| 0183 | P-00 | Block C-Proposed Level 03 | 16/02/2024 |
| 0184 | P-00 | Block C-Proposed Level 04 | 16/02/2024 |
| 0185 | P-00 | Block C-Proposed Level 05 | 16/02/2024 |
| 0186 | P-00 | Block C-Proposed Level 06 | 16/02/2024 |

| | | | |
|------|------|--|------------|
| 0190 | P-01 | Block D-Proposed Level 00 | 25/06/2024 |
| 0191 | P-00 | Block D-Proposed Level 01 | 16/02/2024 |
| 0192 | P-00 | Block D-Proposed Level 02 | 16/02/2024 |
| 0193 | P-00 | Block D-Proposed Level 03 | 16/02/2024 |
| 0201 | P-00 | Block D - Proposed North and South Elevations | 16/02/2024 |
| 0202 | P-00 | Block D - Proposed East and West Elevations 01 | 16/02/2024 |
| 0203 | P-00 | Block D - Proposed East and West Elevations 02 | 16/02/2024 |

| Sheet Number | Current Revision | Sheet Name | Current Revision Date |
|--------------|------------------|--|-----------------------|
| 0212 | P-00 | Block B Proposed North Elevation | 16/02/2024 |
| 0213 | P-00 | Block B Proposed South Elevation | 16/02/2024 |
| 0214 | P-00 | Block B Proposed East Elevation | 16/02/2024 |
| 0215 | P-01 | Block B Proposed West Elevation | 16/05/2024 |
| 0216 | P-00 | Block C Proposed North Elevation | 16/02/2024 |
| 0217 | P-00 | Block C Proposed South Elevation | 16/02/2024 |
| 0218 | P-00 | Block C Proposed East Elevation | 16/02/2024 |
| 0219 | P-00 | Block C Proposed West Elevation | 16/02/2024 |
| 0220 | P-01 | Block A Proposed GA Section 01 | 07/06/2024 |
| 0221 | P-01 | Block A Proposed GA Section 02 | 07/06/2024 |
| 0222 | P-01 | Block A Proposed GA Section 03 | 07/06/2024 |
| 0225 | P-00 | Block B GA Section 01 | 16/02/2024 |
| 0226 | P-00 | Block B GA Section 02 | 16/02/2024 |
| 0230 | P-00 | Block C GA Section 01 | 16/02/2024 |
| 0231 | P-00 | Block C GA Section 02 | 16/02/2024 |
| 0240 | P-01 | Block A - Bay Elevation 01 Lower | 07/06/2024 |
| 0241 | P-01 | Block A - Bay Elevation 01 Upper | 07/06/2024 |
| 0242 | P-01 | Block A - Bay Elevation 02 Lower | 07/06/2024 |
| 0243 | P-01 | Block A - Bay Elevation 02 Upper | 07/06/2024 |
| 0244 | P-01 | Block A - Bay Elevation 03 Lower | 07/06/2024 |
| 0245 | P-01 | Block A - Bay Elevation 03 Upper | 07/06/2024 |
| 0246 | P-01 | Block A - Bay Elevation 04 Lower | 07/06/2024 |
| 0247 | P-01 | Block A - Bay Elevation 04 Upper | 07/06/2024 |
| 0248 | P-01 | Block A - Bay Elevation 05 Lower | 07/06/2024 |
| 0249 | P-01 | Block A - Bay Elevation 05 Upper | 07/06/2024 |
| 0252 | P-01 | Block A - Bay Elevation 07 Lower | 07/06/2024 |
| 0253 | P-01 | Block A - Bay Elevation 07 Upper | 07/06/2024 |
| 0254 | P-01 | Block A - Bay Elevation 08 Lower | 07/06/2024 |
| 0255 | P-01 | Block A - Bay Elevation 08 Upper | 07/06/2024 |
| 0260 | P-00 | Block B - Bay Elevation 01 | 16/02/2024 |
| 0261 | P-00 | Block B - Bay Elevation 02 | 16/02/2024 |
| 0262 | P-00 | Block B - Bay Elevation 03 | 16/02/2024 |
| 0263 | P-00 | Block B - Bay Elevation 04 | 16/02/2024 |
| 0264 | P-00 | Block B - Bay Elevation 05 | 16/02/2024 |
| 0270 | P-00 | Block C - Bay Elevation 01 | 16/02/2024 |
| 0271 | P-00 | Block C - Bay Elevation 02 | 16/02/2024 |
| 0272 | P-00 | Block C - Bay Elevation 03 | 16/02/2024 |
| 0273 | P-00 | Block C - Bay Elevation 04 | 16/02/2024 |
| 0274 | P-00 | Block C - Bay Elevation 05 | 16/02/2024 |
| 0275 | P-00 | Block C - Bay Elevation 06 | 16/02/2024 |
| 0280 | P-00 | Block D - Bay Elevation 01 | 16/02/2024 |
| 0281 | P-00 | Block D - Bay Elevation 02 | 16/02/2024 |
| 0310 | P-00 | Block B&C 1 Bed Apartment Types | 16/02/2024 |
| 0315 | P-00 | Block B&C 2 Bed WCH Apartment Types | 16/02/2024 |
| 0316 | P-00 | Block B WCH Apartment Types | 16/05/2024 |
| 0320 | P-00 | Block B&C 2 Bed Apartment Types 01 | 16/02/2024 |
| 0321 | P-00 | Block B&C 2 Bed Apartment Types 02 | 16/02/2024 |
| 0325 | P-00 | Block B&C Maisonette Types 01 | 16/02/2024 |
| 0326 | P-00 | Block B&C Maisonette Types 02 | 16/02/2024 |
| 0330 | P-00 | Block D - House Type 01 | 16/02/2024 |
| 0331 | P-00 | Block D - House Type 02 | 16/02/2024 |
| 0332 | P-00 | Block D - House Type 03 | 16/02/2024 |

| | | | |
|---|--------------------------|---|---|
| Landscape Proposal - First Floor Plan | 7962-PHL-SW-00-DR-L-2002 | x | |
| Landscape Proposal - Roof Plan | 7962-PHL-SW-00-DR-L-2003 | x | |
| | | | |
| Hardworks Plans - Ground Floor | 7962-PHL-SW-00-DR-L-2201 | x | |
| Hardworks Plans - First Floor | 7962-PHL-SW-00-DR-L-2202 | x | |
| Hardworks Plans - Roof | 7962-PHL-SW-00-DR-L-2203 | x | |
| | | | |
| Softworks Plans - Ground Floor | 7962-PHL-SW-00-DR-L-2301 | x | x |
| Softworks Plans - First Floor | 7962-PHL-SW-00-DR-L-2302 | x | |
| Softworks Plans - Roof | 7962-PHL-SW-00-DR-L-2303 | x | |
| | | | |
| Landscape Site Sections | 7962-PHL-SW-ZZ-DR-L-2801 | x | |
| Landscape Site Sections | 7962-PHL-SW-00-DR-L-2802 | x | |
| Landscape Site Sections | 7962-PHL-SW-00-DR-L-2803 | x | |
| Landscape Site Sections | 7962-PHL-SW-ZZ-DR-L-2804 | x | |
| | | | |
| Landscape Design and Access Statement | 7962-PHL-SW-XX-RP-L-2001 | x | |
| | | | |
| Landscape Management and Maintenance Plan | 7962-PHL-SW-XX-OM-L-2001 | x | |
| | | | |
| Tree Mngement Plan | 7692-PHL-SW-ZZ-DR-L-2401 | | x |
| General Arrangement Gound Floor Plan | 7962-PHL-SW-00-DR-L-2101 | | X |
| | | | |

Documents

Design and Access Statement prepared by Corstorphine & Wright P-00 February 2024, Transport Assessment, prepared by Calibro Rev 00, Draft Travel Plan Revision 00, prepared by Calibro, Delivery and Servicing Plan, prepared by Calibro Rev 01, Flood Risk Assessment prepared by Farrow Walsh version 1 February 2024, Heritage Townscape and Visual Impact Assessment, prepared by the Townscape Consultancy February 2024, Affordable Housing Statement prepared by DS2 Rev B, Sustainability Statement, prepared by Ensphere Version 8, Sustainability Credentials Summary prepared by Ensphere June 2024 Version 1 , Energy Statement prepared by Amber Version 4.1, Arboricultural Impact Assessment, prepared by Arboricultural Solutions September 2023, Preliminary Ecological Appraisal (incl. Biodiversity Net Gain Assessment and Urban Greening Factor Calculation) prepared by Wardell Armstrong February 2024, Noise Impact Assessment, prepared by Apex Acoustics Revision B, Air Quality Assessment prepared by Planning & Environmental Consultants Rev 2 February 2024, Daylight and Sunlight Assessment, prepared by GIA February 2024, Lighting Assessment prepared by Amber Version 2, Statement of Community Involvement prepared by Kanda, Landscape Design and Access Statement prepared by Park Hood 16 February 2024, Landscape Management and Maintenance Plan, prepared by Park Hood, Landscape Drawings, prepared by Park Hood, Student Needs Assessment prepared by Cushman & Wakefield February 2024, Socio-Economic Assessment February 2024, prepared by Cushman & Wakefield, Market Demand Report prepared by Strettons December 2023, Whole Life Carbon Assessment prepared by Ensphere Version 9, Circular Economy Statement prepared by Ensphere Version 9, Fire Statement prepared by Helios Issue: 01A , Equalities Impact Assessment prepared by Greengage February 2024, Crime

Impact Statement prepared by Consultive Solutions Version 2, Residence Management Plan February 2024, prepared by Fusion, Urban Greening Factor Calculation prepared by Wardell Armstrong June 2024, Ecology Statement Volume 1, Fire Strategy Issue: 02A, Operational Energy Statement Version 4, Planning Statement February 2024, Statement of Community Involvement Version 3 January 2023,

Materials

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

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

Boundary treatment and access control

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

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

Landscaping

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

Details shall include information regarding, as appropriate:

 - a) Proposed finished levels or contours;
 - b) Means of enclosure;
 - c) Hard surfacing materials;

d) Minor artefacts and structures (e.g. Furniture, play equipment, refuse or other storage units, signs, lighting etc.); and
Soft landscape works shall be supported by:

e) Planting plans;

f) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);

g) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and

h) Implementation and long-term management programmes (including a five-year irrigation plan for all new trees). The soft landscaping scheme shall include detailed drawings of:

i) Existing trees to be retained;

j) Existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent; and

k) Any new trees and shrubs, including street trees, to be planted together with a schedule of species which shall provide 7 new trees.

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

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

Lighting

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

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

Site levels

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

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

Secure by design accreditation

- 8 Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.

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

Secure by design certification

- 9 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.

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

Land Contamination

- 10 Before development commences other than for investigative work:
- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information.
 - b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no

risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

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

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

Unexpected Contamination

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

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

NRMM

- 12 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

Demolition/Construction Environmental Management Plans

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

The following applies to both Parts a and b above:

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

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

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;

- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
 - ix. Details of external lighting; and,
 - x. Details of any other standard environmental management and control measures to be implemented.
- c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:
- i. Monitoring and joint working arrangements, where appropriate;
 - ii. Site access and car parking arrangements;
 - iii. Delivery booking systems;
 - iv. Agreed routes to/from the Plot;
 - v. Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and
 - vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and
 - vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.
- d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:
- i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;
 - ii. Details confirming the Plot has been registered at <http://nrmm.london>;
 - iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
 - iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
 - v. A Dust Risk Assessment for the works; and
 - vi. Lorry Parking, in joint arrangement where appropriate.

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

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

Arboricultural Impact Assessment

- 14 The development hereby approved shall be constructed in accordance with the Arboricultural Impact Assessment (AIA) prepared by Arboricultural Solutions LLP dated September 2023

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

Delivery and Servicing Plan

- 15 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 distance 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

Cycle parking

- 16 The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 467 long-stay, 16 short-stay student, 158 long-stay, and 3 short-stay residential, 5 long-stay, and 40 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, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).

Electric vehicle charging points

- 17 The proposed car parking spaces must provide 4 active and 4 passive electric vehicle charging points to serve the on-site parking spaces from the onset in line with London Plan 2021. The car parking spaces, once implemented, are to be retained thereafter.

Reason: To provide residential charging facilities for electric vehicles and to promote travel by sustainable modes of transport consistent with the London Plan.

Wheelchair accessible car parking spaces

- 18 The applicant will be required to submit and provide plans showing 10% of all units having access to a wheelchair accessible car parking spaces from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site. Furthermore, the plan will need to show a plan showing 1 student, 1 commercial and 4 residential on-site car parking bays.

Reason: to ensure the development is in accordance with the published London Plan Policy T6.5 disabled.

Car Parking Management Plan

- 19 The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:

- 1) Wheelchair accessible units or residents with a disability with the need for a car parking space

- 2) Family size units 4/3 bed units
- 3) 2 bed four person units
- 4) 2 bed 3 person units
- 5) Any other units

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

Piling Method Statement

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

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure

Off-site water infrastructure

- 21 There shall be no occupation beyond the 7 Houses and 70 Flats until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan

Reason: The development may lead to low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues

Satellite antenna

- 22 The placement of a satellite dish or television antenna on any external surface of the development is precluded, with the exception of a communal solution for the residential units details of which are to be submitted to the

Local Planning Authority for its written approval prior to the first occupation of the development hereby approved. The provision shall be retained as installed thereafter.

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

Restriction to telecommunications apparatus

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

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

Architect retention

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

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

Wheelchair accessible dwellings

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

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

Accessible Student Accommodation

- 26

- 1) 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300- 2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice; or
- 2) 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice'

Reason: For the purposes of ensuring provision of accessible student accommodation in accordance with London Plan policy D5 and the relevant part of Policy E10 Part H and so as to provide a proportionate quantity of affordable accessible student accommodation.

Commercial Units – Noise Attenuation

- 27 (a) No development at ground floor slab level or above shall commence until such times as full details of the floor slab and any other noise attenuation measures between the commercial spaces and student 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 student 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.

Noise Attenuation – Student Accommodation

- 28 (a) The student accommodation hereby approved shall not be occupied until such times as full details of the glazing specification and mechanical ventilation for habitable rooms in all façades of the accommodation to which they relate have been submitted to and approved in writing by the Local Planning Authority.
- (b) The above details shall be designed in accordance with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' and meet the following noise levels;
- Daytime Noise 7am – 11pm - Student rooms - 35dB(A) (LAeq,16hour).
 - Daytime Noise 7am – 11pm - living/kitchen/dining areas (LKD) - 40dB(A) (LAeq,16hour).

- Night Time Noise 11pm -7am - Student rooms 30dB(A) (LAeq,8hour).

With individual noise events not to exceed 45 dB LAmax (measured with F time weighting) more than 15 times in student 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

Urban Greening Factor

- 29 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 0.4 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.

Commercial Units - Ventilation/Extraction

- 30
- (a) No ground floor commercial unit shall be occupied as a café/food hall (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 completed and made operational prior to the first occupation of the unit as a café/food hall (Use Class E(b)) and shall be permanently maintained thereafter

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

Commercial Units - Café/food hall Opening Hours

- 31 (a) Any café/food hall 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 23.00 (Sundays and Public Holidays).

Reason: To safeguard residential amenity.

Restriction to use class

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

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

Whole Life-cycle Carbon

- 33 Prior to the occupation of the development the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the development.

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

Circular Economy

- 34 Prior to the occupation [of the development/each phase of development], a post-construction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the [development/ phase of development].

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

Digital connectivity

- 35 Prior to the occupation of the development a detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development in line with London Plan Policy SI6 shall be submitted to the GLA and approved in writing by, the local planning authority

Reason:

Ecological Management Plan (EMP)

- 36 Prior to the above ground commencement of the development an Ecological Management Plan (EMP) to support long-term maintenance and habitat creation shall be submitted to the GLA and approved in writing by, the local planning authority

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.

Biodiversity Net Gain

- 37 The development hereby permitted shall be carried out in accordance with the submitted Biodiversity Gain Plan and Biodiversity Management Plan prepared by Wardell Armstrong and dated February 2024, to ensure that there is a minimum 10% net gain in biodiversity within a 30 year period as a result of the development and the Plan shall be implemented in full.

Monitoring reports will be submitted to the Council during years 2,5, 7, 10, 20 and 30 from commencement of development unless otherwise stated in the Biodiversity Management Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed.

Reason - this pre-commencement condition is required to ensure the development delivers a biodiversity net gain within the borough and secures the protection and effective management of the remaining habitat on site.

Energy strategy

- 38 Prior to the above ground commencement of the development, an updated Energy Assessment shall be submitted to and approved by the Local

Planning Authority. This assessment shall be based on the Energy Statement prepared by Amber Management and Engineering Services Ltd (dated January 2024) delivering a minimum 58% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 227 kWp solar photovoltaic (PV) array.

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

- 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 13% reduction with SAP10.2 carbon factors
- Details to reduce thermal bridging;
- Details of a single site wide network setting out how heat supply will be delivered during construction in such a way as to back-end delivery of the ASHPs.
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); inverter capacity; and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions;
- A metering strategy

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

(b) The solar PV arrays and air source heat pump(s) 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. [Majors only]

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.

Overheating

- 39 Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on Thermal Comfort Assessment prepared by Amber Management and Engineering Services (dated February 2024)

This report shall include:

- Revised modelling of units modelled based on CIBSE TM52 and TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;
- Demonstrating the mandatory pass for DSY1 2020s can be achieved properly following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;
- Demonstrate and model the units with opening limitations with openable windows and closed windows to ensure passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the site's location.
- Specify the shading strategy, including technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, or external shutters);
- Provide the elevations and sections plans to show where these measures are proposed.
- If required details of the active cooling strategy: What is the temperature set points, detail specification of the interrupter controls and who will have the access to the central control?
- Include images indicating which sample units were modelled and floorplans showing the modelled internal layout of dwellings.

- A Retrofit Plan; Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; and Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

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

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

- Glazing g-value of 0.30
- Air permeability of 2 m³/hm² @ 50 Pa for non-domestic and 2.5 m³/hm² @ 50 Pa for residential
- Louvres to connect to the Mechanical Extract Ventilation (MEV) for kitchens and bathrooms on all facades but Lordship Lane
- Manually operated ventilator for passive ventilation (90 degrees)
- MVHR with summer bypass and mechanical cooling for Lordship Lane rooms
- Heat losses from pipework in corridors 14.4 W/m (incl. return); 5.76 W/m²
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

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

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

Building User Guide

- 40 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 Certificate

- 41
- a) Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate 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.
 - b) Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. 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.
 - c) Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.
 - d) Within 3 months of 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

- 42 (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 dwellings/of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set

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

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

Biodiversity

- 43 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 of 775.26%, 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.

Climate Change Adaptation

- 44 Prior to the commencement of above ground works, submit annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts.

Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.

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

46 (a) Prior to demolition of the development: full details of the pre-demolition audit in accordance with section 4.6 of the GLA's adopted Circular Economy Statement guidance shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is designed to meet the relevant targets set out in the GLA Circular Economy Statement Guidance. The development shall be carried out in accordance with the approved details and operated & managed in accordance with the approved details throughout the lifecycle of the development.

(b) Prior to the commencement of any construction works and following completion of RIBA Stage 4, an updated version of the approved Circular Economy Statement including a site waste management plan that reaffirms the approved strategy or demonstrates improvements to it, shall be submitted to us and approved by the Local Planning Authority. The Circular Economy Statement must be prepared in accordance with the GLA Circular Economy Guidance and demonstrate that the development has been designed to meet the relevant targets set out in the guidance. The end-of-life strategy included in the statement shall include the approach to storing detailed building information relating to the structure and materials of the new building elements (and of the interventions to distinguish the historic from the new fabric). The development shall be carried out in accordance with the details we approve and shall be operated and managed throughout its life cycle in accordance with the approved details.

Reason: To ensure the development is resource efficient and maintains products and materials at their highest use for as long as possible in accordance with Policy SI7 in the London Plan 2021, Policy SP4 and the guidance set out in the Mayor of London's guidance 'Circular Economy Statements' (March 2022).

DEN

47 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:

- Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.
- 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 with twin plates with each plate capable of meeting 66% of the peak load of the site. The drawings should cover details of any plant that needs to be removed or relocated to allow installation and access routes for installation of the heat substation and access routes for installing the substation on a skid. A minimum 1m access should be provided on 3 sides of the substation;

- 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 (taking account of options for flue dilution to be incorporated in the temporary plant);
- Details of the district heating pipework and associated communications ducts which will be installed by the Developer in accordance with all relevant standards and good industry practice from the plant room to a point of connection at the site boundary including evidence that the point of connection on the site boundary is accessible by the area wide DEN. Coordinated drawings (plans and sections) shall be provided showing how the district heating pipe relates to other buried assets on the site and any existing services. The design shall include details of how expansion will be accommodated and stress analysis which ensure a minimal level of stress at the pipe on the site boundary;
- Detail of how the developer will ensure the site wide DEN system will be designed, installed and commissioned in accordance with CIBSE CoP1 and how information will be provided to the Council at key stages to demonstrate compliance (e.g. CoP1 checklists at the end of each stage, photographs of insulation, HIU commissioning certificates, etc.);
- A detailed calculation shall be provided of the heat loss of the site-wide network to demonstrate compliance with CoP1 best practice requirement. This shall include details of pipe sizes and lengths, insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised;

Prior to occupation the developer shall provide

- Details of the as built district heating pipe to the site boundary including precise locations, joint weld certificates for each joint and details of how the pipe has been dried using desiccants and filled with nitrogen and a maintenance plan for monitoring the nitrogen levels until such time as the pipe is connected to the wider district heating network.

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.

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

INFORMATIVE : CIL Based on the information given on the plans, the Mayoral CIL charge will be £1,644,151.16 (23735.4 sqm x £69.27) and the Haringey CIL charge will be £6,033,190.66 (22,936.4sqm x £263.04). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative will be attached advising the applicant of this charge.

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

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

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

INFORMATIVE: The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

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

sprinkler systems in order to save money, save property and protect the lives of occupier

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

INFORMATIVE: 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.

INFORMATIVE: The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

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

INFORMATIVE: Flood Risk Activity Permit- The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal)
- on or within 16 metres of a sea defence

- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

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

Appendix 2 - Plans and Images



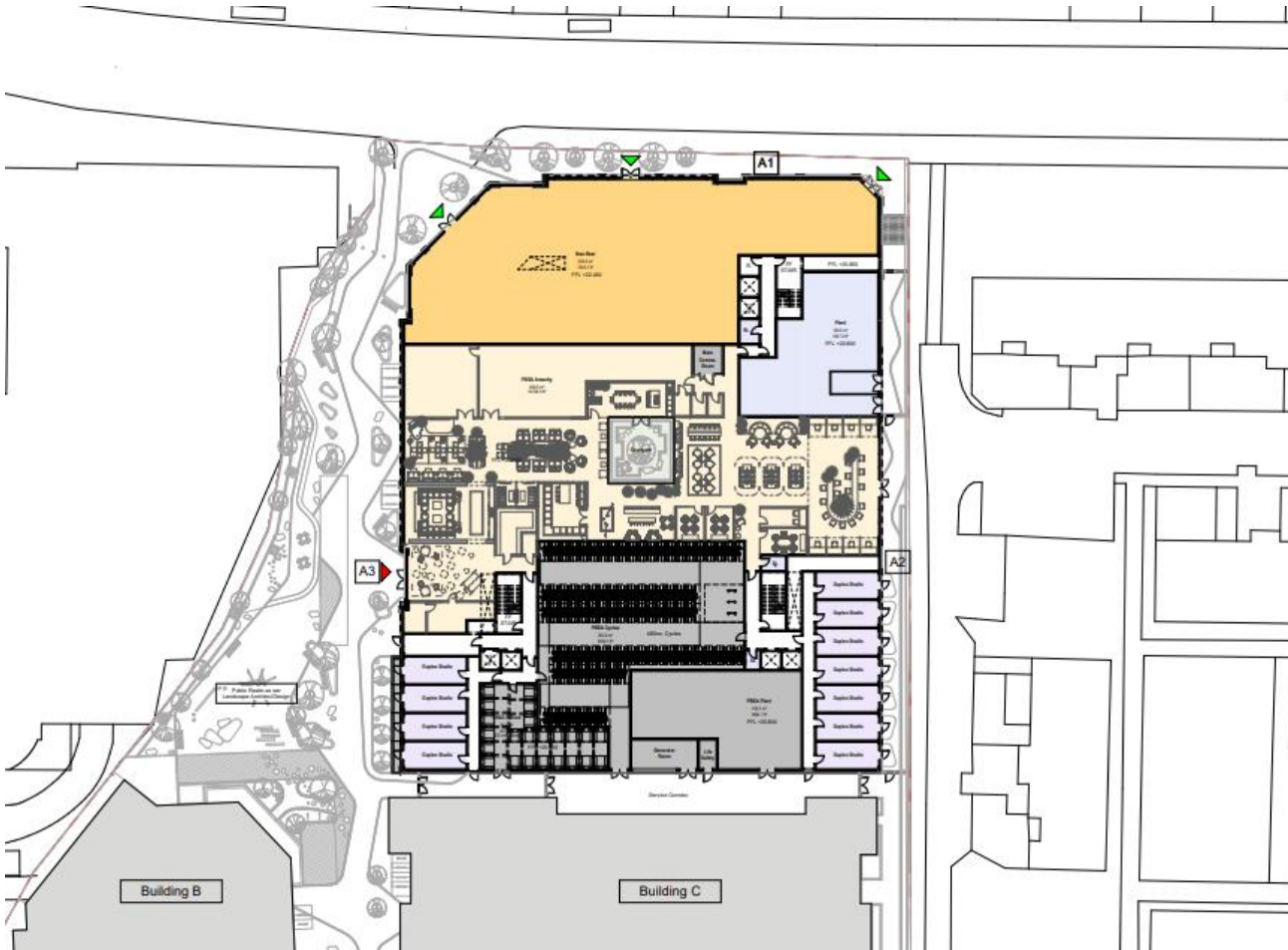
Aerial view



Site location plan



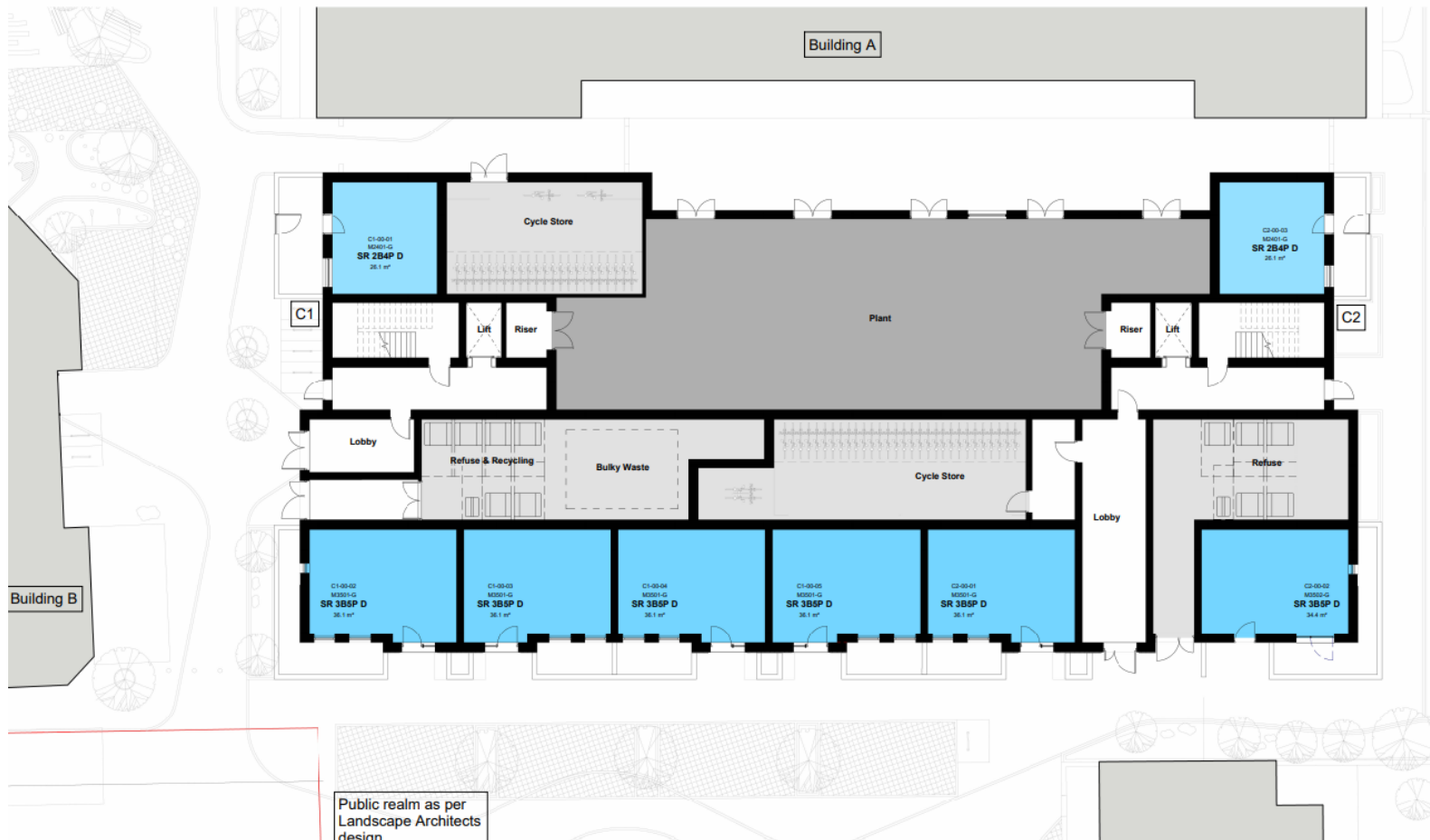
Proposed site plan



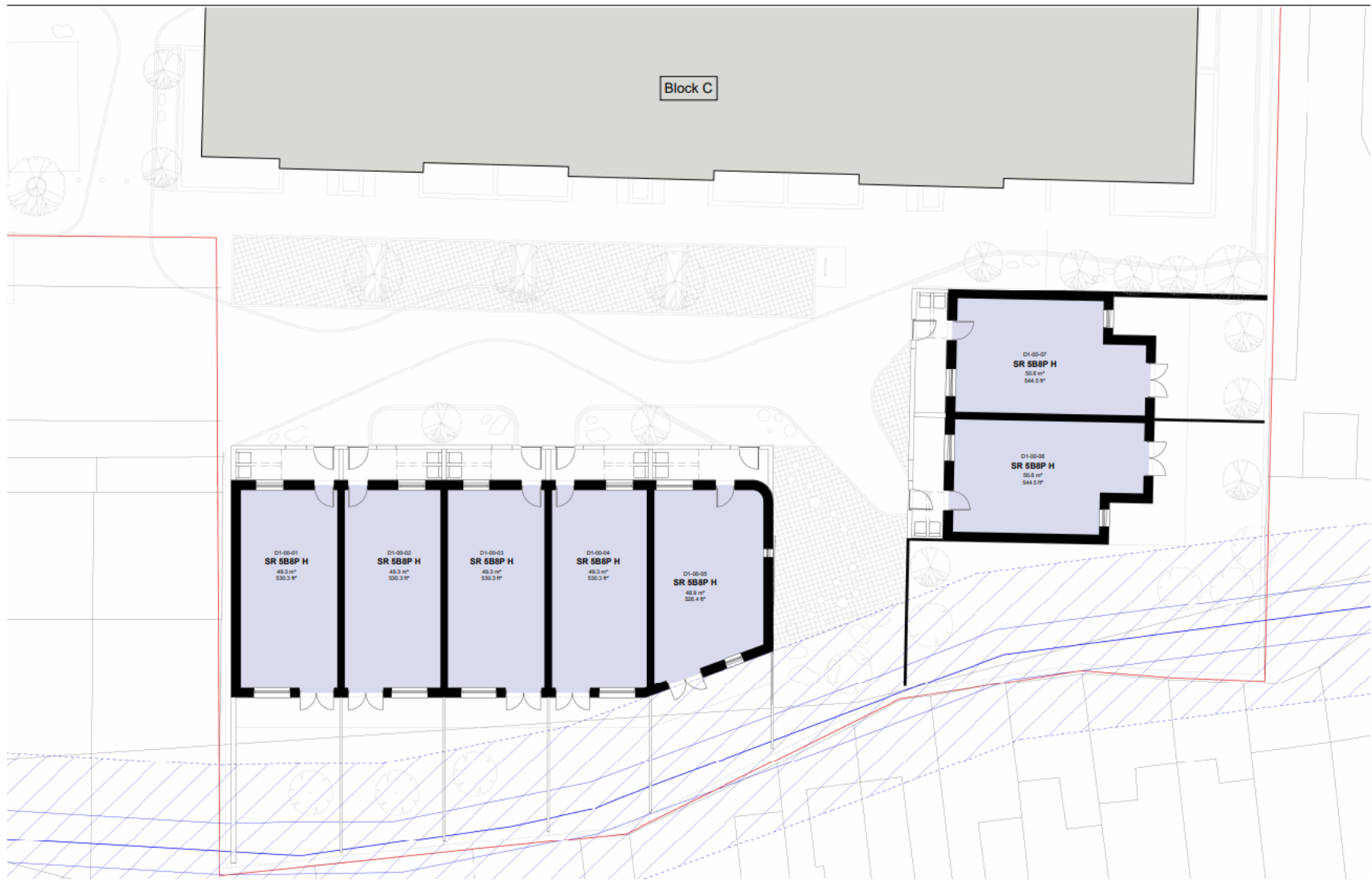
Proposed ground floor plan of Building A



Proposed ground floor of Building B



Proposed ground floor of Building C



Proposed ground floor of Building D



Proposed north elevation of Building A



Proposed east elevation of Building A



Building A Student Courtyard



Building B



Building B Communal rooftop terrace



Building C



Building C Communal rooftop terrace



Building D



Urban Green Space

Appendix 3 - Consultation Responses - internal and external consultees

| Stakeholder | Question/Comment | Response |
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| INTERNAL | | |
| Design | <p><u>Summary</u></p> <p>This proposed development is for a mixture of Purpose Built Student Housing (PBSA) and general needs affordable housing, with additional town centre commercial use at the ground floor main street frontage of the PBSA, as well as a new public pocket park and connections into the existing local street network. As such it has the potential to extend and reinforce the important metropolitan centre of Wood Green, with density, intensity of use, commercial activity and much needed housing suited for the town centre. It is anticipated that this will be the first of several major developments, some of which will be considerably taller and higher density than this, and is of an acceptable and appropriate height and density for its metropolitan centre location.</p> <p>Its height will drop down to more compatible heights to its existing neighbours in some directions, particularly to the south where it will adjoin the Noel Park Conservation Area, where its architectural character, proportions, materiality and detailing will share some of the richness and liveliness of this well regarded Victorian estate. The PBSA and town centre uses to the north of the site will be of a much more civic, urban character, and will mark the edge of the town centre with a greater step up in height, but is designed to be very elegantly proportioned, and of high quality materials characteristic of the emerging language of major developments in and around Wood Green. The quality of accommodation proposed for both students and general housing, is always good and often excellent.</p> <p>The project has been reviewed a number of times by the Council's Quality Review Panel (QRP), which eventually supported the proposals. A number</p> | Comments noted |

