

NOTICE OF MEETING

PLANNING SUB COMMITTEE

**Monday, 9th September, 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, Lotte Collett, 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 12 below.

5. DECLARATIONS OF INTEREST

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

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

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

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

6. MINUTES (PAGES 1 - 6)

To confirm and sign the minutes of the Planning Sub Committee held on 17th July as a correct record.

The minutes of 1st August are to follow.

7. PLANNING APPLICATIONS

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

8. HGY/2024/0464 COLLEGE OF NORTH EAST LONDON TOTTENHAM CENTRE, HIGH ROAD, TOTTENHAM, LONDON, N15 4RU (PAGES 7 - 146)

Proposal: Demolition of the existing gym/lecture theatre block and the erection of a part four/part five-storey building (2,625 square metres GIA) to host a new Construction and Engineering Centre at the College.

9. HGY/2024/1370 18 WEST ROAD & UNIT WEST MEWS, N17 (PAGES 147 - 278)

Proposal: Redevelopment of 18 West Road and Unit 4 West Mews comprising 2no. warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure.

10. UPDATE ON MAJOR PROPOSALS (PAGES 279 - 292)

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.

11. APPLICATIONS DETERMINED UNDER DELEGATED POWERS (PAGES 293 - 336)

To advise the Planning Committee of decisions on planning applications taken under delegated powers for the period 24.06.2024 – 23.08.2024.

12. NEW ITEMS OF URGENT BUSINESS

13. DATE OF NEXT MEETING

To note the date of the next meeting as 8th October.

Fax – 020 8881 5218

Email: kodi.sprott@haringey.gov.uk

Fiona Alderman

Head of Legal & Governance (Monitoring Officer)

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

Friday, 30 August 2024

MINUTES OF THE MEETING Planning Sub Committee HELD ON Wednesday, 17th July, 2024, 7:00pm – 8:40pm

PRESENT:

Councillors: Lester Buxton, Sean O'Donovan, Barbara Blake (Chair), Reg Rice (Vice-Chair), John Bevan, Cathy Brennan, Emine Ibrahim, Alexandra Worrell and Luke Cawley-Harrison

ALSO ATTENDING: Kodi Sprott, Principal Committee Coordinator, Robbie McNaugher, Head Of Development Management and Enforcement, Matthew Barrett, Senior Legal Officer, Richard Truscott, Principal Urban Design Officer, Rob Krzyszowski, Assistant Director Planning Buildings and Sustainability, Philip Elliot, Principal Planning Officer, Gareth Prosser, Deputy Team Manager, Maurice Richards, Head Of Transport and Travel, John McRory, Principal Planning Office

1. FILMING AT MEETINGS

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

2. PLANNING PROTOCOL

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

3. APOLOGIES

Apologies for absence have been received from Cllr Emery and Cllr Bartlett. Cllr Cawley-Harrison was in attendance as his substitute in accordance with committee standing orders 53-56.

4. URGENT BUSINESS

There were no items of urgent business.

5. DECLARATIONS OF INTEREST

Cllr Bevan declared an interest in regard to item 8 as he met with Spurs on a regular basis, this would not affect his judgement and he would be viewing the item with an open mind. Cllr Ibrahim declared an interest in regard to item 8 as she was a member of ASA, she would be viewing the item with an open mind. She also declared an interest for item 10 as she is a ward councillor for Noel Park, she would be viewing this item with an open mind.

6. MINUTES

RESOLVED

To approve the minutes of the Planning Sub Committee held on the 8th July as a correct record.

7. PLANNING APPLICATIONS

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

8. HGY/2024/0692 807 HIGH ROAD, TOTTENHAM, LONDON, N17 8ER

Phillip Elliot, planning officer introduced the report for 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.

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

- There was no policy reason as to why the dentist would have been required, this idea was proposed by the applicant.
- The intention was to provide onsite affordable housing or affordable housing within the neighbouring depot site.
- The London Plan H15 student policy essentially talks about having the option of the accommodation being used outside the academic year for certain groups to improve viability of the accommodation. In that particular part of the policy it refers to delegates, interns on university placements and students on short term education courses.
- The potential of a change to multiple occupancy would be a change of use application that officers would have control over. There is a nominations agreement in the section 10 and evidence to show there was a demand for student accommodation. Furthermore, there is a letter of support from university institutions which detailed that they supported the scheme and would like to take up the accommodation.
- On affordable housing, the applicant had other land holdings within the same site allocation. Therefore, there was potential to provide conventional affordable housing within a site close by. Whilst it was London plan policy compliant to provide affordable student accommodation within it, there was also the other option where it could potentially provide for Haringey residents.
- In terms of archaeology, comments were made previously under the last application and two conditions were settled on. The archaeological advisors from Greater London Archaeological service have said that if you members were to grant planning permission again, then these conditions needed to be reapplied.
- Condition 27 required the parking space to have an electric vehicle charging point. It also required details of the allocation and management of the disabled parking space. In terms of sufficient space on Percival Court, the applicants had sought to make as much space possible.
- In terms of the affordable aspect outside of term time. Officers had largely looked at this based on the supporting text in policy H15 and the London plan. There could be difficulties of viability, being able to keep this open at a time where there might be groups of people leaving would give officers a buffer for the running of the building to have that additional income. There was not any policy requirement or text that says

that should be retained at a level akin to the actual student accommodation in terms of a percentage being affordable

- In terms of demand for student accommodation, the London plan displayed a lot of evidence behind this and shows that there was growing demand for purpose built student accommodation in London. A few years ago an evidence based document called the Strategic Housing Market Assessment looked at the housing service and the need for housing and accommodation across the borough for different types of people and communities – this included student accommodation. The number of private households which comprised of only students had nearly doubled since 2011. There was very significant growth in the number of students occupying private sector dwellings.

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

- On the previous application, the applicant was in negotiations with the Dentist practice which occupied 802 High Road. It wasn't clear whether they were going to relocate them into this scheme or whether the practice was going to relocate elsewhere.
- The change in affordable housing arose from a negotiation that was currently going on between the club, the Council and Lend Lease. This looked at the increase of affordable within the goods yard depot from the current percentage of 35% up to potentially 41%, which would allow the accelerated decants of the Love Lane estate and the acceleration of the High Road West scheme overall.
- On the concierge, some of this would come down to the PBSA operator that would be appointed. There was currently a short list of two, but the understanding was that they would try and operate this as a satellite to the main Print Works scheme; extending to security and having concierge's 24 hours day.
- The plan was to attract universities to Haringey, this was not just about accommodation. The applicant would like students to be studying and living in the borough at the same time.
- The library service had been one of the biggest beneficiaries of Community Infrastructure Levy. There was no reason to suggest that this would not continue in future decisions.
- Cllr Collett noted that there was wonder if there was going to be so much student accommodation, whether actually as part of the social infrastructure, members should be thinking about returning care leavers.
- By providing both cycle parking and the accessible parking space on Percival Court, it removed the ability to service waste and refuse. From an operational management and safety point of view, this would have to be via the established route previously for the residential. This had been accepted by officers and there were conditions imposed on the consent to have a waste management plan secured and agreed.
- There was a condition which would require a car parking management plan to be worked up and agreed with officers detailing how that space would function and how it would be allocated to on-site users.
- There was a delivery and service plan condition that would require consideration of all aspects of safe and legal loading deliveries. There was a loading bay on the High Road which was found to be sufficient enough to service the site.
- In regard to dockless E bikes, this would be looked at within planning policies to build this in the future. The provision of cycle parking for both the student and commercial accommodation was viewed to be sufficient.

- There was no agreed fall-back time on where it would default to the payment in lieu if the offsite allocation was agreed but then doesn't come forward. Officers felt five years was appropriate to give time to get some sort of agreement in place on that.

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

RESOLVED

1. That the Committee resolve to GRANT planning permission and that the Head of Development Management and Planning Enforcement or the Assistant Director Planning, Building Standards & Sustainability is authorised to issue the planning permission, impose conditions and informatives, and sign a section 106 Legal Agreement providing for the obligations set out in the Heads of Terms below.

That the section 106 legal agreement referred to in resolution 2.1 above is to be completed no later than 15 August 2024 or within such extended time as the Head of Development Management and Planning Enforcement (Head of DM) or the Assistant Director Planning, Building Standards & Sustainability (AD Planning) shall in their sole discretion allow.

That, following completion of the agreement referred to in resolution 2.) within the time period provided for in resolution 2.2 above, planning permission is granted in accordance with the Planning Application subject to the attachment of the conditions.

That delegated authority be granted to the Head of DM or AD Planning to make any alterations, additions or deletions to the recommended heads of terms and/or recommended conditions and informatives as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice Chair) of the Planning Sub Committee.

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

- 1) 3-year time limit
- 2) Development to be in accordance with approved plans.
- 3) Contract for replacement building (Blocks A and B) before demolition of existing building
- 4) Accessible Accommodation
- 5) BREEAM Accreditation
- 6) Block A – Noise Attenuation 1
- 7) Blocks A & B – Noise Attenuation 2
- 8) Mechanical Plant Noise
- 9) Tree retention
- 10) Landscape Details
- 11) Building User Guide
- 12) Drainage - Design Implementation, Maintenance, and Management
- 13) External Materials and Details
- 14) No Plumbing on outside of buildings
- 15) No grills on outside of Block A
- 16) Secured by Design
- 17) Fire Statement
- 18) Energy Strategy

- 19)Overheating
- 20)MVHR
- 21)Land Contamination – Part 1
- 22)Land Contamination – Part 2
- 23)Unexpected Contamination
- 24)Archaeology 1
- 25)Archaeology 2
- 26)Cycle Parking Provision
- 27)Car Parking Provision
- 28)Delivery and Service Plan
- 29)Student and Commercial Waste Management Plans
- 30)Construction Logistics Plan
- 31)Demolition/Construction Environmental Management Plans
- 32)Impact Piling Method Statement
- 33)Business and Community Liaison
- 34)Telecommunications
- 35)Water Efficiency Condition

9. PRE-APPLICATION BRIEFINGS

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

10. PPA/2024/0023 25-27 CLARENDON ROAD N8 0DD

John McRory, Principal Planning Officer introduced the report for Redevelopment of the site consisting of the demolition of existing buildings and the construction of a mixed-use scheme comprising workspace and co-living accommodation.

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

- On the maximum stay of three years, the planning policy stipulated a minimum stay of three months maximum of three years. In terms of the 49 homes, that was an estimate and the purpose of it was to give an indication of the fact that there was the opportunity for existing homes that were HMO's to be freed up. There was a significant demand for rented properties. There was the risk of further properties that could end up being converted into HMO's and this scheme had the capacity to be able to reduce that.
- All studios would have a kitchenette, and everyone would have access to the shared kitchen.
- Concerns were raised about the design lacked a homely aspect, this would be taken away and discussed with the design team.
- There was a community consultation event where 900 local properties were invited. This event did not have a high turnout as there were only 10 attendees but all feedback on this proposal was positive.
- This application was designed to be in line with HMO's, rent would always be the same.
- The commercial space would pay business rates.
- At the first QRP panel, the cycles and the bin store were at the southern end. Their concerns were that people bringing their cycles in or taking the bins out was going to disturb the piece of public realm. For the second design review panel, the applicant put together a comparison of the size of the space with the spaces further up along in

Clarendon Square. That allowed them to understand that they were offering a decent sized space.

- This would be a car free development and within the lease residents would not be able to own a car.
- This development wasn't solely for single occupancy.
- Single aspect units would be daylight tested. Residents would have access to many other communal rooms.

11. NEW ITEMS OF URGENT BUSINESS

There were no new items of urgent business.

12. DATE OF NEXT MEETING

It was noted that the date of the next meeting was 1ST August .

CHAIR: Councillor Barbara Blake

Signed by Chair

Date

Planning Sub-Committee 09th September 2024**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE****1. APPLICATION DETAILS****Reference No:** HGY/2024/0464**Ward:** Tottenham Central**Address:** College Of North East London Tottenham Centre, High Road, Tottenham, London, N15 4RU.**Proposal:** Demolition of the existing gym/lecture theatre block and the erection of a part four/part five-storey building (2,625 square metres GIA) to host a new Construction and Engineering Centre at the College.**Applicant:** Robin Hindley, Vice Principal, CONEL**Ownership:** Private/Public**Officer Contact:** Roland Sheldon**Date received:** 14/03/2024

1.1 The application is being reported to the Planning Sub-Committee for determination as it is a major planning application recommended for approval.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the re-provision of education floorspace on the campus in the form of new and upgraded facilities is acceptable given the London Plan and Haringey Local Plan strategic policies promoting education and skills. The site is also located in an 'Area of Change' with excellent public transport accessibility within the Tottenham Area Action Plan which seeks to promote new infrastructure for education purposes, meaning it is an appropriate location for the enhancement of the existing educational facility.
- The proposal will enable the college to continue and improve its effectiveness in the role of providing accessible and free/affordable courses in a range of subjects to young and adult students, enhancing employment opportunities for thousands of people across the borough.
- Officers are satisfied that the proposed building would provide a satisfactory design response within the constraints of its surroundings that would respect the scale, form and character of the wider locality. The less than substantial harm to surrounding listed assets would be outweighed by the educational, social and economic benefits that would result from the introduction of this facility.
- The proposed building has been designed to take account of climate change and to reduce carbon emissions, incorporating fabric efficiencies, on-site renewable

energy generation in the form of solar PV panels, and heating, cooling and hot water provided through air source heat pumps.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Assistant Director of Planning, Building Standards & Sustainability or the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a legal agreement providing the obligations as set out in the Heads of Terms below.
- 2.2 That the legal agreement referred to in resolution (2.1) above is to be completed no later than 9th October 2024 or within such extended time as the Assistant Director Planning, Building Standards & Sustainability/Head of Development Management shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions and informatives; and
- 2.4 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 heads of terms and/or recommended conditions and informatives 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.

Summary Lists of Conditions, Informatives and Heads of Terms

Summary of Conditions (a full list is included in Appendix 1)

1. Time limit
2. Approved plans and documents
3. Design/material conditions
4. Delivery and servicing plan
5. Construction and logistics management
6. Cycle storage
7. Disabled parking bay
8. Car parking management
9. Revised energy statement
10. Living roof
11. Overheating
12. Biodiversity Net Gain
13. BREEAM
14. Restriction on Use Class
15. Permitted development
16. Landscaping
17. Unexpected contamination
18. NRMM
19. Demolition and construction environmental management plan
20. Considerate contractors

Informatives

1. Proactive statement
2. Hours of construction work
3. Party Wall Act
4. Asbestos survey
5. Dust
6. Groundwater Risk Permit
7. Underground Water Assets
8. Minimum Water Pressure
9. Sprinkler installation
10. Designing Out Crime
11. Land ownership
12. S.106 Agreement and S.278 Agreement

Summary of Section 106 Heads of Terms

1. Employment and Skills
 - a. Submission of an employment and skills plan
 - b. No less than 20% of the peak construction workforce to be Haringey residents
 - c. Provision of skills-based training to the 20% referenced above
 - d. 5% of the peak workforce to be provided with traineeships
 - e. Provision of a construction apprenticeships at one per £3m development construction cost up to a maximum of 10% of total construction workforce
 - f. Provision of a £1,500 support contribution per apprentice

- g. Provision of no less than five STEM/career inspirational sessions per construction phase
- h. Regular liaison with the Council to allow local businesses and suppliers to tender for works
- i. Other requirements as agreed in discussions with the Council's Employment and Skills Officer

2. Construction Logistics and Management

- a. Provide a contribution of £15,000 towards the assessment and monitoring of a detailed construction logistics and management plan (secured by condition)

3. College Travel Plan

A College Travel Plan must be secured by the S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.

- a) The applicant 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 3 years
- b) Provision of college 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 facilities.
- d) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.

A contribution of £3,000 per Travel Plan.

4. Energy statement/carbon mitigation

- a. An amended energy statement is to be provided prior to above ground construction
- b. Provision of a contribution to offset the carbon emissions of the development where not met on site against the zero-carbon target
- c. Estimate of the carbon offset figure is £23,085 (indicative) plus a 10% management fee; carbon offset contribution to be re-calculated at £2,308 per tCO₂ at the Energy Plan and Sustainability stages.
- d. Considerate Contractors

5. Monitoring

- Provision of a financial contribution of 5% total contributions + £500/non-financial obligation.