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| | <p>of concerns and suggestions of both the QRP and officers have been addressed successfully through the pre-application process, including subsequent to the final RP review. These include support for the height and massing, as well as concerns that have been comprehensively addressed on day and sunlight to proposed and existing neighbouring accommodation and spaces, as well as designs of entrances, circulation and materiality. As such, the proposals can be considered very well designed and promise to be a high quality scheme.</p> <p><u>Context, & Structure of the Application</u></p> <ol style="list-style-type: none"> 1. The site is located in the centre of the borough, on the edge of the Metropolitan Centre of Wood Green, which is the main town centre of the Borough and one of the most vibrant commercial centres in North London. It is a very short distance from Wood Green Underground Station. Lordship Lane is one of the main streets connecting Wood Green with Tottenham to the east, and the site is on the south side of the street. The site currently contains a large floorplate, single storey commercial building containing a Mecca Bingo entertainment business, fronting Lordship Lane, with large areas of surface parking to its west and south covering the rest of the site. 2. To its west, the site borders the side of Omnibus House, a fairly recent flatted block of six to eight storeys, containing a commercial gym on the ground floor, parking underneath and residential flats above. Windows and a small first floor podium garden face the site, with their mutual boundary running diagonally from Lordship Lane to Redvers Road, a smaller street to its west, so that the south-western corner of this application site also touches Redvers Road. A standard prefabricated substation in galvanised steel fencing also faces Redvers Road between this site and Omnibus House, which has a short ramp to its basement parking at its southern end, off Redvers Road. | |
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| | <p>3. The Western half of the southern boundary of the site is formed by Wellesley Road, a short cul-de-sac that ends with an entrance to the car park on this application site. The south side of Wellesley Road contains a terrace of recent, white rendered two and three storey town houses. Beyond the end of Wellesley Road, the site extends further south to the brick wall of back gardens to two storey terraced houses on Moselle Avenue to the south. This boundary is also the northern boundary of the Noel Park Estate, a late nineteenth century philanthropic dwellings company estate that is also a Conservation Area of the same name.</p> <p>4. To the east the site backs onto the back of the Vincent Square Estate, a 1950s council housing estate of one four storey and three three storey flatted blocks, the four storey block fronting Lordship Lane behind an attractively landscaped garden, The other three forming a quadrangle garden open to Vincent Road to its east, with an estate access road and residents parking running around, including along the boundary of the application site, which is separated by a tall brick wall. The site slopes from north (higher) to south, with the Lordship Lane frontage being about 2.9m higher than Wellesley Road.</p> <p>5. There are two and three storey Victorian and Edwardian terraced and semi-detached houses, with short front gardens, along the north side of Lordship Lane facing the site, but this is a busy street with heavy vehicular and pedestrian traffic, frequent buses including busy bus stops opposite the site, and rapidly becomes a retail fronted town centre street just west of Omnibus House, with the junction of Wood Green High Road, where Wood Green Tube Station is sited, just 180m to the west. West of Redvers Road, on the south side of Lordship Lane, The Vue Cinema site, which also contains several large retail, eating and drinking venues, faces a wide and very busy public plaza onto Wood Green High Road, but presenting a blank, inactive face to its other three sides, onto Lordship Lane, Redvers Road and to its</p> | |
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| | <p>south, Buller Road. Nevertheless, this site is also considered likely to be redeveloped in the short term (see para. 0 below).</p> <p>6. The large number of very frequent bus routes serving Wood Green include several terminating there, that generally turn around, and when required, park up, on Buller and Redvers Road, further contributing along with the blank frontages of the Vue Cinema block, to these parts of these streets having an alienating character to pedestrians. However, fairly recent houses on the south side of Buller Road and west side of Redvers Road south of Buller Road, similar to those on the south side of Wellesley Road, are more pedestrian friendly, and make a good potential connection from the site into the residential hinterland of the Noel Park Estate to the south. Noel Park itself is characterised by long terraces of two and three storey, red bricked houses in an attractive, Arts and Crafts influenced designs, characterised by striking gables and superbly detailed decorative brickwork.</p> <p>The wider context includes commercial buildings forming vibrant continuous retail frontage along Wood Green High Road, three to five storeys immediately west and south of Vue Cinema, rising to eight to ten storeys at The Mall. As the High Road rises to the north of the Lordship Lane,</p> <p>7. there is a cluster of seven to ten storey office buildings, along with a large bus depot. The wider context north of Lordship Lane includes streets of two and three storey terraced houses north of Lordship Lane, of a similar scale to Noel Park to the south, but less consistent, with occasional taller buildings. Along Lordship Lane a short distance to the east, sit the monumental, approximately six storey Wood Green Crown Court.</p> <p><u>Planning Policy Context</u></p> <p>8. The whole of the site forms the whole of a Site Allocation in both the adopted Site Allocations Development Plan Document (DPD; adopted July 2017), and the last draft Wood Green Area Action Plan DPD (AAP;</p> | |
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| | <p>preferred option consultation draft, February 2018). It is expected that the borough's new Local Plan will retain and further develop a stand-alone site allocation for this site; if this application had not come forward, most likely by updating the more recent AAP site allocation. Both are known as "Mecca Bingo" & are labelled SA9 in the Site Allocations DPD & WG SA6 in the Wood Green AAP.</p> <p>9. The adopted 2017 site allocation reads:</p> <p style="padding-left: 40px;"><i>Redevelopment of bingo hall for town centre uses with residential above.</i></p> <p>The AAP adds the words "<i>and employment uses</i>" between "<i>residential</i>" and "<i>above</i>".</p> <p>10. Site Requirements in the adopted allocation comprise; no buildings needing to be retained, the alignment of Wellesley Road extended, with townhouses on the southern side of the road, the culvert of the Moselle along the south edge of the site should be investigated, and potential deculverting facilitated, the site should preserve the setting of the adjoining Noel Park conservation area and its significance, and to have regard to the opportunity to deliver the objectives of the Thames River Basin Plan, in accordance with Regulation 17 of the Water Environment Regulations 2013. The draft AAP added requirements that Wellesley Road provide servicing access for the site, a mix of residential and employment above ground floor, new employment floorspace either Grade A office or co-working SME office.</p> <p>11. Development Guidelines include; heights in the south of the site should be respectful of the existing properties on Moselle Avenue, development should front onto Lordship Lane, with heights rising from east to west to match the buildings on either side, development should demonstrate no adverse impact on the adjacent residential properties, parking should be minimised on this site due to the excellent local public transport connections, potential for being part of a decentralised energy network, understand potential contamination. The draft AAP</p> | |
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| | <p>added guidance that the site is within an area considered to be generally less suitable for family housing.</p> <p>12. The only other policy context on the site itself are that it is included in the Wood Green Metropolitan Town Centre, Wood Green Growth Area, and Wood Green / Haringey Heartlands Potential Location Suitable for Tall Buildings (Development Management DPD policy DM6, adopted July 2017). However, these are significant planning designations, signalling a recognition that the site is one of several expected to be developed at greater height and density than its existing condition, as part of an expectation that considerable growth of both housing and employment can be accommodated in such sustainable locations with ready access to vibrant town centre facilities and excellent public transport connections. Nevertheless, the site is also crossed by one of Haringey's Locally Significant Views (policy DM5), View 19, Lordship Lane at Bruce Castle - - - > Alexandra Palace, that places a ceiling on possible height, to be determined by testing of the proposal in modelled views.</p> <p>However, bordering and nearby there are several others, including the Secondary Retail Frontage along Lordship Lane, ending at the eastern edge of the Vue Cinema site, the northern boundary of the Noel Park Conservation Area on the southern boundary of the site, which is also a designated Blue Ribbon due to the culverted River Moselle running under this boundary. The Vue Cinema Site is allocated in the draft Wood Green AAP but not in the adopted Site Allocations DPD, but this is indicative that plans have more recently come forward to consider its development for a more high-density town centre development. There are also development plans for the site allocations on the north-west corner of the Wood Green High Road / Lordship Lane / Station Road crossroads, likely to include one or more very tall (30 storeys+) building(s).</p> | |
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| | <p>13. This further indicates the changing character of this application site and its context, with the Metropolitan Town Centre, one of only a small number across London, expected to accommodate a significant part of London's housing and employment growth.</p> <p><u>Masterplan, Street Layout & Landscaping</u></p> <p>14. The proposals are to erect a large Purpose-Built Student Accommodation (PBSA) building on effectively, the northern half of the site, with town centre employment/commercial uses on the Lordship Lane ground floor frontage. It will be separated from Omnibus House by a new triangular public pocket park, that also provides a new public north-south route along the western front of the PBSA, where the main student's entrance will be. On the southern part of the site, Wellesley Road will be extended east, into the site, lined with new residential blocks on both sides, and connected to the north-south route through the park.</p> <p>15. The extended Wellesley Road and new north-south public path through the park will extend the public street network, providing welcome new linkages and a more pedestrian friendly walking route than the northern part of Redvers Road. This should ensure the residential part of the proposed development will be well integrated into the neighbouring residential hinterland, as well as having good access to the town centre ad public transport interchange. The good, well planed street links should also ensure that the new pocket park will be easily accessible to both the residential hinterland and town centre visitors, both of which, despite their many qualities, are both lacking in sufficient landscaped public space.</p> <p>16. Wellesley Road will terminate in a dead end, not continuing eastwards, where it would have to link into the currently private estate roads of the Vincent Square Estate if it were to be a through route. Instead, it terminates in a second small pocket landscaped space, incorporating space for vehicles to turn as well as clearly separated landscaped</p> | |
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| | <p>spaces for amenity and childrens play. Although in principle a through route would be preferable, it will only have a very short dead-end, beyond the link through the pocket park to Lordship Lane, and the intensity of landscaping with which it is designed should give it the character of a court rather than a street.</p> <p>17. The Pocket Park will be the greatest contribution the scheme makes to the public good, as well as filling a significant part of the need for breathing space, recreation, some play space, significant biodiversity and pleasure for the development.</p> <p>18. In addition to the pocket park, the residential streets to the south of the site are also to be lushly landscaped and designed to not just act as streets for access of both vehicles and pedestrians but also as amenity and playspace. These are carefully separated in a detailed landscape design that In further animation of the street and to increase privacy, ground floor flats and maisonettes of the flatted blocks and the terraced houses in the development will have short landscaped front gardens. In addition the townhouses will have private back gardens, backing onto private sides of the neighbouring housing and over the culverted Moselle, adding to amenity and connecting the intended biodiversity corridor along the culverted river, and the flatted blocks will have private communal podium gardens to their rears, providing a small breathing space and doorstep play.</p> <p>19. There is no requirement for the site to be masterplanned or to accommodate the needs of any neighbouring site, but the proposed street layout and public landscaping should provide a good integration of the development into its surroundings.</p> <p><u>Height, including Tall Buildings</u></p> <p>20. The proposals include an ambitious increase in height over the two and three storey neighbours to the immediate north, east and south. To the Lordship Lane frontage, the proposed PBSA block is of nine storeys, with a recessed tenth floor bulled in about 1.5m from the northern and</p> | |
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| | <p>western edge and considerably more from the eastern edge and north-eastern corner. The significant ground slope is mostly accommodated in the PBSA block, where the ground floor of the student entrance and amenities that occupy the middle of the block will have a ground floor level over 2m below the ground floor level of the commercial units on Lordship Lane, with two floors of residential and ancillary or service accommodation fitting into the same height as the high-ceilinged student amenity spaces.</p> <p>21. The two flatted residential blocks, Block B on the south side of the pocket park, and Block C south of the PBSA block, are of six storeys, with Block B stepping down to five storeys at its western end at the corner of Wellesley Road with Redvers Road. In Block C the top floor is slightly set back and then pitches further back, save for three slightly projecting gabled bays on the Wellesley Road elevation. The two remaining residential blocks, at the western end and southern side of Wellesley Road, are three storey town houses.</p> <p>22. The town houses match the height of the existing town houses on Wellesley Road and of the flats in Vincent Square to the east, whilst being a very modest single-storey increase over the two storey terrace that backs onto their southern boundary. This is a wholly acceptable, very cautious height, reflecting more that three-storeys being the preferred maximum for single family dwellings. However, as the part of the proposed development closest to existing neighbouring houses with private back gardens, including those in the Conservation Area, it is good that their height relationship is so compatible to cause no concerns.</p> <p>23. The flatted blocks, B and C, approximately match the height of the lower southern end of Omnibus Court, again a highly compatible relationship. They will represent a considerable height increase over the three storey terraced town houses across Wellesley Road. They will therefore represent a confident step up in height, with the street marking the boundary between the edge of the higher density town</p> | |
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| | <p>centre of Wood Green and the lower rise residential hinterland to the south and east. In terms of amenity impacts this is aided by the taller flats here being to the north of the lower houses, and being street facing elevations holding fewer privacy concerns than rear garden elevations would. At six storeys, the flatted blocks would not be considered <i>tall buildings</i>, but <i>mid-rise</i>, or <i>mansion blocks</i>.</p> <p>24. The PBSA block is either just below or just above the Haringey Local Plan adopted definition of a <i>tall building</i>, depending on whether it is considered to be of nine or ten storeys (both could be argued), but more recent government guidance requires that the definition of tall buildings be set at over six storeys. It also meets the Haringey definition of a tall building by being a significant step up in height from its immediate neighbours. Nevertheless, it is within an area recognised as suitable for tall buildings within Haringey's adopted Local Plan, and Haringey officers are satisfied that the height proposed is justified and has demonstrated compliance with the criteria for tall buildings in the council's adopted Local Plan, as explained in detail in the paragraph 26.</p> <p>25. It should also be noted that the eastern side of the PBSA block drops a floor at each corner (to eight storeys) and a further floor for the longer length of its middle (to seven storeys), in a gesture towards transition to the lower height of the existing Vincent Square to the east and the six storey proposed Block C to the south, and the very subsidiary character of this façade, being onto a footpath and private estate access road.</p> <p>26. Considering each criterion from Haringey's tall building policy is set in SP11 of our Strategic Policies DPD (adopted 2013 (with alterations 2017) and DM6 of our Development Management DPD (adopted 2017), skipping the 3rd & 4th bullets from the Strategic Policies, that reference the other document and the document used in preparing DM6:</p> <p>The site is within the areas of the draft Wood Green AAP, which supports the principle of taller buildings in this location. The draft AAP, which has</p> | |
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| | <p>undergone two rounds of public consultation and is being incorporated into Haringey's emerging new Local Plan (expected to be consulted on later this year), recognises the key crossroads of Wood Green High Road with Lordship Lane / Station Road as one of four suitable locations for a cluster of tall buildings, with the large cluster of allocated sites on the north-west corner, which are outside of protected view corridors and large enough to establish their own context, suited to one to three tall buildings of no height limit. It then considers the rest of that cluster of sites, to the north and west, and the smaller cluster of sites on the south-eastern corner of the crossroads comprising the Vue Cinema site and this application site, being suitable for gradually less tall development, diminishing to six to ten storeys as typical of <i>mansion blocks</i> rather than <i>point blocks</i>. The nine to ten storey PBSA block in this development can be considered to comply with that strategic vision;</p> <ul style="list-style-type: none"> • The council prepared a borough-wide Urban Characterisation Study in 2016, which supported tall buildings in this location, as part of and originating the four-cluster model of tall building clusters across Wood Green; • High quality design especially of public realm is promised in these proposals, including the streetscape and most importantly the pocket park. Heritage assets and their settings are covered by the Conservation Officer's comments; • This proposed PBSA block will be capable of being considered "Landmarks" by being wayfinders or markers within the masterplan, marking the station and closing vistas of the east-west streets, the main north-south street, marking the new development with its new park from the south, west and east, and marking White Hart Lane station from the north; • They should also be capable of being considered a "Landmark" within the local context of views along Lordship Lane east and west and from its immediate context on Wellesley and Redvers | |
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| | <p>Roads just to the south, marking the edge of the town centre. This design officer also considers the design of the proposed PBSA building can be considered elegant, well proportioned and visually interesting when viewed from any direction;</p> <ul style="list-style-type: none"> • Consideration of impact on ecology and microclimate encompasses daylight, sunlight and wind, examined in detail below. Impact on ecology could also include impact on the flight of birds and other flying creatures, but this is only likely to be relevant adjacent to open countryside, a large open space or open waterway, which is not the case with this site; • The proposed taller PBSA building is not and will not in future be close enough to any other tall or taller buildings, such that it is unlikely to ever form such a tight cluster that they would visually coalesce. <p><u>Form, Elevational Composition and Materiality</u></p> <p>27. The architectural design of the proposals can be considered appropriate and well composed, in form, elevational composition and materiality. In form, the PBSA block will have a civic, urban character, as a monumental, rectilinear, courtyard block of rhythmic, gridded facades expressed base, middle and top, chamfered corners, and clarity of expression of front and back. The large faceted north-western corner expresses the primacy of this corner, forming the junction of the primary street of Lordship Lane with the new north-south connecting path through the new pocket park, and entrances are located and clearly indicated in the architecture on the north (commercial units) and western (student housing) facades, with pretty much the whole of the ground floor being lofty, predominantly glazed and animated shopfront design.</p> <p>28. The eastern side of the PBSA block is treated as a very subsidiary façade, with one and two fewer floors, a somewhat quieter grid, a less active base, albeit still animated with doors to some of the larger duplex</p> | |
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| | <p>student flats, and a door and generous glazing onto the back of the student communal amenity complex, but will not be considered a formal access, and the facet at the north-eastern corner of the block will be much smaller than that at the north-western corner, expressing its lesser significance. But this “civic” form and elevational composition is considered to relate to other recent higher density developments in the “Heartlands” area of Wood Green and to be eminently suited to future higher density developments the Council would wish to see in the centre.</p> <p>29. The central courtyard of the PBSA block forms the next-most-significant formal space of the PBSA Block, with the tiered courtyard forming a wide, spacious central podium garden with a smaller ground floor light-well at its centre. Elevations to the podium are simple grids of windows, with the emphasis placed wholly on the landscape. Similarly, the southern side of the PBSA block is treated as a rear, onto a utilitarian private courtyard, not expected to be seen from anywhere within the public realm. The block form, whilst describable simplistically as a courtyard block, is inflected at its southern end, with the centre of that side of the block recessed behind a small podium, that meshes with the C-block plan form of the flatted Block C to form a private inner block podium courtyard.</p> <p>30. Proposed materials for the main outer facades of the PBSA Block (west, north & east) comprise a simple palette of a main red brick for most of the elevations, a contrasting white brick used for the base, details around special feature windows, cills generally, and emphasised upper (second-top) floor, and a “muted gold” metal to windows and doors, spandrels and other panels and most of the set-back top-most floor. The red brick contrasting with white features references many buildings along Lordship Lane with white rendered or painted stone cills, lintels, door surrounds and bay windows, as well as the architects preferred contemporary references for rhythm and scale.</p> | |
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| | <p>31. Block C itself completes the urban block with the PBSA Block, and as such can be said to follow its urban form, in contrast with the other residential blocks; Block B, between the pocket park and streets to its south and west being more a free-standing object or pavilion type of block, and the terraced houses, grouped as Block D in the applicants descriptions, following the terraced houses forms of much of their existing surroundings. At the same time, the three residential blocks share an architectural language of elevational composition, related more to referencing the heritage context of the neighbouring Noel Park Estate, setting up a dialogue of contrast with the PBSA Block and other buildings within Wood Green Town Centre.</p> <p>32. The common language of the elevational composition of the flatted blocks and town houses uses predominantly bricks, in two contrasting but complementary red colours, with a variety of different decorative treatments to support and enliven the design and modelling of the blocks. These materials and this proportioning and decoration, specifically reference the houses of the neighbouring Noel Park Estate, a notable and very attractive Victorian philanthropic dwellings company estate that is also designated a Conservation Area. Window proportions, treatment of the bases of buildings with rustication and darker bricks, chevron and diagonal patterns in parapets and gables, including use of green glazed bricks all echo specific features and general character traits of the neighbouring historic estate and increase the proposed development's compatibility with and appeal to its existing neighbour's character.</p> <p><u>Residential Quality (Aspect, Daylight, and Sunlight)</u></p> <p>33. The quality of accommodation within the Purpose Built Student Accommodation (PBSA) is demonstrated by the applicants to be comparable with the best recent PBSA build elsewhere in London, providing small, but spacious enough private student rooms, Shared communal indoor amenity facilities are concentrated on the ground floor and comprise an impressive and reasonably generous suite of</p> | |
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| | <p>fitness and leisure facilities, comparable with other good quality purpose built student housing built recently. The applicants have demonstrated that it is not practical to respond to Haringey's Quality Review Panel (QRP) request that</p> <p>34. The quality of accommodation of the proposed residential blocks and houses is evidently high. As is to be routinely expected, all room and flat sizes meet or exceed statutory minima and are provided with plentiful private external amenity space. Ground floor flats have their own front doors off small front gardens providing defensible space and privacy to ground floor windows. It will be important, though, that the residential quality of the proposed flats, maisonettes, houses, streets, and spaces are protected in implementation, preferably by retaining the current architects and landscape architects.</p> <p>35. The applicants provided Daylight and Sunlight Reports on levels within their development and the effect of their proposals on relevant neighbouring buildings, prepared broadly in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd Edition, Littlefair, 2022), known as "The BRE Guide".</p> <p>36. The assessment methodology for the proposed development is convincing, but that on existing residential neighbours take an unusual line of comparing daylight levels achieved to those considered acceptable in the neighbouring Omnibus House development. This was approved on appeal (APP/YS420/A/OS/1182583 [not found on the Planning Inspectorate web site!], 1188340 [also not found!] & 1198147 [also not found!]) at which the inspector for that appeal allowed much lower daylight levels, considering it's (and this application site's) town centre location and primary objective of maximising housing density, can be considered an example of the special circumstances noted in the BRE Guide as a reason to be flexible in application of its standards.</p> | |
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| | <p>37. The BRE Guide recommends a 27% Vertical Sky Component (VSC) as the standard for a window providing good daylight, but states that it is written with low density, suburban patterns of development in mind, and in the case of higher density developments in more urban locations, its standards should not be slavishly applied. The Mayor of London's Housing SPG acknowledges VSC values in excess of 20% are considered as reasonably good, and that VSC values in the mid-teens (i.e.15%+) are deemed acceptable; paragraph 2.3.29 of the GLA Housing SPD supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. The applicants cite the daylight levels achieved on the lower floors of the west side of Omnibus House (facing the Vue Cinema) of 10%+ (not their windows onto recessed balconies, which are lower), and describe VSCs of 5 – 15% as "low daylight levels commensurate with an urban locale". Through their report's subsequent assessment of their impact on neighbours, their assessment of results is placed in context with those low levels commensurate with an urban locale at Omnibus House.</p> <p>38. Their assessment finds that most of the proposed general needs housing and a reasonable amount of the student housing can achieve good levels of daylight and sunlight to most floors, but that it will be more difficult to achieve in many of the lower floors of the student housing. Daylight assessment for the student housing show that 62% of the 658 rooms would receive at least the levels of daylight recommended in the BRE Guide for living-dining-kitchens (200lux Median Daylight Illuminance or MDI, or 150lux for living rooms or studios), with a further 87 meeting the standard for bedrooms (100lux), which in the past has been the standard accepted for all student housing, given the availability of other, well-lit communal amenity rooms and spaces, meaning 75% meet that standard. 51% would receive the BRE recommended sunlight (1.5 hours at the spring or autumn equinox). The majority of the rooms not meeting the daylight and/or sunlight targets are in the courtyard, where window sizes are</p> | |
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| | <p>maximised, and this can be considered a reasonable level of daylight and sunlight to the student housing.</p> <p>39. As for the general needs housing, 54% of the habitable rooms (60% of living rooms) in the flats in Blocks B and C meet the BRE Guide standard for their room type (200lux for living-dining-kitchens, 150lux for living rooms, 100lux for bedrooms), whilst a further 11 living-dining-kitchens would meet the standard for living rooms. Many of the rooms that do not meet the standard have balconies or access decks above their windows, which reduce daylight but provide access and dual aspect with cross ventilation, or, more advantageously to residents, private outdoor amenity space. These can be considered reasonably good results given the urban setting. For sunlight, 61 of 70 relevant rooms (87%) achieve the recommended levels, a very good result, and the townhouses in Block D achieve excellent results for both day and sun light, 80% getting sufficient daylight (the majority that do not being kitchens), and all relevant rooms receiving enough sunlight.</p> <p>40. For open spaces within the development, their assessment finds that the fully publicly accessible Pocket Park and the amenity spaces within and off the residential street (extending Wellesley Road) between Blocks C & D would all receive plentiful sunlight. The more internal spaces within the courtyard of the purpose-built student housing and the podium communal private gardens to Blocks B and C do not receive sufficient sunlight, although the podium to Block B does receive a fair amount of sunlight and all will receive a little, at least at selected times of the summer. Given that all residents will have the option of access to sunny outdoor amenity space or a more private but less sunny space, and the urban character of the location, this can be considered good.</p> <p>41. The assessment on neighbours finds a range of effects, with most existing residential neighbours not being adversely affected or only to a minor degree, but some close neighbours being significantly affected. Daylight is assessed for 595 windows serving 310 rooms in 49</p> | |
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| | <p>surrounding residential properties, a good and comprehensive range of potentially affected neighbouring dwellings. The most dramatically affected are the ground floor windows of 692 – 702 Lordship Lane, the ground & some 1st floor windows of 3-13 Wellesley Road, all the west facing windows of 17 – 22 Vincent Square and several windows on the east side of Omnibus House. These all directly face and are in close proximity to this proposed development, and would see VSC reduced down to, but never below the applicants self-defined “daylight levels commensurate with an urban locale” (i.e. 5-15%).</p> <p>42. Nevertheless, many of these windows would receive higher daylight, and many, including all those on Lordship Lane, Wellesley Road and in Vincent Square are onto rooms in dual aspect dwellings who’s other aspect will be unaffected by this proposed development. It is also worth noting that, at present, most of the neighbours benefit from the site being unusually under developed, with a low rise warehouse style Mecca Bingo building and extensive surface car parking on the site at present, whilst the proposed development will present a much more attractive outlook to them, especially to the flats in Omnibus House, that will look onto the new pocket park. Other neighbouring houses and flats, including those on Moselle Avenue backing onto the site, those on Redvers Road facing the site and the majority of the flats in Vincent Square, will retain good levels of daylight.</p> <p>43. In contrast to the mixed results on daylight to neighbours, the proposals are found to have virtually no detrimental effect on sunlight to relevant habitable rooms in neighbouring existing development, in accordance with the BRE Guide. Many existing neighbours are south of the development, and therefore unaffected, or like the houses on the north side of Lordship Lane have bay windows which give them angled views retaining the sun. Some windows defined as relevant in the BRE Guide, in Omnibus House and Vincent Square, would receive a noticeable detrimental loss of sunlight, but these are all within recessed balconies and are in rooms well sun lit by other windows.</p> | |
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| | <p>44. The proposals would also not have a detrimental effect on any neighbouring existing amenity spaces. The centra square in the Vincent Square estate and the podium garden in Omnibus House would only lose a very small amount of sunlight, whilst the rooftop terrace to Omnibus House and the communal garden behind the Wellesley Road houses would see no loss of sunlight.</p> <p>45. Overall, although there would be some significant losses of daylight to some windows in some neighbouring existing dwellings, there are mitigating factors in the affected dwellings either having dual aspect with other unaffected rooms, or a much improved outlook, as well as retaining good access to sunlight in both rooms and outdoor spaces. This is notwithstanding the strong argument that the site is currently significantly under-developed for a highly urban site in a metropolitan centre planned for significant growth and greater density, as well as the applicants more tendentious argument, with still has some merit, that the Omnibus House development itself was permitted with worse sun and daylight.</p> | |
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| Stakeholder | Questions/Comment | Response |
| Conservation | <p>Site</p> <p>The development site fronting Lordship Lane to the north is occupied by a large single storey Bingo Hall with a large open air car park and is framed respectively by the Vincent Square residential estate to the east, and by Omnibus House, a seven- to- nine storey building consisting of residential units with a ground floor gym to the west. To the south, the development site borders with the three-storey white-rendered town houses on Wellesley Road and with Noel Park Conservation Area here characterised by the rear gardens of the two storey properties fronting Moselle Avenue.</p> <p>Noel Park Conservation Area is a late Victorian Philanthropic housing estate with five main dwelling types of varying sizes. The estate is laid out in a grid pattern, with long straight streets creating formal, well-ordered, and uniform streetscapes with good legibility. Each terrace in this Conservation Area is</p> | Comments noted |

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| | <p>different, with distinctive variations in architectural detailing: some with rounded porches, some with sloped, tiled porches; some with round attic windows and some with double fronted windows.</p> <p>The terraces are brought together with commonalities such as the layout of the streets, corner features such as turrets, and the extensive use of red brick which forms the overall backdrop.</p> <p>Noel Park is harmoniously cohesive in character and architecturally varied by virtue of the quality and architectural features of the buildings, the harmony in design across different streets, the consistency in layout and streetscapes, and the coherence and legibility of the estate. Gladstone Avenue is the central street and one of the two main thoroughfares in the estate, has junctions with the busy Wood Green High Road and its townscape is strongly defined to the west by two local landmarks such as grade II listed St Marks Church and the neighbouring Primary School. Gladstone Avenue also hosts the largest type of house but there are also several terraces of Tyneside flats with a smaller unit size. The scale and detailing of the buildings here, as well as the width of the road, set it apart from other streets within the estate.</p> <p>Moselle Avenue is a well-designed residential street running to the north of Gladstone Avenue and is enclosed by long sections of unbroken red and yellow brick houses and end-of terraces feature interesting turrets and corner buildings between junctions. Views across the main avenues as well as views through to rear elevations greatly contribute to read the designed quality and character of the Conservation Area and new development in its setting should be sensitively designed and tested so to retain the historic townscape in the views across , into and out of the conservation area and to protect its special character.</p> <p>Proposal</p> <p>It is proposed to demolish the existing Bingo Hall and redevelop the site with buildings 3-9 storeys high so to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial</p> | |
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| | <p>floorspace complemented by a new public pocket park and connections into the existing local street network.</p> <p>Comments</p> <p>As stressed in the conservation officer's comments, it is important to consider that the proposed scheme forms part of the progressive redevelopment and reinforcement of Wood Green metropolitan centre that sees an emerging urban scenario of taller and higher density new major developments as envisioned in both the current and draft new Local Plan. Within this evolving urban context, it is accepted that the proposed height and density for the new development at 707-725 Lordship Lane are acceptable and appropriate for the metropolitan centre location of the site.</p> <p>The proposed scheme includes a 9 storeys Purpose Built Student Accommodation building – building A – located along the busy Lordship lane frontage and crowned with a recessed tenth floor; as stressed in the conservation officers comments, this building will have a civic urban character, and will mark the edge of the town center by virtue of its height, elegant proportions and high quality materials that will reflect the contemporary character, emerging language of major developments in and around Wood Green. The new building certainly constitutes a jump in scale when compared to the surviving Victorian and Edwardian terraces fronting the north side of Lordship lane or the Victorian houses that characterise the Noel Park Conservation Area to the south of the development site, but it is perfectly aligned with the council vision for the Wood Green Town Centre and it is understood that this design will help to define and consolidate the civic character of the town centre.</p> <p>To the immediate west of Building A, the PBSA building, the design proposal includes an elongated pocket park forming part of the carefully designed landscape that complements the proposed scheme; this landscape design helps defining the north-western corner of the site as well as complementing the new north-south connecting path through the new development and leading to the 5-6 storeys residential buildings B and C, as well as to the three storey town houses – buildings D and E, which are located to the south end of the development site and to the west of Wellesley Road.</p> | |
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| | <p>The design of the proposed scheme has been informed by a thorough analysis of its heritage context, by a comprehensive pre-app discussion with officers and by reviews from the Council's Quality Review Panel (QRP) that supports the proposed design.</p> <p>The height and massing of the scheme have been progressively explored and refined to respond to the diverse character of the immediate surrounding of the development site that spans from the busy and tall town centre frontage along Lordship lane to the two storey Victorian terraces of the Conservation Area and accordingly expresses a mediating design response that successfully attempts to reconcile the contemporary, tall and densely built environment envisioned for the town centre and the small scale, historic environment of the Conservation Area. Accordingly, the proposed scheme very sensitively drops down in height to the south where it adjoins the historic townscape of the Noel Park Conservation Area and where the proposed new town houses – buildings D and E - reference the established proportions, forms, and materials of the conservation area.</p> <p>The proposed height, massing, architectural design, and landscape design stem out of a thorough understanding of both the constraints and opportunities offered by the site, an equally thorough understanding of its urban and heritage setting, and, on this basis, the proposed scheme provides a bespoke and heritage-sensitive design response aimed at reinforcing the urban character of Wood Green whilst respecting the heritage character of the Noel Park Conservation Area. The design stages through which the submitted scheme has been informedly and carefully developed have been consistently underpinned by an ongoing assessment of heritage and visual impact that has allowed to understand how the evolving design choices would impact on the appreciation of the consistent historic character of the well-preserved Noel Park Conservation Area which is the heritage asset most directly impacted by the proposed development. The comprehensive HTVIA supporting the submitted application considers the impact of the proposed development on the significance of those heritage assets surrounding the proposed scheme within a radius of 250 m . These include Noel Park Conservation Area, Trinity Gardens Conservation</p> | |
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| | <p>Area, the grade II*Top Rank Club, the grade II listed Wood Green Underground Station , the grade II Church of St Mark, the locally listed 203 High Road (The Nag's Head Public House)and the locally listed 22 Pellatt Grove. The submitted Heritage Assessment thoroughly articulates the heritage significance, character and appearance of each heritage asset considered, then expands on the contribution of its setting to the heritage significance of each asset and provides an assessment of the effect of the proposed development on the significance of the heritage asset.</p> <p>In relation to the impact on the Noel Park Conservation Area, the HTVIA analyses those key views across the conservation area as seen along Gladstone Avenue, Vincent Road, and Moselle Avenue; these views allow to appreciate the historic character and townscape quality of the area including its landmark buildings such as the listed St Mark's Church. Several relevant views were identified and assessed throughout the design development at pre-application stage, and the ongoing assessment of impact informed the design development that has led to design choices that minimise impact on the significance of heritage assets and on the views of the heritage assets. The HTVIA shows in view 4 that the proposed development will tower above the intact historic roofline of the terraces located along Gladstone Avenue as seen in views taken from Russell Avenue / Lymington Avenue. Also, as shown in view 6, the new development will infill the existing visual gap between the existing corner houses framing the junction between Gladstone Avenue and Moselle Avenue as seen from Gladstone Avenue and this will weaken the visual primacy of the historic houses and the full legibility of their historic skyline.</p> <p>The proposed assessment of the effect of the proposed development on the significance of heritage assets is well articulated, clear and largely convincing at the outset, but it is deemed that the proposed development would have a modest yet negative impact on the character and appearance of the conservation area, and this would lead to a low level of less than substantial harm that would need to be weighed against the public benefits of the proposal as required by paragraph 208 of the NPPF.</p> | |
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| | <p>It is however acknowledged that that the scheme is well designed and of high architectural quality, it provides a positive design response to its diverse setting and to the mixed urban grain of the area and will deliver a number of public benefits including the enhancement of the townscape, landscape, and public realm along Lordship lane and will contribute to define the character of the Wood Green town centre according to the Council's vision and policies. On balance, the proposed scheme is supported from the heritage conservation stance.</p> | |
| Transport | <p>Description</p> <p>An application has been received seeking planning permission to demolish the existing building and redevelop the site to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial space (Use Class E) within building which are between 3-7 storeys high. The site is currently occupied by the Mecca Bingo including the associated car parking .</p> <p>The development includes 796 sqm of commercial space and is expected to employ 14 staff, their working patterns are not known. The development proposal will include car parking including 2 student and 8 residential disabled parking spaces; the space currently don't include electric charging point. The applicant is proposing to provide 446 long-stay cycle parking space for the student element of the proposal and , 158 long-stay cycle parking spaces for the residential element of the development proposal; no cycle parking spaces are currently proposed for the commercial element of the development proposal. The site will have a total of 28 short-stay cycle parking spaces.</p> <p>The development proposal is bounded by Lordship Lane and Wellesley Road which are both adopted highways. The site is located within both the Wood Green Inner and Outer CPZs with parking restrictions Monday to Sunday 08:00 – 22:00 and Monday to Saturday 08:00 – 18:30. The proposal site has a PTAL rating ranges of 6a indicating that its access to public transport is excellent when compared to London as a whole suggesting that there are opportunities for trips to be made to and from the site by public transport. The</p> | <p>Observations have been taken into account. The Recommended legal agreement clauses and conditions will be included in line with the planning obligations SPD.</p> |