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

2.6 In the absence of the agreement referred to in resolution (2.1) above not being completed within the time period provided for in resolution (2.2) above, the planning permission be refused for the following reasons:

- 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.
- The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policy SI2 of the London Plan, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management DPD 2017.
- The proposed development, in the absence of a legal agreement securing sustainable transport measures and public highway works, would have an unacceptable impact on the safe operation of the highway network, give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7, Local Plan Policy SP7 and Policy DM31 of the Development Management DPD.

2.7 In the event that the Planning Application is refused for the reasons set out in resolution (2.6) above, the Head of Development Management (in consultation with the Chair of the 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 or Head of Development Management within a period of not more than 12 months from the date of the said refusal, and;
- iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (2.6) above to secure the obligations specified therein.

CONTENTS

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

APPENDICES:

- Appendix 1: Planning conditions
- Appendix 2: Images of site and the proposed scheme
- Appendix 3: Internal and External Consultee Representations
- Appendix 4: Minutes from Planning Sub-Committee 05.02.24
- Appendix 5: Quality Review Panel Report 18.10.23
- Appendix 6: Quality Review Panel Report 17.01.24
- Appendix 7: Drawing and Reports List

3. PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

Proposed Development

- 3.1 The proposal seeks permission to demolish an existing three-storey building occupied by a gym and lecture theatre, and the construction of a part four, part five-storey building to host the Construction and Engineering Centre of the College as part of a master planning process.
- 3.2 The gym and associated changing room facilities in the building proposed to be demolished as part of the development will be re-provided within the main college building, prior to the start of term.
- 3.3 Specifically, the proposal comprises the following:
- Demolition of the 1,050 sq m existing gym/lecture theatre;
 - Construction of a new 2,625 sq m building extending over 5 storeys
 - Double height workshops on the ground and first floor accommodating bespoke training facilities for construction trades – plumbing, plastering, electrical, brickwork; and
 - Cantilevered upper floors providing classrooms and breakout areas for student collaboration
- 3.4 It should also be noted that the existing building in the western corner of the campus that currently houses the Construction and Engineering Centre does not form part of the application red line boundary of the site. It is intended that this building once vacated will be demolished and this parcel of land be made available for future redevelopment. The applicant has provided masterplanned options for this redevelopment to ensure an acceptable relationship between this proposal and any future development on that parcel of land.

Site and Surroundings

Site Description

- 3.5 The site forms part of the College of Haringey, Enfield and North-East London, known as CONEL, and is located on High Road, Tottenham Green. The existing campus comprises approximately 19,930 square metres of education floorspace providing a range of different vocational courses.
- 3.6 The site is identified as an 'Area for Change' in the Tottenham Area Action Plan and is also located on the western edge of Tottenham Green Conservation Area. The site sits behind the 1970s tower block of the College and is surrounded by statutorily listed buildings located immediately to the north of the site and by the locally listed building within the southern section of the college campus.
- 3.7 The buildings surrounding the proposed development range from the two-storey cottages and the three-storey listed old firemen's station to the north,

the eight-storey tower block to the east, the four-storey residential development to the south and west.

- 3.8 The site has a Public Transport Accessibility Level (PTAL) value of 6a, which is considered 'excellent' access to public transport services. There are several bus services accessible to the site, while Seven Sisters underground station is within walking distance of the college.

Relevant Planning and Enforcement history

- 3.9 None of the planning history is relevant to the current proposal.

4. CONSULTATION RESPONSE

Quality Review Panel

- 4.1 The scheme was presented to Haringey's Quality Review Panel at pre-application stage in October 2023 and January 2024. The Panel's written responses are attached in Appendices 5 and 6.

Planning Committee Pre-Application Briefing

- 4.2 The proposal was presented to the Planning Sub-Committee at a Pre-Application Briefing on 05th February 2024. The minutes are attached in Appendix 4.

Planning Application Consultation

- 4.3 The following were consulted regarding the application:

Internal

- 4.4 LBH Conservation: Considers that the development would result in a low level of less than substantial harm to heritage assets that need to be considered in the context of the NPPF whereby they could be outweighed by the public benefits of the scheme.
- 4.5 LBH Transportation: No objections, subject to conditions and obligations
- 4.6 LBH Carbon Management: No objections, subject to conditions and obligations.
- 4.7 LBH Flood and Water Management: No objections, content that the impact of surface water drainage have been adequately addressed.
- 4.8 LBH Waste Management: No objections were raised to the proposal.
- 4.9 LBH Pollution: No objections subject to conditions.
- 4.10 LBH Inclusive Economy: Support for the application, as CONEL are a strategic partner of the Council that work closely with the Inclusive Economy Service. CONEL are the largest further education provider in the borough offering free courses to Haringey residents and bring footfall into Tottenham as a

destination venue. It is hoped that CONEL will work closely with the service to maximise local jobs and training on construction programmes and explore green skills ambitions and circular economy opportunities further.

External

4.11 Transport for London: Comments provided with regards to

- Modal share and travel plan targets
- Cycle parking
- Car parking
- Delivery and servicing
- Construction access

The applicant responded to initial concerns to the satisfaction of TfL subject to conditions and s106 requirements.

4.12 Thames Water: No objections, subject to informatives.

4.13 Historic England: No comment – the Council should seek the views of your specialist conservation advisers, as relevant.

4.14 War Memorials Trust: Do not consider the proposed development to adversely affect the setting of the Grade II listed Tottenham war memorial.

4.15 Greater London Archaeological Advisory Service: No objections, and no conditions are necessary.

4.16 Metropolitan Police Designing Out Crime Officer: The DOCO has met with the applicant at pre-application stage. The applicant does not wish to participate in seeking to achieve Secured By Design (SBD) which the police strongly consider they should. Conditions should be applied seeking applicant to apply and achieve SBD certification.

5. LOCAL REPRESENTATIONS

5.1 The application has been publicised by way of a press notice, several site notices which were displayed around the site and in the vicinity of the site and over one thousand individual letters sent to surrounding local properties. 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: 3
- Objecting/Commenting: 3

5.2 The following local groups/societies made representations:

- None

5.3 The following Councillor(s) made representations:

- None

5.4 The following issues were raised in representations that are material to the determination of the application and are addressed in the next section of this report:

- Concern with the impact on the listed building and conservation area due to the scale of the proposal
- Solar panels should be included
- Concerns about dust and vehicle movements during construction

6. MATERIAL PLANNING CONSIDERATIONS

6.1 The main planning issues raised by the application that the committee must consider are:

- Principle of Development
- Design and Appearance
- Heritage and Conservation
- Inclusive Design
- Energy, Climate Change and Sustainability
- Drainage and Flooding
- Impact on Neighbouring amenity
- Highways and Transportation
- Air Quality
- Land Contamination
- Fire Safety
- Equalities
- Conclusion

6.2 Principle of Development

6.2.1. Paragraph 100 of the National Planning Policy Framework (NPPF) states that to ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

6.2.2. London Plan (2021) policy S3 states that development proposals for education facilities should be located in areas of identified need, with good public transport accessibility and access by walking/cycling, and should be accessible by a range of users, including disabled people.

6.2.3. Local Plan (2017) policy SP9 states that the Council will seek to address unemployment by facilitating training opportunities for the local population, increasing the employment offered in the borough and allocating land for employment purposes. The Council will encourage the provision and growth of education and training facilities within the borough in areas such as Haringey Heartlands and Tottenham Hale and areas of high unemployment.

Development Management policy DM49 states that proposals for new and extended social and community facilities will be supported by the Council provided they are accessible by public transport, walking and cycling, are located within the community they intend to serve, provide flexible, multifunctional and adaptable space, where practicable, do not have significant adverse impact on road safety/traffic generation and protect neighbouring amenity.

6.2.4. Whilst there is not a specific site allocation for this site, the Tottenham Area Action Plan identifies the site as just on the edge of the 'Tottenham Green Sub Area'. The AAP supports the area as the civic and cultural heart of

Tottenham, the redevelopment of underused sites that detract from the significance of the conservation area and public realm enhancements between the buildings on the green to create more attractive and accessible public squares. Policy TG1 Tottenham Green's Civic Heart states that development which serves to consolidate and improve access to community facilities in the area will be supported.

- 6.2.5. Objective 1 of the Tottenham Area Action Plan is "World class education and training" to enable Tottenham residents to access the full range of options available to them in London. Policy AAP11 of the Tottenham Area Action Plan (2017) states the Council will plan positively to introduce improved facilities in Tottenham which meets the overall needs of the population, including meeting existing deficits, as well as the needs of new developments. The Council will actively seek to introduce tertiary education operators into the Tottenham area to ensure local residents have excellent options to gain skills to access the London jobs market.
- 6.2.6. The submitted Planning Statement outlines that CONEL forms part of the Capital City College Group (CCCG), which handles a large Adult Education Budget that is allocated to it from the Greater London Authority (GLA), a significant part of which is allocated to delivering training in Haringey. Changes made to funding by CCCG has resulted in allowing all Level 2 and below, but also nearly all Level 3 programmes and a growing number of Professional Level 4 courses, to remove fees from courses, including for Haringey residents.
- 6.2.7. CONEL provides a broad range of programmes from entry level to Level 7, ranging from accountancy and bookkeeping, hairdressing & beauty therapy, as well as the engineering and construction trades. The college also offers a range of free support courses in computer literacy-related subjects, enabling people to upskill and increase their employment prospects.
- 6.2.8. The Tottenham Centre currently has some 8,305 full and part time students (2,893 FTE), the majority of which are adults on part time courses seeking to upskill.
- 6.2.9. The site is also located in an 'Area of Change' with excellent public transport accessibility. The principle of the re-provision and enhancement of education floorspace on the campus in the form of new and upgraded facilities has strong support in the London Plan and Haringey Local Plan strategic policies which promote education and skills and the Tottenham Area Action Plan which seeks to promote new infrastructure for education purposes. The proposal will allow the college to provide enhanced facilities for engineering and construction students, and thereby enhance their educational experience and future employment prospects.
- 6.2.10. The principle of the development on this site is strongly supported by Development Plan Policy.

6.3 Design and Appearance

- 6.3.1. The Chapter 12 of the NPPF 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.
- 6.3.2. Chapter 12 of the NPPF states that 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.
- 6.3.3. It 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 should be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.
- 6.3.4. The London Plan 2021 Policy D3 emphasises the importance of high-quality design and seeks 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 as appropriate. It emphasises the use of the design review process to assess and inform design options early in the planning process.
- 6.3.5. 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.
- 6.3.6. 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.
- 6.3.7. Policy DM6 of the DM DPD expects all development proposals for taller buildings (i.e. those which are greater in height than their surroundings and are less than ten storeys in height) to respond positively to local context and achieve a high standard of design in accordance with Policy DM1.

Quality Review Panel (QRP)

- 6.3.8. The development proposal was presented to the QRP on 18 October 2023, who offered their support for the principle of the scheme and set out their recommendations to address relevant design considerations of the building. The proposal was then presented again to the QRP in the form of a Chair's Review on 17 January 2024. The Panel's summarising comments of this latest review are provided below.
- 6.3.9. *"The Quality Review Panel welcomes the proposals for a new college on this site. This will be of strategic importance to the borough. It thinks that the project team has responded positively to the panel's previous comments."*
- 6.3.10 *The long-term masterplan is helpful to understand the wider ambitions for this site. The panel is now convinced that access issues have been resolved,*

enabling the future residential development in the western corner. The project team is encouraged to develop the detail of the masterplan, including a construction management plan that considers the potential impact on public transport services in the immediate area. The reduction in height and massing creates a more comfortable relationship with the scheme's context. While some heritage impact remains in views from Isobel Place, this is justified by the public benefits that the college will bring. The architecture has developed well since the previous review. The horizontal banding detail successfully references the surrounding context. The north elevation, seen from Isobel Place, should not distract from the local heritage assets.

6.3.11 *The panel commends the project team's approach to sustainability but asks for further thought on the western elevation, as this must be designed to mitigate both overheating and overlooking. The drainage strategy should have the capacity to withstand one-in-one-hundred-year storms. The panel also suggests taking advantage of the Greater London Authority's sustainability reporting tools. The panel understands the challenge of delivering biodiversity and urban greening uplift on this part of the site. It encourages the project team to develop the landscaping designs to ensure that this will be delivered in future phases, and to find opportunities such as on rooftops to increase provision wherever possible."*

6.3.12 Since the date of the review the proposal has been amended to address the most recent comments from the QRP. The table below provides a summary of key points from the most recent review, with officer comments following:

Panel Comments	Officer Response
<i>Masterplan</i>	
The panel welcomes the development of a wider masterplan. It is helpful to understand the long-term ambitions for the site's phased development and how this application will fit in. Further work is required to progress the detail, but this provides a good base to build upon.	The applicant has submitted an illustrative masterplan which provides an outline of the long-term intention to improve the quality of the existing courtyard environments and create a more legible campus.

<p>It is not yet clear whether the residential scheme indicated in the western corner of the campus will go ahead. However, the panel is now convinced that the issues of access via Isobel Place have been resolved, which will enable the future development of this site.</p>	<p>It was clarified during the second QRP meeting that the college benefits from a right of way from Isobel Place that would allow any future scheme to be accessed from this road.</p>
<p>The panel encourages the London Borough of Haringey to employ the appropriate planning mechanisms to ensure that the application includes a construction management plan for the masterplan.</p>	<p>A construction management plan will be secured through condition addressing the impact of the current proposal. Any future permission will also be subject to similar conditions.</p>
<p>This should consider the spillover of construction traffic from this site onto Tottenham High Road. The panel recommends engaging with Transport for in advance regarding the potential impact on public transport services, and the mitigation measures that will be required to minimise this.</p>	<p>The application has been reviewed in detail by Council Transportation Officers as well Transport For London. Subject to conditions for a more detailed worked-up construction logistics plan that includes engagement with officers, Transport officers consider such matters can be adequately addressed.</p> <p>The S106 obligations secured a monitoring fee to ensure transposition can work with the applicant to address any issues that arise during construction and monitor works on site.</p>
<p><i>Height, massing and heritage impact</i></p>	
<p>The combined reduction in height and setback of the top floor constitutes a significant improvement. While this has resulted in a small loss of classrooms, the scheme is now hardly visible from the High Road and has a more comfortable, subservient</p>	<p>Noted.</p>

relationship with the college's 1970s tower block.	
In the panel's view, some impact on heritage remains, particularly in views from Isobel Place. However, the impact is now acceptable and is outweighed by the public benefits that this scheme will bring.	Noted. Whilst some less than substantial harm has been identified by the Council Heritage Officer, they acknowledge that the impact is outweighed by the public benefits that the scheme would provide.
Architecture	
The panel supports the idea of using brickwork with a lighter tone horizontal stone or concrete banding. This solution successfully references the banding of both the adjacent 1970s tower and the statutorily listed buildings of the conservation area to create a family of buildings.	Noted. This design approach has been incorporated into the full submission.
Sustainability	
The western façade is sensitive to overheating. The panel advises minimising the use of glass on this elevation. This will also help with cooling.	There is a smaller amount of glazing on the western elevation in comparison to the eastern elevation, whilst allowing for the overall function of the building to not be compromised.
The balance required between daylight, overheating, and privacy could be resolved through careful window design. It is positive that the windows on the western elevation are set back.	Whilst this issue on the western elevation has not been specifically addressed, the recessed window design is noted and welcomed. Carbon Management note in their comments that a large part of the internal heat gain is due to the type of engineering equipment used in the buildings, and shading features have been included in the architectural elevations/sections.
The amount of hard standing is a practical choice for the landscaping considering the	The proposal has been reviewed by the Council's Flood and Water Management Officer, who

building's use, but there must be a strategy for water run-off in the event of flooding, to avoid damage to the building. The panel recommends that the sustainability consultant's drainage strategy is designed with sufficient capacity to withstand one in one-hundred-year storms, as these are becoming more frequent	is satisfied that the impacts of surface water drainage have been adequately addressed.
<i>Urban Greening and Biodiversity</i>	
The application boundary for this proposal is much more constrained than the wider masterplan ownership boundary. It is therefore difficult to meet the requirements for urban greening and biodiversity net gain within this scheme.	The applicant has managed to provide a sizeable biodiversity net gain and an increased urban greening. The constraints of the application boundary have meant this has had to be achieved through a green roof with bird and bat boxes, and insect houses within the green roof itself.
The project team are encouraged to continue to develop the landscaping design and strive for the delivery of the full masterplan as this will meet the ambition for a significant urban greening and biodiversity uplift in future stages.	The illustrative masterplan indicates that the centenary courtyard is envisaged to be subject to ecological enhancements in later phases of the college re-development.