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| | <p>development is located near to Wood Green Town Centre, which gives it convenient access to shops, services, and transport links. Wood Green Underground Station itself is only around a 3-minute walk from the site. Furthermore, Alexandra Palace Rail Station is only a 15-minute walk, 6-minute bike ride and a 10-minute bus ride.</p> <p>Unit mix Proposed:</p> <p>623 rooms (student accommodation)</p> <p>77 residential units (affordable homes)</p> <p>796 sqm Commercial floorspace (Class E flexible)</p> <p>The issues considered a part of our review of this planning application were as follows: trip generation, impact of the trips on the public transport network such as: walking routes (footways widths accessibility and accidents) increase in cycling numbers an impact on the network, impact on buses, underground, rail, impact on parking demand and residual parking displacement, impact of the proposal on the highways network due to changes proposed to the layout and alignment of the existing highways network and impact on the network resulting from construction traffic during the construction phase of the development proposal.</p> <p>Trip generation</p> <p>In considering the tip generation we need to consider the use of the existing site and what is the net trips generated by the development proposal:</p> <p>The existing site will generate a total of 2099 two-way trips between the hours of 9am and 11pm the majority of the trips generated by the site are by car/car drive and accounts for 41% of all trip to and from the site with walking accounting the second largest mode of transport use to travel to and from the site. Most of the current trips take place outside the current network peak periods (8-9am and 5-6pm)</p> <p>The development proposal will generate a total of 1651 two-way trips over the day, via walking, cycling and public transport, the transport assessment has not forecasted car-passenger trips, whilst we accept that this development proposal will have a very low car parking provision which will restrict the number of trips by car driver this does not restrict trips as car passenger such as taxies in particular Ubers and other car hire operators.</p> | |
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| | <p>Hence reducing the car mode share to zero is not supported. However, given the existing high car mode share it is accepted that the development proposal will result in a reduction in the number of car trips to and from the site however the current forecast of a -863 reduction is not supported.</p> <p>The proposed two-way trip generation for the proposed development is as follows:</p> <ul style="list-style-type: none"> • Student accommodation: walking 486, cycling 21, and public transport 393. • Residential use: walking 197, cycling 13, and public transport 203. • Commercial use: walking 1204, cycling 15, and public transport 432. <p>The largest mode share of trips are by walking, with the commercial element being the biggest contributor towards this. As part of our assessment we are assessing the walking routes surrounding the site to ascertain if there are any improvements required to the surrounding walking environment. This will be key in achieving the required mode share as this will be the main means of travel to and from the site.</p> <p>We have considered that the number of trips forecasted by cycling is very low considering the nature of the development proposal (student accommodation) combined with the high percentage of cycle parking provision and the council's recently launched Dockless Bike scheme. We have considered that this percentage will be much larger. The TA and travel Plan should allow for a minimum of 10% mode share for cycling. The uptake in active travel will be a key target for any future travel plan especially for students.</p> <p>The development proposal will change the nature of the trips generated by mode share, and the distribution of the trips over the day, with more trips generated by the development in the network peak operational hours. There will be a reduction in the numbers of car driver trips generated by the development and an increase in the number of trips by more sustainable modes of transport, given the location of the site and the access to the larger</p> | |
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| | <p>transport network in Wood Green and Alexandra Palace, we have considered that the development proposal will not significantly impact on the bus, rail and underground network.</p> <p>Car Parking</p> <p>Planning policy requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 13 x 1-bedroom, 38 x 2-bedroom, 10 x 3-bedroom, and 7 x 5-bedroom dwellings with a PTAL ranking of 6a. Maximum parking standards apply which limits the number of car parking spaces that can be provided for a development of this nature which has a high PTAL. Given the high PTAL of the site 6a the development proposal will be designated as a car-free development. This is further supported by Haringey Development Management DPD, Policy DM32 which states the council will support proposal for new developments with limited or no on-site parking, where:</p> <ul style="list-style-type: none"> • 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 wheelchair accessible units <p>The published London Plan 2021 T6.1 Residential Parking states 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</p> | |
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| | <p>person's parking space per dwelling in future upon request as soon as the existing provision is insufficient.</p> <p>As part of our ongoing effort to ensure that this policy can be complied with LBH Transport Planning would require that, the applicant demonstrate from the outset that the full 10% of wheel chair accessible space can provided from the onset. The applicant has demonstrated that the development proposal will be able to provide the required number 8 accessible parking spaces. All accessible bays associated with the development must be for resident use only, leased rather than sold, and be designated according to the design guidance BS8300vol.1.</p> <p>In relation to the student element of the development proposal LBH Transport Planning acknowledges that there is no specific requirement within the Published London Plan 2021 for the provision of disabled bays for student accommodation. Nonetheless, the published London Plan 2021 Policy T6 Car parking 10.6.5 states that <i>'where no standard is given, the level of parking should be determined on a case-by-case basis taking into account of Policy T6 Car Parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity'</i>.</p> <p>This policy will be utilised because no guidelines are specifically given to student accommodation within the London Plan 2021. This policy states that car free development should be a starting point for all proposals in places that are or planned in locations which are well connected to public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').</p> <p>Considering the above policies and the sites car free nature, the provision of 1 accessible car parking bay for the student element of the development is in accordance with adopted policy.</p> | |
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| | <p>The site would include a commercial unit, which use has not been identified as of yet during the application stage. To be in accordance with the published London Plan 2021 Policy T6.5 Non-residential disabled person parking, which states that '<i>all proposals should include an appropriate amount of Blue Badge parking, providing at least one space even if no general parking is provided</i>'. because the development would provide 1 commercial disabled parking bay it is in accordance with this policy.</p> <p>The proposal includes the additional provision of 4 disabled bays on Wellesley Road which is an adopted road. This matter would include highways work being required to be carried out to allow for this to be effective including the widening of Wellesley Road via a dedication of land from the applicant's site via a S.38 agreement. The changes to the highway's layout would also include the provision of a new footway with a width of 1.5m, this will be sufficient to allow for two-way movement of pedestrians.</p> <p>To secure these and other highways works the applicant will be require to enter into a S.38/ S278 agreements with all associated costs required to be paid by the applicant.</p> <p>Should the development be granted planning permission then LBH Transport Planning will require the developer/applicant to pay £4000 towards having the Traffic Management Order (TMO) amended which will prohibit both students and residents from acquiring a parking permit within the local CPZs. This will be secured via way of a S.106 obligation.</p> <p>Future parking demands</p> <p>The Transport Assessment states that both the residential and student components of the development will not produce any extra car trips or demand, as both will be limited from gaining a parking permit. This would be further supported through the implementation of a 'no car' clause into the license agreement for every resident and student, which would stipulate that they would be unable to keep a car within 2 miles of the site. The only</p> | |
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| | <p>exception to this rule would be for those needing a disabled bay. It is further believed that because of the site excellent access to public transport and surrounding active travel infrastructure that no new parking demand will be created. However, LBH Transport Planning does not believe that the 2-mile parking rule would be effective from controlling car ownership as it would be impossible for them to enforce such a rule. Additionally, the abundance of both good transport and active travel benefits does not always collate to null car trips from new developments.</p> <p>A parking stress survey was provided, the survey covers both 200m and 500m distances from the site, utilised car lengths of 5.5m for parking spaces and was conducted at night over two days. The combined results for the 200m survey showed parking stress to be at 104%, this was a reflection of there being a slight excess in on-street parking. The 500m survey days combined showed parking stress to be at 88%. In all, this shows that the road network does not have sufficient on-street capacity to absorb new demand especially within 200m of the proposal site. Furthermore, the 500m demonstrated that the wider area is starting to reach a high level of parking stress and should be a concern if the development is to produce any.</p> <p>We will therefore be seeking a contribution of £20,000 towards the feasibility, design and consultation of traffic management measures to restrict parking in the area surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ. This is to mitigate against any potential displacement in parking demand resulting from the scheme.</p> <p>Electric vehicle charging</p> <p>The submitted Transport Assessment does not make any mention of electric vehicle charging points being provided for any of the on-site disabled bays. The development would see the provision of 8 residential disabled bays, though as previously mentioned no electric vehicle charging points would be provided. To be in line with the published London Plan 2021 policy</p> | |
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| | <p>requirements, which are 20% active and passive for the rest the development will need provide 2 active electric charging points and rest passive for this development. This to be in accordance the published London Plan 2021 Policy T6.1 Residential Parking which requires that <i>'20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'</i>.</p> <p>For the other uses of the development disabled car parking would be provided, nothing has been presented on how they would be supported through electric vehicle charging points. The published London Plan 2021 does not contain any specific guidance on the provision of electric charging points for student accommodation. Although, Haringey Council's Development Management DPD, Chapter 5 Transport & Parking 5.5 states that <i>'the Council also supports the provision of electric charging points in new developments with the aim of encouraging greater use of electric vehicles'</i>. Therefore, the Highway Authority would request that full provision of an active charging point is provided from onset for the disabled parking space to maximise the support of electric vehicle travel to/from site in the future. Both issues can be addressed by way of a planning condition.</p> <p>Cycle Parking</p> <p>The proposed development total cycle parking provision for all Use Classes was assessed against the London Plan 2021 Policy T5 Cycle parking standards for compliance. Policy T5 Cycle requires that developments <i>'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards'</i>. The requirement for student cycle parking is 0.75 spaces per bedroom for long-stay and 1 space per 40 bedrooms for short-stay. Residential is 1 space per 1 bedroom dwelling, 1.5 spaces 2-person 1 bedroom, 2 spaces per all other dwellings long-stay, and short-stay 5 to 40 dwellings: 2 spaces and thereafter 1 space per 40 dwellings.</p> <p>For A2-A5 Use Class cycle parking standards for the commercial element of the development was assessed using the worst-case scenario which could</p> | |
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| | <p>see a higher number of cycle parking required for: cafes, restaurants, and drinking establishments. The long-stay cycle parking required for these uses would be 1 space per 175 sqm and 1 space per 20 sqm for short-stay. A high level of cycle parking is proposed for the commercial short-stay as Wood Green has been identified within the London Plan 2021 Policy T5 Cycle as an area where a higher level of cycle parking should be provided and minimum cycle parking standard applies.</p> <p>Proposed: Student: 466 long-stay Residential: 158 long-stay Commercial: 0 long-stay Short-stay: 28 Required: Student: 467 long-stay 16 short-stay Residential: 139 long-stay 3 short-stay Commercial: 5 long-stay 40 short-stay</p> <p>Overall, from examining the Transport Assessment and submitted plans the development the applicant will be required to provide additional short-stay cycle parking for the student element of the proposal. The Current provision is 28 short-stay cycle parking spaces. However, this will need to be increased by a further 31 spaces to be in accordance with the published London Plan 2021 T5 Cycle standards for all Use Classes. LBH Transport Planning does welcome a higher-level cycle parking being provided for the residential dwellings, the additional short-stay cycle parking and commercial long-stay cycle parking acne be secured by way of a planning condition.</p> <p>The location of the sites total cycle parking has been given within a proposed cycle and car parking plan. Long-stay cycle parking will be distributed across 3 buildings labelled A, B, and C, these buildings would house students and residents. The stores will utilise two-tier racks for bikes to be parked on.</p> | |
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| | <p>These locations can be accessed internally and externally of the buildings. With regards to short-stay cycle parking they will be positioned across 5 locations, with four being adjacent to the main access/service road for the development. A fifth would be found near to the residential entrance of building D.</p> <p>There will be separate self-contained residential dwellings which do not possess any cycle parking of their own. This will mean residents of these dwellings will need to go the centralised stores in buildings B and C to store/retrieve their bikes.</p> <p>As above the provision of the additional cycle parking space can be secured by a pre-commencement planning condition requiring the applicant to submit details of cycle parking spaces in line with the London Plan 2021 Policy T5 Cycle and Transport for London's London Cycle Design Standards (LCDS) which must be submitted and approved before development commences on site.</p> <p>Highways works. The development does include a proposal to make several changes to Wellesley Road, this includes modifying and adding a new vehicle access, widening of the footway by 1.5m onto their site on the North-West of the road to facilitate the introduction of 4 new on-street disabled parking bays. The development proposal will also require reconstruction of the access onto Lordship Lane and reconstruction of the footways fronting the site post construction of the development. 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 between the Council and applicant.</p> <p>Car clubs The developer would be required to enter into a S106 agreement to provide car club facilities locally to the site and five years membership with £100 credit for each resident. There are some existing Zipcar bays within the vicinity of</p> | |
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| | <p>the Wood Green area, although given the scale of this development with respect to the residential and student elements LBH Transport Planning would still require the applicant/developer to work with a car club operator to provide extra bays within the vicinity of this site, which resident and students could make use of. This is to ensure that there is sufficient supply within the immediate area to satisfy future demand given the size of the future development. Additionally, this will assist with reducing the rate of car ownership by residents and students of this development and help to offset any potential future car parking demands on local residential streets when the CPZs are not in operation. Therefore, the applicant/developer will be required to liaise with local car club operators who will advise on the local coverage and whether the applicant should be funding any new bays/cars in the locality to the site to meet future demand from the development. The applicant will also be required to provide 5 years of car club membership for each residential unit, along with £100 driving credit for each resident.</p> <p>Access</p> <p>An Active Travel Zone (ATZ) has been produced and submitted as part of the Transport Assessment. 8 walking routes to key destinations were analysed and assessed against the Healthy Streets indicators. These routes were:</p> <ul style="list-style-type: none"> • Route 1: Site to Stuart Crescent Medical Practice, via Lordship Lane, High Road (A105) & Ewart Grove • Route 2: Site to Wood Green Underground Station, via Lordship Lane • Route 3: Site to Barratt Gardens, Via Lordship Lane & Station Road • Route 4: Site to Alexandra Palace Train Station, via Lordship Lane & Station Road • Route 5: Site to Sainsbury's Local, Via Lordship Lane & High Road (A105) • Route 6: Site to Schools, Via Lordship Lane, Station Road, Mayers Road & Western Road | |
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| | <ul style="list-style-type: none"> • Route 7: Site to Leisure facilities (gym), via Lordship Lane • Route 8: Site to Library, via Lordship Lane & High Road (A105) <p>Some of the recommendations for improvements to these routes include the installation of planters, more seating, increased covered benches, installation of more pedestrian crossings at junctions, relocation of street furniture, repairs to footways to create flatter surfaces, and redesign of pedestrian footways at junctions to allow for safer crossings.</p> <p>The Transport Assessment includes collision data that has been sourced from Transport for London (TfL). It covers a period of 5 years from July 2018 – June 2023 and the data has been plotted on a map, with it only showing serious casualty collision. LBH Transport Planning have examined data from TfL and have used the same timeframe, but have included both pedestrians and cyclists, and have all casualty types. The following clusters have been observed near to the site:</p> <ul style="list-style-type: none"> • Junction with Redvers Road and Lordship Lane 3 slight collisions. • Junction with Berners Road and Lordship Lane 3 slight and 1 serious collisions. • Wood Green junction Lordship Lane 14 slight and 5 serious collisions. • East of the site on near to Blacknell Close 3 slight and 1 serious collisions. • Station Road junction with Brabant Road 4 slight collisions. <p>Some recommendations have been given on addressing some of these clusters by the developer, though these are improved pedestrian and cyclist facilities or better signage. They have only been applied to two junctions with one of them being a c.15-minute walk from the site. 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 significantly increase with the creation of this development.</p> | |
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| | <p>We will therefore for be seeking a contribution of £160,000 towards the feasibility, design and consultation for highway safety improvements including new crossing facilities.</p> <p>Service and Delivery</p> <p>A draft Service and Delivery Plan was submitted as part of the application, service and emergency vehicles will enter the site from Lordship Lane and onto Wellesley Road via a one-way system. It is proposed that the commercial unit will have deliveries made to it on-street on Lordship Lane. There road contains waiting restrictions which prohibit loading between 08:00-09:30 and 16:30 – 18:30 Monday to Friday. Lordship Lane has a width of approx. 9.1 metres. A bus stop is located opposite to the development that is served only by a high frequency route W3. The site fronts onto a c.4-metre-wide footway. It is believed only the commercial unit will only generate around 3 trips per day, with a maximum LVG trips of 2 between 09:00-10:00 and it is envisaged that vehicle will have a dwell time of 15 minutes. All the hours proposed for deliveries are outside of peak congestion and school drop-off/pick-up times. A 10.1m refuse vehicle will be able to enter from Lordship Lane and use an internal turning heading situated adjacent to block D to leave in a forward gear out onto Wellesley Road. It is envisaged that an 18 metre long loading bay would be provided opposite to the student accommodation building (A) on the private road and its main purpose is to meet the delivery requirements of the student accommodation.</p> <p>No information has been supplied within the draft on how the development will meet the delivery needs of the 77 residential dwellings through the implementation of any strategy or creation of a loading bay. Any future document will need to demonstrate and how the deliveries can be made to residents without impacting on the site's overall vehicle movement. This is even more pressing when considering the scale of the student and residential development which will most likely produce a high number of online shopping deliveries.</p> <p>The draft also includes details on student drop-off/pick-up strategy for the beginning/end of the academic year. This would take place over 6 weekends</p> | |
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| | <p>with 15-minute time slots being allocated to each person, which could be booked any time of the day. There is reference to signage being placed near to the entrance to the site. However, if they are to be placed onto the adopted highway then it would require the Council's Highway Authority prior permission or the necessary license. Overall, discussions should be had with the Council prior to the strategy being implemented as to alleviate any impact on the public highway.</p> <p>LBH Transport Planning will condition the submission of a Delivery and Servicing and Waste Management Plan. This will need to include details of refuse collections and service trips to the site, this must be submitted and approved before the site is occupied and secured via a pre-occupation planning condition.</p> <p>Travel Plan</p> <p>A draft Travel Plan has been received which covers all three uses of the development. Baseline trip generation has been provided for all uses of the site, which indicate that total two-way trips will be as follows: walking 1,700, cycling 46, and public transport 958. Given the total number of cycle parking spaces to be provided the forecasted number for cycling trips are considered low. Furthermore, it is believed that more action must be taken to encourage the uptake of cycling by students outside of what has been stated given they are more likely than any other demographic to cycle when compared with residents who will live on the development. Overall, LBH Transport Planning generally accept the content of the document, though there are areas which have been highlighted that will need to be improved upon for when a document is received as part of the S.106 planning obligation. There will be a Travel Plan Monitoring Fee per year for the first 5 years for separate student, commercial, and residential travel plans of the development and this will be covered by way of a S.106 obligation.</p> <p>Construction Logistics</p> | |
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| | <p>A full Construction Logistics Plan has been received as part of the submission. However, this document is dated January 2023, and changes would have been made to the development during pre-application discussion between the Council and the developer. As no commentary is provided in the document as to whether anything has changed, it must be assumed that such a document would need updating over a year which included deep discussion with the Council. Otherwise, it does provide some outline of the phasing of the construction in terms of its timeline and proximity to critical road network. A new 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 Haringey Council's Network Management Officers, and the outcomes of these conversations will need to inform the finished CLP. Lastly, a conversation should be had with Transport for London's borough Service Delivery Manager for buses, as to prevent construction affecting local bus movement from bus stands on Buller Road and Redvers Road.</p> <p>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 excellently connected by public transport in the surrounding area which is demonstrated through its PTAL rating 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 restrictions and town centre car parks. The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, should be avoided during the busiest e.g. school drop-off/pick-up times and peak road congestion. 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, or in surrounding residential streets.</p> <p>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 CLP guidance when compiling the documents, construction activity</p> | |
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| | <p>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.</p> <p>Recommendation There are no highway objections to this proposal subject to the following conditions, S.106 and S.278 obligations.</p> <p>Conditions</p> <p><u>1. Delivery and Servicing Plan and Waste Management</u></p> <p>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 distance 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.</p> <p>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.</p> <p>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.</p> | |
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| | <p>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</p> <p><u>2. Cycle Parking</u> The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 467 long-stay, 16 short-stay student, 158 long-stay, and 3 short-stay residential, 5 long-stay, and 40 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, and the cycle parking must be in line with the London Cycle Design Standards (LCDS).</p> <p><u>3. Electric Vehicle Charging</u> Subject to a condition requiring the provision of 4 active and 4 passive electric vehicle charging points to serve the on-site parking spaces from the onset. Reason: to be in accordance with published Haringey Council Development Management DPD, Chapter 5 Transport & Parking and the published London Plan 2021 Policy T6.1 Residential Parking.</p> <p><u>4. Disabled parking bays</u> The applicant will be required to submit and provide plans showing 10% of all units having access to a wheel chair accessible car parking spaces from the onset; this must be submitted for approval before any development commences on site. The spaces should be provided on-site. Furthermore, the plan will need to show a plan showing 1 student, 1 commercial and 4 residential on-site car parking bays. REASON: to ensure the development is in accordance with the published London Plan 2021 T6.5 disabled.</p> | |
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| | <p><u>5. Car Parking Management Plan</u></p> <p>The applicant will be required to provide a Car Parking Management Plan which must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces (private and affordable housing) should be leased and allocated in the following order:</p> <ol style="list-style-type: none"> 1) Wheelchair accessible units or residents with a disability with the need for a car parking space 2) Family size units 4/3 bed units 3) 2 bed four person units 4) 2 bed 3 person units 5) Any other units <p>S.106 Obligations</p> <p><u>1. Car-Free Agreement</u></p> <p>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.</p> <p>Reason: To ensure that the development proposal is car-free, and any residual car parking demand generated by the development will not impact on existing residential amenity.</p> <p><u>2. Construction Logistics and Management Plan</u></p> <p>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,</p> | |
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| | <p>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:</p> <ul style="list-style-type: none"> a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. b) The estimated number and type of vehicles per day/week. c) Estimates for the number and type of parking suspensions that will be required. d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. e) The undertaking of a highways condition 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. <p>Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety.</p> <p><u>3. Car Club Membership</u></p> | |
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| | <p>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, 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.</p> <p>Reason: To enable residential and student 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></p> <p>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> | |
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| | <p><u>5. Commercial Travel Plan</u></p> <p>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.</p> <ul style="list-style-type: none"> 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. <p>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.</p> <p><u>6. Student Accommodation Travel Plan</u></p> <p>Within six (6) months of first occupation of the proposed new student accommodation development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport:</p> | |
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| | <p>a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years.</p> <p>b) Provision of welcome induction packs containing public transport and cycling/walking information to every new resident, along with a £200 voucher for active travel related equipment purchases.</p> <p>c) The applicants are required to pay a sum of, £2,000 (two thousand pounds) for five years £10,000 (ten thousand pounds) in total for the monitoring of the travel plan initiatives.</p> <p>Reason: To enable students to consider sustainable transport options, as part of the measures to limit any net increase in travel movements.</p> <p><u>7. Highway Improvements</u></p> <p>The applicant will be required to enter into agreement with the Highway Authority under Sections:</p> <p>38, 177, 278 of the Highways Act, to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements, 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 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: Works on Lordship Lane for the reconstruction 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 on Wellesley Road.</p> <p>The applicant will be required to provide a detailed design for including 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</p> | |
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| | <p>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.</p> <p>The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details 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>8. CPZ contribution</u></p> <p>The applicant will be required to contribute a sum of £20,000 towards the feasibility, design, and consultation on traffic management measures to restrict parking in the area surrounding the site including the area on the edge of the existing Wood Green Outer CPZ which have reduced operational hours compared to the inner CPZ.</p> <p>Reason: To mitigate against and potential displacement in parking demand resulting from the scheme.</p> <p><u>9.0 Lordship Lane/ Wood Green High Road casualty reduction and cycle lane feasibility contribution</u></p> <p>The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £160,000 (one hundred and fifty thousand pounds) towards feasibility and design of the proposed Lordship Lane and Wood Green cycle lane and casualty reduction schemes.</p> <p>Reason: to ensure that the increase in the number of walking and cycling trips can be mitigated on the transport and highways network.</p> | |
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| Pollution | <p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the Demolition of the existing building and redevelopment to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial (Class E) floorspace within buildings ranging between 3 – 9 storeys, public realm and landscaping works, cycle parking, and associated works at 707-725 Lordship Lane, Wood Green, London, N22 5JY and I would like to comment as follows.</p> <p>Having considered the relevant applicant submitted information including, Planning Statement prepared by DP9 Ltd., dated February 2024; Design and Access Statement with reference 21820-8030-P-00 prepared by Corstorphine & Wright Ltd., dated 16th February 2024; Landscape Design and Access Statement with reference 7962-PHIL-SWXX-RP-L-2001 prepared by ParkHood Landscape Architects, dated February 2024; Energy Statement with reference LLWGSA-AMES-00-XX-RP-ME-001 prepared by Amber Management and Engineering Services Ltd., dated January 2024 taking note of the proposal to use Air Source Heat Pumps and PV panels at the development for space heating and domestic hot water; Outline Demolition & Construction Method Statement, dated February 2024 taking note of section 2 (Site Development and Description), 4 (Noise and Dust), 5 (Environment Plan) and 6 (Waste Management) along with Air Quality Assessment with reference 1rAQ10045r1 prepared by Planning and Environmental Consultants Ltd., dated 9th February 2024 taking 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 respect to air quality and land contamination but the following planning</p> | <p>Comments noted. Conditions/informative included</p> |

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| | <p>conditions and informative are recommend should planning permission be granted.</p> <p>Land Contamination</p> <p>Before development commences other than for investigative work:</p> <ul style="list-style-type: none"> a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. b. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority. c. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. d. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. e. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied. | |
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| | <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>Unexpected Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.</p> <p>NRMM</p> <p>a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.</p> <p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made</p> | |
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| | <p>available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>Demolition/Construction Environmental Management Plans</p> <p>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</p> <p>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.</p> <p>The following applies to both Parts a and b above:</p> <p>a) The DEMP/CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).</p> <p>b) The DEMP/CEMP shall provide details of how demolition/construction works are to be undertaken respectively and shall include:</p> <ul style="list-style-type: none"> xi. A construction method statement which identifies the stages and details how works will be undertaken; xii. 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; xiii. Details of plant and machinery to be used during demolition/construction works; xiv. Details of an Unexploded Ordnance Survey; xv. Details of the waste management strategy; xvi. Details of community engagement arrangements; xvii. Details of any acoustic hoarding; | |
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| | <ul style="list-style-type: none"> xviii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance); xix. Details of external lighting; and, xx. 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; iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection; | |
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| | <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: 1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p> | |
| Carbon team | <p>Carbon Management Response 27/06/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Statement prepared by Amber Management and Engineering Services Ltd (dated January 2024) • Thermal Comfort Assessment prepared by Amber Management and Engineering Services (dated February 2024) • Sustainability Briefing Note prepared by Ensphere (dated June 2024) • Relevant supporting documents. <p>1. Summary</p> | <p>The carbon management team have confirmed that further to the their comments of 27/06/24 having reviewed the energy strategy further they accept that the proposal</p> |

| | <p>The development now achieves a reduction of 58% carbon dioxide emissions on site, which is supported in principle. However, some additional information is required to demonstrate the policy compliance in regard to Energy and Overheating strategy as detailed in the following sections.</p> <p>Carbon Management <u>cannot</u> currently support this application and objects to the proposals. The development does not currently meet:</p> <ul style="list-style-type: none">London Plan SI2 requires and Local Plan DM22 require a single site wide network is provided to allow a single connection to the off-site DEN. The proposal has 10 points of connection to the DEN and this is unacceptable. <p>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 or through planning conditions.</p> <p>2. Energy Strategy</p> <p>The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 58% 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 90.1 tonnes of CO₂ from a baseline of 156.2 tCO₂/year.</p> <table><tr><th colspan="4">Site-wide (SAP10.2 emission factors)</th></tr><tr><th></th><th>Total regulated emissions (Tonnes CO₂ / year)</th><th>CO₂ savings (Tonnes CO₂ / year)</th><th>Percentage savings (%)</th></tr><tr><td>Part L 2021 baseline</td><td>156.2</td><td></td><td></td></tr><tr><td>Be Lean</td><td>135.6</td><td>20.6</td><td>13%</td></tr><tr><td>Be Clean</td><td>135.6</td><td>0.0</td><td>0%</td></tr></table> | Site-wide (SAP10.2 emission factors) | | | | | Total regulated emissions (Tonnes CO ₂ / year) | CO ₂ savings (Tonnes CO ₂ / year) | Percentage savings (%) | Part L 2021 baseline | 156.2 | | | Be Lean | 135.6 | 20.6 | 13% | Be Clean | 135.6 | 0.0 | 0% | <p>provides 2 points of connection. Whilst it would be ideal for the DEN project to only have one, given the Council are likely to purchase the affordable housing it is acceptable to have two connections given the expectation of two separate ownership and management arrangements.</p> <p>Comments noted. Conditions and legal agreement Clauses included.</p> |
|--------------------------------------|--|---|------------------------|--|--|--|---|---|------------------------|----------------------|-------|--|--|---------|-------|------|-----|----------|-------|-----|----|--|
| Site-wide (SAP10.2 emission factors) | | | | | | | | | | | | | | | | | | | | | | |
| | Total regulated emissions (Tonnes CO ₂ / year) | CO ₂ savings (Tonnes CO ₂ / year) | Percentage savings (%) | | | | | | | | | | | | | | | | | | | |
| Part L 2021 baseline | 156.2 | | | | | | | | | | | | | | | | | | | | | |
| Be Lean | 135.6 | 20.6 | 13% | | | | | | | | | | | | | | | | | | | |
| Be Clean | 135.6 | 0.0 | 0% | | | | | | | | | | | | | | | | | | | |

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| | Be Green | 66.1 | 69.5 | 45% |
| | Cumulative savings | | 90.1 | 58% |
| | Carbon shortfall to offset (tCO ₂) | 66.1 | | |
| | Carbon offset contribution | £95 x 30 years x 66.1 tCO ₂ /year = £188,385 | | |
| | 10% management fee | £18,838.5 | | |

| | Residential | | | Non-residential | | |
|--------------------------|--|--|-------------------------|--|--|-------------------------|
| (SAP10 emission factors) | Total regulated emissions (tCO ₂ /year) | CO ₂ savings (tCO ₂ /year) | Percent age savings (%) | Total regulated emissions (tCO ₂ /year) | CO ₂ savings (tCO ₂ /year) | Percent age savings (%) |
| Part L2021Base line | 75.9 | | | 80.3 | | |
| Be Lean savings | 67.4 | 8.4 | 11% | 68.1 | 12.1 | 15% |
| Be Clean savings | 67.4 | 0.0 | 0% | 68.1 | 0.0 | 0% |
| Be Green savings | 19.9 | 47.5 | 63% | 46.1 | 22 | 27% |
| Cumulative savings | | 55.9 | 74% | | 34.1 | 43% |
| Carbon shortfall to | 19.9 | | | 46.1 | | |

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| offset (tCO ₂) | | | | | | |
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Energy Use Intensity (EUI)/Space Heating Demand (SHD)

The EUI and SHD is proposed as follows:

| | Proposed Development | | GLA Benchmark |
|------------------|--|-------------------------------|---|
| Building type | Residential | Non-residential | Residential and other non-residential |
| EUI | 66.26 | 41.78/38.95 | Does not meet GLA benchmark of 35 for residential but meets the benchmark of 55 kWh/m ² /year for non-residential. |
| SHD | 11.62 | 8.5/6.74 | Meets GLA benchmark of 10 kWh/m ² /year |
| Methodology used | Part L1 - SAP 10.2 & none dwellings / & Landlord Circulation | Part L2 - approved DSM & none | |

Energy – Lean

The applicant has proposed a saving of 21.1 tCO₂ in carbon emissions (13%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This goes beyond the minimum 10% and 15% reduction for residential and non-residential respectively set in London Plan Policy SI2, so this is supported.

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

| | Residential | Non-Residential |
|--|-------------|-----------------|
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| | Floor u-value | 0.11 W/m ² K | 0.12 W/m ² K | |
| | External wall u-value | 0.13 W/m ² K | 0.15 W/m ² K | |
| | Roof u-value | 0.10 W/m ² K | 0.10 W/m ² K | |
| | Door u-value | 1.21 W/m ² K | 1.21 W/m ² K | |
| | Window u-value | 1.21 W/m ² K | 1.04 W/m ² K (personnel door) 1.21 W/m ² K (entrance door) | |
| | G-value | 0.35 | 0.35 | |
| | Air permeability rate | 2 (2.5 for residential) m ³ /hm ² @ 50Pa | 2 m ³ /hm ² @ 50Pa | |
| | Ventilation strategy | Natural ventilation with extract fans and Mechanical ventilation with heat recovery | VRF + MVHR with 4.0 heating efficiency and 6 cooling efficiency. | |
| | Waste-Water Heat recovery? | | | |
| | Thermal bridging | TBC | | |
| | Low energy lighting | 100% | | |
| | Heating system (efficiency / emitter) | TBC | | |
| | Thermal mass | TBC | | |
| | Overheating is dealt with in more detail below. | | | |
| | Energy – Clean The energy strategy proposes communal ASHPs on each block and a future connection for each block to the DEN and multiple connections to some blocks. Overall, ten separate networks on site and ten separate connections to the DEN are proposed. This is unacceptable and is not aligned with London Plan policy SI2 and Local Plan Policy DM22 which | | | |

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| | <p>require a single site wide network to allow a single connection to the DEN to capture the heat demand at the site.</p> <p>The developer must take responsibility for providing a single network with a single point of connection in a single energy centre for the site where central ASHPs sized for the entire development can be located.</p> <p>In addition, while an ASHP solution is a suitable long-term solution, a connection to the planned DEN should be favoured to be consistent with the heating hierarchy. While it is recognised that an ASHP fall-back should be maintained to manage the risk that the DEN does not happen, the arrangements for heat supply to the site should back-end the installation of the site's ASHPs (gas boilers or similar plant would be acceptable in the interim) to maximise the window for the DEN to come forward / opportunity for the ASHPs to be omitted.</p> <p>This phasing of the heat supply may influence the location of the site's central energy centre and point of connection to the DEN.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> – Please submit a revised energy strategy with a single site wide network setting out how heat supply will be delivered during construction in such a way as to back-end delivery of the ASHPs. – Please provide a Connection to the DEN scenario that shows the carbon reduction following the Energy Hierarchy, and state what carbon factor has been used. – Please submit a site plan showing the connection point at the edge of the site, location of a pipe between the connection point and energy centres, pipe routes within blocks and energy centre layout and schematics. For avoidance of doubt, the developer should provide the network between blocks and a single energy centre for the development. The DEN will then connect at this energy centre. It is unacceptable for there to be >1 DEN connections. | |
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Energy – Green

The proposed Solar PV array is 928 m² and according to the report, it has been maximised allowing for a total capacity of 227kWp. The proposed panels are south facing and have an angle of 10 degrees on a non-penetrative mounting frame.

The vast majority of the generated electricity is proposed to be used on site.



A living roof alongside solar PV panels is being proposed (conceptual design as above). The PV panels are proposed to be securely suspended above the vegetation at a pitch angle of 10 degrees, which means the lower section of the panel is approximately 500-550mm above the soil and the higher section is 800-850 mm above.

Energy – Be Seen

All main incoming utilities, major energy consuming plant, and individual electrical distribution boards is proposed to be metered to enable the end use

to be identified. All meters will be linked to the Building Management System (BMS) to provide central monitoring.

- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development:
(<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform>)

3. Carbon Offset Contribution

A carbon shortfall of 69 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

4. Overheating

The revised dynamic thermal modelling assessment is in line with CIBSE TM52 and TM59 with TM49 weather files. The report has modelled the following using London Weather Centre files:

1. Building A: All rooms on floor 6 and floor 8.
2. Building B & C: All rooms on top storey.
3. Building D: Two representative units.
4. Student bedrooms and communal areas under the London Weather Centre files.

Results are listed in the table below.

Due to the noise constraints of this site being adjacent to Lordship Lane, the TM59 criteria for predominantly mechanically ventilated dwellings apply (assuming windows need to remain closed).

| Domestic: CIBSE TM59 | Predominantly naturally ventilated | Predominantly mechanically ventilated | Number of corridors pass |
|----------------------------|---------------------------------------|---|--------------------------------|
|----------------------------|---------------------------------------|---|--------------------------------|

| | | Criterion A (<3% hours) | Criterion B for bedrooms (less than 33 hours) | Number of habitable rooms pass (<3% hours) | |
|---|------------|---|---|--|------|
| | DSY1 2020s | 100% | 100% | 0% | 100% |
| | DSY2 2020s | 96% | 13% | 0% | 0% |
| | DSY3 2020s | 86% | 13% | 0% | 0% |
| | DSY1 2050s | 97% | 0% | 0% | 0% |
| | | | | | |
| Non-domestic: CIBSE TM52 | | Number of habitable spaces that pass at least 2 out of 3 criteria 1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature | | | |
| DSY1 2020s | | All units in shell & Core commercial unit and PBSA Amenities spaces FAIL. | | | |
| <p>All bedrooms, studios, living rooms and kitchens within the buildings pass the overheating requirements for 2020s DSY1.</p> <p>In order to pass the files for the bedrooms, studios, living rooms and kitchen, the following measures will be built:</p> <ul style="list-style-type: none">- Glazing g-value of 0.30- Air permeability of 2 m³/hm² @ 50 Pa for non-domestic and 2.5 m³/hm² @ 50 Pa for residential- Louvres to connect to the Mechanical Extract Ventilation (MEV) for kitchens and bathrooms on all facades but Lordship Lane- Manually operated ventilator for passive ventilation (90 degrees) | | | | | |

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| | <ul style="list-style-type: none"> - MVHR with summer bypass and mechanical cooling for Lordship Lane rooms - Heat losses from pipework in corridors 14.4 W/m (incl. return); 5.76 W/m² <p>The commercial unit and PBSA amenity spaces fail the TM52 assessment and therefore comfort cooling is proposed to these spaces.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - In line with the Energy Assessment Guidance 2022, the units on the Lordship Lane façade should be modelled with both openable windows and closed windows, to ensure that passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the location. - Provide specifications of the proposed MEV and the louvres including but not limited to its location, opening area. - External solar shading devices are proposed in the retrofitting plan, while the measures are in top priority in the London Plans Cooling Hierarchy. It is recommended to incorporate these in the current overheating strategy. Specify the shading strategy, including: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed. - The modelling results need to exclude comfort cooling, before including this so that the results can be shown based on passive measures first. - This development should have a heatwave plan / building user guide to mitigate overheating risk for occupants. | |
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5. Sustainability

In addition to the wider sustainability measures proposed, the following are proposed for biodiversity enhancement:

- 1,722m² of living roofs
- Installation of 3 birdboxes, 2 bat boxes and insect hotels.
- Three occupied terraces, totalling to 1,000 m² which are a mixture of hardstanding and planting.

Climate Change Adaptation

The development proposes to offer over 2,000m² of Public Open Spacing including an Urban Green Space providing social wellbeing, health benefits with active sports, biodiversity gains, and other shaded/unshaded spaces. The ground floor commercial is currently proposed with flexible use with aspiration to have it as Town Centre with free drinking waters and cool space contributing to the GLA's cool spaces map.

Whole Life-Cycle Carbon Assessments (WLCA)

The applicant have now provided the estimated carbon emissions per GIA for all modules filled in the table below:

| | Estimated carbon emissions | GLA benchmark RESIDENTIAL | Embodied carbon rating (Industry-wide) |
|---|---|--|--|
| Product & Construction Stages Modules A1-A5 (excl. sequestration) | 501.1kgCO ₂ e/m ² | Meets GLA benchmark (<850 kgCO ₂ e/m ²) and the aspirational target (<500 kgCO ₂ e/m ²). | Modules A1-A5 achieve a band rating of 'C', meeting the LETI 2020 Design Target. |
| Use and End-Of-Life Stages | 216.3kgCO ₂ e/m ² | Meets GLA target (<350 kgCO ₂ e/m ²) | |

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| Modules B-C (excl. B6 and B7) | | and aspirational benchmark (<300 kgCO ₂ e/m ²). | |
| Modules A-C (excl B6, B7 and incl. sequestration) | 701.7kgCO ₂ e/m ² | Meets GLA target (<1200 kgCO ₂ e/m ²) and the aspirational benchmark (<800 kgCO ₂ e/m ²). | Modules A1-B5, C1-4 (incl sequestration) achieve a letter band rating of 'C', not meeting the LETI2020 Design Target |
| Use and End-Of-Life Stages Modules B6 and B7 | 779.7kgCO ₂ e/m ² | N/A | |
| Reuse, Recovery, Recycling Stages Module D | - 98.5kgCO ₂ e/m ² | N/A | |

Opportunities to reduce carbon are proposed to be explored with an optimisation study which aims to minimise the use of materials where possible, with benefits for both costs and emissions.

6. Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Estimated carbon offset contribution (and associated obligations) of £188,385 (indicative), plus a 10% management fee; carbon offset contribution to be re-calculated at £2,850 per tCO₂ at the Energy Plan and Sustainability stages.

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| | <ul style="list-style-type: none"> - DEN connection (and associated obligations) - Heating strategy fall-back option if not connecting to the DEN <p>7. Planning Conditions</p> <p><i>To be secured with amendments expected to the wording below once the revised information has been submitted.</i></p> <p>Energy strategy</p> <p><i>Prior to the above ground commencement of the development, an updated Energy Assessment shall be submitted to and approved by the Local Planning Authority. This assessment shall be based on the Energy Statement prepared by Amber Management and Engineering Services Ltd (dated January 2024) delivering a minimum 58% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10.2 emission factors, high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 227 kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, a revised Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</i></p> <ul style="list-style-type: none"> - <i>Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;</i> - <i>Confirmation of the necessary fabric efficiencies to achieve a minimum 13% reduction with SAP10.2 carbon factors</i> - <i>Details to reduce thermal bridging;</i> - <i>Details of a single site wide network setting out how heat supply will be delivered during construction in such a way as to back-end delivery of the ASHPs.</i> - <i>Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor),</i> | |
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| | <p><i>with plans showing the ASHP pipework and noise and visual mitigation measures;</i></p> <ul style="list-style-type: none"> - <i>Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;</i> - <i>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); inverter capacity; and how the energy will be used on-site before exporting to the grid;</i> - <i>Specification of any additional equipment installed to reduce carbon emissions;</i> - <i>A metering strategy</i> <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) The solar PV arrays and air source heat pump(s) 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.</i></p> <p><i>(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform. [Majors only]</i></p> | |
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| | <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p>DEN</p> <p><i>Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</i></p> <ul style="list-style-type: none"> <i>• Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.</i> <i>• A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized with twin plates with each plate capable of meeting 66% of the peak load of the site. The drawings should cover details of any plant that needs to be removed or relocated to allow installation and access routes for installation of the heat substation and access routes for installing the substation on a skid. A minimum 1m access should be provided on 3 sides of the substation;</i> <i>• Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;</i> <i>• Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue (taking account of options for flue dilution to be incorporated in the temporary plant);</i> | |
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| | <ul style="list-style-type: none"> • <i>Details of the district heating pipework and associated communications ducts which will be installed by the Developer in accordance with all relevant standards and good industry practice from the plant room to a point of connection at the site boundary including evidence that the point of connection on the site boundary is accessible by the area wide DEN. Coordinated drawings (plans and sections) shall be provided showing how the district heating pipe relates to other buried assets on the site and any existing services. The design shall include details of how expansion will be accommodated and stress analysis which ensure a minimal level of stress at the pipe on the site boundary:</i> • <i>Detail of how the developer will ensure the site wide DEN system will be designed, installed and commissioned in accordance with CIBSE CoP1 and how information will be provided to the Council at key stages to demonstrate compliance (e.g. CoP1 checklists at the end of each stage, photographs of insulation, HIU commissioning certificates, etc.);</i> • <i>A detailed calculation shall be provided of the heat loss of the site-wide network to demonstrate compliance with CoP1 best practice requirement. This shall include details of pipe sizes and lengths, insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised;</i> <p><i>Prior to occupation the developer shall provide</i></p> <ul style="list-style-type: none"> • <i>Details of the as built district heating pipe to the site boundary including precise locations, joint weld certificates for each joint and details of how the pipe has been dried using desiccants and filled with nitrogen and a maintenance plan for monitoring the nitrogen levels until</i> | |
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| | <p><i>such time as the pipe is connected to the wider district heating network.</i></p> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p>Overheating <i>Prior to the above ground commencement of the development, an updated Overheating Report shall be submitted to and approved by the Local Planning Authority. The submission shall assess the overheating risk and propose a retrofit plan. This assessment shall be based on Thermal Comfort Assessment prepared by Amber Management and Engineering Services (dated February 2024)</i></p> <p><i>This report shall include:</i></p> <ul style="list-style-type: none"> - <i>Revised modelling of units modelled based on CIBSE TM52 and TM59, using the CIBSE TM49 London Weather Centre files for the DSY1-3 (2020s) and DSY1 2050s and 2080s, high emissions, 50% percentile;</i> - <i>Demonstrating the mandatory pass for DSY1 2020s can be achieved properly following the Cooling Hierarchy and in compliance with Building Regulations Part O, demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i> - <i>Demonstrate and model the units with opening limitations with openable windows and closed windows to ensure passive measures have been maximised and the façade design has been optimised regardless of the constraints posed by the site's location.</i> | |
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| | <ul style="list-style-type: none"> - Specify the shading strategy, including technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, or external shutters); - Provide the elevations and sections plans to show where these measures are proposed. - If required details of the active cooling strategy: What is the temperature set points, detail specification of the interrupter controls and who will have the access to the central control? - Include images indicating which sample units were modelled and floorplans showing the modelled internal layout of dwellings. - A Retrofit Plan; Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan; and Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy; - Confirmation who will be responsible to mitigate the overheating risk once the development is occupied. <p>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</p> | |
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| | <p>(c) <i>Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> - <i>Glazing g-value of 0.30</i> - <i>Air permeability of 2 m³/hm² @ 50 Pa for non-domestic and 2.5 m³/hm² @ 50 Pa for residential</i> - <i>Louvres to connect to the Mechanical Extract Ventilation (MEV) for kitchens and bathrooms on all facades but Lordship Lane</i> - <i>Manually operated ventilator for passive ventilation (90 degrees)</i> - <i>MVHR with summer bypass and mechanical cooling for Lordship Lane rooms</i> - <i>Heat losses from pipework in corridors 14.4 W/m (incl. return); 5.76 W/m²</i> - <i>Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.</i> <p><i>If the design of Blocks are amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</i></p> <p><i>Reason: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.</i></p> <p>Building User Guide <i>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</i></p> | |
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| | <p><i>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.</i></p> <p><i>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p>BREEAM Certificate</p> <ul style="list-style-type: none"> <i>e) Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i> <i>f) Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i> <i>g) Prior to occupation, the Post-Construction Stage Assessment and tool, and evidence that this has been submitted to BRE should be submitted for approval, confirming that the development has achieved a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”, subject to certification by BRE.</i> | |
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| | <p><i>h) Within 3 months of occupation, a Post-Construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</i></p> <p><i>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</i></p> <p><i>Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p>Living roofs</p> <p><i>(a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:</i></p> <ul style="list-style-type: none"> <i>i) A roof plan identifying where the living roofs will be located;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> | |
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| | <p>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;</p> <p>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);</p> <p>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</p> <p>vii) Management and maintenance plan, including frequency of watering arrangements.</p> <p>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;</p> <p>(b) Prior to the occupation of 90% of the dwellings/of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.</p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021)</i></p> | |
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| | <p><i>Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Urban Greening Factor <i>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 0.3 has been met through greening measures.</i></p> <p><i>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.</i></p> <p>Biodiversity <i>a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain of 775.26%, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> | |
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| | <p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Climate Change Adaptation <i>Prior to the commencement of above ground works, submit annotated plans and details on what measures will be delivered to the external amenity areas that will help adapt the development and its occupants to the impacts of climate change through more frequent and extreme weather events and more prolonged droughts.</i></p> <p><i>Reasons: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, and SI7, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p>Whole-Life Carbon <i>Prior to the occupation of each building, the post-construction tab of the GLA's Whole Life Carbon Assessment template should be completed in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to occupation of the relevant building.</i></p> | |
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| | <p><i>Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM21.</i></p> <p><i>Circular Economy (Pre-Construction report, Post-Completion report)</i></p> <p><i>(a) Prior to demolition of the development: full details of the pre-demolition audit in accordance with section 4.6 of the GLA's adopted Circular Economy Statement guidance shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is designed to meet the relevant targets set out in the GLA Circular Economy Statement Guidance. The development shall be carried out in accordance with the approved details and operated & managed in accordance with the approved details throughout the lifecycle of the development.</i></p> <p><i>(b) Prior to the commencement of any construction works and following completion of RIBA Stage 4, an updated version of the approved Circular Economy Statement including a site waste management plan that reaffirms the approved strategy or demonstrates improvements to it, shall be submitted to us and approved by the Local Planning Authority. The Circular Economy Statement must be prepared in accordance with the GLA Circular Economy Guidance and demonstrate that the development has been designed to meet the relevant targets set out in the guidance. The end-of-life strategy included in the statement shall include the approach to storing detailed building information relating to the structure and materials of the new building elements (and of the interventions to distinguish the historic from the new fabric). The development shall be carried out in accordance with the details we approve and shall be operated and managed throughout its life cycle in accordance with the approved details.</i></p> <p><i>Reason: To ensure the development is resource efficient and maintains products and materials at their highest use for as long as possible in accordance with Policy SI7 in the London Plan 2021, Policy SP4 and the</i></p> | |
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| | <i>guidance set out in the Mayor of London's guidance 'Circular Economy Statements' (March 2022).</i> | |
| Flood and Water Management | Having reviewed the applicant's submitted Flood Risk Assessment Document reference number FW2310_FRA_001 V1 Revision V2 dated April 2024 as prepared by Farrow Walsh Consultant, we have no observation to make on the above planning application. We are satisfied that enough information have been submitted in terms of assessing the full planning application. There are also consent been given by Environment Agency in terms of culvert easement, management and maintenance of the Culvert. Therefore, if the site is to built, manage and maintain as per the above referred Flood Risk Assessment document and the culvert maintenance method of statement document, we are content that the impact of surface water drainage have been adequately addressed. | Comments noted |
| Trees | <p>From an arboricultural point of view, I hold no objections to the above proposal.</p> <p>An arboricultural report has been submitted by Arboricultural Solutions dated September 2023. The report has been carried out to British Standard 5837 2012: Trees in relation to design, demolition and construction- Recommendations.</p> <p>I concur with much of the report including the tree quality classification categories. 43 trees (including adjacent trees) were surveyed, and seven low grade trees are to be removed.</p> <p>There is also landscaping planned. Hardstand protects the root protection areas of the trees. Trees will require tree protection when the hardstand is removed. Providing all the report is adhered to and conditioned I hold no objections.</p> | Comments noted. Conditions included |

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| | I hold no objections to the submitted landscaping plans however, we would like confirmation of an aftercare plan to establish independence of the trees and plantings. | |
| Waste Management | <p>Comments dated 26/03/2024</p> <p>The proposed scheme is a mixed-use development comprising of four buildings consisting of ground floor Town Centre use, 623 student bedrooms with associated internal and external amenity spaces and 77 affordable residential homes of Shared Ownership and Social Rent tenures. The waste and recycling arrangements are based on waste provision of 70 litres per bedroom which would result in the need for 40 x 1,100 litre euro bins. We advise that the ratio between recycling and waste should be 50:50. There should also be storage provision for food waste recycling, and we recommend 1 x 140 litre bin per 15 units / bedrooms.</p> <p>Waste and recycling calculations should be based on once per week collections in line with the service provided to small blocks and high-rise properties across the borough.</p> <p>Contaminated recycling is a big issue in shared accommodation, so we appreciate the measures proposed to tackle this such as an induction and clear signage.</p> <p>Residential building D</p> <p>The arrangements proposed for Building D (town houses) are acceptable except that food waste needs to be included in the proposal (1x 140 bin per property) and please note that we cannot collect general waste in 360 litre bins, only mixed dry recycling so can this be switched to 240 litre / 140 litre bins.</p> <p>Collection for low rise properties are weekly for recycling and every two weeks for refuse. More information about the waste and collection services Haringey provides and how to order containers can be found at Rubbish and recycling Haringey Council A chargeable garden waste collection service is also available on request.</p> | Comments noted. |

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| | <p>Servicing</p> <p>The distances from the waste and recycling storage points to the collection vehicle were not clear on the plans but should not be more than 10m for euro bins and 20m for wheelie bins. Specification details on Haringey's collection vehicles is attached to aid access calculations and we are happy to provide more information on any of the above if required</p> <p>Comment dated 23 June 2024</p> <p>I've read through the operational waste management strategy which is very comprehensive and covers the key aspects we would expect to see. I also have the following comments:</p> <ul style="list-style-type: none"> - PBSA – it is noted that waste from this accommodation will be provided by a private contractor and in 6.18 it mentions 3x 1,100 litre Eurobins for food waste. These bins would be overweight if full so am just flagging this as a concern as if Haringey were providing the collections, we would not be able to service this, although it maybe something a private collection service can accommodate. - We welcome the approach to encourage residents to minimise waste by promoting reuse and recycling opportunities in the local area. We would like as much emphasis on this for any commercial tenants, in preparation for new Government legislation being implemented in 2025 and 2027 Business of Recycling WRAP. - Plans 2.0/2.1/2.2/2.3 pg.29 -31 shows food waste in a 360 litre wheelie bins which we can't service (we only service up <p>Thank you for sending the updated OWMP which reflects the changes to the 140 L food waste bins.</p> | |
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| | <p>Comments dated 26 June</p> <p>I also want to take the opportunity to mention that the waste storage site to collection point must be as straight as possible with no kerbs or steps. Gradients should be no greater than 1:20 and surfaces must be smooth, flat and of solid construction such as concrete. Dropped kerbs must be installed as necessary for bulk bins.</p> <p>This may already be covered in the plans but I didn't pick up on it when reading through the document, so just flagging it here.</p> <p>Further comments dated 26 June</p> <p>Thank you for confirming and nothing else from me.</p> | |
| Building Control | <p>This building is over 18m and has more than 6 floors and as such will be referred to the Building Safety Regulator for the Building Regulations for Gateway 2. This office therefore has no comment to make.</p> | <p>Comments noted. Health and Safety Executive have made comments</p> |
| Regeneration | <p>COMMERCIAL SPACE</p> <ul style="list-style-type: none"> • The Mecca Bingo site is considered a town centre site in the Local Plan, and Regen would support a town-centre-use led development of the site • The 2017 Haringey Site Allocation DPD aims for 1,484m² of town centre uses. The current application is for approximately half of this figure (796m²), as such it is hard to argue that the proposal is town- | <p>Comments noted Applicant has provided a response</p> |

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| | <p>centre-use led. The Regeneration would encourage a proposal that delivered more commercial space on this town centre site.</p> <ul style="list-style-type: none"> • The three commercial uses (community café, market hall, office unit) would constitute appropriate uses for Wood Green town centre and it is welcomed that they contribute to an active frontage along Lordship Lane. The Regeneration team refers the applicant to the design guidance for active frontages for commercial units in the Wood Green and Turnpike Lane Design Guide. Wood Green and Turnpike Lane Design Manual Haringey Council • It is also noted that the Market Report states that there may not be sufficient demand to support 1,484m2 of town centre uses, and that the applicant has sought to ensure that the low cost meals of the 'bistro hall' within the Mecca Bingo building could be re-provided. The Regeneration Team would like the applicant to provide assurances on how affordable commercial uses (community café, and low price food offer) could be provided and requests a commitment to affordable rents (based on the local market) for these units, clarity on who the applicant expects to operate any affordable commercial units, and if the applicant intends to fit the units out on behalf of affordable use operator. <p>PUBLIC SPACE</p> <ul style="list-style-type: none"> • The Regeneration Team welcomes the addition of a large, green public space in Wood Green, which it recognises as having a public realm and greenery deficit. • The direct sight line between Lordship Lane and Wellesley Road is also welcomed, as is the positioning of the main entrance to the student accommodation and playground, which will help to activate the space. • Concerns around anti-social behaviour remain, particularly in the corner to the north of Block B in the corners by the playground. And the Regeneration Team would encourage the applicant to ensure the illumination of the space is well lit at night and is well monitored. | |
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| | <ul style="list-style-type: none"> • The Regeneration Team would like assurances over how the space will be maintained and how security of the space will be arranged. • The Regeneration team refers the applicant to the design guidance for public realm materials and planting guide in the Wood Green and Turnpike Lane Design Manual Haringey Council to ensure that a consistent visual appearance across Wood Green. | |
| EXTERNAL | | |
| Environment Agency | <p>Environment Agency Position</p> <p>Based on the information submitted to us in support of this application, we have no objection to the proposed development on flood risk and proximity grounds.</p> <p>The proposed development is located in close proximity to a main river, Moselle Brook and falls within Flood Zone 1, with a 1 in 1000 chance of flooding within any one year. We are pleased to see that the applicant has assessed and covered all grounds for proximity to a main river such as surveying the culvert, assessing its condition and provision for a 3m easement as well as providing drawings of piling in relation to the culvert. However, please include the below informative for any permission granted</p> <p><u>Informative</u></p> <p>Flood Risk Activity Permit</p> <p>The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:</p> <ul style="list-style-type: none"> • on or within 8 metres of a main river (16 metres if tidal) • on or within 8 metres of a flood defence structure or culvert including any buried elements (16 metres if tidal) <ul style="list-style-type: none"> • on or within 16 metres of a sea defence • involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert | Comments notes Informative included |

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| | <ul style="list-style-type: none"> • in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission. <p>For further guidance please visit https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.</p> <p><u>Advice to the LPA</u></p> <p>Flood risk issues not within our direct remit</p> <p>The following issues are not within our direct remit or expertise, but nevertheless are important considerations for managing flood risk for this development. Prior to deciding this application, we recommend that consideration is given to the issues below. Where necessary, the advice of relevant experts should be sought.</p> <ul style="list-style-type: none"> • Adequacy of rescue or evacuation arrangements • Details and adequacy of an emergency plan • Provision of and adequacy of a temporary refuge • Details and adequacy of flood proofing and other building level resistance and resilience measures • Details and calculations relating to the structural stability of buildings during a flood. • Whether insurance can be gained or not • Provision of an adequate means of surface water disposal such that flood risk on and off-site isn't increased. <p>Flood warning and emergency response</p> <p>We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network. Planning practice guidance (PPG) states that, in determining whether a</p> | |
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| | <p>development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.</p> <p>In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you refer to 'Flood risk emergency plans for new development' and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 173 of the NPPF and the guiding principles of the PPG.</p> <p><u>Advice to applicant</u></p> <p><u>Water Resources</u></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. However, we recommend that in areas of serious water stress (as identified in our report Water stressed areas - final classification) a higher standard of</p> | |
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| | 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 | |
| Thames Water | <p>Waste Comments</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement."</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>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</p> | <p>Comments noted.</p> <p>Conditions/Informative included</p> |

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| | <p>diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of</p> | |
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| | <p>petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Water Comments</p> <p>Thames Water are currently working with the developer of application HGY/2024/0450 to identify and deliver the off site water infrastructure needs to serve the development. Thames Water have identified that some capacity exists within the water network to serve 7 Houses and 70 Flats but beyond that upgrades to the water network will be required. Works are on going to understand this in more detail and as such Thames Water feel it would be prudent for an appropriately worded planning condition to be attached to any approval to ensure development doesn't outpace the delivery of essential infrastructure. There shall be no occupation beyond the 7 Houses and 70 Flats until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues."Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.</p> | |
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| | <p>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.</p> <p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</p> <p>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at https://www.gov.uk/government/publications/groundwater-protection-position-statements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p> | |
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| <p>Secure Design</p> | <p>by</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We met with the original project Architects in January 2024 to discuss Crime Prevention and Secured by Design at pre-application stage and discussed our concerns around the design and layout of the development. This has not been demonstrated in within the Design and Access statement, although it does include student accommodation as the main feature of the development. We request that the developer continues an ongoing dialogue with our department to ensure that the development is designed to reduce crime at an early stage.</p> <p>At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, but we do have concerns, in particular around the student accommodation, therefore we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects that ensure that 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).</p> <p>If the Conditions are applied, we request the completion and submission of the relevant SBD application forms at the earliest opportunity.</p> | <p>Comments noted.</p> <p>Conditions/Informative included</p> |
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| | <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p>Conditions:</p> <p>A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. Accreditation must be achievable according to current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development. The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained. Reason: In the interest of creating safer, sustainable communities.</p> <p>Informative:</p> <p>The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.</p> <p>Section 3 - Conclusion:</p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and any subsequent condition that has been implemented with crime prevention, security and community safety in mind.</p> | |
| Health and Safety Executive | <p>Scope of consultation</p> <p>1.1.The above planning application relates to a new mixed-use development, which consists of four buildings; A, B, C and D. Building A</p> | Comments noted |

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| | <p>will contain Purpose Built Student Accommodation (PBSA), amenity/storage, duplex units, studios, cluster flats and a commercial unit on the ground floor. Buildings B and C are private blocks of flats. Building D consists of three storey townhouses.</p> <p>1.2. Section 6 of the fire statement confirms that the height of the buildings, measured from the ground level to the upper-most floor level, is: 27.4m for Building A; 16.9m for Buildings B and C; and 6.1m for Building 4. Building A will include a total of 10 storeys: ground floor plus 9 storeys, including a mezzanine between ground and first floor. Building B and C will contain a total of 6 storeys: ground floor plus 5 storeys. For Building D are proposed a total number of 3 storeys, ground plus 2 storeys. No basement level is proposed.</p> <p>1.3. Building A will be served by two firefighting shafts (on all storeys building) and an escape stair (ground to level 7th). The mezzanine is provided with a single open staircase that is accessed from the common amenity space on ground floor. Firefighting stair 01 and escape stair 03 also serve the mezzanine level. Building B will be served by an evacuation stair with a dry riser, and an evacuation lift. Building C will be served by two evacuation stairs with a dry riser, and an evacuation lift for each core.</p> <p>Current consultation</p> <p>1.4. Section 6 e) (building schedule) of the fire statement confirms that the design standards used, are: BS9991:2015 ('Fire safety in the design management and use of residential buildings – Code of practice') for the residential areas, BS9999:2017 ('Fire safety in the design, management and use of buildings – Code of practice') for commercial unit and residential amenity areas(ancillary areas), and Approved Document B: Fire Safety - Volume 1: Dwellings (2019 edition incorporating 2020 and 2022 amendments – for use in England) also</p> | |
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| | <p>used for requirements of sprinklers and external walls. HSE has assessed the application accordingly.</p> <p>1.5.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> | |
| NHS – London Healthy Urban Development Unit | <p>HUDU Response to Haringey Planning Application</p> <p>Haringey’s primary, community, acute and mental healthcare services are under substantial pressure with limited space and recruiting additional clinicians, e.g. Clinical pharmacists, podiatrist, paramedic, dietician, physiotherapists etc. to provide enhanced services to local people, particularly in the Wood Green Area which is expected to undergo significant additional development and population growth in the coming years.</p> <p>The proposed scheme would likely bring new residents into the area and would therefore have an impact on existing healthcare infrastructure which should be a consideration in the determination of the planning application. The complexities associated with a large influx of students into the area in particular should be considered.</p> <p>Firstly the age profile of an area will likely alter with most students being aged between 18 and 22. Also students are likely to have different health needs than the general local community and some may remain registered at their ‘home’ GP surgery which may in turn lead to an increase in the use of urgent care infrastructure. A younger population and increase in students to an area is likely to impact on the demand for mental, acute and sexual health services in particular. While students may be confident in accessing digital services there may be issues of privacy living in non self contained accommodation which</p> | <p>Comments noted/ Addressed in section 6.15 of the officers report</p> |

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| | <p>could obstruct this as well as personal preferences and the need for face to face services.</p> <p>To meet the health needs of the new residents of the proposed scheme 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 neighbourhood. It is noted that a bid for s106 towards healthcare for an application at the Printworks in east Haringey (HGY/2023/2306) was unsuccessful. However, the rate of CIL per sqm for the central area of Haringey is the same for residential, student and build-to-rent housing (£229.21). This is in contrast to the eastern area where the CIL charge per sqm is larger for student accommodation than standard residential housing. It is therefore considered that the request for s106 for the current application is not comparable to this application and the request is justified as there is not an increased CIL associated with student accommodation as there is in the east of the borough.</p> <p>The closest GP practices to the site are Stuart Crescent Health Centre, the High Road Surgery (both in North Central PCN) and Staunton Group Practice and Hornsey Wood Green GP (both in East Central PCN). The preferred approach across NHS North Central London (NCL) Integrated Care Board (ICB) is to invest in quality 'core' premises which incorporate digital technologies to provide the highest quality of care to a variety of patients in the future with the desired outcome of any contribution being to invest to ensure that 'core' premises are enhanced or provided.</p> <p>The Hornsey Wood Green GP, which also offers mental health services, has a patient list of circa 10,000 and is under significant pressure to deliver services in a building which is not considered to be fit for purpose. With no practical means of expansion of the existing building securing a new premises in the Wood Green area for this practice is</p> | |
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| | <p>therefore a priority for the NHS to serve the existing and expanded population and would be in accordance with the aims of NCL ICB of investing in 'core' facilities. Therefore any s106 and CIL funding would be directed towards providing a new premises for this surgery. Potentially this could be part of an integrated hub for other practices and services in the area to relocate in order to provide the best service possible if this proves to be a feasible option in the future.</p> <p>The HUDU Planning Contributions Model, as set out in the 2021 London Plan, is required to be 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).</p> <p>The current scheme consists of 623 student bedspaces consisting of 62 affordable units and 77 homes with a mix of social rented and shared ownership</p> <p>The HUDU Planning Contributions Model has been used the calculate the contribution</p> <p>We have firstly run the HUDU model for the student accommodation based on 623 additional residents which assumes that the students will not be local. The standard assumptions in regards to age have been modified to take into account the fact that the majority of students will be in a younger age bracket (15-44). The final summary information from the HUDU model is set out below.</p> | |
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| Final Summary | |
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| Total Capital Cost | £1,109,541 |
| Total Revenue Cost | £943,696 |
| Combined Cost | £2,053,237 |
| Total Number of Housing Units | 623 |
| Capital Cost Requirement Per Unit | £1,781 |

The HUDU Planning Contributions Model calculates a total healthcare (primary, acute and mental health) of £1,109,541. This can be further broken down:

Primary care cost - £378,565.
Mental Health cost £212,795
Acute cost – £489,742
Intermediate cost - £28,632

In addition 77 residential units are proposed.

| Final Summary | |
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| Total Capital Cost | £210,654 |
| Total Revenue Cost | £177,338 |
| Combined Cost | £387,992 |
| Total Number of Housing Units | 77 |
| Capital Cost Requirement Per Unit | £2,736 |

The HUDU Planning Contributions Model calculates a total healthcare (primary, acute and mental health) capital s106 requirement of £210,654.