6.3.13 As set out above, the applicant engaged with the QRP during the pre-application 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 and acceptable extent.

6.3.14 The building is largely four-storey in scale with a small recessed and reduced five-storey element that would sit in the south-western portion of the building, and would have a similar rectangular footprint to the existing building that it would replace. The building bulk and massing has been reduced through the removal of one storey during the evolution of the design process, to address concerns raised at pre-application stage by officers and QRP members. The building proposed at pre-application stage was considered to be visually over-dominant in its scale and height in terms of its relationship with nearby listed and locally listed assets, obscuring the established gap between the listed Town Hall and Fire Station buildings when viewed from the north-east of the

site. The top section of the building was also considered to undesirably project above the locally listed college building.

- 6.3.15 The current planning application has largely addressed these concerns through the changes to the massing with the reduced height and bulk, which means that the proposed building will largely not be visible from the High Road, albeit it will still have a sizeable presence when viewed from Isobel Place.
- 6.3.16 The elevational composition and materials for the development has evolved from a need to consider the educational function of the building, respond sympathetically and elegantly to the surrounding built environment, and achieve a sustainable and energy efficient building.
- 6.3.17 The elevations have a strong vertical rhythm, using a palette of clay red brick with distinct horizontal stone banding between each floor, which draw strong references to the historic listed buildings to the north of the site, whilst blending with the red brick of the adjacent college tower building.
- 6.3.18 The elevations are articulated through the inclusion of recessed saw tooth brickwork window surrounds and large elements of glazing. Further details of specific materials, cross-sectional and more detailed elevation drawings that detail key junctions between different materials, windows and door reveals, can be required to be submitted and approved prior to commencement of above ground works on site, to ensure a high standard of design is achieved.
- 6.3.19 Access into the building would be through the existing main access to the college via the reception in the Centenary Building, where it would be necessary to walk into the courtyard and walk around the tower block into the proposed new building entrance. In this sense, the means of access into the building would be secure given that access is ID controlled through the reception area of the college, and secure lines would be provided via security-controlled gates, to control access via the servicing lane. As outlined in the Inclusive Design section of this report, the proposed new building would provide level means of access and a lift facility to all floors of the building, with a changing room provided at ground floor level with disabled WC on all floors, and adequate widths and circulation space for wheelchair accessibility throughout the building.
- 6.3.20 The development unfortunately would not result in a significant uplift in the quality of the public realm within the college. The service yard would be treated with asphalt, with permeable paving treatment proposed around the perimeter of the new building. The applicant has outlined that due to the need to provide adequate and safe means of access within the servicing yard, it has not been possible to provide additional soft landscaping within this area. The illustrative masterplan envisions that in a future phase the Centenary Courtyard area that the new building would access onto will eventually be subject to an extensive soft landscaping scheme, to provide a calmer and more pleasant environment for students to carry out group work or learn within. This area will also provide ecological enhancements to the college campus.

- 6.3.21 This is still at concept stage however, and will be dependent on the future removal of the exam building which will eventually be re-housed elsewhere within the college campus. By means of a temporary measure and to provide some greening of the courtyard environment in the interim period, the applicant has agreed to install three moveable planters into this area, which shall contain plants and flowers.
- 6.3.22 Overall, subject to the submission of satisfactory materials and more detailed elevational/sectional drawings, Officers are satisfied that the proposed building would provide a satisfactory design response within the constraints of its surroundings that would respect the scale, form and character of the wider locality, that would enhance the teaching and learning environment for teaching staff and students of the college.

6.4 Heritage and Conservation

- 6.4.1. 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".
- 6.4.2. 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."
- 6.4.3. The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66 (1) intended that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.4.4. 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.

- 6.4.5. 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.
- 6.4.6. In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given "considerable importance and weight" in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.
- 6.4.7. London Plan Policy HC1 states that development proposals affecting heritage assets and their settings should conserve their significance. Local Plan Policy SP12 and Policy DM9 of the DM DPD sets 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. Policy DM9 also 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; and sets out a range of issues which should be taken into account.
- 6.4.8. The proposed development is located on the western edge of Tottenham Green Conservation Area, which is here characterised as an established, spacious civic space. The development site sits behind the 1970s tower block of the College and is surrounded by statutorily Listed Buildings located immediately to the north of the site and by the locally listed MCC Tottenham Technical College.
- 6.4.9. The development site appears constrained by its densely built immediate context set just behind the spacious historic frontage of the Conservation Area where the established group of Listed Buildings including the Old Fire station, Tottenham Town Hall and The former County School contribute to the imposing civic character of the area through consistent height, similar architectural style and generous gaps between buildings that afford uncluttered views towards the rear of the historic frontage.
- 6.4.10. The buildings surrounding the development site range from the two-storey cottages and the three-storey listed old firemen's station to the north, the eight-storey tower block to the east, and the four-storey residential development to the south and west.

- 6.4.11. The eight-storey tower Block of the college rises above the listed old Fire Station in eastward views along Townhall approach, as well as in northward views of the locally listed college building along the High Road. It is considered to detract from the character of the Conservation Area due to its uncharacteristic scale and height that dominate in views well above the established roofline provided by the listed and locally Listed Buildings forming the historic frontage of the area.
- 6.4.12. It is proposed to develop a part four, part five-storey new building to host the Construction Centre of the College. At pre-application stage officers challenged the spatial and architectural relationship of the proposed new building with its immediate built and landscape context within the campus, officers were informed that the proposed building would be the first step of a campus-wide master plan, enabled by the demolition and replacement of the existing three storey gym/lecture theatre block, and that further phases of the masterplan will restore the original quadrangle that shaped the development of the main 2005 building. As per pre-application discussion, the proposed development of the Construction Centre is intended to facilitate the masterplan's reconfiguration of the campus and the activation of the proposed Centenary Courtyard space, thus enhancing the designed quality of the College site, and benefitting the Conservation Area as well as enhancing the setting of the locally listed college building.

The proposed Construction Centre is illustrated in the application as an individual building to be erected within the existing campus, and therefore needs to be assessed based on its own design merits and based on its impact of the heritage assets surrounding the development site.

- 6.4.13. The proposed scheme has been tested in views of the heritage buildings and the Conservation Area, and no northward view of the High Road frontage has been submitted to show the impact of proposed development on the gap between the College and the locally listed residential building at Sycamore Gardens, but it is understood that the new building will be totally hidden behind the existing frontage buildings of the College and the mature trees along the High Road would further screen the College to the view.
- 6.4.14. It is therefore considered that there will be no negative impact on the locally listed college building. The submitted views analysis shows how the new part four, part five-storey building will only be partially screened in views of the Conservation Area frontage as dynamically experienced from the High Road; this is in part due to its dense built context, but it is especially due to the new building being set just behind the eight-storey large tower block.
- 6.4.15. As shown in the views included in the submitted Design and Access statement, the new building will intrude in the background of the listed Tottenham Town Hall and Former Fire Station both in views from the Tottenham Green and from Town Hall approach. It will also dominate in the background of the positive contributors firemen cottages as seen from Isobel Place.
- 6.4.16. The new Construction Centre building will undesirably, yet modestly appear behind the listed and locally listed frontage of the Conservation Area in

several views, where it would still partially obscure the established gap between the listed Town Hall and the listed Fire Cottage. Filling into visual gaps erodes the established qualities of the setting that have so far contributed to preserve the original character of the Listed Buildings and their Conservation Area. However, due to its relatively modest height, and due to its upper floor being set back in plan from the northern boundary, the new building will not detract from the visual primacy and architectural contribution of the Listed Buildings to the street scene, and it would therefore only have a modestly negative impact on the nationally important Fire Station and Town Hall and on their Conservation Area frontage. It is concluded that the proposed development would lead to a low level of less than substantial harm and the assessment of its design quality and public benefits should inform the test set out at Paragraph 208 of the NPPF.