This can be further broken down:

Primary care cost - £74,191
Mental Health cost £23,004
Acute cost – £113,460

The total combined capital costs from the HUDU model is calculated at £1,320,195

However, as pointed out above it is considered that there is most need for primary care in vicinity of the site. The amount of capital required for

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| | <p>primary care would work out as £452,565 for the entire development. There could potentially be an increase in demand for mental health services and the mental health contribution would equate to £286,986 over the entire development. However, it is considered likely that students will mostly utilise services such as talking therapies and it is expected that this can be obtained from the mental health services available at their university rather than NHS services and therefore the need is likely to be significantly less than this. It is likely that a pod or small room would suffice to accommodate the extra demand on mental health as a result of the development. We have therefore reduced this significantly to £20,000.</p> <p>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.</p> <p>The request is the Council to secure £472,565 within the S106 agreement to be paid on commencement and indexed linked to building costs. This requirement would meet the tests in CIL Regulation 122 as it is considered necessary, reasonable and directly related to the development.</p> <p>Health Impact Assessment</p> <p>A Health Impact Assessment does not appear to have been submitted with the application. Due to the scale and the type of the proposal, HUDU consider that a HIA should have been provided as part of the application to ensure that all adverse health impacts of the proposal have been identified and where possible mitigated. The Council's Public Health and Environmental Health Services should be consulted for advice in respect of the details in relation to health and well being.</p> <p>Standard of Accommodation</p> | |
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| | <p>The cluster bedrooms should exceed the minimum standards for a single bedroom as stated in policy D6 of the London Plan as the rooms will be the only private internal space for residents and so will likely be utilised in daytime hours for studying, socialising. It is suggested by the plans that up to 8 rooms may be included within a cluster sharing a kitchen. It is suggested that this ratio could be re-considered and a lower number of students per kitchen would offer a greater standard of accommodation</p> <p>The ensuite, 1 bed and duplex studios proposed do not meet the floorspace requirement of policy D6 of the London Plan. However, as student accommodation is occupied on a temporary basis, and it would be expected that the living accommodation is not utilised as much during daylight hours as residential flats for other purposes this could be acceptable. A condition would be recommended to ensure that each unit of accommodation is only occupied by one student</p> <p>Affordable Homes</p> <p>It is welcomed that the proposal proposes affordable homes. In addition 62 of the 623 student beds form part of cluster spaces and are considered to be affordable. There is some concern that the proportion of student spaces which are affordable is insufficient to meet need.</p> <p>I trust that the above comments are useful in pursuing the application. However, please contact me if you require any clarification or if I can be of further assistance. We would request that we are consulted on any further amendments to the scheme which may effect primary and acute care provision and on any subsequent planning applications on the site and, as stated above, would welcome any involvement regarding the negotiation of the s106 contribution</p> | |
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| London Underground/ DLR Infrastructure Protection | I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted. | Comment noted |
| Transport for London | <p><u>Comments dated June 7th</u></p> <p><u>Site location and context</u></p> <p>The site of the proposed development is located on the A109 Lordship Lane which forms part of the Strategic Road Network (SRN), with secondary access via Wellesley Road to the south of the site. Wood Green Underground Station served by the Piccadilly Line is within walking distance of the site, and National Rail services can be accessed from Alexandra Palace Station which is approximately 700 metres to the west. The Piccadilly Line will benefit from a 23% capacity upgrade from 2027. Two bus routes stop directly outside the site, with a further eight more stopping close to Wood Green station.</p> <p>Due to the aforementioned public transport connections, the site achieves a Public Transport Accessibility Level (PTAL) of 6a (on a scale of 0-6b where 6b is the highest).</p> <p>Cycleway C20 can be accessed at Bowes Park approximately 700 metres to the north-west of the site, and there are proposals to extend this through Nightingale Gardens and on to Farringdon. Also proposed is a Wood Green to Seven Sisters cycleway which would begin in the vicinity of Pelham Road approximately 100 metres to the south-west of the site linking Wood Green to Seven Sisters.</p> <p>Site access</p> | Comment noted, LBH transport raise no objections and the issue raised are addressed by conditions. |

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| | <p>It is understood that vehicular access to the site is proposed via Lordship Lane (entry only) and Wellesley Road (entry and sole exit). It is also noted that the Design and Access Statement (DAS) also shows vehicular routes exiting the site via Lordship Lane which would not be acceptable. Clarification is sought regarding the one-way system.</p> <p>Two rising bollards are proposed to prevent rat-running through the site which are welcomed. The one controlling access from Lordship Lane should be moved so that an incoming vehicle can, if required, wait in front of it without obstructing the carriageway and pavement of Lordship Lane.</p> <p>Healthy Streets</p> <p>An ATZ route analysis has been undertaken to key destinations. On some occasions it indicates reasons why indicators are not being met but does not identify or propose how the deficiency could be addressed. Based on this we think that there is scope for further improvements (in addition to seating) that could be considered, such as planting and addressing street clutter which TfL would support.</p> <p>The forecast increases in daytime walking trips associated with the development would seem to support the case for contributions towards the identified measures.</p> <p>A shared surface is proposed linking Lordship Land and Wellesley Street which is generally supported, however further consideration to its final design should be given in light of the servicing comments below.</p> <p>In addition, the plans in the TA are difficult to understand as the vehicle tracking does not match the footpath layout which could cause confusion and road danger. Tree planting will also need to be considered carefully regarding vehicle tracking.</p> <p>Trip Generation and Public Transport Impact</p> | |
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| | <p>The capacity of the large existing surface car park has not been specified, although its replacement will clearly remove nearly all of its associated traffic.</p> <p>As the existing Mecca Bingo site is operational and its website has details of opening times and game duration it is not clear why TRICS has been used to establish existing demand. All of the selected TRICS sites are located outside of London where public transport availability and travel patterns are likely to be very different.</p> <p>A more appropriate baseline could be obtained through the use of video or manual surveys which would capture car parking and attendance levels and an implicit mode split. The results of a car parking survey could be cross-checked with the car park accumulation implicit from table 5.1</p> <p>Tables 5.2 to 5.4 have no specified activity after 21:00 although the totals in Table 5.5 appear to in line with a manual recalculation.</p> <p>TfL would like to see a more robust public transport baseline so we can establish the public transport impact and any necessary mitigation.</p> <p>Cycle Parking and Cycle Hire</p> <p>Based on the specified development in the Transport Assessment there appears to be a shortfall of cycle parking compared to Policy T5 requirements. However, the plans appear to show otherwise, therefore confirmation of intentions should be obtained.</p> <p>The entrance to some of the cycle parking in building C appears remote from the core and main residential entrances which may reduce its attractiveness to users.</p> | |
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| | <p>There is an acknowledged shortfall of commercial short stay cycle parking which should be addressed, either through active or passive provision.</p> <p>Car Parking</p> <p>The car-free nature of the proposals is welcomed and supported, and the active and passive provision of blue badge parking spaces has been increased since pre-application advice. As such, car parking is now in accord with Policies T6.1 and T6.5 Residential and non-residential disabled persons parking. The prevention of parking permits being issued should be secured as part of the s106 agreement.</p> <p>While the 'no-car' clause in the resident's licence agreement is welcomed it is not clear how it would be actively enforced.</p> <p>Deliveries and Servicing</p> <p>Further work is required in relation to deliveries and servicing.</p> <p>There is insufficient information on the plans to fully understand the floorplans and back of house arrangements of the commercial units. This is a concern given the potential use of the units to change over time which may also change servicing requirements.</p> <p>In addition, at the pre-app stage TfL recommended avoiding the use of Lordship Lane for servicing activity. Attention is therefore drawn to Policy T7 (G) which states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.</p> <p>Given the relatively small number of forecast deliveries and the provision of student loading facilities a more appropriate design solution would appear to be focussing all servicing activity within the shared surface and creating a</p> | |
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| | <p>commercial servicing entrance to accommodate this. In addition, the available floor plans for the commercial units do not give any indication of potential storage or internal connectivity within its footprint.</p> <p>Delivery Service Pans (DSPs) are required to explain servicing strategy for the whole development. There is currently no forecast servicing volumes provided for student or residential elements. It is also unclear how student servicing will gain access to the site given the raised bollards and traffic restriction measures.</p> <p>We would suggest that the DSPs are revisited and prepared in accordance with our guidelines. The above issues should be resolved prior to determination.</p> <p>Construction</p> <p>While an outline demolition & construction method statement has been submitted it does not contain sufficient information for us to understand the construction impact of the proposals.</p> <p>There are no diagrams showing the proposed access point, pit lanes, etc, and no indication of the volumes/vehicle types during the construction process. TfL requests that the CLP is produced and presented in accordance with the guidelines contained on our website.</p> <p>Framework Travel Plan</p> <p>An outline Framework Travel Plan has been prepared, the detailed version for each land use should be secured by condition</p> | |
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| Stakeholder | <u>Questions/Comments</u> | Response |
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| NEIGHBOURING PROPERTIES | <ul style="list-style-type: none"> Loss of employment | <p>The socio-economic report notes the following; The redevelopment will generate an uplift of 25 jobs compared to the existing position.</p> <p>The newly created jobs are likely to be filled predominantly by residents within Haringey and the surrounding Boroughs.</p> <p>Steps could also potentially be taken to provide job opportunities to staff likely to be made redundant as a</p> |

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| | <ul style="list-style-type: none"> Mecca Bingo caters for the older members of the community | <p>result of the closure of Mecca Bingo</p> <p>The Equalities Impact Assessment (EqIA) notes that activities such as bingo halls are popular with older people and the number of bingo venues has been declining. The assessment states that the provision of multiple communal spaces including the public open space, community café and food hall will give opportunities for people to come together from a variety of backgrounds, decreasing the</p> |
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| | <ul style="list-style-type: none"> • Impact on Conservation area • Concern with scale and design | <p>risk of social isolation and encouraging intergenerational mixing. The affordable catering offer will support this. For people using the bingo hall, the communal areas will have new activities and it is recommended their needs are included in this programme.</p> <p>The Conservation Officer is satisfied that the proposed development in conservation and heritage terms is acceptable</p> <p>Officers consider the design of the development is considered to be</p> |
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| | <ul style="list-style-type: none"> Impact on neighbours in terms of privacy overlooking/overshadowing and overbearing | <p>a high quality design. The building heights, and the scale and massing of the development overall, would contribute to optimising the development of the site and would not appear out of keeping with the surrounding area</p> <p>The proposal is not considered to result in an unacceptable impact on local amenity – covered in the report</p> <p>Nearby residential properties would not be materially affected by the proposal in terms of loss of privacy/overlooki</p> |
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| | <ul style="list-style-type: none"> • Pressure on parking and congestion | <p>ng– covered in the report</p> <p>The Council's Transportation team are satisfied that the scheme is car free that restricts future residents of the development from applying for a no street parking permit</p> <p>Any dust and noise relating to demolition and construction works would be temporary nuisances that are typically controlled by non- planning legislation. Nevertheless, the demolition and construction methodology for the development would be</p> |
| | <ul style="list-style-type: none"> • Increased pollution- noise and dust during construction | |

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| | <ul style="list-style-type: none"> • Safety and anti social behaviour concerns | <p>controlled by the imposition of a condition</p> <p>The proposed development enhances security through the design and layout of the building and public realm. The Secure by Design Officer does not object to the proposed development subject to standard conditions requiring details of and compliance with the principles and practices of the Secured by Design Award Scheme</p> |
| | <ul style="list-style-type: none"> • More playspace facilities for younger children is required | <p>The proposed development provides more than the required</p> |

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| | <ul style="list-style-type: none"> Impact on refuse provision and infrastructure <p>Support</p> <ul style="list-style-type: none"> Larger Affordable homes welcomed More student accommodation needed Good transport links noted | <p>amount based on the child yield calculation for the proposed development based on the mix and tenure of units in accordance with the current GLA population yield calculator</p> <p>The Council's Waste Management Officer is satisfied with the proposed arrangement for the refuse/recycling bin collection and provision</p> <p>The scheme would provide Stakeholder Question/Comment Response CIL payment towards local infrastructure</p> |
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| | <ul style="list-style-type: none">• The scheme is in a good location• Playspace and green space is welcomed• The scheme will help transform Wood Green | Support noted |
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Appendix 4 Consultation Responses – Greater London Authority Stage 1 Response

GREATER LONDON AUTHORITY

Planning report GLA/2024/0192/S1/01

13 May 2024

707-725 Lordship Lane, Wood Green

Local Planning Authority: Haringey

Local Planning Authority reference: HGY/2024/0450

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| <p>Strategic planning application stage 1 referral</p> <p>Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.</p> |
| <p>The proposal</p> <p>Redevelopment to provide 77 homes, 623 purpose-built student bedrooms and flexible commercial floorspace within buildings ranging between 3 – 9 storeys.</p> |
| <p>The applicant</p> <p>The applicant is Atri7 2 Limited & Fusion Global Management LLP and the architect is Corstorphine & Wright Ltd.</p> |
| <p>Strategic issues summary</p> <p>Land use principles: The redevelopment of this underutilised brownfield site within an opportunity area for a mixed-use development which would deliver 623 student bedrooms and 77 homes is supported.</p> <p>Affordable Housing: The development would provide 35% affordable provision by habitable room and floorspace across the student accommodation and residential accommodation, with a tenure split of 71% low-cost rent and 29% intermediate rent.</p> <p>Urban Design: The proposed height and massing strategy is supported. A conclusion on the qualitative requirements of D9 will be made at the Mayor's decision making stage. Further consideration should be given to the design of building A.</p> <p>Transport: The removal of the car park and creation of shared surface route through the site are supported. Further consideration should be given to the commercial servicing.</p> <p>Other issues on Energy, Whole Life Carbon, Circular Economy and Urban Greening also require resolution prior to the Mayor's decision making stage.</p> |
| <p>Recommendation</p> <p>That Haringey be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 92. Possible remedies set out in this report could address these deficiencies.</p> |

Context

1. On 5 April 2024 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 categories of the Schedule to the Order 2008:
 - 1B – Development (other than development which only comprises the provision of houses, flats or houses and flats) which comprises or includes the erection of a building or buildings outside Central London with a total floorspace of more than 15,000 square meters.
 - 1C Development which comprises or includes the erection of a building 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 application site comprises 0.86ha located on the southern side of Lordship Lane. The existing site comprises a bingo hall and an open-air car park and is located in the Wood Green Town Centre.
6. The site is located within the Wood Green Opportunity Area and is allocated in the adopted Local Plan for 191 residential units and 1,484 sq.m of town centre uses. The draft Wood Green Area Action Plan allocates the site for a greater quantum of development.
7. The site is bound to the north by Lordship Lane with a variety of two and three storey properties, to the east of the application site is bound by a housing estate with three storey blocks, the southern boundary is characterised by Wellesley Road with two and three storey town houses and the rear gardens of the properties along Moselle Avenue. The west of the application site is bound by Omnibus House, a seven to nine storey residential buildings.
8. The site records a Public Transport Accessibility Level (PTAL) of 6a (on a scale of 0-6b where 6b is the highest).

Details of this proposal

9. The proposed development comprises the demolition of the existing buildings and the redevelopment to provide a 623-bed purpose-built student accommodation, 77 affordable homes, and 796sq.m flexible ground floor commercial (Class E) floorspace within buildings ranging between 3 – 9 storeys.

Case history

10. The applicant held a pre-application meeting with GLA officers in September 2023.

Strategic planning issues and relevant policies and guidance

11. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Haringey Local Plan: Strategic Policies (2017); Development Management Development Plan Document (2017); Site Allocations DPD (2017); and, the London Plan 2021.
12. The following are also relevant material considerations:
 - The National Planning Policy Framework and National Planning Practice Guidance;
 - Draft Local Plan 2024-20
 - Draft Wood Green Area Action Plan
13. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:
 - Economic development - London Plan; the Mayor's Economic Development Strategy; Employment Action Plan;
 - Opportunity Area - London Plan;
 - Housing - London Plan; Housing SPG; the Mayor's Housing Strategy; Play and Informal Recreation SPG; Character and Context SPG; Housing Design Standards draft LPG;
 - Affordable housing - London Plan; Housing SPG; Affordable Housing and Viability SPG; the Mayor's Housing Strategy;
 - Student housing - London Plan;
 - Retail/office - London Plan;

- Urban design - London Plan; Character and Context SPG; Public London Charter LPG; Characterisation and Growth Strategy draft LPG; Optimising Site Capacity: A Design-Led Approach draft LPG; Housing SPG; Play and Informal Recreation SPG; Housing Design Standards LPG
- Fire Safety – London Plan; Fire Safety draft LPG;
- Heritage - London Plan; World Heritage Sites SPG;
- Inclusive access - London Plan; Accessible London: achieving an inclusive environment SPG; Public London Charter LPG
- Sustainable development - London Plan; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring Guidance LPG; Energy Planning Guidance; Mayor's Environment Strategy;
- Air quality - London Plan; the Mayor's Environment Strategy; Control of dust and emissions during construction and demolition SPG; Air quality positive draft LPG; Air quality neutral draft LPG;
- Ambient noise - London Plan; the Mayor's Environment Strategy;
- Green Infrastructure - London Plan; the Mayor's Environment Strategy; Preparing Borough Tree and Woodland Strategies SPG; All London Green Grid SPG; Urban Greening Factor draft LPG

Land use principles

14. The application site is allocated within the draft Wood Green AAP for an indicative capacity of 209 net residential units, 4,176 sq.m employment floorspace and 2,088 sq.m town centre uses.
15. The development would result in the loss of the Mecca Bingo comprising 3,700 sq.m. London. The applicant has stated that it is anticipated that the site will become vacant once the existing lease runs out in 2026. The applicant has discussed the loss of the bingo hall with Council officers, and it is understood that this has been agreed in principle.
16. The development would introduce 796 sq.m of town centre uses on the site. The application site is located in the Wood Green Town Centre and therefore the proposed flexible commercial floorspace would support the vitality and viability of the town centre.

Purpose Built Student Accommodation

17. London Plan Policy H15 relates to Purpose Built Student Accommodation (PBSA) and seeks to ensure that local and strategic need is addressed. The Mayor's Academic Forum has established that there is an annual requirement for 3,500 PBSA bed spaces over the plan period. The London Plan also acknowledges that PBSA contributes to meeting London's overall housing need and is not in addition to this need. London Plan Policy SD1 seeks housing

choice for Londoners, and it is acknowledged that the provision of student accommodation can help to free up existing housing stock in the private rented sector.

18. The proposed scheme would provide PBSA comprising 626 bedrooms on the site which is located within Wood Green Town Centre and is highly accessible, with a PTAL of 6A. The student accommodation would meet identified strategic need and contribute towards the housing targets in policies SD1 and H1 set out below, and is supported.
19. The proposed PBSA would provide market and affordable student accommodation across clusters, studios, duplex studio and accessible studios alongside conventional affordable housing, commercial uses and public open space. The development would therefore contribute to a mixed and inclusive neighbourhood. The student accommodation includes 1,245 sq.m. of internal amenity spaces providing library, gym, social spaces amongst a range of other facilities. The proposed accommodation provides good quality living space for the students and is supported.
20. Policy H15 of the London Plan requires student accommodation be secured for use by students and that a nominations agreement must be in place from initial occupation with one or more higher education providers, to provide housing for its students, and to commit to have such an agreement for as long as the development is used for student accommodation. The applicant has been in discussion with Higher Education Providers (HEPs) regarding the accommodation and has provided a letter from LSE which confirms that discussions have taken place regarding the development, which is welcomed. The applicant has confirmed that the affordable student accommodation would be subject to a nomination agreement, which must be appropriately secured in the legal agreement. The applicant has stated that none of the remaining student accommodation would be secured under a nomination's agreement. This approach would not comply with Policy H15 of the London Plan. The non-compliance with Policy H15 will be weighed in the balancing exercise and will be concluded at the Mayor's decision making stage. The applicant is encouraged to secure the majority of the student accommodation within a nomination agreement.
21. A Student Residence Management Plan has been submitted with the application which confirms that the accommodation would be operated and managed by Fusion Group. The Management Plan covers building management and maintenance, Code of conduct, deliveries, move in and out arrangements amongst a range of other matters. The Student Management Plan should be appropriately secured.
22. The affordable student accommodation is discussed in the affordable housing section below.
23. Subject to a nomination agreement and appropriate occupation restrictions being secured, the principle of the use of the land for student accommodation is acceptable in strategic planning terms.

Housing

24. London Plan Policy SD1 supports the growth potential of Opportunity Areas and Table 2.1 gives an indicative capacity for Wood Green of 4,500 homes and 2,500 jobs. Policy H1 sets out the requirements for boroughs to achieve the increased housing supply targets in Table 4.1, which identifies a ten-year housing completion target of 15,920 homes for Haringey. The proposed development would deliver 77 homes which would contribute towards the aforementioned targets and is supported.

Affordable Housing

25. London Plan policy H15 requires that the maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance. To follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable accommodation.
26. In order for student accommodation to be considered affordable, it must be let at a rental cost at or below 55% of the maximum maintenance loan that a new, full-time student studying in London and living away from home could obtain. For the 2023/24 academic year, this figure is £7,162 and is updated annually in the Mayor's Annual Monitoring Report (AMR).
27. London Plan Policy H4 seeks to maximise affordable housing delivery, with the Mayor setting a strategic target for 50% of all new homes to be genuinely affordable. London Plan Policy H5 states that the threshold level of affordable housing is a minimum of 35%. Policy H6 of the London Plan sets out a preferred tenure split of at least 30% low-cost rent (London Affordable Rent or social rent), at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% to be determined by the local planning authority taking into account relevant Local Plan policy.
28. London Shared Ownership units should be affordable to households on incomes up to a maximum of £90,000 a year and a range of affordability levels should be provided below the maximum £90,000 household income cap for an initial marketing period of three months.
29. The development proposes a blended approach to affordable housing, comprising 77 affordable homes and 53 affordable student rooms. The application supporting information sets out that the development would deliver 35% affordable provision by habitable room and floorspace, which is welcomed. The proposed development can follow the fast-track approach.
30. The 77 residential units comprises 52 Social rent homes, and 25 Intermediate homes. On a habitable room basis, this equates to an overall tenure split of 79% Low-cost rent and 21% Intermediate which is supported.
31. The affordable housing provision, eligibility criteria, affordability criteria and early-stage review must be appropriately secured.

Housing mix

32. London Plan Policy H10 states that schemes should generally consist of a range of unit sizes and sets out several factors that should be considered when determining the appropriate housing mix of a scheme, including the nature and location of a site.
33. The proposed development comprises a range of 1, 2, 3 and 5 bedroom homes. The mix includes 5-bedroom homes in the social rent tenure which is understood to be requested by the Council to meet an acute local need. The applicant is encouraged to continue working the Council to provide an appropriate housing mix.

Play space

34. Policy S4 of the London Plan states that development proposals should incorporate high quality, accessible play provision for all ages, of at least 10 sq.m per child. Based on the GLA population Yield Calculator, the scheme would generate an overall requirement for 684 sq.m. The development would provide a total of 850 sq.m of place space through incidental play areas, dedicated play spaces and courtyards, which exceeds the requirements by 166 sq.m. Prior to determination, the quantum and quality of play space should be secured by the Council, avoiding the inclusion of vehicle turning areas, privacy buffers and the entirety of shared amenity spaces.

Urban design

Development layout and public realm

35. The layout of the site which extends Wellesley Road and provides a north south access through the site is supported. The layout of the blocks is also supported. Block A1 is a courtyard block which provides a strong frontage to Lordship Lane and opportunities for internal and external PBSA amenity. Blocks A2 and A3 are structured around the extended alignment of Wellesley Road, with the view terminated by an additional block. This is supported.
36. The development would provide over 2,000 sq.m of public open space in the form of a pocket park in the middle of the site which is a benefit of the proposals and is strongly supported. The public access to this space should be appropriately secured in line with the Public London Charter LPG and London Plan Policy D8.
37. Officers are supportive of the distribution of the ground floor uses which locate the commercial uses along Lordship Lane and wrapping around to the pocket park where the primary student accommodation entrance would be located. The layout and entrances would provide a good level of animation and natural surveillance at ground floor level which is supported.

Tall buildings, scale and massing

38. The site is located in the Wood Green Opportunity Area, is highly accessible by public transport and is allocated for intensification in the Local Plan. The site

acts as a transition between the domestic character of Noel Park and the commercial scale of Wood Green Town Centre. The Wood Green draft AAP sets out future development and intensification including a 'Local Tall Building and Local Views' policy.

39. Local Strategic Policy SP11 defines tall 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'. The proposed development is 9-storeys and would extend up to 30.95m and referable to the Mayor, which would therefore meet the definition of a tall building. The draft Wood Green AAP identifies Wood Green Town Centre as a potential location appropriate for Tall Buildings. Given the draft nature of the AAP, GLA officers acknowledge the intent for tall buildings in this location, however does not strictly meet the locational requirements of D9. The impacts of the tall buildings must also be considered against the criteria under Policy D9 (Part C), which are set out further below.

Visual impact

40. The application is supported by a Heritage, Townscape and Visual Impact Assessment which shows the proposed development in views from around the application site. The assessment shows that in the range of long, mid-range and immediate views surrounding the site, the development would sit comfortably within the townscape. The proposed development would not be visible in London View Management Framework views.
41. Building A is the largest within the proposed development and is the only building that meets the definition of a tall building. The building has a well-defined base and middle, however, as outlined in the architectural quality section below, the top should be further considered.

Functional impact

42. Whilst the approach to servicing, maintenance and management is broadly supported, there are some concerns with the commercial servicing arrangements which are set out further in the transport section below. Subject to the transport and servicing arrangements being resolved, the functional impacts of the proposed tall building could be acceptable.

Environmental impact

43. In terms of environmental impacts, the applicant's technical information will be assessed in detail by the LPA, and the applicant is encouraged to work with the LPA to secure any appropriate mitigation measures that are required to make the application acceptable.

Cumulative impact

44. The proposed tall building will be seen in townscape views within the context of the taller buildings within the Wood Green Town Centre. Given the proposed

height, massing and location of the development, the proposed cumulative impact would be acceptable.

45. In summary, the visual impacts of the development are acceptable. Conclusions on compliance with the qualitative assessment set out in Policy D9(C) will be made at the Mayor's decision making stage.

Internal quality

46. The proposed layouts of the residential properties would provide good quality accommodation, with all conventional homes meeting space standards, no more than 8 homes per core and 100% of homes dual aspect.

Architectural quality

47. The proposed architectural approach and material palette are supported for buildings B,C and D on the southern part of the site. The use of brick, form and detailing within these buildings reflect a domestic character and that of the surrounding context.
48. The PSBSA building has a strong base and ordered middle which is supported. Whilst the architectural approach and materials needs to work hard to break up the mass, further consideration should be given to the top of the building to ensure a well-defined and interesting skyline.

Fire safety

49. In line with Policy D12 of the London Plan, applications must be accompanied by a fire statement, prepared by a suitably qualified third-party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Policy D5 within the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users.
50. A Fire Statement has been prepared by a third party suitably qualified assessor and is submitted with the application, as required by Policy D12. The fire statement covers a range of fire safety matters including access and facilities for the fire service, means of escape, firefighting and evacuation lifts and fire protection systems. The development includes a building over 18 metres, building A, which is served by two staircases. An agreed Fire Statement should be secured by the Council, to comply with London Plan Policies D5 and D12.

Inclusive access

51. London Plan Policy D5 requires that all new development achieves highest standards of accessibility and inclusive design. London Plan Policy D7 requires that at least 10% of dwellings meet Building Regulations requirements M4(3) 'Wheelchair user dwellings' and that all other dwellings meet Building

Regulations M4(2) 'accessible and adaptable dwellings'. The development complies with these requirements, which should be secured by condition.

52. The draft PBSA LPG along with the practice note 'Wheelchair Accessible and Adaptable Student Accommodation' (2022) confirms that student accommodation should meet the accessibility requirements for serviced accommodation which are set out in policy E10 part H and requires either:
- 1) 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice; or
 - 2) 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings - Code of practice'
53. The development would provide 5% of the PBSA rooms as wheelchair accessible from the outset, with the ability to adapt a further 5% should the demand arise. The Council should secure at least 10% of the 77 conventional units to meet M4(3) requirements and all to meet M4(2).

Heritage

54. London Plan Policy HC1 states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities. The NPPF states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. The NPPF states that in weighing applications that affect non-designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.
55. The application site is located in the setting of several designated heritage assets including:
- Wood Green Underground Station, listed Grade II;
 - Top Rank Club (former Gaumont Cinema), Broadway, listed Grade II*;
 - Church and Parish Hall of St Mark, listed Grade II;
 - Noel Park Conservation Area;
 - Wood Green Common Conservation Area and Trinity Gardens Conservation Area.
56. The application is supported by a Heritage and Townscape Visual Impact Assessment which sets out the proposed development in several agreed views with the LPA and the impact of the development on nearby heritage assets.

Building A would be visible from the Noel Park Conservation Area, which is reflective of the sites character and location as a transition between the domestic scale of the conservation area and the town centre. Several of the taller buildings within the town centre are visible in the views from surrounding the site and within the Noel Park Conservation Area. Given the height and massing of the proposed development and the distance between the site and the aforementioned heritage assets, the proposed development would not result in harm to heritage assets.

Transport

Transport assessment

57. An ATZ has been undertaken to key destinations and has identified some potential improvements to these routes. TfL would support these and further improvements aimed at addressing the stated reasons for not meeting the Healthy Streets indicators.
58. A shared surface is proposed linking Lordship Land and Wellesley Street which is supported, however further consideration should be given to the servicing comments below.

Trip generation and Public transport impacts

59. A bus contribution may be requested to support the public transport demand arising from the development. This will be subject to further clarification with regard to trip generation.

Car parking

60. The removal of the existing surface car parking and car free nature of the proposals will reduce car-based traffic which is strongly supported. The proposed active and passive provision of blue badge parking spaces complies with the London Plan standards. The prevention of parking permits being issued should be secured as part of the s106 agreement.

Cycle parking

61. The plans indicate that the proposed quantum of cycle parking complies with Policy T5, except for the commercial short stay proposals. Further consideration should be given to providing a policy compliant level of short stay cycle parking within the site.

Travel planning

62. An outline Framework Travel Plan has been submitted with the application. A detailed Travel Plan for each land use should be secured by condition.

Deliveries and servicing

63. The application is supported by a student drop-off strategy, the arrangements for the student accommodation, including the servicing, are supported in principle. There are concerns with the use of Lordship Lane for servicing the commercial uses, and this conflicts with Policy T7 part G. Given the forecast deliveries, further consideration should be given to an on-site servicing strategy such as using the student drop-off area for commercial servicing as well. Potential future change of use and servicing activity should also be considered when designing in servicing arrangements.
64. A Delivery Service Plan (DSP) for the commercial and student residences should then be produced detailing site access arrangements, forecast levels of activity and how these will be managed. This is to ensure that the proposed facilities being approved are both adequate and workable.

Construction logistics

65. While an outline demolition & construction method statement has been submitted it does not contain sufficient information to understand the potential construction impacts of the proposals. A CLP in accordance with TfL guidelines must be appropriately secured by condition.

Sustainable development

Energy strategy

66. The London Plan requires all major developments to meet a net-zero carbon target. Reductions in carbon emissions beyond Part L of the 2021 Building Regulations should be met on-site. Only where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site a contribution to a carbon offset fund or reductions provided off site can be considered.

Energy strategy compliance

67. An energy statement has been submitted with the application. The energy statement does not yet comply with London Plan policies SI2, SI3 and SI4. The applicant is required to further refine the energy strategy and submit further information to fully comply with London Plan requirements. Full details have been provided to the Council and applicant in a technical memo that should be responded to in full; however outstanding policy requirements include:
 - Be Lean – re-modelling of scenarios with correct efficiencies and submission of SAPs;
 - Be Clean – demonstration that the number of energy centres has been minimised;

- Be Green – demonstration that renewable energy has been maximised, including roof layouts showing the extent of PV provision and details of the proposed air source heat pumps;
- Be Seen – confirmation of compliance with this element of policy, with compliance to be secured within the S106 agreement;
- Energy infrastructure – further details on the design of district heating network connection is required, and the future connection to this network must be secured by condition or obligation;
- Managing heat risk – submission of TM59/52.

Carbon savings

68. For the domestic element, the development is estimated to achieve a 74% reduction in CO2 emissions compared to 2021 Building Regulations. For the non-domestic element, a 41% reduction is expected.
69. The development falls short of the net zero-carbon target in Policy SI2, although it meets the minimum 35% reduction on site required by policy. As such, a carbon offset payment is required to be secured. This should be calculated based on a net-zero carbon target using the GLA's recommended carbon offset price (£95/tonne) or, where a local price has been set, the borough's carbon offset price. The draft s106 agreement should be submitted when available to evidence the agreement with the borough.

Whole Life-cycle Carbon

70. In accordance with London Plan Policy SI2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint.
71. The applicant has submitted a whole life-cycle carbon assessment. The WLC assessment does not yet comply with London Plan Policy SI2. Further information is required which is set out in the memo provided to the Applicant and the Council.
72. A condition should be secured requiring the applicant to submit a post-construction assessment to report on the development's actual WLC emissions. The template and suggested condition wording are available on the GLA [website](#)¹.

Circular Economy

73. London Plan Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI7 requires development applications that are referable to the Mayor of London to

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

submit a Circular Economy Statement, following the Circular Economy Statements LPG.

74. The applicant has submitted a Circular Economy Statement in accordance with the GLA guidance. The Circular Economy Statement does not yet comply with London Plan Policy SI7. Further information is required which is set out in the memo provided to the Applicant and the Council.
75. A condition should be secured requiring the applicant to submit a post-construction report. The template and suggested condition wording are available on the GLA [website](#)².

Digital connectivity

76. 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

77. The proposed Urban Greening Factor (UGF) score of 0.3 falls below the requirements for residential and student accommodation within Policy G5 of the London Plan which is 0.4. As such, the development is contrary to policy G5 of the London Plan. The applicant must consider further opportunities to provide additional greening within the proposals and demonstrate that the greening opportunities have been maximised.

Sustainable drainage and flood risk

78. A Flood Risk Assessment has been submitted with the planning application. There is a low risk of the site flooding from ground water, surface water and rivers. The application includes a Drainage Strategy which follows the drainage hierarchy and proposes attenuation through a combination of green roofs, rainwater gardens and tree pits. Details and maintenance of the SUDS should be appropriately secured by condition.
79. The water efficiency targets set out within London Plan Policy SI.5 must be appropriately secured.

Air quality

80. London Plan Policy SI1 states that development proposals should not lead to deterioration of existing poor air quality; should not create any new areas that exceed air quality limits or delay compliance in areas that are in exceedance of

² <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance>

legal limits; and should not create unacceptable risk of high levels of exposure to poor air quality. Development proposals must be at least Air Quality Neutral and large-scale development proposals should provide an air quality positive statement.

81. An Air Quality Assessment was provided with the application. Detailed modelling of operational and construction traffic has been scoped out, however modelling to determine the sites suitability for future receptors has been undertaken. The modelling indicates concentrations are predicted to show no exceedances of NO₂, PM₁₀ and PM_{2.5} objectives in the opening year of 2027. The methodology of detailed modelling has been outlined in the Appendix. The model network consists mainly of one link (Lordship Lane) but does not include traffic emissions from High Road. Diffusion tube monitoring on this road at HR31 (and the monitoring site closest to the proposed development) was exceeding the annual mean NO₂ objective in 2019. This is road is less than 200m from the site, so further details on why this road was not modelled, and the likely influence of emissions should be provided to give confidence that the model is not underpredicting concentrations at the proposed development.
82. A Dust Risk Assessment was undertaken. The risk level for the site was determined to be High. Appropriate mitigation was included.
83. The dust risk assessment was conducted in accordance to 2014 SPG guidance which is based on IAQM 2014 (updated in 2016) guidance. Paragraph 4.6 of the SPG states the latest version of the IAQM Guidance should be used. The 2024 guidance was published before the completion of the air quality assessment, thus consideration should be given to the new guidance and whether the classification updates would change the overall risk level identified by the assessment. If not, then this (i.e. using the 2014 SPG) is acceptable. However if it were to change then the assessment should be updated. A statement on this should be provided.
84. An Air Quality Neutral Assessment was undertaken. It has been determined that the proposed development is air quality neutral.
85. In line with the Air Quality Neutral and Air Quality Positive LPG, conditions controlling the emissions of non-road mobile machinery, and to control emissions during demolition and construction, should be appropriately secured.

Biodiversity

86. London Plan Policy G6 states proposals that create new or improved habitats that result in positive gains for biodiversity, should be considered positively and that development proposals should aim to secure net biodiversity gain and that biodiversity trading rules should also be satisfied.
87. A Biodiversity assessment has been carried out using the statutory Biodiversity Metric and confirms that the proposed development would achieve a BNG of 775% which is supported.

88. An Ecological Management Plan (EMP) to support long-term maintenance and habitat creation should be secured by planning condition.

Local planning authority's position

89. Haringey planning officers are currently assessing the application. In due course the Council will formally consider the application at a planning committee meeting.

Legal considerations

90. 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

91. There are no financial considerations at this stage.

Conclusion

92. Whilst the proposal is supported in principle, the application does not fully comply with the policies set out in the report, as summarised below:
- **Land use principles:** The redevelopment of this underutilised brownfield site within an opportunity area for a mixed-use development which would deliver 623 student bedrooms and 77 homes is supported.
 - **Affordable Housing:** The development would provide 35% affordable provision by habitable room and floorspace across the student accommodation and residential accommodation, with a tenure split of 71% low-cost rent and 29% intermediate rent.
 - **Urban Design:** The proposed height and massing strategy is supported. A conclusion on the qualitative requirements of D9 will be made at the Mayor's decision making stage. Further consideration should be given to the design of building A.

- **Transport:** The removal of the car park and creation of shared surface route through the site are supported. Further consideration should be given to the commercial servicing.
- Other issues on **Energy, Whole Life Carbon, Circular Economy** and **Urban Greening** also require resolution prior to the Mayor's decision making stage

For further information, contact GLA Planning Unit (Development Management Team):
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We are committed to being anti-racist, planning for a diverse and inclusive London and engaging all communities in shaping their city.

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FRAME PROJECTS

London Borough of Haringey Quality Review Panel**Report of Formal Review Meeting: Mecca Bingo**

Wednesday 20 September 2023
 Room 5M1, Clockwise Wood Green, Greenside House, 50 Station Road,
 London N22 7DE

Panel

Peter Studdert (chair)
 Yemi Aládérún
 Alberto Campagnoli
 Ann Sawyer
 Alan Shingler

Attendees

| | |
|--------------------|----------------------------|
| John McRory | London Borough of Haringey |
| Valerie Okeiyi | London Borough of Haringey |
| Biplav Pagéni | London Borough of Haringey |
| Elisabetta Tonazzi | London Borough of Haringey |
| Richard Truscott | London Borough of Haringey |
| Kirsty McMullan | Frame Projects |
| Abigail Joseph | Frame Projects |
| Bonnie Russell | Frame Projects |
| Aretha Ahunanya | Frame Projects (observing) |

Apologies / copied to

| | |
|------------------|----------------------------|
| Suzanne Kimman | London Borough of Haringey |
| Rob Krzyszowski | London Borough of Haringey |
| Robbie McNaugher | London Borough of Haringey |
| Tasnima Ahmed | Frame Projects (observing) |

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.

Report of Formal Review Meeting
 20 September 2023
 HQR138_Mecca Bingo

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1. Project name and site address

Mecca Bingo, 707-725 Lordship Lane, Wood Green, London N22 5JY

2. Presenting team

| | |
|-----------------|---------------------------|
| Julian Evans | Fusion Group |
| André Ferdinand | Fusion Group |
| Laura Kurt | Fusion Group |
| Ameya Bhusari | Corstorphine & Wright |
| Spencer John | Corstorphine & Wright |
| Ailish Killilea | The Townscape Consultancy |
| Megan Townsend | The Townscape Consultancy |
| Taylor Vernon | DP9 |

3. Planning authority briefing

The site is currently occupied by a large single-storey bingo hall and by surface car parking to the south. To the west of the site is a residential estate. Immediately to the east is Omnibus House, a seven-storey building rising to nine-storeys, consisting of residential units and a ground floor gym. To the south on Wellesley Road there are three-storey town houses and the rear gardens of the two-storey properties on Moselle Avenue, part of the Noel Park Conservation Area.

The site is identified as a strategic area for regeneration in the London Plan 2021 and is in the Wood Green Growth Area (Local Plan 2017). The site forms part of designated Site Allocation 9, known as Mecca Bingo, which seeks the redevelopment of the bingo hall for town centre uses at ground level and residential above. It is also within the boundaries of the Draft Wood Green Area Action Plan (2018) and the Wood Green Metropolitan Centre.

The scheme aims to create a mixed-use development consisting of 985 square metres of flexible commercial floorspace (town centre use), 629 purpose-built student accommodation, 748 square metres of student amenity space at ground floor level, 24 shared ownership dwellings, 45 social rent dwellings, seven social rent houses, and 1,377 square metres urban pocket park.

Haringey officers find the principle of a mixed-use development on this site to be acceptable. Officers have explored the proposal for student accommodation with the developer team and are generally supportive. The level of employment floorspace is considered less than what should be delivered on this site – the site allocation indicates a development capacity of 1,484 square metres.

Planning officers asked for the panel's comments on the scheme's contribution to the public realm, the impact of its scale on neighbouring buildings, the layout of student housing, the approach to sustainability, and the scheme's functionality.



CONFIDENTIAL**4. Quality Review Panel's views***Summary*

The panel is pleased to have the opportunity to review the scheme at an early stage. It is broadly supportive of the proposals for student accommodation, housing, commercial space and new public green space on this edge of town centre site but thinks that more work is needed to improve its quality.

The scale of the development is ambitious, but generally acceptable. However, exceptional architecture is required to mitigate the sudden change in height along Lordship Lane in views towards the town centre, alongside further work to minimise impact on the Noel Park Conservation Area. Analysis and mitigation of the microclimate, including daylight and sunlight impacts on neighbours, is essential to justify the height.

A more coherent approach to the landscaping across the site is encouraged, including providing a direct visual link between the internal courtyard of Building A1 and the pocket park. The shared ownership Building A2-1 blocks views of the pocket park from Redvers Road and significantly reduces its attractiveness by limiting its visibility from the surrounding area. One response could be to remove this block entirely to create a more substantial park and give a better sense of welcome to the site. Alternatively, if block A2-1 is to remain, the management regime for the pocket park will need to be carefully controlled, including the possibility of night-time closure to prevent antisocial behaviour.

The panel suggests relocating the student accommodation and commercial entrances so that they respond better to typical footfall from the tube station. The internal layouts should allow wheelchair access to more parts of the building. The sustainability strategy needs further work and greater embedding into the scheme. The panel would also like to see more integration of the architecture of Wood Green into the character of the scheme to help it feel more of its place, and more welcoming from the street. It encourages meaningful co-creation with the community to ensure that the scheme responds to local needs. A stewardship plan covering the public realm maintenance throughout the site would help to guarantee the site's safety and long-term success.

Height and massing

- The height of the student accommodation building jumps abruptly in scale in comparison to the nearby two and three-storey housing, especially in views westwards along Lordship Lane. To justify the scale, the panel asks for exceptional architecture with high quality materials. This will also set a new precedent of quality for the whole immediate neighbourhood.
- The panel is concerned about how the scheme is visible above the parapet line from the Noel Park Conservation Area. It suggests exploring whether the upper floor could be stepped back to avoid impacting this view.

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- It advises that more work be done to refine the massing, informed by both town centre and conservation area views. Eight storeys may be justifiable for a marker element signifying the gateway to the town centre, but not for the rest of the block.
- The panel recommends technical studies on the overshadowing and microclimate impact of the scheme on nearby buildings, especially as the height of the Lordship Lane gateway building could block winter sunlight reaching the houses opposite and the adjacent estate's gardens.
- The panel suggests exploring the possibility of varying heights across the scheme, perhaps further adding more height on the town centre side and stepping down to east. Some units may need to be sacrificed to ensure that the height and massing is successful.

Masterplan layout

- The panel is happy with the treatment of the eastern end of Wellesley Road, as the masterplan completes the street.
- The panel understands the Council's policy ensuring no loss of employment space but thinks that the needs of students should be prioritised to ensure the success of the scheme, given the extremely high numbers of student rooms that are being proposed. As it is not convinced by the access along the eastern alley to the duplexes, the panel suggests that this area could provide an alternative location for the employment space meaning it does not need to occupy a key frontage.
- The panel suggests that the project team thinks about how it can facilitate and maximise social interaction among students. Students from a range of universities across London will be living on the site, so it will not feel like a campus, and more needs to be done to create a sense of student community.
- The panel thinks that more consideration is needed of amenity provision on the upper floors. Amenity here could be used by students, other residents, and users of the workspace. The panel encourages the use of unconventional spaces, such as corners, for amenity provision. It would also be beneficial to include some smaller spaces for studying and socialising to give students more options.
- The panel encourages the project team to prioritise student health and wellbeing as the design develops. It wants to see more detailed examples of this, such as avoiding long, narrow corridors, bringing natural light into the communal spaces, and creating informal meeting spaces.
- It also suggests peppering student clusters across the plan rather than concentrating them all in the same area to improve the legibility of the scheme and students' wayfinding.



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Landscape and public realm

- The panel is concerned about the location and design of the urban pocket park. Its proposed location behind Building A2-1 means that it would not be overlooked, which is will inevitably encourage antisocial behaviour, particularly after dark. Its design is further compromised by the fact that it will need to be kept open to meet the scheme's servicing needs.
- If the park is being offered as a community benefit to mitigate the scale of development being proposed, then consideration should be given to removing Building A2-1 altogether, making a more substantial and useful park with greater visibility from the surrounding area. The panel recommends that the project team carry out an analysis of the demographics of the wider area, and of existing green spaces, to help ensure that the public realm offer here will meet the needs of the community.
- An alternative, but possibly controversial, response to would be to accept that the pocket park in its current form would be more successful if it was primarily managed as an amenity linked to the student accommodation, with a direct visual connection made between it and the internal courtyard of Building A1.
- Whatever strategy is adopted, the panel would like to see a comprehensive management plan for the pocket park covering security and use, alongside a lighting strategy.
- The panel suggests developing the character of the landscaped spaces across the scheme. This could include exploration of the use of planting, with multi-sensory aspects across the scheme, which would be particularly beneficial for users with disabilities.
- The internal courtyard of Building A1 needs further analysis to ensure that it provides adequate light and visual amenity. The panel also suggests including terraces on upper floors so that students have accessible outdoor space at different levels of the site. These terraces could perhaps act as winter gardens and help to break up the frontages.
- The panel would like to see a detailed stewardship plan which outlines how the scheme will be managed on a long-term basis and which actor(s) will be involved. This is important for the scheme's safety and successful longevity.

Community engagement

- The panel would like to see deeper engagement with the local community to identify which town centre uses would be beneficial, for example a launderette or medical centre. It suggests creating an area-wide ground floor plan of use types to determine how the scheme can best contribute.

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- Further, as the height and massing of the development may be controversial, it would be good to address any community concerns through engagement at an early stage in the process.

Sustainability

- The panel would like to see detailed information on the proportion of solid to glazing that will be needed to mitigate overheating and allow ventilation.
- The panel recommends consideration of how the rooftop areas can be used to provide photovoltaic panels, as well as increasing biodiversity.

Entrances and frontages

- The panel suggests reconfiguring the ground floor plan to place the town centre uses on the Lordship Lane frontage with the ground floor student facilities overlooking and animating the pocket park, as suggested above. This would mean locating the main entrance to the student accommodation on the north-west corner of Building A1 where it would be closest to Wood Green Station, and locating the town centre uses where there is greatest footfall along Lordship Lane.
- The arrival space for the student accommodation should be lively and welcoming, with a café and social spaces that could also be open to the wider community, helping to activate the ground floor.

Accessibility

- The panel is pleased that the scheme is car-free but would like more consideration of possible tensions the scheme may cause with parking provision on surrounding streets. It may be helpful to include parking provision for larger families.
- The panel recommends extending wheelchair access throughout the student accommodation, beyond the 10 per cent of rooms proposed. This will ensure that wheelchair users are able to visit their friends in other parts of the building, as well as fully navigating and experiencing the area.

Quality of residential housing

- The panel is pleased that the project team is working with Haringey Council to ensure the housing mix, tenure and amount of wheelchair accessible homes will meet local needs. It also welcomes the provision of some larger family-sized social rented homes.

Architectural language

- The height of the Lordship Lane building could be justified as a gateway to the town centre if it demonstrates high-quality, exciting architecture. The panel



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suggests that this could include references to the traditionally playful use of corners in architecture in local Wood Green buildings such as corner pubs.

- The panel advises the project team to draw from the character of the Noel Park Conservation Area for the southern side of the scheme, and from the town centre for the student accommodation block.
- The panel would like to see more integration of the character of the High Road into this scheme. Building A1 has no articulation, nor does it include a parapet line, and the panel would like to both these areas addressed.
- The panel recommends more external expression of internal functions. For example, the addition of social spaces would help break up the façade and create more visual interest.

Next steps

The panel would welcome the opportunity to review the proposals again once the applicant has had the opportunity to respond to its comments.

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: Mecca Bingo

Wednesday 15 November 2023
AH Level 8, Collaborative Space, Alexandra House, 10 Station Road,
London N22 7TY

Panel

Peter Studdert (chair)
Alberto Campagnoli
Alan Shingler
Catrina Stewart
Neha Tayal

Attendees

| | |
|------------------|----------------------------|
| John McRory | London Borough of Haringey |
| Valerie Okeiyi | London Borough of Haringey |
| Biplav Pagani | London Borough of Haringey |
| Jacob Sturdy | London Borough of Haringey |
| Richard Truscott | London Borough of Haringey |
| Kirsty McMullan | Frame Projects |
| Bonnie Russell | Frame Projects |

Apologies / copied to

| | |
|--------------------|----------------------------|
| Suzanne Kimman | London Borough of Haringey |
| Rob Krzyszowski | London Borough of Haringey |
| Robbie McNaughton | 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.

Report of Formal Review Meeting
15 November 2023
HGRP138_Mecca Bingo

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1. Project name and site address

Mecca Bingo, 707-725 Lordship Lane, Wood Green, London N22 5JY

2. Presenting team

| | |
|-----------------|---------------------------|
| Julian Evans | Fusion Group |
| André Ferdinand | Fusion Group |
| Laura Kurt | Fusion Group |
| Ameya Bhusari | Corstorphine & Wright |
| Spencer John | Corstorphine & Wright |
| Megan Townsend | The Townscape Consultancy |
| Taylor Vernon | DP9 |

3. Planning authority briefing

The site is currently occupied by a large single storey bingo hall and surface car parking to the south. To the east of the site is a residential estate. Immediately to the west is Omnibus House, a seven-storey building rising to nine-storeys, consisting of residential units and a ground floor gym. To the south on Wellesley Road are three-storey town houses and the rear gardens of the properties on Moselle Avenue.

The site is identified as a strategic area for regeneration in the London Plan 2021 and is in the Wood Green Growth Area (Local Plan 2017). It forms part of designated Site Allocation 9, known as Mecca Bingo, which seeks the redevelopment of the site for town centre uses at ground level and residential above. The site is also within the boundaries of the Draft Wood Green Area Action Plan (2018) and the Wood Green Metropolitan Centre. It is adjacent to Noel Park Conservation Area.

The scheme aims to create a mixed-use development including commercial floorspace (town centre use), purpose-built student accommodation and associated amenity space, shared ownership homes, social rent homes, and an urban green space, including a north-south pedestrian and cycle connection through the site.

The level of employment floorspace is considered below the amount that should be delivered on this site. Despite this, officers are broadly supportive of the latest proposals, including the detailed curation of the specific employment uses proposed and how they will meet community needs. The height and massing are broadly acceptable, pending further testing in townscape views and refinement of the elevation. Detailed design on the layout of the purpose-built student accommodation and its communal facilities, as well as the housing, commercial units, public realm, architectural appearance, landscaping and sustainability, have all developed considerably since the previous review.

Planning officers asked for the panel's comments on the quality of student accommodation and amenity spaces, on sustainability, and on architectural character.



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4. Quality Review Panel's views

Summary

The panel supports the proposals for purpose-built student accommodation, housing, commercial space and new public green space on this site, which have progressed well since the previous review. A few concerns remain to be addressed, but generally the scheme is in a good position to move forward.

The panel broadly supports the proposed height and massing. However, more detail is required to enable adequate scrutiny of the impacts on light, townscape, heritage and to ensure there is no overlooking. There is a concern that green spaces within the scheme and neighbouring gardens to the north may be overshadowed. The panel commends the landscape-led masterplan and welcomes the strategic moves made, such as the location of the town centre uses onto Lordship Lane and the angled splay of the building guiding people towards the urban green space. The panel's concerns about the safety of this space at night remain. It suggests that the primary entrance for the student accommodation is moved to the northwest corner of the building for natural wayfinding and better overlooking. The student courtyard needs more work to ensure that it will not only be a visual amenity but will also be well-used. The panel has significant concerns about the quality of the student accommodation, particularly with regard to the long internal corridors and the lack of communal amenity spaces on upper floors. It asks that the design incorporates some moments of respite on each floor, preferably in the form of shared spaces with views out but, as a minimum, by adding windows to the corridors. It is worth sacrificing a few rooms to allow more opportunities for natural light, ventilation, orientation and social interaction. The architecture is developing well, but the student accommodation building would benefit from further work on the materiality of the top floor and the appearance of the western corner in perspective views.

Height and massing

- At the previous review, the modelling of height and massing was in its infancy. The panel encourages the project team to continue its daylight and sunlight and townscape visual impact assessments. As the roofscape is now more developed, key views (such as from the Noel Park Conservation Area) should be tested again.
- Long sections and larger scale plans showing the proposals in context should also be developed. These will strengthen the design narrative and provide Haringey officers with the information to better assess the edge conditions, building heights, window positions and interaction between buildings and green spaces.
- The panel asks for a north-south section cutting through Buildings A and C to check that the distances between windows across the narrow alleyway will work, or if adjustment is needed.



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- The panel is concerned that the proposed height and massing may overshadow open green spaces. There is an eight-storey element to the southwest of the purpose-built student accommodation which appears likely to prevent sunlight reaching the courtyard during the winter. The neighbouring properties along Lordship Lane also appear likely to lose access to winter sun in their private gardens as a result of this scheme. The project team should adjust the design to ensure that people can enjoy these spaces, which will be important to their health and wellbeing.

Masterplan

- The introduction of the town centre uses to the north and a more active edge to the west of the purpose-built student accommodation are improvements since the previous review.
- The landscape-led masterplan has created genuinely public new spaces and has increased the permeability of the site, connecting it into its surroundings.
- However, the panel's concerns around safety at night remain. This is heightened by the fact that the primary entrance to the student accommodation is directly opposite the urban green space, away from the natural surveillance of Lordship Lane. Both the project team and Secured by Design must be confident that sufficient security is in place to protect potentially vulnerable students arriving home late at night and alone.
- The panel understands that 24-hour management including perimeter walks, CCTV and a concierge are planned, alongside careful lighting design. The panel asks that these security measures are conditioned in any planning permission to give Haringey members comfort that they will be implemented.
- The panel notes that there may also be issues on move-in day if 600 students arriving at the same time cannot find the front door, if it is not in the most natural location.
- It suggests that the primary entrance is relocated to the northwest corner of the building. This will help with wayfinding and safety and will mean that if, once tested, the urban green space does need to be closed off at night to manage security, the internal building plan will not need to be reconfigured.

Landscape

- The panel commends the work completed on the landscape design since the previous review. The character of the urban green space now effectively integrates play. As well as considering children, the project team should think about how seating could be provided to welcome the elderly community who will lose their bingo hall on this site.
- The angled splay to the student accommodation building successfully guides people towards the urban green space. While the perspective views do not yet



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show it, the ideas of using directional paving and planting to lead into the space sound promising. The panel encourages the project team to include as many trees as possible to make this feel like a truly green space.

- The design of the urban green space appears to help separate pedestrians from the servicing vehicles that will regularly need to traverse this site. This could be further improved by moving the younger age play spaces to the west, away from the shared surface areas, and using planters as security barriers.
- The street to the south of the site, between Buildings C and D, should also be looked at in greater detail to ensure that vehicle traffic does not alter its intended character as a pedestrian-priority play street.
- The courtyard space for the student accommodation, however, seems less developed. The panel is concerned that this may become a visual amenity only, rather than being actively used. It encourages the project team to develop the courtyard with the same care as the other outdoor spaces.
- One suggestion was to consider terracing the courtyard, so that it is not such a sheer drop from the upper level to the lower atrium and so that more light reaches the lowest part. Another idea was to add a staircase between the atrium and the upper level, creating a direct, external connection to ensure that both spaces are better used.

Purpose-built student accommodation

- The project team has recognised that because this building is not part of a campus, students will be commuting to many London universities and may feel disconnected. The vision for this development, therefore, focuses on social interaction as part of a strategy for student health and wellbeing. The panel encourages the project team to continue to develop this narrative to make it clear to students why they might want to live here.
- The panel can see this vision reflected in the ground floor amenity spaces but cannot see it in the upper floor plans. These are repetitive, with long artificially lit corridors creating a monotonous and disorienting route to the students' rooms. This appears unlikely to encourage students to leave their rooms and be sociable.
- The panel asks that windows are introduced into the corridors to break them up, at least at the ends. This will soften the currently institutional feel. Openings would provide natural light, cross ventilation and views out, humanising the circulation experience.
- There are also many student rooms that are not part of clusters and so do not have access to communal amenity space on their own floor. For these students, especially on the top floors, it is a long journey down to the ground floor amenity spaces.



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- In the panel's view, it would be worth removing some rooms to rectify this, and to provide shared spaces that the students on that floor can feel more ownership over. Windows should be included as respite from the long corridors, helping to promote social interaction as well as providing natural light, ventilation and views out.
- The project team should explore whether these spaces could create a visual connection to the courtyard below to encourage its use. There could also be diagonal visual connections across the courtyard between shared amenity spaces on other floors, to add to the sense of community.
- Due to the change in levels across the site from north to south, the ground floor amenity spaces have very generous internal head heights. The panel thinks that the project team could take advantage of this to create mezzanine levels that link directly into the courtyard.

Architecture

- The purpose-built student accommodation building successfully references its townscape context through the pairings of windows and the panel enjoys the façade detailing on the lower floors, which create a sense of depth.
- However, the panel emphasises that tall buildings require exceptional architecture. Further work is required to develop the materiality of the top level of the student accommodation building. Departing from brick could work well, but it currently appears alien to the rest of the building which uses a robust, layered architecture. Townscape views should be tested to find a more successful solution.
- The angled western corner of the building appears very flat and wide in views looking east along Lordship Lane. The splay works well in plan to lead people off the street and into the development, but a different architectural treatment is needed to avoid this negative proportional effect in perspective.
- Externally, the western corner will provide a key view of the development on arrival from Wood Green underground station. Internally, it is where students will experience the longest corridors between cores. The panel therefore recommends providing a point of relief both in the façade and in the corridors by removing a few rooms and opening up views out at this corner.
- The character of Buildings C and D could be further developed to help activate the streetscape in this part of the site. The panel suggests Marmalade Lane in Cambridge as an example of playful ground floor frontages that achieve this.

Next steps

The panel is confident that the remaining issues can be addressed in liaison with Haringey officers. Mecca Bingo does not need to return to review again unless officers feel that a chair's review would be constructive.

Report of Formal Review Meeting
15 November 2023
HQR138_Mecca Bingo



Appendix 6 Development Forum minutes

- Very impressed with the scheme
- Good addition to Wood Green
- The commercial on the ground floor is good and important
- Good location for student accommodation
- What kind of price grade is the student accommodation
- Question on affordability
- Good to see affordable accommodation on site
- Happy to see green space
- Fits in well with future plans for Wood Green

- Fairly dead site
- Good location for the high street

Appendix 7 Pre-application Committee minutes

Valerie Okeiyi, Principal Planning Officer introduced the Pre-application report for the redevelopment of the Mecca Bingo site to create a mixed-use development consisting of a Purpose-Built Student Accommodation (PBSA) block on Lordship Lane with associated facilities/amenity space; commercial / Town Centre floor space at ground floor level; affordable purpose-built housing block and town houses and communal amenity space and public realm.

The Chair invited the applicant team to introduce the presentation.

The following was noted:

- The design of the building sought to provide a mix of student accommodation and new affordable housing on the site. This had progressed through discussions with both the planning officer and housing officers to ensure that the design had meet all the requirements.

- In terms of the height of the building, the building had been designed to ensure protection was provided where needed. There were also other buildings on Lordship Lane, which followed a similar height pattern.
- The Committee noted that the site was designated in the development plan as an area which was suitable for tall buildings.
- In terms of the pocket park, there were discussions with the landscape architects to design the park to create a more open and visible route, to ensure that safety was promoted throughout the park.
- The Purpose-Built Student Accommodation Operator would be responsible for the maintenance of the pocket park.
- The play area for children would be spread between the pocket park and private courtyards.
- In terms of the architectural design of the scheme, there would be an urban design on the Wood Green side, and as you followed the site through to the South towards Noel Park, you would see more of a historical design. The officers advised that this was a work in progress and the design would be refined further.
- In terms of dual aspect, this was one of the housing design requirements in London, to provide 100% dual aspect buildings. The proposed design had achieved 100% dual aspect across every residential unit onsite.
- The entire site would be designed with full accessibility to meet the needs of diverse types of users including people with disabilities.

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

- The Committee raised concerns about how the redevelopment of Mecca Bingo would affect the local people as the site provided hot food at discounted rates, as well as keep older people out of isolation by keeping them socially active.
- The Committee was advised that the lease of the Mecca Bingo was due to expire in September 2026. They had decided not to renew their lease as maintenance costs were high and their business model was not effective with the current changes in the demographics in the borough.
- The Council was in consultation with Mecca Bingo regarding relocation to another site in the borough, however the company declined the opportunity.
- The Committee raised concerns about the proposed design, as the social housing element would look different from the other housing. The Committee

was advised that the reason for this was because the student accommodation and traditional residential housing had two different purposes. The difference in styles would be visible in the transition from the traditional residential housing to the larger accommodation blocks.

- The Committee was advised that there would be no compromise in quality for the differing styles. The intention would be to ensure high quality architecture throughout the building.
- The Committee raised concerns that the area was already busy and by introducing a new student accommodation, this would make the area more congested. Another concern regarding this was noted that two long bus routes (243 & 29) end their route at Wood Green bus garage, and this would contribute to the congestion further.
- The Committee was advised that from a student perspective, a residence management plan would be submitted as part of the planning application. There would also be a priority in reducing traffic and congestion, but also making it most operationally viable for the staff and students living in the area.
- Regarding the student accommodation, this would be based on the demand and the goal would be to appeal to the breadth of the student group with a blended approach.
- In terms of expected increase in the number of deliveries in the area, there would be discussions with the transport consultants and Swept Path analysis would be used to assess how delivery vehicles would come in and out of the area, so it would be as least invasive as possible to members of the community.
- In terms of the older community existing in the area, there would be further discussions around what opportunities could be developed to ensure that students and the elderly could come together on a community aspect. There had been previous projects where students did voluntary work in care homes and this had been successful.
- In terms of accommodation bookings, this would follow the academic year. Students would be expected to arrive in September with a contract of accommodation for around 44 to 51 weeks. Some students would rebook for the following academic year, with around 25-30% of students rebooking every year.
- The Committee requested for a scale model and samples of the materials for the construction to be presented at the Planning Committee when the application would be brought forward for approval. The officers advised that a scale model would be presented. However, in terms of the building materials, this would only be considered by officers at a later stage. Procuring materials

in the current market was also difficult and this would be considered by the Design and Planning Officers in due course.

- The Committee noted that the final scheme would be presented to the Quality Review Panel.



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| Report for: | Planning Sub Committee Date: 08 July 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 | | | | |
| Berol Quarter Berol Yard, Ashley Road, N17 HGY/2023/0261 | <u>Berol House</u> Refurbishment of Berol House for a mix of flexible commercial and retail floorspace with additional floors on the roof. Comprising refurbishment of c. 3,800sqm of existing commercial floorspace and addition of c. 2,000sqm new additional accommodation at roof level. Targeting net zero. <u>2 Berol Yard</u> 2 Berol Yard will comprise circa 200 new Build to Rent (BTR) homes with a mix of flexible retail and commercial space at ground floor level. The BTR accommodation will include 35% Discount Market Rent affordable housing. Tallest element 33 storeys. And associated public realm and landscaping within the quarter. | Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing. | Phil Elliott | John McRory |
| Warehouse Living proposal – 341A Seven Sisters Road / Eade Rd N15 HGY/2023/0728 | 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 | Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing. | Phil Elliott | John McRory |

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| | public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development. | | | |
| APPLICATIONS SUBMITTED TO BE DECIDED | | | | |
| Mecca Bingo, 707-725 Lordship Lane, Wood Green, N22 HGY/2024/0450 | Demolition of the existing building and redevelopment to provide affordable homes, purpose-built student accommodation, and flexible ground floor commercial (Class E) floorspace within buildings ranging between 3 – 9 storeys, public realm and landscaping works, cycle parking, and associated works. | To be reported to Members for a decision on 8 th July committee | Valerie Okeiyi | John McRory |
| Tottenham Hotspur Stadium, 748 High Road, Tottenham, N17 HGY/2024/1008 | Minor Material Amendment application under Section 73 of the Town and Country Planning Act for the variation to Condition B9 (Major Non-association Football Events) of the hybrid planning permission HGY/2023/2137 (as amended) for amendments to allow up to 30 major non-association football events including music concerts; and other associated changes. | Application submitted and under assessment. | Samuel Uff | John McRory |
| Former Car Wash, Land on the East | Construction of a new office block, including covered bin and cycle stores. | Application submitted and under assessment. | Sarah Madondo | Tania Skelli |

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| Side of Broad Lane, N15 HGY/2023/0464 | | | | |
| 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, Bruce Grove, N17 HGY/2022/4319 & HGY/2022/4320 | Planning and listed building consent for the redevelopment of the site consisting of the amalgamation, extension and adaptation of the existing Almshouses to provide family dwellings; and creation of additional buildings on the site to provide of a mix of 1, 2 and 3 bedroom units. | Applications submitted and under assessment. | Gareth Prosser | John McRory |
| Highgate School, North Road, N6 HGY/2023/0328 HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 | 1.Dyne House & Island Site 2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility | Applications submitted and under assessment. Further consultation events have been arranged by the applicant outside of LBH consultation. | Samuel Uff | John McRory |

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|--|--|---|----------------|-------------|
| HGY/2023/0316 | 6. Farfield Playing Fields | | | |
| 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 commercial space and associated mezzanine at 1 Berol Yard (now named The Gessner) to become Use Class E flexible commercial space. | Application submitted and under assessment. | Philip Elliott | John McRory |
| 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 | Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis | Application submitted and under assessment. | Phil Elliott | John McRory |

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| Road, Warehouse District, N4 HGY/2023/0570 | 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. | | | |
| Tottenham Hale Station, London Underground Ltd, Station Road, N17 HGY/2023/3078 | 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. | Application submitted and under assessment. | Nathan Keyte | John McRory |
| 18 West Road & Unit 4 West Mews, Tottenham, N17 HGY/2024/1370 | Demolition, clearance and redevelopment of the site with 2 warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure. | Application submitted and under assessment. | Sarah Madondo | Tania Skelli |
| 39, Queen Street, London, Tottenham, N17 HGY/2024/1203 | Redevelopment of Site for industrial and warehousing purposes (within Use Classes E(g)(ii), E(g)(iii), B2 and B8, with ancillary office accommodation together with access, service yard, car and cycle parking, landscaping, construction of a new substation, boundary treatments and other related works including demolition. | Application submitted and under assessment. | Sarah Madondo | Tania Skelli |

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| Capital City College Group, Tottenham Centre)N15 HGY/2024/0464 | New Construction and Engineering Centre, extending to 3,300 sq. m | Application submitted and under assessment. | 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 submitted and under assessment. | Valerie Okeiyi | John McRory |
| 807 High Road Tottenham, London, N17 8ER HGY/2024/0692 | Full planning application for the demolition of existing buildings and the erection of a replacement building of up four storeys to include purpose-built student accommodation (Sui Generis) and flexible commercial, business and service uses (Class E), hard and soft landscaping, and associated works. | Application submitted and under assessment. | Phil Elliott | John McRory |
| 30-48 Lawrence Road, N15 | 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. | Application recently submitted – to be validated | Gareth Prosser | John McRory |
| Former Mary Feilding Care Home, 103-107 North Hill, Highgate N6 | Section 73 – minor material amendments to planning permission ref: HGY/2022/4415: | Application submitted and under assessment. | Valerie Okeiyi | John McRory |

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| HGY/2024/1573 | Minor Material Amendments: A reduction in the size of the basement; a change in the some of the windows on the ground and first floor; change in the staff entrance door; removal of lightwell; relocation of a dormer window; new window at first and omission of 4 on second and third floors and internal changes. | | | |
| Arundel Court and Baldewyne Court, Lansdowne Road, Tottenham, N17 HGY/2024/1450 | Redevelopment of existing car parking area to both Arundel Court and Baldewyne Court to provide 30 units over 4 blocks of three-storeys with associated amenity space, refuse/recycling and cycle stores. Reconfiguration of parking area accessed off Lansdowne Road, provision of additional communal amenity space, new cycle facilities and replacement refuse/recycling facilities. Enhanced landscaping across Arundel Court and Baldewyne Court. | Application submitted and under assessment. | Kwaku Bossmann-Gyamera | Tania Skelli |
| 1-6 Crescent Mews, N22 7GG HGY/2023/1620 | 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 | Application Invalid | Eunice Huang | John McRory |

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| | access gates at entrance to mews and erection of boundary treatment to the rear of the commercial units. | | | |
| 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 |
| IN PRE-APPLICATION DISCUSSIONS | | | | |
| Broad Water Farm, London, N17 | Refurbishment works | Pre-application and PPA meetings taking place | John Kaimakamis | John McRory |
| Plevna Crescent, Haringey, N15 | Proposed amendments to existing planning consent reference HGY/2017/2036 | PPA agreed with ongoing meetings. Submission of planning application imminent. | Valerie Okeiyi | John McRory |
| 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. | Gareth Prosser | 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. PPA meetings ongoing and submission imminent. | Roland Sheldon | John McRory |

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| 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 |
| 25-27 Clarendon Road, N22 | Mixed use scheme comprising co-living and commercial development, including demolition of existing buildings. | PPA agreed with ongoing meetings. Committee pre-app briefing to take place In July. Submission imminent | Valerie Okeiyi | John McRory |
| 1-6 Crescent Mews, N22 | Increase number of units previously approved on site from 30 No. units (secured by planning permission Ref. HGY/2019/1183) to 37 No. Units (i.e. Net Increase of 7 No. Units). | Pre-application meeting to be arranged | Eunice Huang | 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. | PPA agreed with ongoing meetings. Submission imminent | Valerie Okeiyi | John McRory |
| 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 | Second Pre-application Meeting held on 20 th October 2023 and subsequent meeting on 23 rd April 2024. Responses issued. | Samuel Uff | 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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| 50 Tottenham Lane, Hornsey, N8 Council Housing led project | Council House scheme | Initial pre-app meeting held | Gareth Prosser | Matthew Gunning |
| 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 | Benjamin Coffie | 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 |
| 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 |
| 505-511 Archway Road, N6 | Council House scheme 16 units | PPA agreed with ongoing meetings | Mark Chan | Matthew Gunning |
| 142-147 Station Road, N22 | Demolition of existing buildings on the site and erection of buildings containing 28 one- | Pre-application discussions ongoing | Tania Skelli | John McRory |

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| | bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works. | | | |
| (Part Site Allocation SA49) Lynton Road, N8 | Demolition/Part Demolition of existing commercial buildings and mixed use redevelopment to provide 75 apartments and retained office space. | Pre-app discussions ongoing. | Gareth Prosser | John McRory |
| 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. | 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 |

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| 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 | Householder planning permission | HGY/2024/0942 | Approve with Conditions | 30/05/2024 | 101 Victoria Road, Wood Green, London, N22 7XG | Replacement of existing a single-storey rear extension and alterations to the ground floor flat at 101 Victoria Road in London, N22 7XG | Gareth Prosser |
| Alexandra Park | Householder planning permission | HGY/2024/1000 | Approve with Conditions | 13/06/2024 | 25 Clyde Road, Wood Green, London, N22 7AD | Single storey Rear/side infill extension. L-shaped dormer loft conversion and balcony. Insertion of no. 2 Velux type windows in front roof slope | Oskar Gregersen |
| Alexandra Park | Householder planning permission | HGY/2024/0888 | Approve with Conditions | 04/06/2024 | 211 Alexandra Park Road, Wood Green, London, N22 7BJ | Erection of rear dormer including insertion of rooflights to the front roofslope. | Sarah Madondo |
| Alexandra Park | Full planning permission | HGY/2024/0891 | Approve with Conditions | 10/06/2024 | 19 Harcourt Road, Wood Green, London, N22 7XW | Proposed conversion of property from two separate self-contained flats to a single-family house. Proposal includes minor internal work but no changes to the property's external elevations. | Neil McClellan |
| Alexandra Park | Full planning permission | HGY/2024/0564 | Approve with Conditions | 14/06/2024 | 147 Albert Road, Wood Green, London, N22 7AQ | Single-storey rear/side infill extension and alterations to the ground floor flat. | Neil McClellan |
| Alexandra Park | Full planning permission | HGY/2024/0638 | Approve with Conditions | 31/05/2024 | 81 Albert Road, Wood Green, London, N22 7AG | Erection of single storey ground floor side extension. | Sabelle Adjagboni |
| Alexandra Park | Approval of details reserved by a condition | HGY/2024/0964 | Approve | 03/06/2024 | 69 Grove Avenue, Hornsey, London, N10 2AL | Approval of details pursuant to conditions 4 (Qualified Engineer), attached to planning permission HGY/2023/3296 granted on 20/03/2024 for the replacement single storey rear extension with roof glazing, basement, replacement rear facing dormer. | Ben Coffie |
| Alexandra Park | Removal/variation of conditions | HGY/2024/0961 | Approve with Conditions | 10/06/2024 | 69 Grove Avenue, Hornsey, London, N10 2AL | Variation of condition 2 (approved plans) attached to planning permission HGY/2023/3296 to amend the approved scheme to increase the footprint of the approved basement to accommodate and additional retaining wall. | Ben Coffie |
| Alexandra Park | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1270 | Not Required | 10/06/2024 | 1 Outram Road, Wood Green, London, N22 7AB | Erection of a single storey GF kitchen and dining room extension which extends beyond the rear wall of the original house by 5.09m. The extension has a maximum overall height of 4m and the maximum height of the eaves would be 3m. | Daniel Boama |
| Alexandra Park | Consent to display an advertisement | HGY/2024/0743 | Approve with Conditions | 14/06/2024 | Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY | Advertisement consent for 12no on-building panels to promote and celebrate the 150th anniversary project By the People: 150 Lifetimes, comprising of composite aluminium panels with full colour digital face prints finished with a matt laminate. | Zara Seelig |
| Alexandra Park | Removal/variation of conditions | HGY/2024/0521 | Approve with Conditions | 04/06/2024 | 16 Clifton Road, Wood Green, London, N22 7XN | Variation of condition 2 (Approved Plans) attached to planning permission ref: HGY/2022/1493 to amend the approved scheme by removing the single storey rear extension and rebuilding the existing outrigger. | Mark Chan |
| Alexandra Park | Full planning permission | HGY/2024/0926 | Approve with Conditions | 17/06/2024 | 372 Alexandra Park Road, Wood Green, London, N22 7BD | The addition of a self-contained 1-bed, 1-person studio flat within the loft space following erection of a hip to gable and rear dormer roof extension and 3 front rooflights (as approved under planning reference: HGY/2023/2325), to an existing semi-detached property comprised of one 3-bed, 4-person combined ground floor & basement flat and one 2-bed, 3-person first floor flat. | Eunice Huang |