- 6.4.17. Noting that the Conservation Officer finds a low level of less than substantial harm, paragraphs 208 and 209 of the NPPF sets out that where there is less than substantial harm to the significance of heritage assets *“this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”*
- 6.4.18. Paragraph 205 of the NPPF (2023) outlines that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 6.4.19. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 6.4.20. This application follows the completion of an Estates Strategy Review of the wider campuses within the Capital City College Group (CCCG). The Tottenham campus subject to this application has had little investment and many buildings on the site are in poor condition, suffering from poor functional stability. The review concluded that whilst the majority of buildings on site were operational, the majority require upgrading. The existing building in question was identified as having a poor thermal performance, water penetration at roof level and suffering from ceiling/floor damage in a number of areas.
- 6.4.21. The piecemeal nature of construction on the campus has resulted in poor circulation and legibility across the site. The proposed replacement Construction and Engineering Centre will form the first phase of a redevelopment of the college campus, providing bespoke teaching facilities and workshops for students in construction and engineering, up to modern standards to accommodate the demands of these courses in terms of height and space. The building will provide modern, fit for purpose facilities for some 900 students, most of them adults, who currently undertake construction courses at CONEL each year.

- 6.4.22. The proposal will make a significant contribution towards meeting the Local Plan objectives to improve skills and training for residents, to support access to jobs in the construction industry.
- 6.4.23. The educational, social and economic benefits that will follow in due course from the introduction of such a facility are considered to outweigh the less than substantial harm to surrounding heritage assets. As such, the development would on balance be acceptable with regards to heritage considerations.

6.5 Inclusive Design

- 6.5.1. Policy S3 of the London Plan seeks to ensure that new education developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach. DM policy DM2 requires that proposals can be used safely, easily and with dignity by all.
- 6.5.2. The proposed new building would provide level means of access and a lift facility to all floors of the building, with a changing room provided at ground floor level with disabled WC on all floors, and adequate widths and circulation space for wheelchair accessibility throughout the building. The proposal is therefore acceptable with regards to inclusive design considerations.

6.6 Energy, Climate Change and Sustainability

- 6.6.1 London Plan Policy SI2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); Use Renewable Energy (Be Green) and (Be Seen). It also sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon). London Plan Policy SI2 requires developments referable to the Mayor of London to demonstrate actions undertaken to reduce life-cycle emissions.
- 6.6.2 London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top).
- 6.6.3 London Plan Policy SI4 calls for development to minimise overheating through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy. London Plan Policy SI5 calls for the use of planning conditions to minimise the use of mains water in line with the Operational Requirement of the Buildings Regulations (residential development) and achieve at least BREEAM 'Excellent' standard for 'Wat 01' water category or equivalent (commercial development).
- 6.6.4 London Plan Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste.

6.6.5 Local Plan Strategic Policy SP4 requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L of the 2013 Building Regulations) and a minimum reduction of 20% from on-site renewable energy generation. It also requires all non-residential developments to achieve a BREEAM rating 'Very good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.

6.6.6 Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.

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

6.6.8 Energy

Be Lean

6.6.9 The proposed development would achieve a predicted reduction in CO₂ emissions of 36% from the baseline development model, which represents an annual saving of approximately 4.5 tonnes of CO₂ from the baseline model.

6.6.10 The applicant has proposed a 3% saving in carbon emissions through fabric efficiencies with regards to the Be Lean assessment. Carbon Management officers sought for an increase in the fabric efficiency of the building, but accept that it is challenging for non-residential developments to reach the minimum 15% requirement against Part L of the Building Regulations 2021. A condition shall be imposed that the scheme achieves no less than this level of carbon savings through fabric efficiencies, and seeks to improve on this at design stage, in line with London Plan policy SI2.

Be Clean

6.6.11 With regards to the 'Be Clean' strategy for the development, the applicant has submitted a site plan and floor plans that show the potential future connection point on site and within the building to connect to the District Energy Network (DEN) in Tottenham Hale or extended network, if this is eventually linked to the Energy Recovery Facility (ERF) currently under construction in Edmonton.

Be Green

6.6.12 The development incorporates an array of Solar PV panels on the roof to provide electricity, and air source heat pumps for heating, cooling and hot water production, equating to 33% carbon savings against Part L of the Building Regulations 2021.

Be Seen

6.6.13 In line with London Plan policy SI2 requirements, the applicant has provided evidence of submitting the scheme to the GLA to allow future monitoring of energy performance of the development.

Carbon Offset

6.6.14 The development still falls short of the zero-carbon policy target for proposed domestic and non-domestic uses. Overall, the amount of carbon to be offset would be 8.1 tonnes per year. Based on 30-years of annual carbon dioxide emissions costed at £95 per tonne, this amounts to £23,085 (plus a 10% management fee of £2,308). A s106 planning obligations will secure this sum or any different agreed sum in the light of additional carbon savings that arise from more detailed design.

Overheating

6.6.15 In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment, which indicated that all spaces in the assessment would pass the overheating requirements.

6.6.16 This has been achieved partly through the following measures:

- efficient lighting and dimming where possible to reduce internal gains.
- high solar control glazing with a solar transmittance of 0.40 to reduce solar gains.
- low glazing ratio
- shading from existing buildings on site
- mechanical ventilation to reduce the cooling demand.

Sustainability

6.6.17 The submitted sustainability report sets out the proposed measures to improve the sustainability of the scheme, including transport, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.

- Non-domestic BREEAM requirement

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

6.6.19 The applicant has prepared a BREEAM Pre-Assessment Report for the proposed development. Based on this report, a score of 68.15% is expected to be achieved, equivalent to 'Very Good' rating. A potential score of 77.58% could be achieved. It is recommended that this is secured by use of a planning condition.

- Considerate Constructors Scheme

6.6.20 The applicant has agreed in their submitted BREEAM report that the Considerate Constructors Scheme could be used to achieve the responsible construction management objectives of the BREEAM report. A requirement to achieve formal certification could be secured by way of a S106 obligation.

- Urban Greening/biodiversity

- 6.6.21 All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact.
- 6.6.22 The submitted Biodiversity Net Gain calculation shows a net gain of 80.81%, which is above the 10% requirement as set out in the Environment Act 2021, achieved through the provision of the extensive green roof. A condition can be imposed on the development that requires sufficient detail of the living roof and its maintenance plan, to ensure that it provides maximum provision towards the creation of habitats for biodiversity.
- 6.6.23 The development achieves an Urban Greening Factor of 0.30 by way of the provision of an extensive green roof. This complies with the interim minimum target of 0.3 for predominantly non-residential developments in London Plan Policy G5.

6.7 Drainage and Flooding

- 6.7.1 London Plan Policy SI 13 'Sustainable drainage' and Local Plan (2017) Policy SP5 'Water Management and Flooding' require developments to utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy: Policy DM24 of the DM DPD seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.
- 6.7.2 The Council's Flood and Water Management Officer has reviewed the applicant's submitted Drainage Design Report and stated that they are satisfied with the information that has been submitted in terms of assessing the full planning application and if the site is to be built and maintained as per the above referred Drainage Design report. On this basis they are content that the impacts of surface water drainage have been adequately addressed.

6.8 Impact on Neighbouring Amenity

- 6.8.1 The proposal site is in relatively close proximity to a number of adjoining properties. Residential amenity comprises a range of issues which include daylight, sunlight, overlooking, overshadowing impacts, as well as sense of enclosure and a loss of outlook.
- 6.8.2 The Development Plan contains policies which seek to appropriately safeguard the amenities of residential occupiers when considering new development. London Plan Policy D5 seeks to protect the amenity of existing and future residents and support developments that do not result in unacceptable overlooking or loss of privacy or outlook; unacceptable loss of daylight and sunlight; and unacceptable levels of noise, vibration and

disturbance, whilst Policy D3 of the London Plan (Optimising site capacity through the design-led approach) states that development proposals should deliver appropriate outlook, privacy and amenity.