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| Alexandra Park | Householder planning permission | HGY/2024/0933 | Approve with Conditions | 21/06/2024 | 57 Grove Avenue, Hornsey, London, N10 2AL | Hip to gable roof conversion and addition of box dormer to main roof, side elevation. Addition of box dormer to main roof, rear elevation. Formation of new window to 1st floor, side elevation and replacement windows to rear elevation. | Nathan Keyte |
| Alexandra Park | Householder planning permission | HGY/2024/0195 | Approve with Conditions | 14/06/2024 | Flat A, 1 The Avenue, Hornsey, London, N10 2QE | Erection of a rear pergola and (retrospective) works for rear garden landscaping and paving works. | Nathan Keyte |
| Alexandra Park | Householder planning permission | HGY/2024/0842 | Approve with Conditions | 29/05/2024 | 33 Crescent Rise, Wood Green, London, N22 7AW | Erection of a part single, part two-storey rear extension, erection of ground floor rear terrace. | Roland Sheldon |
| Bounds Green | Full planning permission | HGY/2024/0907 | Approve with Conditions | 30/05/2024 | Flat A, 7 Eastern Road, Wood Green, London, N22 7DD | Ground floor rear extension to ground floor flat. | Emily Whittredge |
| Bounds Green | Householder planning permission | HGY/2024/0710 | Approve with Conditions | 07/06/2024 | Flat B, 7 Eastern Road, Wood Green, London, N22 7DD | Erection of rear dormer with linked roof extension, installation of 3 front rooflights. | Gareth Prosser |
| Bounds Green | Lawful development: Proposed use | HGY/2024/1130 | Refuse | 17/06/2024 | 26 Richmond Road, Wood Green, London, N11 2QR | Certificate of lawfulness: proposed use for formation of rear dormer roof extension and installation of roof lights in front slope | Oskar Gregersen |
| Bounds Green | Approval of details reserved by a condition | HGY/2024/0934 | Approve | 31/05/2024 | Garages, Partridge Way, Wood Green, London, N22 8DW | Approval of details pursuant to condition 4 (Landscaping) attached to planning permission ref: HGY/2021/2075 granted on 21/03/2022, for the Redevelopment of the site comprising the demolition of existing garages and the erection of a nine-storey building to accommodate 23 residential units for council rent (Class C3). Associated cycle and refuse/recycling storage facilities, accessible car-parking spaces, and landscaping and public realm improvements including a children's play space. Relocation of existing refuse/recycling facility. | Ben Coffie |
| Bounds Green | Full planning permission | HGY/2022/4268 | Not Determined | 31/05/2024 | Orchard Cottage, Clarence Road, London, N22 8PL | Demolition of existing dwelling and construction of 2 x 3 storey buildings to incorporate 5 no. mews houses and associated boundary treatments, landscaping, cycle and refuse storage | Ben Coffie |
| Bounds Green | Approval of details reserved by a condition | HGY/2024/1134 | Approve | 10/06/2024 | 26-28, Brownlow Road, Wood Green, London, N11 2DE | Approval of details reserved by condition 15 (b) Overheating blinds details ref: HGY/2020/1615 | Josh Parker |
| Bounds Green | Householder planning permission | HGY/2024/1105 | Approve with Conditions | 18/06/2024 | 25 Torrington Gardens, Wood Green, London, N11 2AB | Single storey 4.5m rear extension | Josh Parker |
| Bounds Green | Householder planning permission | HGY/2024/1038 | Approve with Conditions | 18/06/2024 | 34 Passmore Gardens, Wood Green, London, N11 2PG | 3.00 metre deep and 6.25 metre wide ground floor rear extension with a 3.3 metre high flat roof with 2 roof lights. | Josh Parker |
| Bounds Green | Householder planning permission | HGY/2024/0295 | Approve with Conditions | 04/06/2024 | 63 Woodfield Way, Wood Green, London, N11 2NR | Proposed front garden wall and gates. | Nathan Keyte |
| Bounds Green | Change of use | HGY/2022/1740 | Refuse | 31/05/2024 | 28, Eastern Road, London, N22 7DD | Change of use from a four-bedroom self-contained flat to care accommodation | Nathan Keyte |
| Bruce Castle | Householder planning permission | HGY/2024/1078 | Approve with Conditions | 11/06/2024 | 69 Broadwater Road, Tottenham, London, N17 6EP | Removal of existing uPVC porch and reinstating the original entrance. Recladding existing dormer extension, and re-roofing and recladding existing rear extension. Changes to fenestration. | Emily Whittredge |
| Bruce Castle | Householder planning permission | HGY/2024/0924 | Refuse | 31/05/2024 | 38 Lordsmead Road, Tottenham, London, N17 6EY | Erection of single storey rear infill extension. | Emily Whittredge |
| Bruce Castle | Listed building consent (Alt/Ext) | HGY/2024/0563 | Approve with Conditions | 04/06/2024 | 639, High Road, Tottenham, London, N17 8AA | Replacement of a faulty lift car and controls | Emily Whittredge |
| Bruce Castle | Full planning permission | HGY/2024/1102 | Approve with Conditions | 14/06/2024 | 128 Broadwater Road, Tottenham, London, N17 6ET | Proposed single storey side and rear extension | Kwaku Bossman-Gyamera |
| Bruce Castle | Listed building consent (Alt/Ext) | HGY/2024/0430 | Approve with Conditions | 07/06/2024 | Bruce Castle Park, Haringey Museum & Archive Service, Lordship Lane, Tottenham, London, N17 8NU | Repair and rebuild the West Boundary Wall and install new gates on south elevation wall | Kwaku Bossman-Gyamera |

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| Bruce Castle | Approval of details reserved by a condition | HGY/2024/1086 | Approve | 11/06/2024 | 162 Church Road, Tottenham, London, N17 8AS | Approval of details reserved by condition 5 (Details of foundations) of approved permission (HGY/2024/0318). | Oskar Gregersen |
| Bruce Castle | Full planning permission | HGY/2024/1094 | Approve with Conditions | 13/06/2024 | Shop A, 80 White Hart Lane, Tottenham, London, N17 8HP | Proposed side infill extension, façade alterations and associated works. | Oskar Gregersen |
| Bruce Castle | Approval of details reserved by a condition | HGY/2024/1189 | Approve | 20/06/2024 | 819-821 High Road, Tottenham, London, N17 8ER | Approval of details reserved by part (a) of Condition 40 (Public Highway Condition (PRE-COMMENCEMENT)) attached to 'The Printworks' 819-829 High Road N17 Planning Permission ref. HGY/2023/2306 dated 04th March 2024 for PBSA and Class E. | Philip Elliott |
| Bruce Castle | Non-Material Amendment | HGY/2024/0215 | Approve | 28/05/2024 | High Road West, London, N17 | Non-Material Amendment (NMA) to planning permission HGY/2021/3175 to enable adjustments to window sizes on the east and west elevations of block A2/A3 of Plot A (Whitehall Mews). | Philip Elliott |
| Bruce Castle | Approval of details reserved by a condition | HGY/2024/1030 | Approve | 05/06/2024 | Land adjacent to 318A White Hart Lane, White Hart Lane, London, N17 8LA | Approval of details reserved by a condition 3E,H,K ,I(Samples of all facing materials) attached to planning reference HGY/2020/1322. | Sarah Madondo |
| Bruce Castle | Approval of details reserved by a condition | HGY/2024/1026 | Approve | 04/06/2024 | Land adjacent to 318A White Hart Lane, White Hart Lane, Lon, N17 8LA | Approval of details reserved by a condition 14 (Compliance with Part M4) attached to planning reference HGY/2020/1322 | Sarah Madondo |
| Bruce Castle | Householder planning permission | HGY/2024/0628 | Approve with Conditions | 21/06/2024 | 285 White Hart Lane, Tottenham, London, N17 7BT | The installation of 125mm deep External Wall Insulation (EWI) to elevations of building. | Nathan Keyte |
| Bruce Castle | Approval of details reserved by a condition | HGY/2024/1055 | Approve | 04/06/2024 | 313 The Roundway, Tottenham, London, N17 7AB | Approval of details pursuant to Condition 8(A) Ecological Impact Assessment) attached to Planning Permission Ref: HGY/2022/0967 dated 15 September 2023. | John Kaimakamis |
| Bruce Castle | Lawful development: Proposed use | HGY/2024/1291 | Permitted Development | 19/06/2024 | 46 Cavell Road, Tottenham, London, N17 7BJ | Certificate of lawfulness: Proposed use for the formation of a hip-to-gable and rear dormer roof extension with installation of rooflights on front slope and single storey rear extension. | Sion Asfaw |
| Bruce Castle; White Hart Lane | Approval of details reserved by a condition | HGY/2022/1295 | Approve | 28/05/2024 | Land Adjacent To, 318A, White Hart Lane, London, N17 8LA | Approval of details reserved by a condition 16 (Drainage) attached to planning permission HGY/2020/1322 | Sarah Madondo |
| Crouch End | Approval of details reserved by a condition | HGY/2024/0904 | Approve | 28/05/2024 | 23 Coolhurst Road, Hornsey, London, N8 8EP | Approval of details reserved by a condition 7 (Secured and covered cycle parking facilities) and condition 8 (Details of Refuse/waste storage and recycling facilities) attached to planning permission HGY/2021/0116. | Kwaku Bossman-Gyamera |
| Crouch End | Full planning permission | HGY/2024/0424 | Approve with Conditions | 20/05/2024 | Flat A, 18 Coolhurst Road, Hornsey, London, N8 8EL | Construction of a garden cabin in the rear garden. | Matthew Gunning |
| Crouch End | Approval of details reserved by a condition | HGY/2022/2561 | Not Determined | 28/05/2024 | High London, 121, Hornsey Lane, London, N6 5NP | Approval of details pursuant to condition 6 (construction management plan and construction logistics plan) attached to planning permission HGY/2019/2198. | Matthew Gunning |
| Crouch End | Householder planning permission | HGY/2024/1090 | Approve with Conditions | 13/06/2024 | 27 Gladwell Road, Hornsey, London, N8 9AA | Alteration to flank side elevation wall of outrigger to include removal of windows to facilitate doors and infill of existing door opening. | Mercy Oruwari |

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| Crouch End | Householder planning permission | HGY/2024/0849 | Approve with Conditions | 21/05/2024 | 25 Barrington Road, Hornsey, London, N8 8QT | Erection of black timber clad side extension with glazed roof and timber clad dormer extension to rear roof slope, the installation of new aluminium/ timber composite windows at the rear of the property and new double glazed timber sash windows to the front of the property., erection of outbuilding/garden studio and the installation of 1no. air source heat pump and solar panels to the roof. | Oskar Gregersen |
| Crouch End | Full planning permission | HGY/2024/0839 | Approve with Conditions | 19/06/2024 | Second Floor Flat D, 25 Crescent Road, Hornsey, London, N8 8AL | Replacement of an existing, timber rear door, with a uPVC unit finished in wood effect | Oskar Gregersen |
| Crouch End | Approval of details reserved by a condition | HGY/2022/1772 | Approve | 31/05/2024 | Hornsey Town Hall, The Broadway, London, N8 9JJ | Approval of details pursuant to condition 34 (Combined Heat and Power Details) attached to planning permission HGY/2017/2220 (revised details following approval HGY/2019/1438) | Samuel Uff |
| Crouch End | Approval of details reserved by a condition | HGY/2022/1116 | Refuse | 30/05/2024 | Hornsey Town Hall, The Broadway, London, N8 9JJ | Approval of details pursuant to condition 35 (updated Overheating Strategy) attached to planning permission HGY/2017/2220 | Samuel Uff |
| Crouch End | Householder planning permission | HGY/2024/1028 | Approve with Conditions | 11/06/2024 | 4 Bourne Road, Hornsey, London, N8 9HJ | Loft conversion with a rear dormer extension & three front & two rear roof lights. | Neil McClellan |
| Crouch End | Approval of details reserved by a condition | HGY/2024/0999 | Approve | 29/05/2024 | 5 Bourne Road, Hornsey, London, N8 9HJ | Approval of details pursuant to conditions 4 (Window Details), attached to planning permission HGY/2023/3241 granted on 20/03/2024 for the Replacement of 7nos existing windows to front and rear façade with matching double glazed timber frames to the front elevation and uPVC to the rear. | Ben Coffie |
| Crouch End | Full planning permission | HGY/2024/0779 | Approve with Conditions | 06/06/2024 | Ground Floor Flat, 20 Avenue Road, Hornsey, London, N6 5DW | Enlargement and conversion of existing basement into a bedroom. | Ben Coffie |
| Crouch End | Householder planning permission | HGY/2024/1029 | Approve with Conditions | 06/06/2024 | 76 Weston Park, Hornsey, London, N8 9TB | Erection of a rear ground floor single storey infill kitchen extension, opening up of ground floor kitchen area, relocation of ground floor WC. | Daniel Boama |
| Crouch End | Householder planning permission | HGY/2024/0744 | Approve with Conditions | 05/06/2024 | 14 New Road, Hornsey, London, N8 8TA | Removal of existing rear extension and erection of a two-storey rear extension. | Mark Chan |
| Crouch End | Full planning permission | HGY/2024/1037 | Approve with Conditions | 10/06/2024 | 36 Elder Avenue, Hornsey, London, N8 8PS | The erection of a single storey outbuilding in the rear garden. | Nathan Keyte |
| Crouch End | Full planning permission | HGY/2024/0367 | Approve with Conditions | 31/05/2024 | Coolhurst Lawn Tennis And Squash Racquets Club, Courtside, Hornsey, London, N8 8EY | The addition of six (6) floodlight columns with 12 low level LED fittings to one existing outdoor tennis court. | Nathan Keyte |
| Crouch End | Full planning permission | HGY/2021/3288 | Approve with Conditions | 24/05/2024 | Broadway Court, Crouch End Hill, London, N8 8AD | Erection of additional storey to create six self-contained flats. | Nathan Keyte |
| Crouch End | Approval of details reserved by a condition | HGY/2024/1032 | Approve | 04/06/2024 | 2C Landrock Road, Hornsey, London, N8 9HP | Approvals of details pursuant to conditions 3 (Materials), 4 (Construction Logistics Plan), 5 (Cycle Parking) and 8 (Details of Chartered Civil Engineer) of planning permission HGY/2023/0345. | Roland Sheldon |
| Crouch End | Full planning permission | HGY/2024/0909 | Approve with Conditions | 29/05/2024 | 159 Tottenham Lane, Hornsey, London, N8 9BT | Installation of 2 x retractable shop front awnings. | Roland Sheldon |
| Crouch End; Highgate | Approval of details reserved by a condition | HGY/2024/0896 | Approve | 21/05/2024 | Stanhope Road Bridge, Stanhope Road, London, N6 5DE | Approval of details pursuant to conditions 4 (Construction Management Plan) and 13 (Demolition Environmental Management Plan & Construction Environmental Management Plan) attached to planning permission HGY/2021/2718. | Eunice Huang |
| Fortis Green | Householder planning permission | HGY/2024/0901 | Approve with Conditions | 11/06/2024 | 20 Pages Hill, Hornsey, London, N10 1QA | Erection of rear extension and alteration to front access | Gareth Prosser |

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| Fortis Green | Full planning permission | HGY/2021/2151 | Refuse | 21/06/2024 | 109, Fortis Green, London, N2 9HR | 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. | Valerie Okeiyi |
| Fortis Green | Full planning permission | HGY/2023/2654 | Approve with Conditions | 30/05/2024 | 3 & 3a Curzon Road, Hornsey, N10 2RB | Erection of a three-storey rear extension, single storey ground floor extension, rear dormer extension and basement excavation with the reconfiguration of the existing two self-contained flats to form four self-contained flats comprising one 1-bedroom unit, two 2-bedroom units and one 3-bedroom unit. | Neil McClellan |
| Fortis Green | Full planning permission | HGY/2024/1007 | Approve with Conditions | 18/06/2024 | Second Floor Flat, 30 Tetherdown, Hornsey, London, N10 1NB | Formation of rear dormer with terrace | Ben Coffie |
| Fortis Green | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1018 | Not Required | 23/05/2024 | 19 Hill Road, Hornsey, London, N10 1JE | Erection of single storey extension which extends beyond the rear wall of the original house by 5.1m, for which the maximum height would be 3.71m and for which the height of the eaves would be 2.96m | Daniel Boama |
| Fortis Green | Householder planning permission | HGY/2024/0894 | Refuse | 24/05/2024 | 2 Coppetts Road, Hornsey, London, N10 1NN | Erection of a rear dormer roof extension with a Juliet balcony. | Daniel Boama |
| Fortis Green | Approval of details reserved by a condition | HGY/2024/0218 | Approve | 18/06/2024 | Land Adjacent 12, Fordington Road, Hornsey, London, N6 4TJ a.k.a 10 Fordington Road, N6 | Approval of details pursuant to condition 6 (Basement), condition 7 (Structural Engineer), condition 8 (Hydrological Info), condition 9 (Construction Management Plan) and condition 18 (Green Roof) attached to planning permission ref: HGY/2021/1604 granted on 10th November 2021. | Mark Chan |
| Fortis Green | Full planning permission | HGY/2022/2178 | Approve with Conditions | 31/05/2024 | Rear Garage, Fairport, Fortis Green, London, N10 3BQ | Redevelopment of site consisting of existing garage outbuilding to the rear of the grounds of Fairport. Creating to create a one new three-storey family dwelling facing onto Fortismere Avenue with associated refuse storage and external space (AMENDED DESCRIPTION). | Mark Chan |
| Fortis Green | Lawful development: Proposed use | HGY/2024/0893 | Permitted Development | 31/05/2024 | 17 Lynmouth Road, Hornsey, London, N2 9LR | Certificate of Lawfulness for a proposed Hip to gable and rear dormer roof extensions and front rooflights | Sion Asfaw |
| Harringay | Full planning permission | HGY/2024/0956 | Approve with Conditions | 31/05/2024 | Basement Flat, 9 Endymion Road, Hornsey, London, N4 1EE | Single Story Wooden Garden Study Room (Outbuilding) | Emily Whittredge |
| Harringay | Householder planning permission | HGY/2024/0668 | Approve with Conditions | 04/06/2024 | 105 Lothair Road North, Hornsey, London, N4 1ER | Erection of a rear dormer loft extension with raised ridge height and raised parapet walls. 2 proposed front roof lights. Installation of air conditioning unit on ground floor rear roof. | Emily Whittredge |
| Harringay | Full planning permission | HGY/2024/0693 | Refuse | 24/05/2024 | 137 Turnpike Lane, Wood Green, London, N8 0DU | Redevelopment of existing rear storage yard to create new 2-storey unit, for storage use with ancillary office space. | Ben Coffie |
| Harringay | Householder planning permission | HGY/2024/1160 | Approve with Conditions | 18/06/2024 | Flat B, 58 Allison Road, Hornsey, London, N8 0AT | Erection of rear dormer and construction of a rear roof terrace and insertion of 2no. front skylights. | Daniel Boama |
| Harringay | Change of use | HGY/2024/0462 | Approve with Conditions | 31/05/2024 | 17 Falkland Road, Hornsey, London, N8 0NU | Change of use from single dwellinghouse (Class C3) to small HMO with 6 bedrooms for 8 tenants (Class C4). (Retrospective) (AMENDED DESCRIPTION) | Mark Chan |

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| Harringay | Householder planning permission | HGY/2024/0506 | Approve with Conditions | 29/05/2024 | 42 Seymour Road, Hornsey, London, N8 0BE | Erection of a rear single storey extension, erection of an L-shaped roof extension, insertion of 4 x front and 1 x rear facing rooflights, insertion of Juliet balcony at rear second floor level, removal of rear and outrigger chimneys, replacement of all existing windows with new double glazed uPVC windows, replacement of existing front door with a new oak door (Amended Description). | Iliyan Topalov |
| Harringay | Lawful development: Proposed use | HGY/2024/1266 | Permitted Development | 31/05/2024 | 99 Lothair Road North, Hornsey, London, N4 1ER | Certificate of lawfulness proposed use: loft conversion including rear dormer | Sion Asfaw |
| Harringay | Lawful development: Proposed use | HGY/2024/1196 | Permitted Development | 31/05/2024 | 92 Fairfax Road, Hornsey, London, N8 0NL | Certificate of Lawfulness proposed use: Loft conversion with rear dormer and insertion of 2no. front rooflights. | Sion Asfaw |
| Hermitage & Gardens | Householder planning permission | HGY/2024/0104 | Approve with Conditions | 10/06/2024 | 5 Rutland Gardens, Tottenham, London, N4 1JN | Demolition of the existing Ground floor rear extension and creation of a wraparound ground floor rear extension. | Mercy Oruwari |
| Hermitage & Gardens | Non-Material Amendment | HGY/2024/1303 | Approve | 05/06/2024 | First Floor Flat, 16 Stanhope Gardens, Tottenham, London, N4 1HT | Non-Material Amendment to planning permission reference HGY/2021/2322. Proposed amendment is for the change of the material of the approved screen from opaque glass to timber. | Sarah Madondo |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2024/1322 | Approve | 31/05/2024 | Land Opposite 1-24, Remington Road, Tottenham, London | Approval of details reserved by a condition 15 (Secure by Design) attached to planning consent HGY/2021/2882. | Daniel Boama |
| Hermitage & Gardens | Non-Material Amendment | HGY/2024/1254 | Approve | 13/06/2024 | Land Opposite 1-24, Remington Road, Tottenham, London | Non-Material Amendment to conditions 18 and 19 of planning permission HGY/2021/2882 for the following changes: - To incorporate the local garden into the landscaping layout of the development. - To relocate the crossover. | Daniel Boama |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2024/0595 | Approve | 11/06/2024 | Land Opposite 1-24, Remington Road, Tottenham, London | Approval of details reserved by a condition 7(b) (Biodiversity) attached to planning permission ref: HGY/2021/2882 dated 9/6/2022 for the redevelopment of site including demolition of garages to provide 46 new homes for Council rent (Use Class C3) comprising part 3, 5 and 6 storey apartment buildings (31 homes) and 1, 2 and 3 storey houses and maisonettes (15 homes) with associated amenity space, landscaping, refuse/ recycling and cycle storage facilities. Reconfiguration of Remington Road as one-way street, 7 on-street parking spaces, children's play space, public realm improvements and relocation of existing refuse/recycling facilities. | Daniel Boama |

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| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2024/0094 | Approve | 21/06/2024 | Land adjoining Remington Road and Pulford Road, London, N15 | Approval of details reserved by a Condition 5 (Overheating) attached to planning permission ref: HGY/2021/2882 dated 9/6/2022 for the redevelopment of a 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 | Lawful development: Existing use | HGY/2024/0845 | Approve | 20/05/2024 | 356 Green Lanes, Hornsey, London, N4 1DA | Certificate of lawfulness for the existing use of 356 Green Lanes as 5 self-contained flats (C3 Use Class). | Josh Parker |
| Hermitage & Gardens | Approval of details reserved by a condition | HGY/2024/0148 | Approve | 07/06/2024 | Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH | Partial approval of details (Phase 1A only) pursuant to Condition 56 (j) (External Facing Materials ? Bricks Only) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023. | John Kaimakamis |
| Highgate | Consent under Tree Preservation Orders | HGY/2024/0859 | Approve with Conditions | 29/05/2024 | 43 Langdon Park Road, Hornsey, London, N6 5PT | Works to Lime tree protected by a TPO. | Daniel Monk |
| Highgate | Consent under Tree Preservation Orders | HGY/2024/0718 | Approve with Conditions | 29/05/2024 | 12 Broadlands Road, Hornsey, London, N6 4AN | Works to tree protected by a TPO. T1. Pine Driveway Unbalanced tree with contorted stem and significant lean towards the house. To reduce wind loading effect and mitigate stem or branch failure, thin canopy density by 30% and reduce height by 3-4m. (Please note that all other works will be considered under application reference HGY/2024/0719, as the other trees are not protected by TPOs but are within a Conservation Area) | Daniel Monk |
| Highgate | Consent under Tree Preservation Orders | HGY/2024/0680 | Approve with Conditions | 06/06/2024 | 2-4 Broadlands Road, Hornsey, London, N6 4AN | Works to trees protected by a TPO Remove two low branches of Sycamore (T2) growing into pine to prevent rubbing and crossing branches. Reduce two lowest branches of Plane tree (T3) outlying crown growing to the west to maintain shape and allow more light into car park area. (towards carpark entrance). Reduce height of Oak (T4) by 50% and reduce sides accordingly to allow more light into the gardens. (Please note that the works to Pine tree (T1) will be considered via application HGY/2024/0684, as the tree is located within a Conservation Area but not protected by a TPO) | Daniel Monk |
| Highgate | Consent under Tree Preservation Orders | HGY/2024/0604 | Approve with Conditions | 22/05/2024 | 13 Shepherds Close, Hornsey, London, N6 5AG | Works to tree protected by a TPO. T1) Beech in rear garden: Reduce overall crown by up to 2.5 metre branch lengths; all cuts within previous, most recent reduction framework; remove any dead and defective branchwood; aerial crown inspection to assess the long term health and safety of the tree. | Daniel Monk |

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| Highgate | Consent under Tree Preservation Orders | HGY/2024/1486 | No Objections | 24/05/2024 | 10 Willowdene, 18 View Road, Hornsey, London, N6 4DE | Five Day Notice for works to a tree protected by a TPO T1 - Large Oak tree leaning over the highway. The ivy has been cleared at the base. A site visit revealed the decay is extensive. Proposed works - make safe to waist height or option to fell and replant like for like with possibly a heavy standard Oak. | Daniel Monk |
| Highgate | Full planning permission | HGY/2024/0958 | Approve with Conditions | 31/05/2024 | Flat C, 284 Archway Road, Hornsey, London, N6 5AU | Conversion of loft space to form master bedroom and ensuite with installation of 3 x front and 3 x rear conservation-style rooflights. | Emily Whittredge |
| Highgate | Householder planning permission | HGY/2024/0605 | Approve with Conditions | 10/06/2024 | 27 and 27a , Talbot Road, N6 4QS | Joint planning consent for the extension and refurbishment of 27 Talbot Road and the refurbishment of 27A Talbot Road including a new access staircase to the front of the property, ground floor rear extension and alteration to the existing roof terrace balustrade | Gareth Prosser |
| Highgate | Approval of details reserved by a condition | HGY/2024/0161 | Approve | 28/05/2024 | Land At Townsend Yard, London, N6 5JF | Approval of details reserved by condition 10 (Car Club) attached to planning permission HGY/2020/1326. | Matthew Gunning |
| Highgate | Approval of details reserved by a condition | HGY/2022/3901 | Approve | 28/05/2024 | Townsend Yard Nurseries, Townsend Yard, Hornsey, London, N6 5JF | Approval of details pursuant to condition 3 (material) attached to planning permission HGY/2020/0223. | Matthew Gunning |
| Highgate | Householder planning permission | HGY/2024/0880 | Approve with Conditions | 22/05/2024 | Flat 3, Wren View, Hornsey Lane, Hornsey, London, N6 5LH | Replacement of windows to front (lounge and kitchen) and rear (bathroom and bedroom) for Flat 3. | Mercy Oruwari |
| Highgate | Householder planning permission | HGY/2024/0879 | Approve with Conditions | 23/05/2024 | 8 Southwood Lawn Road, Hornsey, London, N6 5SF | Addition of a new garden room at the back of the rear garden to be used as a gym. | Mercy Oruwari |
| Highgate | Householder planning permission | HGY/2024/0572 | Approve with Conditions | 20/06/2024 | 24 Grange Road, Hornsey, London, N6 4AP | Installation of central roof over the existing crown roof space as part of loft and roof conversion into a habitable areas to single dwelling residential house. Associated installation of rooflights to the front, rear and top of new roof extension only. AMENDED DESCRIPTION | Mercy Oruwari |
| Highgate | Removal/variation of conditions | HGY/2024/1073 | Refuse | 17/06/2024 | Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL | Variation of condition 2 (approved plans) attached to planning permission HGY/2019/2944 to amend the approved scheme to change rear lower ground floor windows to be sliding doors. | Oskar Gregersen |
| Highgate | Removal/variation of conditions | HGY/2024/1072 | Refuse | 17/06/2024 | Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL | Variation of condition 2 (approved plans) attached to planning permission HGY/2019/2944 to amend the approved scheme to add stone fascia to front and rear dormers, change all sash windows to be casement and omit all glazing bars to windows. | Oskar Gregersen |
| Highgate | Householder planning permission | HGY/2024/0776 | Approve with Conditions | 22/05/2024 | 26E North Hill, Hornsey, London, N6 4QA | Installation of No.19 solar panels across rooftop, side and rear rooflopes | Oskar Gregersen |
| Highgate | Non-Material Amendment | HGY/2024/1418 | Approve | 18/06/2024 | 44-46, Hampstead Lane, London, N6 4LL | Non-Material Amendment to planning approval HGY/2022/2731 for "demolition of existing dwellings and redevelopment to provide a 66 bed care home (Use Class C2)" to remove the reference to number of beds; allow additional excavation of basement; and design alterations | Samuel Uff |
| Highgate | Approval of details reserved by a condition | HGY/2024/0769 | Approve | 21/06/2024 | 44-46 Hampstead Lane, Hornsey, London, N6 4LL | Approval of details reserved condition 47 (Construction Contract) of planning permission HGY/2022/2731 for demolition of the existing dwellings and erection of new care home (Use Class C2) | Samuel Uff |

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| Highgate | Approval of details reserved by a condition | HGY/2024/0412 | Approve | 21/06/2024 | 44-46 Hampstead Lane, London, N6 4LL | Approval of details reserved condition 31 (Construction Logistics Plan) of planning permission HGY/2022/2731 for demolition of the existing dwellings and erection of new care home (Use Class C2) | Samuel Uff |
| Highgate | Approval of details reserved by a condition | HGY/2024/0410 | Approve | 21/06/2024 | 44-46 Hampstead Lane, London, N6 4LL | Approval of details reserved condition 28 (Construction Management Plan) of planning permission HGY/2022/2731 for demolition of the existing dwellings and erection of new care home (Use Class C2) | Samuel Uff |
| Highgate | Full planning permission | HGY/2024/0848 | Approve with Conditions | 23/05/2024 | 8 Bloomfield Road, Hornsey, London, N6 4ET | De-conversion of basement flat and reintegration with the rest of property to form a single 6 bedroom family house. | Sarah Madondo |
| Highgate | Listed building consent (Alt/Ext) | HGY/2024/0707 | Approve with Conditions | 31/05/2024 | St Michaels School, North Road, Hornsey, London, N6 4BG | Listed Building Consent in respect of application for proposed change of use of the existing caretakers house from residential (Use C3) to education use (Use Class F.1) in order to provide a new school office and reception area, the reordering of the nursery and reception year classrooms to provide additional nursery spaces, two new door openings in the front elevation of the caretakers house and main hall, the demolition and removal of partition walls in halls 1 and 2, and landscape works including new ramp access and new secure fences and gate. | Neil McClellan |
| Highgate | Full planning permission | HGY/2024/0639 | Approve with Conditions | 31/05/2024 | St Michaels School, North Road, Hornsey, London, N6 4BG | Proposed change of use of the existing caretakers house from residential (Use C3) to education use (Use Class F1) in order to provide a new school office and reception area, the reordering of the nursery and reception year classrooms to provide additional nursery spaces, two new door openings in the front elevation of the caretakers house and main hall, the demolition and removal of partition walls in halls 1 and 2, and landscape works including new ramp access and new secure fences and gate. (See linked application for listed building consent (Ref: HGY/2024/0707). | Neil McClellan |
| Highgate | Lawful development: Existing use | HGY/2024/0771 | Approve | 06/06/2024 | 196 Archway Road, Hornsey, London, N6 5BB | Use of the ground and lower-ground floor as three separate flats (plus a ground floor commercial unit). | Sabelle Adjagboni |
| Highgate | Householder planning permission | HGY/2024/1061 | Approve with Conditions | 13/06/2024 | 62 North Road, Hornsey, London, N6 4AA | Proposed rear dormer and front rooflights, replacement of french doors on the first floor with windows (AMENDED PLANS). | Ben Coffie |
| Highgate | Approval of details reserved by a condition | HGY/2024/0945 | Approve | 13/06/2024 | 2 Courtenay Avenue, Hornsey, London, N6 4LP | Approval of details reserved by condition 8 - (Planting/Landscaping Scheme) on approval reference HGY/2022/4316 - Extension and refurbishment work to existing dwelling, including: installation of new roof to main house, erection of second floor side extension, erection of part ground floor and part first floor rear extension, construction of basement extension, replacement/new windows and other external alterations. | Zara Seelig |
| Highgate | Full planning permission | HGY/2024/0552 | Approve with Conditions | 04/06/2024 | Flat 7, 32 Shepherds Hill, Hornsey, London, N6 5AH | Installation of rooflight on the rear roof slope. | Mark Chan |

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| Highgate | Full planning permission | HGY/2024/0954 | Approve with Conditions | 13/06/2024 | 22 Milton Avenue, Hornsey, London, N6 5QE | External alterations to improve the building appearance which include: replacement of front railing; construction of a low-height wall to avoid water accessing the lower ground area and match neighbouring properties; elongation of main entrance steps to mirror adjacent property; replacement of entrance steps railing with a solid wall to match neighbouring properties; replacement of existing entrance pathway and steps floor finish. | Josh Parker |
| Highgate | Full planning permission | HGY/2024/0325 | Approve with Conditions | 17/06/2024 | 1 - 4 Aylmer Mews, Aylmer Parade, London, N2 0PE | Demolition of 9 x existing garages to the rear of Aylmer Parade and erection of 4 x part two storey townhouses. Alterations to the approved permissions ref: HGY/2020/2291. | Josh Parker |
| Highgate | Consent to display an advertisement | HGY/2024/0900 | Approve with Conditions | 05/06/2024 | First Floor Office, 4-8 Highgate High Street, Hornsey, London, N6 5JL | Display of 1x externally illuminated fascia sign & frosted vinyl to first floor windows | Eunice Huang |
| Highgate | Approval of details reserved by a condition | HGY/2024/1575 | Approve | 06/06/2024 | 108 Highgate Hill, Hornsey, London, N6 5HE | Approval of details pursuant to condition 3 (excavation) attached to planning permission ref. HGY/2023/3314 (for Listed Building Consent for alterations to the existing patio, and to add a independently supported timber trellis above the existing brick boundary wall) granted on 21 February 2024. | Nathan Keyte |
| Highgate | Approval of details reserved by a condition | HGY/2024/1220 | Approve | 17/06/2024 | 108 Highgate Hill, Hornsey, London, N6 5HE | Approval of details pursuant to condition 3 (excavation) attached to planning permission ref. HGY/2024/0009 (for alterations to the existing patio, and to add a independently supported timber trellis above the existing brick boundary wall) granted on 21 February 2024. | Nathan Keyte |
| Highgate | Listed building consent (Alt/Ext) | HGY/2024/0548 | Approve with Conditions | 31/05/2024 | 52A North Hill, Hornsey, London, N6 4RH | Listed Building Consent: Internal and external alterations including internal alterations and repairs to all floors of the property; to upgrade and replace existing modern windows; to repair historic windows; to undertake changes to the garden path; and ancillary works. | Nathan Keyte |
| Highgate | Householder planning permission | HGY/2024/0423 | Approve with Conditions | 31/05/2024 | 52A North Hill, Hornsey, London, N6 4RH | To upgrade and replace existing modern windows; to repair historic windows; to undertake changes to the garden path; and ancillary works. | Nathan Keyte |
| Highgate | Non-Material Amendment | HGY/2024/0747 | Approve | 11/06/2024 | 11 View Road, Hornsey, London, N6 4DJ | Non-material amendment sought for amendments to planning permission HGY/2023/0441 (Demolition of existing pair of semi-detached dwellings and replacement with a new two storey dwelling with accommodation in the roof). Proposed changes: - Internal layout amendments - Minor external amendments to the detail of areas of brickwork, roof eaves, tile sidings, rooflights & glazing - Addition of 1 nr flat rooflight behind a flat roof parapet - A reduction in height of a single storey side elevation parapet. | Roland Sheldon |
| Highgate | Approval of details reserved by a condition | HGY/2024/0354 | Approve | 22/05/2024 | 11 View Road, Hornsey, London, N6 4DJ | Details pursuant to condition 5 (Demolition Management Plan & Construction Logistics Management Plan) of planning permission reference HGY/2023/0441. | Roland Sheldon |
| Highgate | Full planning permission | HGY/2024/1036 | Approve with Conditions | 31/05/2024 | Vacant Station Building, Priory Gardens, Highgate, London, N6 5QT | Demolition of vacant station building | Roland Sheldon |