Outlook/privacy

- 6.8.3 The siting, height, massing and separation distances of the proposed educational building in relation to residential properties in the wider locality are such that the development would not materially harm the outlook or privacy conditions of the nearest residential occupiers to the development within Portland Place or Isobel Place.

Daylight/sunlight

- 6.8.4 Both the Haringey Local Plan and London Plan reference the Building Research Establishment (BRE), which provides guidance on site layout planning to achieve good sunlighting and daylighting. It is intended for building designers, developers, consultants and Local Planning Authorities (LPAs).
- 6.8.5 The application submission is accompanied by a sunlight and daylight report which provides an assessment of the proposal in terms of its relationship with existing neighbouring buildings which surround the site. The submitted report assesses the development against the BRE methodologies relating to daylight [Vertical Sky Component (VSC) and No Sky Line (NSL)], and overshadowing [sun on ground assessment] as well as information on sunlight [Annual Probable Sunlight Hours (APSH) and Winter Probable Sunlight Hours (WPSH)].
- 6.8.6 When considering the sunlight and daylight information relating to the impact of the proposal on the amenity of neighbouring properties, there were some results that had transgressions above the BRE guidelines. However, only 1 of these affected a habitable room within a residential building - being window 64 within no. 157-211 Portland Road – and this was a very minor transgression with a before/after ratio of 0.76 against 0.80 with regards to VSC measurement.
- 6.8.7 This is a very marginal shortfall, and serves a bedroom. The BRE guide explains that daylight in bedrooms is less important than in other habitable rooms such as kitchens and living rooms. The very heavily built up urban context of the site also needs to be taken into consideration, where there is more flexibility on what is perceived to be an acceptable level of daylight for residential development.
- 6.8.8 There are a number of windows within the D10 Studios and Firemen's Cottages buildings to the north of the site that would also fall below recommended before and after VSC levels in the BRE guidelines, but these windows serve commercial premises, and a number of the windows already have low VSC levels.
- 6.8.9 However officers consider that the impact on daylight is in accordance with BRE terminology would be that of a predominantly minor adverse impact. It should be noted that this limited impact does not apply across all of the tests

above to individual properties but rather in some instances of one or two of the tests above.

- 6.8.10 It is noted that properties to the north and northeast of Isobel Place have not been included in the report however given the distances from the site it is unlikely they would be impacted. On the basis of the submitted report, officers consider that the overall impact of the proposals in terms of the above tests would be at levels that are considered acceptable for a scheme of this nature that seeks to bring forward the delivery of a land use that is in need within the borough. As such, it is considered the predominantly minor impact on daylight could be outweighed by the public benefits of the scheme.

6.9 Highways and Transportation

- 6.9.1 The NPPF (Para. 114) makes clear that in assessing applications, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up and that the design of streets and other transport elements reflects national guidance (including the National Design Guide).
- 6.9.2 London Plan Policy T1 sets a strategic target of 80% of all trips in London to be by foot, cycle, or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 set out car parking standards.
- 6.9.3 Other key relevant London Plan policies include Policy T2 – which sets out a ‘healthy streets’ approach to new development and requires proposals to demonstrate how it will deliver improvements that support the 10 Healthy Street Indicators and Policy T7 – which makes clear that development should facilitate safe, clean and efficient deliveries and servicing and requires Construction Logistics Plans and Delivery and servicing Plans.
- 6.9.4 Policy SP7 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking, and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in DM Policies DM31 and DM32.
- 6.9.5 DM Policy (2017) DM32 states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development parking is provided for disabled people; and parking is designated for occupiers of developments specified as car-capped.
- 6.9.6 The new building will have a floor space of 2,625 sqm. As currently submitted, the development would increase the College’s on-site cycle parking capacity by 20 spaces. There are currently 17 car parking spaces located within the site that are to be removed and a further existing 20 to be retained that front onto the High Road. However, no new disabled car parking has been proposed.

- 6.9.7 Overall, the college employs 200 fulltime equivalent staff and 2,348 equivalent fulltime students study on the site. The submitted Transport Statement emphasises that although there is a substantial increase in floorspace between the existing and proposed building, there will be no uplift in student or staff numbers, with the increased floorspace required to meet the bespoke needs of the construction and engineering training facility. The long-term plan is for the existing construction and engineering building to the west of the site to be demolished in due course, with the students moved into the proposed building.
- 6.9.8 The site is near to the A10 High Road which forms part of Transport for London's Road Network. The development fronts onto Town Hall Approach, which is an adopted highway, and has a speed limit of 20 mph. A bus gate can be found south of the site at the junction with the High Road. The proposal site sits within the Seven Sisters Controlled Parking Zone (CPZ), which restricts parking to permit holders Monday to Saturday 08:00 – 18:30. The proposal site has a PTAL rating of 6a indicating that its access to public transport is excellent when compared to London as a whole, indicating that there are opportunities for trips to be made to and from the site by modes other than the private car.
- 6.9.9 The High Road gives convenient access to shops, services, facilities and transport links. The closest station is Seven Sisters Underground which is only around a 6-minute walk from the site. The entrance to the Overground from the station is slightly further away on Seven Sisters Road. Cycleway 1 is located outside of the development, and forms a key part of Transport for London's cycle network.

Car parking

- 6.9.10 The proposal does include the removal of 17 general parking spaces within the site itself. They are understood to be currently being used by staff; no information has been provided on where the trips themselves are likely to be displaced. The college will retain 20 car parking spaces including 3 disabled car parking spaces located in a car park that can be accessed from the High Road. The transport assessment concludes that these spaces would be sufficient for both the wider campus and the new building.
- 6.9.11 A parking survey has been provided in support of the planning application, the parking stress survey was conducted in the evening after local restrictions had ended, it utilised 6m car lengths for on-street counting, including a number of different bay types, and counted bays within local car parks. The survey found capacity within local car parks ranged from 30% - 68% and on-street resident bays within the Seven Sisters CPZ ranged from 78% - 86%. Overall, there appears to be more spare capacity within the local car parks than on-street, though this can be linked with drivers not having to pay for on-street bays.
- 6.9.12 No formal trip information has been received from the developer on this application, as they state the development will not see any increase in the number of students. Whilst it would be beneficial to have been provided with this information, it is acknowledged that the development is not proposed to increase student or staff numbers. From reviewing the results of the parking survey, it is considered that it has been satisfactorily demonstrated that there

is sufficient on-street parking capacity and in surrounding car parks to absorb any demand that is placed off the site for car parking, following the removal of the 17 spaces and the introduction of the improved facilities for building/engineering students at the college.

6.9.13 Transport policy still requires that new developments provide disabled parking, with the London Plan 2021 Policy T6.5 (Non-residential disabled person parking) requiring that education uses provide 5% designated bays of total parking and 5% enlarged bays. Therefore, the college will need to provide 1 additional disabled space to be in line with policy. This assessment has been based upon the 17 general car parking spaces left over as 3 within the car park have already been allocated as disabled bays. The policy does further explain that all proposals should include an appropriate level of disabled parking, with at least providing one bay.

6.9.14 This issue can be addressed by way of planning condition, which would reallocate one or more of the existing car parking spaces in the college site to form a disabled car parking space.

Trip generation

6.9.15 No formal trip information has been received from the developer on this application, as they state the development will not see any increase in the number of students. However, the development would result in an increase in floor area which from a transportation planning perspective could result in generation of additional trips to the site. Transport officers concluded that based on the submitted technical report which is supported by a survey and given the reduction in the onsite car parking space, the development is likely to have following mode share:

- Walk 25%
- Cycle 8%
- E Scooter 1%
- Bus 33%
- Rail (train/underground) 25%
- Car (as driver) 3%
- Car (as passenger) 5%

Cycle parking

6.9.16 There are currently only 50 cycle spaces that service the entire campus, that utilise a mix of both long-stay/short-stay parking types. The proposal is seeking to add an additional 20 cycle spaces, of which 4 would be long-stay and 16 short-stay. It has not been clearly stated how the proposed levels would conform to existing policy requirements within both the published London Plan 2021 Policy T5 Cycle and Transport for London's London Cycling Design Standards (LCDS).