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| Highgate | Householder planning permission | HGY/2024/0920 | Approve with Conditions | 28/05/2024 | 11 View Road, Hornsey, London, N6 4DJ | Demolition of existing kerbside boundary wall. Erection of new boundary wall & gates, with associated landscaping. | Roland Sheldon |
| Highgate | Full planning permission | HGY/2024/0823 | Approve with Conditions | 31/05/2024 | Flat 2, 56 Claremont Road, Hornsey, London, N6 5BY | Demolition of existing single storey extension and construction of a single storey rear extension with flat roof with lantern. | Roland Sheldon |
| Highgate | Householder planning permission | HGY/2024/0763 | Approve with Conditions | 30/05/2024 | 35 North Hill, Hornsey, London, N6 4BS | External alterations to rear fenestration, new handrail to the front access stairs, proposed replacement of front, side and rear windows with like-for-like timber framed units, replacement front door, replacement of existing rear extension flat roof with dual pitched roof and rooflight. Enlargement of the existing rear extension rear door. Relocation of existing rear extension side door and introduction of new fixed window pane. Introduction of new window to existing rear extension. | Roland Sheldon |
| Highgate | Lawful development: Proposed use | HGY/2024/1512 | Permitted Development | 05/06/2024 | 23 Highgate Close, Hornsey, London, N6 4SD | Certificate of Lawfulness for proposed use for removal of existing shed and pergola and erection of shed/studio | Sion Asfaw |
| Hornsey | Householder planning permission | HGY/2024/1173 | Approve with Conditions | 20/06/2024 | 41 North View Road, Hornsey, London, N8 7LN | Erection of single storey rear extension | Kwaku Bossman-Gyamara |
| Hornsey | Full planning permission | HGY/2024/0997 | Approve with Conditions | 03/06/2024 | 10 Church Lane, Hornsey, London, N8 7BU | Erection of a garden room, 5m x 4m with a maximum height of 2.5m. | Oskar Gregersen |
| Hornsey | Lawful development: Existing use | HGY/2024/0826 | Approve | 14/06/2024 | 40 High Street, Hornsey, London, N8 7NX | Certificate of Lawfulness Existing use for the rear of 40 High Street as a self contained studio flat | Oskar Gregersen |
| Hornsey | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1097 | Not Required | 31/05/2024 | 93 Redston Road, Hornsey, London, N8 7HG | Erection of single storey extension which extends beyond the rear wall of the original house by 5.2m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3m | Sabelle Adjagboni |
| Hornsey | Lawful development: Existing use | HGY/2024/0752 | Approve | 24/05/2024 | Car Dealership, 23-23A High Street, Hornsey, London, N8 7QB | Certificate of Lawfulness to confirm that works that have been undertaken on site constitute material operations (in accordance with section 56 of the Town and Country Planning Act 1990) and consequently that planning permission (ref: HGY/2020/00590) has been implemented. | Ben Coffie |
| Hornsey | Full planning permission | HGY/2023/2439 | Not Determined | 31/05/2024 | Firemens Flats, Glebe Road, Hornsey, London, N8 7DD | The proposed works include the replacement of windows throughout all elevations of the property with double glazed PVC white windows. Front entrance doors will be replaced, roof repairs will be undertaken where necessary and an external wall insulation is to be installed to the building envelope. The external wall insulation system will incorporate the existing Tudor decorative style to retain the current appearance of the building. | Josh Parker |
| Hornsey | Full planning permission | HGY/2023/2934 | Approve with Conditions | 31/05/2024 | 116 Nelson Road, Hornsey, London, N8 9RN | The proposal replaces the existing timber sash windows with modern thick profile double glazed uPVC units. | Eunice Huang |
| Hornsey | Full planning permission | HGY/2023/2857 | Approve with Conditions | 31/05/2024 | 44 Harvey Road, Hornsey, London, N8 9PA | Replacement of the existing timber sash windows with modern thick profile double glazed white uPVC units. | Eunice Huang |

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| Hornsey | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1384 | Not Required | 10/06/2024 | 26 Clovelly Road, Hornsey, London, N8 7RH | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3m | Iliyan Topalov |
| Muswell Hill | Householder planning permission | HGY/2024/1065 | Approve with Conditions | 11/06/2024 | Second Floor Flat C, 26 Woodland Gardens, Hornsey, London, N10 3UA | Replacement window to front dormer window on the second floor. | Mercy Oruwari |
| Muswell Hill | Householder planning permission | HGY/2024/1081 | Approve with Conditions | 31/05/2024 | 65 Onslow Gardens, Hornsey, London, N10 3JY | Erection of a single storey rear and side wraparound extension, replacement of existing first floor rear conservatory and alteration to flank wall of outrigger including replacement windows. | Mark Chan |
| Muswell Hill | Full planning permission | HGY/2024/0232 | Refuse | 21/06/2024 | Land to the rear of 10-12 , St James's Lane, Muswell Hill, London, N10 3DB | Construction of a detached single family dwelling with associated landscaping and site works. | Mark Chan |
| Muswell Hill | Approval of details reserved by a condition | HGY/2024/1079 | Approve | 12/06/2024 | 28 Linden Road, Hornsey, London, N10 3DH | Approval of details reserved by condition 6 Construction method statement ref: HGY/2023/0356 | Josh Parker |
| Muswell Hill | Householder planning permission | HGY/2023/1237 | Approve with Conditions | 30/05/2024 | 27 Cranmore Way, Hornsey, London, N10 3TP | Enlargement of the rear opening and installation of new rear French doors and fixed windows. Replacement of the rear side doors and windows with a single window opening. Installation of a new rear window. Installation of a rear pergola and raising the rear patio to align with floor level of the kitchen and dining room (AMENDED DESCRIPTION). | Josh Parker |
| Muswell Hill | Full planning permission | HGY/2023/0733 | Refuse | 31/05/2024 | The Grove Lawn Tennis Club, Cascade Avenue, Hornsey, London, N10 3PS | 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 | Josh Parker |
| Muswell Hill | Listed building consent (Alt/Ext) | HGY/2024/1158 | Approve with Conditions | 12/06/2024 | 119 Muswell Hill Road, Hornsey, London, N10 3HS | Listed building consent for proposed alterations to shopfront including installation of front entrance doors, lettering affixed to upper panes of glazing, replacement of fabric to existing front awning. Internal alterations including internal fit-out with fixed and free-standing fittings, new electrical and plumbing services and internal finishes. | Roland Sheldon |
| Muswell Hill | Full planning permission | HGY/2024/1077 | Approve with Conditions | 12/06/2024 | 119 Muswell Hill Road, Hornsey, London, N10 3HS | Proposed alterations to shopfront including installation of front entrance doors, non-illuminated lettering to upper glazing panels, replacement of fabric to existing front awning. | Roland Sheldon |
| Muswell Hill | Listed building consent (Alt/Ext) | HGY/2024/1058 | Approve with Conditions | 11/06/2024 | 119 Muswell Hill Road, Hornsey, London, N10 3HS | Reinstatement of party wall with 111-117 Muswell Hill Road | Roland Sheldon |
| Noel Park | Householder planning permission | HGY/2024/0820 | Approve with Conditions | 21/05/2024 | 47 Darwin Road, Wood Green, London, N22 6PH | Partial demolition of existing rear extension, and the construction of new single story rear extension with a pitch roof and a rooflight, and change of fenestrations. (AMENDED) | Gareth Prosser |
| Noel Park | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1039 | Not Required | 23/05/2024 | 16 Cobham Road, Wood Green, London, N22 6RP | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 2.85m | Oskar Gregersen |
| Noel Park | Full planning permission | HGY/2024/0118 | Approve with Conditions | 20/05/2024 | 233 Moselle Avenue, Wood Green, London, N22 6EY | New paving to the front garden. (Resubmission of HGY/2019/1635) | Oskar Gregersen |
| Noel Park | Approval of details reserved by a condition | HGY/2023/0865 | Approve | 23/05/2024 | 44-46, High Road, London, N22 6BX | Approval of details pursuant to condition 3 (External Materials) attached to planning appeal reference APP/Y/5420/W/18/3218865 (original planning reference HGY/2018/1472) | Valerie Okeiyi |

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| Noel Park | Full planning permission | HGY/2022/3846 | Approve with Conditions | 14/06/2024 | 30-36, Clarendon Road Off Hornsey Park Road, Wood Green, London, N8 0DJ | 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. | Valerie Okeiyi |
| Noel Park | Full planning permission | HGY/2022/1750 | Approve | 30/05/2024 | Unit 2, 25-27, Clarendon Road Off Hornsey Park Road, London, N8 0DD | Installation of 2 condenser units at the rear of the building, in the same location that the previous condenser units were located. | Valerie Okeiyi |
| Noel Park | Approval of details reserved by a condition | HGY/2022/0034 | Approve | 29/05/2024 | Land at the Chocolate Factory and Parma House, 5, Clarendon Road, London, N22 6XJ | Approval of details pursuant to condition 22 - partial discharge (Non-Road Mobile Machinery) of planning permission HGY/2017/3020 and pursuant to condition 22 (Non-Road Mobile Machinery) of the first S96a Planning Permission reference HGY/2021/0624 | Valerie Okeiyi |
| Noel Park | Full planning permission | HGY/2024/1126 | Refuse | 17/06/2024 | 10 Brampton Park Road, Wood Green, London, N22 6BG | Erection of single storey rear extension with internal alterations to facilitate the increase of an existing 8-bed HMO to 11 rooms (11 people) inc. associated cycle and refuse storage. | Daniel Boama |
| Noel Park | Lawful development: Proposed use | HGY/2024/0648 | Permitted Development | 21/05/2024 | Unit 11C, 110 High Road, Wood Green, London, N22 6HE | Certificate of lawfulness of proposed use: Change of use within Class E from a retail unit to a gym. | Daniel Boama |
| Noel Park | Full planning permission | HGY/2024/1089 | Approve with Conditions | 29/05/2024 | Wood Green Central Library, High Road, Wood Green, London, N22 6XD | Installation of balustrading with raised planter and decking on first, second and third floor terraces of the library to facilitate safe use of the terraces. Erection of metal shed and greenhouse on first floor. | Roland Sheldon |
| Northumberland Park | Full planning permission | HGY/2022/0081 | Refuse | 22/05/2024 | 15-19, Garman Road, London, N17 0UR | 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) | Kwaku Bossman-Gyamara |
| Northumberland Park | Full planning permission | HGY/2024/0492 | Approve with Conditions | 07/06/2024 | 49A Northumberland Park, Tottenham, London, N17 0TB | Conversion of existing ground floor 2-bedroom maisonette into two self-contained 1-bedroom/1-person flats. | Neil McClellan |
| Northumberland Park | Full planning permission | HGY/2024/0757 | Approve with Conditions | 12/06/2024 | 41 Baronet Road, Tottenham, London, N17 0LY | Change of use from single dwelling house (Class C3) to a small-scale HMO for up to six residents (Class C4) together with provision of cycle and refuse storage. | Sabelle Adjagboni |
| Northumberland Park | Lawful development: Existing use | HGY/2024/1197 | Approve | 04/06/2024 | 27 Commonwealth Road, Tottenham, London, N17 0PL | Certificate of lawful development for the existing use of the property as two flats. | Sion Asfaw |
| Seven Sisters | Lawful development: Proposed use | HGY/2024/1003 | Permitted Development | 29/05/2024 | 121 Roslyn Road, Tottenham, London, N15 5JB | Certificate of lawfulness: Proposed use for the formation of I-shaped rear dormer roof extension and installation of roof lights in front slope. | Oskar Gregersen |
| Seven Sisters | Householder planning permission | HGY/2024/1002 | Approve with Conditions | 03/06/2024 | 121 Roslyn Road, Tottenham, London, N15 5JB | Erection of single storey wrap-around rear extension | Oskar Gregersen |
| Seven Sisters | Non-Material Amendment | HGY/2024/1104 | Approve | 13/06/2024 | Land rear of Plevna Crescent, London | Application for a Non-Material Amendment Following a Grant of Planning Permission HGY/2017/2036 to amend the description of development and to include one new condition specifying the details of the approved development. | Valerie Okeiyi |
| Seven Sisters | Approval of details reserved by a condition | HGY/2024/0796 | Approve | 14/06/2024 | Brunel Walk , London, N15 5HQ | Approval of details pursuant to condition 12 (DEMP/CEMP) attached to planning permission HGY/2022/2723 | Valerie Okeiyi |

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| Seven Sisters | Approval of details reserved by a condition | HGY/2024/0529 | Approve | 21/05/2024 | Brunel Walk, London, N15 5HQ | Approval of details pursuant to condition 32 (Detailed design and construction method statements-Crossrail 2) attached to planning permission HGY/2022/2723 | Valerie Okeiyi |
| Seven Sisters | Approval of details reserved by a condition | HGY/2024/0527 | Approve | 14/06/2024 | Brunel Walk , London, N15 5HQ | Approval of details pursuant to condition 7 (Site levels) attached to planning permission HGY/2022/2723 | Valerie Okeiyi |
| Seven Sisters | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1060 | Refuse | 28/05/2024 | 24 Howard Road, Tottenham, London, N15 6NL | 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 |
| Seven Sisters | Lawful development: Proposed use | HGY/2024/1201 | Permitted Development | 19/06/2024 | 105 Roslyn Road, Tottenham, London, N15 5JB | Certificate of Lawfulness (proposed use): L-shaped Dormer Loft extension. | Sion Asfaw |
| South Tottenham | Householder planning permission | HGY/2024/0809 | Approve with Conditions | 30/05/2024 | 119 Fairview Road, Tottenham, London, N15 6TS | Single storey rear extension. | Emily Whittredge |
| South Tottenham | Householder planning permission | HGY/2024/0550 | Approve with Conditions | 14/06/2024 | Flat A, 16 Ferndale Road, Tottenham, London, N15 6UE | Loft coversion including dormer to rear roof slope, terrace over outrigger and 3 rooflights to front roof slope; first floor rear extension; external alterations to rear fenestration; internal alterations including all related works | Gareth Prosser |
| South Tottenham | Householder planning permission | HGY/2024/0499 | Approve with Conditions | 06/06/2024 | 84 Wargrave Avenue, Tottenham, London, N15 6UA | Type 3 loft extension with front and rear roof lights. | Gareth Prosser |
| South Tottenham | Full planning permission | HGY/2024/0631 | Approve with Conditions | 31/05/2024 | Unit 1 Rangemoor Industrial Estate, Tottenham, N15 4ND | Proposed 4 no. of A/C units to be wall mounted within a security cage. New 48mm diameter galvanised steel key clamp barrier at 1100mm high, mechanically fixed to floor slab. Additionally, containment penetrating the front elevation by 350mm dia., and 2 new 300x300mm louvres to the rear elevation in silver aluminium. | Mercy Oruwari |
| South Tottenham | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1123 | Not Required | 28/05/2024 | 143 Gladesmore Road, Tottenham, London, N15 6TJ | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.94m and for which the height of the eaves would be 2.94m | Oskar Gregersen |
| South Tottenham | Full planning permission | HGY/2024/0972 | Approve with Conditions | 03/06/2024 | TK Maxx, Unit 5, Tottenham Hale Retail Park, Broad Lane, Tottenham, London, N15 4QD | External alterations to reconfigure part of the front elevation to replace an area of glazing with a new fire door. | Sarah Madondo |
| South Tottenham | Full planning permission | HGY/2024/0728 | Approve with Conditions | 24/05/2024 | TK Maxx, Unit 5, Tottenham Hale Retail Park, Broad Lane, Tottenham, London, N15 4QD | Installation of Additional Floorspace at Mezzanine Level | Sarah Madondo |
| South Tottenham | Householder planning permission | HGY/2024/0584 | Refuse | 21/05/2024 | 129 Castlewood Road, Tottenham, London, N15 6BD | First-floor rear extension. | Neil McClellan |
| South Tottenham | Full planning permission | HGY/2024/0436 | Refuse | 17/06/2024 | 47 Hanover Road, Tottenham, London, N15 4DL | Conversion of a single dwelling property into 2 flats including 1x 3 bedroom for 4 people and 1x 3 bedroom for 4 people; erection of ground floor rear extension and rear dormer extensions with the installation of front roof lights | Sabelle Adjagboni |
| South Tottenham | Householder planning permission | HGY/2024/0922 | Approve with Conditions | 29/05/2024 | 131 Fairview Road, Tottenham, London, N15 6TS | Erection of 2nd floor extension with loft accommodation at 3rd level within a pitched roof (Type 3 extension), and insertion of 2no. rooflights on the front slope. | Daniel Boama |
| South Tottenham | Lawful development: Proposed use | HGY/2024/0899 | Permitted Development | 05/06/2024 | 131 Fairview Road, Tottenham, London, N15 6TS | Certificate of lawfulness of proposed use for a rear dormer above part of main roof and above the outrigger. | Daniel Boama |
| South Tottenham | Householder planning permission | HGY/2024/0863 | Approve with Conditions | 21/05/2024 | 131 Fairview Road, Tottenham, London, N15 6TS | Erection of ground floor single storey wraparound extension. | Daniel Boama |
| South Tottenham | Full planning permission | HGY/2024/0211 | Approve with Conditions | 23/05/2024 | 110 High Road, Tottenham, London, N15 6JR | Installation of an extractor fan and flue to the rear of the property (Retrospective). (AMENDED DESCRIPTION) | Daniel Boama |

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| South Tottenham | Full planning permission | HGY/2024/0790 | Approve with Conditions | 18/06/2024 | 27 Harold Road, Tottenham, London, N15 4PL | Conversion of a single family dwellinghouse in to two. self-contained flats (1 x 3-bedroom and 1 x 2-bedroom) including replacement of garage door with a window, enlargement of the first floor window and creation of rear roof terrace at first floor level. | Mark Chan |
| South Tottenham | Householder planning permission | HGY/2024/0950 | Approve with Conditions | 31/05/2024 | 23 Clifton Gardens, Tottenham, London, N15 6AP | Erection of a ground floor rear extension, porch and Type 3 roof extension | Nathan Keyte |
| Stroud Green | Householder planning permission | HGY/2024/0970 | Approve with Conditions | 03/06/2024 | 175 Stapleton Hall Road, Hornsey, London, N4 4QS | Replacement of rear windows and doors | Gareth Prosser |
| Stroud Green | Consent to display an advertisement | HGY/2024/1069 | Refuse | 11/06/2024 | 2 Upper Tollington Park, London, N4 3EL | Replacement of paper and paste advertisement hoarding with a new digital advertisement hoarding. | Eunice Huang |
| Stroud Green | Full planning permission | HGY/2023/2935 | Approve with Conditions | 31/05/2024 | 24 Nelson Road, Hornsey, London, N8 9RU | The proposal replaces the existing timber sash windows with modern thick profile double glazed uPVC units. | Eunice Huang |
| Stroud Green | Full planning permission | HGY/2023/2858 | Approve with Conditions | 31/05/2024 | 91 Mayfield Road, Hornsey, London, N8 9LN | The proposal replaces the existing timber sash windows with modern thick profile double glazed uPVC units. | Eunice Huang |
| Stroud Green | Approval of details reserved by a condition | HGY/2024/0984 | Approve | 30/05/2024 | 46, Blythwood Rd, Crouch End, N4 4EX | Approval of details pursuant to condition 7 (Chartered Engineer) 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 |
| Tottenham Central | Full planning permission | HGY/2024/1087 | Approve with Conditions | 20/06/2024 | 491A High Road, Tottenham, London, N17 6QA | Erection of first and second storey extension to provide two one-bedroom self-contained flats. | Kwaku Bossman-Gyamera |
| Tottenham Central | Consent to display an advertisement | HGY/2024/1021 | Approve with Conditions | 03/06/2024 | 491 High Road N17 6QA | New externally illuminated fascia sign | Kwaku Bossman-Gyamera |
| Tottenham Central | Full planning permission | HGY/2024/0834 | Approve with Conditions | 03/06/2024 | 491 High Road N17 6QA | Installation of new shop front, and an extraction flue fitted to rear. | Kwaku Bossman-Gyamera |
| Tottenham Central | Householder planning permission | HGY/2024/1051 | Approve with Conditions | 10/06/2024 | 103 St Loys Road, Tottenham, London, N17 6UE | Erection of a single-storey ground floor wrap-around rear extension | Oskar Gregersen |
| Tottenham Central | Approval of details reserved by a condition | HGY/2024/0643 | Approve | 03/06/2024 | 10 Bruce Grove, Tottenham, London, N17 6RA | Approval of details reserved by a condition 4(Method Statement) and condition 6(Tree Protection Plan) attached to planning reference HGY/2023/0912 and HGY/2023/0981 | Sarah Madondo |
| Tottenham Central | Approval of details reserved by a condition | HGY/2023/0875 | Approve | 06/06/2024 | 45-63, Lawrence Road, London, N15 4EN | Approval of details pursuant to conditions 17 (CHP facility and associated infrastructure) attached to planning permission HGY/2016/1213 | Valerie Okeiyi |
| Tottenham Central | Approval of details reserved by a condition | HGY/2023/0815 | Approve | 23/05/2024 | 45-63, Lawrence Road, London, N15 4EN | Approval of details pursuant to conditions 9 (CHP) attached to planning permission HGY/2016/1213 | Valerie Okeiyi |
| Tottenham Central | Non-Material Amendment | HGY/2023/0886 | Refuse | 11/06/2024 | 86 Arnold Road, Tottenham, London, N15 4JH | Non-Material Amendment to planning permission reference HGY/2021/3013 that was allowed on appeal under reference APP/Y5420/W/21/3286376 seeking increase the width of the ground floor rear extension by moving the kitchen extension wall approximately 1.6m closer to the boundary fence at the side with no neighbours and open landscape; and to increase the width of the first floor rear extension by 1.6m closer to the boundary fence at the side with no neighbours and open landscape. | Daniel Boama |

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| Tottenham Central | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1269 | Approve | 14/06/2024 | 19 Arnold Road, Tottenham, London, N15 4JF | Erection of single storey extension which extends beyond the rear wall of the original house by 3.5m, for which the maximum height would be 3.2m and for which the height of the eaves would be 3.2m | Daniel Boama |
| Tottenham Central | Lawful development: Proposed use | HGY/2024/0995 | Permitted Development | 13/06/2024 | 77 Sperling Road, Tottenham, London, N17 6UJ | Certificate of Lawful Development (Proposed) for the erection of a rear L-shaped dormer extension, insertion of 2x front facing rooflights to an existing small C4 HMO to provide up to 6 persons C4 HMO. Rear dormer extension to include the sixth room with a kitchenette and ensuite, and a separate communal kitchen. (AMENDED DESCRIPTION) | Daniel Boama |
| Tottenham Central | Full planning permission | HGY/2022/0630 | Approve with Conditions | 28/05/2024 | 142, West Green Road, London, N15 5AD | Conversion of a residential dwelling house (class C3) to a house of multiple occupation (HMO)(class C4). | Josh Parker |
| Tottenham Central | Householder planning permission | HGY/2024/1070 | Approve with Conditions | 21/06/2024 | 27 Higham Road, Tottenham, London, N17 6NF | Proposed single storey rear extension | Nathan Keyte |
| Tottenham Central | Householder planning permission | HGY/2024/0716 | Approve with Conditions | 31/05/2024 | 123 Summerhill Road, Tottenham, London, N15 4HR | Replacement of single glazed windows and doors to front and rear elevations with double glazed windows and doors. | Sion Asfaw |
| Tottenham Hale | Full planning permission | HGY/2023/3340 | Refuse | 30/05/2024 | 49 Park View Road, Tottenham, London, N17 9AU | Erection of single-storey dwelling with bin and bike store. | Gareth Prosser |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2024/1166 | Approve | 20/06/2024 | Plots D and E (Ashley Road West and East), Tottenham Hale Centre | Approval of details pursuant to Condition D5 (BREAAAM ? Post Occupation Certificate) and Condition E5 (BREAAAM ? Post Occupation Certificate) in relation to Plot D (ASHLEY ROAD WEST site) and Plot E (ASHLEY ROAD EAST site) respectively 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/2024/1025 | Approve | 29/05/2024 | Plot C (Welbourne), Tottenham Hale Centre | Application for approval of details pursuant to Part B of Condition C15 (Secure by Design Accreditation) relating to Plot C (Welbourne site) of the Tottenham Hale Centre development Planning Permission (LPA ref. HGY/2018/2223) dated 27th March 2019. | Philip Elliott |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2024/1004 | Approve | 29/05/2024 | Plot C (Welbourne), Tottenham Hale Centre | Application for approval of details pursuant to Part A of Condition C12 (Service and Delivery Plan (Residential)) relating to Plot C (Welbourne site) of the Tottenham Hale Centre development Planning Permission (LPA ref. HGY/2018/2223) dated 27th March 2019. | Philip Elliott |
| Tottenham Hale | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1068 | Not Required | 28/05/2024 | 41 Park View Road, Tottenham, London, N17 9AT | 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 2.8m | Sabelle Adjagboni |
| Tottenham Hale | Full planning permission | HGY/2022/1657 | Approve with Conditions | 07/06/2024 | 678-682, High Road, London, N17 0AE | Change of use of 1st floor retail unit (Class E Use) to two self-contained flats (1 x 1 - bedroom & 1 x studio) including the Insertion of new windows in the roof slope and extension of existing ventilation duct. | Sabelle Adjagboni |
| Tottenham Hale | Full planning permission | HGY/2024/1050 | Approve with Conditions | 07/06/2024 | 7 Station Road, Tottenham, London, N17 9LR | Install means of escape door and new shopfront to match existing | Nathan Keyte |
| Tottenham Hale | Full planning permission | HGY/2024/1049 | Approve with Conditions | 07/06/2024 | 7 Station Road, Tottenham, London, N17 9LR | Installation of sliding door to shopfront | Nathan Keyte |

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| Tottenham Hale | Lawful development: Proposed use | HGY/2024/0864 | Approve | 17/06/2024 | 6 Buller Road, Tottenham, London, N17 9BH | Certificate of lawfulness (proposed) Change of use from Use Class 3(a) to 3(b) for three people living together in a supported living accommodation C3(b). | Nathan Keyte |
| Tottenham Hale | Approval of details reserved by a condition | HGY/2023/2876 | Not Determined | 21/05/2024 | Council Depot, Ashley Road, Tottenham, London, N17 9DP | Approval of details pursuant to Condition 32 (Road Safety Audit) attached to Planning Permission Ref: HGY/2022/0752 dated 31 August 2022. | John Kaimakamis |
| Tottenham Hale | Lawful development: Proposed use | HGY/2024/1274 | Permitted Development | 19/06/2024 | 22 Thackeray Avenue, Tottenham, London, N17 9DY | Certificate of Lawfulness: Proposed Use for erection of a single storey rear extension and loft conversion with rear dormer | Sion Asfaw |
| Unknown | Approval of details reserved by a condition | HGY/2022/3566 | Approve | 31/05/2024 | 36, Methuen Park, London, N10 2JS | Approval of details reserved by a conditions 4 (qualified professional), 5 (method statement), 6 (CMP) of planning permission HGY/2021/3068 for excavation of a basement | Samuel Uff |
| West Green | Lawful development: Proposed use | HGY/2024/1085 | Permitted Development | 12/06/2024 | 151 Higham Road, Tottenham, London, N17 6NU | Certificate of lawfulness for the erection of rear dormer including the enlargement of 1x front rooflights. | Mercy Oruwari |
| West Green | Householder planning permission | HGY/2024/0878 | Approve with Conditions | 21/05/2024 | 169 Carlingford Road, Tottenham, London, N15 3ET | Demolition of UPVC conservatory infill and construction of new partially glazed timber infill ground floor extension. | Ben Coffie |
| West Green | Full planning permission | HGY/2023/3178 | Approve with Conditions | 22/05/2024 | 288 West Green Road, Tottenham, London, N15 3QR | Two storey rear extension, new studio flat at ground floor and conversion of existing first floor flat into 2 self contained flats | Ben Coffie |
| West Green | Full planning permission | HGY/2024/0916 | Approve with Conditions | 04/06/2024 | 4 Sirdar Road, Wood Green, London, N22 6RG | Conversion of existing dwellinghouse into two. flats (one 3-bedroom and one 2-bedroom) with new bicycle and refuse/recycling storage. | Daniel Boama |
| West Green | Householder planning permission | HGY/2024/0853 | Approve with Conditions | 24/05/2024 | 14 Pendennis Road, Tottenham, London, N17 6LJ | Demolition of existing low quality PVC canopy and extension and replacement with high quality extension. | Eunice Huang |
| White Hart Lane | Lawful development: Existing use | HGY/2024/1353 | Approve | 11/06/2024 | 67 De Quincey Road, Tottenham, London, N17 7DJ | Certificate of Lawful Development for an Existing use of property as two self contained flats. | Kwaku Bossman-Gyamera |
| White Hart Lane | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1168 | Not Required | 29/05/2024 | 9 Fenton Road, Tottenham, London, N17 7JL | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3m and for which the height of the eaves would be 3m | Oskar Gregersen |
| White Hart Lane | Full planning permission | HGY/2024/1041 | Refuse | 10/06/2024 | 67 Eldon Road, Wood Green, London, N22 5ED | Erection of two storey side, single/two storey rear and roof extensions and change of use from dwellinghouse (Class C3) to large HMO (Sui Generis) for 8 occupants) | Oskar Gregersen |
| White Hart Lane | Full planning permission | HGY/2023/1083 | Approve with Conditions | 17/06/2024 | 116 Norfolk Avenue, Wood Green, London, N13 6AJ | Demolition of existing dwelling and erection of a two storey building including two storey side extension to provide 2 x 3 bedroom flats. This permission is granted subject to a Section 106 Legal Agreement. | Sarah Madondo |
| White Hart Lane | Full planning permission | HGY/2024/0846 | Approve with Conditions | 03/06/2024 | 14 Ellenborough Road, Wood Green, N22 5HA | Proposed loft conversion to enlarge first floor flat, including a rear dormer extension and three roof lights on the front roof slope. | Neil McClellan |
| White Hart Lane | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1064 | Not Required | 28/05/2024 | 100 Devonshire Hill Lane, Tottenham, London, N17 7NH | Erection of single storey extension which extends beyond the rear wall of the original house by 4.72m, for which the maximum height would be 3m and for which the height of the eaves would be 3m | Sabelle Adjagboni |

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| White Hart Lane | Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses | HGY/2024/0919 | Not Required | 28/05/2024 | 47 Eldon Road, Wood Green, London, N22 5DX | Application to determine if prior approval is required for the proposed change of use of the premises from commercial, business and service use (Class E) to a 2-bedroom dwelling (Class C3) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA. | Daniel Boama |
| White Hart Lane | Householder planning permission | HGY/2024/0978 | Approve with Conditions | 04/06/2024 | 99 Devonshire Hill Lane, Tottenham, London, N17 7NE | Erection of a single storey side/rear extension with a double pitched roof. (AMENDED DESCRIPTION) | Daniel Boama |
| White Hart Lane | Lawful development: Proposed use | HGY/2024/0831 | Permitted Development | 20/05/2024 | 74 Norfolk Avenue, Wood Green, London, N13 6AJ | Certificate of lawfulness for proposed use of a hip-to-gable infill and rear dormer roof extension and insertion of 2no. front rooflights. | Daniel Boama |
| White Hart Lane | Householder planning permission | HGY/2024/0830 | Approve with Conditions | 20/05/2024 | 74 Norfolk Avenue, Wood Green, London, N13 6AJ | Erection of a first floor side extension above existing ground floor side extension with new hipped roof joining the existing main roof. Replacement of existing ground floor rear infill conservatory attached to the existing rear extension with brick wall. Replacement of rear balcony with new mono-pitched low sloping roof and 1no. skylight. (AMENDED DESCRIPTION) | Daniel Boama |
| White Hart Lane | Householder planning permission | HGY/2024/0626 | Approve with Conditions | 14/06/2024 | 18 Marshall Road, Tottenham, London, N17 7AP | The installation of 125mm deep External Wall Insulation (EWI) to building. | Nathan Keyte |
| White Hart Lane | Householder planning permission | HGY/2024/0623 | Refuse | 04/06/2024 | 2 De Quincey Road, Tottenham, London, N17 7DL | The installation of 125mm deep External Wall Insulation (EWI) enhancing both tenant comfort and thermal efficiency in line with Building Regulations Approved Document L, as well as protecting and improving the general condition of the building's fabric (amended description) | Nathan Keyte |
| Woodside | Householder planning permission | HGY/2024/0055 | Approve with Conditions | 20/05/2024 | Flat C, 35 White Hart Lane, Wood Green, London, N22 5SL | Erection of a rear dormer loft extension for a top floor flat. | Gareth Prosser |
| Woodside | Removal/variation of conditions | HGY/2023/0275 | Approve | 23/05/2024 | Wolves Lane Nursery, Wolves Lane, Wood Green, London | Non-Material Amendment of planning application ref: HGY/2021/1474 (Demolition of existing classroom, 3 x office cabins, barn (packing shed) and polytunnels to allow the erection of four replacement community buildings (2 x single storey, 1 x part 1, part 2 storey), comprising new teaching, meeting and learning spaces, together with associated landscaping (working yard, events yard and new planting), entrance canopy fronting Wolves Lane and on site cycle parking and car parking (4no.) for staff.) for a number of minor changes to landscaping/drainage, signage, structures and design. (AMENDED) | Gareth Prosser |
| Woodside | Full planning permission | HGY/2024/1023 | Approve with Conditions | 21/05/2024 | 457 High Road, Wood Green, London, N22 8JD | Increase in ridge height of approved application (HGY/2020/0789) to propose 2 x rear dormers and 6 x front Velux windows, increasing each single-family dwelling from a 3-bed unit to a 4-bed unit. | Kwaku Bossman-Gyamara |
| Woodside | Lawful development: Proposed use | HGY/2023/3315 | Refuse | 31/05/2024 | 53 Myddleton Road, Wood Green, London, N22 8LZ | Certificate of lawfulness for the change of use to class C3(B) within use class C3 covering up to six people living together as a single household and receiving care . | Mercy Oruwari |

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| Woodside | Prior approval Part 1 Class A.1(ea): Larger home extension | HGY/2024/1043 | Not Required | 23/05/2024 | 722 Lordship Lane, Wood Green, London, N22 5JN | Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.6m and for which the height of the eaves would be 2.6m | Oskar Gregersen |
| Woodside | Lawful development: Proposed use | HGY/2024/1364 | Permitted Development | 19/06/2024 | 26 Stirling Road, Wood Green, London, N22 5BT | Certificate of lawfulness for proposed use: Erection of a single storey rear extension. | Sion Asfaw |
| | Approval of details reserved by a condition | HGY/2022/3891 | Approve | 31/05/2024 | Homsey Town Hall, The Broadway, Homsey, London, N8 9BQ | Approval of details pursuant to condition 49 (Hotel Accessibility Plan) attached to attached to planning permission HGY/2017/2220 | Samuel Uff |

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