6.9.17 Whilst Council Transportation Officers consider that the college has not provided sufficient cycle storage, or made sufficient effort to ensure the development meets London Plan 2021 standards, Transport for London's (TfL) comments welcomed this modest uplift.

- 6.9.18 Cycle parking provision for a college development is assessed against the London Plan 2021 Policy T5 Cycling parking standards for compliance Policy T5 Cycling requires that developments 'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards. The requirements for Universities/Colleges are 1 space per 4 FTE staff + 1 space per 20 FTE students for long-stay, and 1 space per 7 FTE students for short-stay.
- 6.9.19 Officers acknowledge that if these figures were to be applied to the whole facility, both the existing and proposed cycle parking provision for the college is well below the minimum standards within policy T5. However, the college is an existing facility, and the proposed development will not increase student or staff numbers. As such, on balance, the additional 20 cycle-parking spaces are welcomed. Further details of the cycle storage shall be secured by condition.
- 6.9.20 It is also acknowledged that the Travel Plan will require monitoring of use of cycle parking provision, and that if capacity is exceeded, funding and space options within the campus will be considered in order to try and improve/increase cycle parking facilities.
- 6.9.21 The positioning of the currently proposed 20 additional cycle storage spaces is also acknowledged to be a sizable distance from the proposed building, but as the additional cycle space is proposed in association with an overall uplift in cycle parking provision across the college as a whole, this arrangement is considered to be acceptable. A condition is recommended to provided further details of the cycle parking spaces in line with London's London Cycle Design Standards (LCDS) before development commences on site.
- 6.9.22 It has been stated within the Transport Statement that the site currently has facilities for changing and showers on-site within the gym, with lockers for both staff and students. The condition and suitability of these facilities are not known given that the gym itself will be relocated and will have other uses. This is supported by TfL's own comments that highlight the absence of clarity as to whether the facilities will be satisfactory for the entire college and this development given its existing use as a gym. The provision of good changing facilities is supported by the TFL London Cycling Design Standards (LCDS) that recommends good cycle parking should be designed with this.
- 6.9.23 The applicant has confirmed that the changing and shower facilities are in the process of being re-provided within the main college building as part of wider re-location of the gym from the building that is proposed to be demolished. As such, it is envisaged that adequate changing room facilities shall be provided for cyclists within the college site.

Travel plan

- 6.9.24 A draft Travel Plan has been included within the submission. It has been provided as a site wide document that covers all employees and students, rather than limited to this application. This document unfortunately does not include any current trip information from the site; therefore, a baseline cannot

be currently seen until a formal document has been sent under a planning condition. It would have been more beneficial for surveys to have been undertaken and submitted with the application to give a better insight into the current models split from the site.

- 6.9.25 The Travel Plan includes incentives to increase the mode share of cycling to the site. Both walking and cycling only show an increase of mode share of 3% for staff and 0.75% for students from the baseline year into year 1, which is incredibly low given the site's connectivity to active travel infrastructure. A planning condition is proposed to be imposed on the development to provide an additional 77 cycle parking spaces within the college site, which would provide some capacity to cope with an uplift in students and staff cycling to/from the site in greater numbers.
- 6.9.26 The travel plan is looking to have a reduction of 8.5% of car use by staff by the first year, it can be assumed that this large success would be done through the removal of the 17 car parking spaces. However, no measures have been identified on how further reduction in use would be sought.
- 6.9.27 Overall, officers accept some of the content of the document, although the areas that have been highlighted will need to be substantially improved upon the receipt of a new document as part of the S.106 obligation. There will be a Travel Plan Monitoring Fee per year for the first 5 years for a college travel plan this will be covered by way of a S.106 obligation.

Servicing and delivery

- 6.9.28 The application does include a draft Service and Delivery Plan. Service and delivery access is currently done via the College's gated vehicle entrance from Town Hall Approach. it is normally used for the delivery of large goods and provides access to staff car parking for 17 vehicles. The college is currently serviced for waste and recycling, with other deliveries associated being with material and equipment for teaching and office supplies. The servicing area is to be retained, though there will be a loss of the 17 car parking spaces. However, this has not led to an increase in the area itself for servicing vehicles, this is because the yard area is to be reduced in size although the developer states there is still enough room for vehicles to manoeuvre internally. It is noted that a turning head is proposed to allow for a three-point turn manoeuvre to be undertaken in the site to leave in forward gear.
- 6.9.29 3 skips and 2 compactors are currently used to house the site's waste and recycling, when full they are removed by a vehicle. Current arrangements are to remain as they are presently. The larger vehicle type size ranges from 10.2m 18 tonne to an 8.9m 12 tonne box van, with the smallest being of 8m length. Swept path drawings have been provided showing a large 12m vehicle being able to turn on-plot and leave in a forward gear. Deliveries are to take place outside of the peak.
- 6.9.30 The submission of a Delivery and Servicing and Waste Management Plan shall be imposed by condition to be approved and in place prior to commencement of first occupation of the development. 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.

Construction Logistics Plan

- 6.9.31 A draft Construction Logistics Plan (CLP) has been received as part of the submission. The document covers some of the following: challenges, programme of works, vehicle routing/access, trip generation, and monitoring. Some issues have been identified and already raised with the applicant's transport consultants regarding vehicle manoeuvres and routing. The largest vehicle to visit the site would be a 16.5m HGV, it would need to reverse onto the site from Town Hall Approach by driving through the bus gate and then reverse whilst mounting the kerb and then block the CS1 cycle lane to leave in a forward gear from the site. This would increase road safety risk, as it could potentially cause a collision with both pedestrians and cyclists. Furthermore, unless reinforced, the kerb, concrete slabs and tarmac would become damaged from such heavy vehicles.
- 6.9.32 There are other concerns regarding some vehicle routing from the supplied swept path drawing of 16.5m HGVs proceeding onto/out of the junctions with Philip Lane/High Road and Philip Lane/Town Hall Approach. This is because vehicles proceed either near to or over hand onto the footway, meaning that these manoeuvres would have to be executed proficiently to prevent harm to pedestrians and other road user safety. The above would not be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which states that '*development proposals should not increase road danger*' and Policy T7 Deliveries, servicing and construction which states '*during the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times*'.
- 6.9.33 A more 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. Transport for London's borough Service Delivery Manager for buses should be consulted, as to prevent construction affecting local bus movement on Town Hall Approach.
- 6.9.34 A Road Safety Audit will need to be completed before any CLP construction can begin, as it will inform decision making on the movement of larger 16.5m HGVs. The Construction Logistics Plan (CLP) will be required to be submitted by the developer/applicant, which shall be secured by condition.
- 6.9.35 The developer/applicant will need to adhere to Transport for London's CLP guidance when compiling the document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.

- 6.9.36 In conclusion, subject to compliance with conditions and securing the obligations and contributions as to be agreed via a S.106 agreement, the proposal will be acceptable with regards to highways, transportation and parking considerations.

6.10 Air Quality

- 6.10.1 London Plan Policy SI 1 (Improving air quality) seeks to ensure that new development minimises increased exposure to existing poor air quality and makes provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs)) and be at least “air quality neutral”.
- 6.10.2 Policy DM23 of the DM DPD states that all development proposals should consider air quality and be designed to improve or mitigate the impact on air quality in the Borough and improve or mitigate the impact on air quality for the occupiers of the building or users of the development. Air quality assessments will be required for all major development and other development proposals, where appropriate. Where necessary, adequate mitigation must be provided.
- 6.10.3 The Council’s Pollution officer has reviewed the submitted documents with regard to the above and has no objections subject to conditions securing and Air Quality and Dust Management Plan (AQDMP).

6.11 Land Contamination

- 6.11.1 Policy DM23 of the DM DPD requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.
- 6.11.2 A Contaminated Land Assessment (CLA) has been submitted with the application. The Council’s Pollution Officer has reviewed the submitted documentation and raises no objections to this application. The Officer states that works shall cease if unexpected contamination is found until appropriate remediation is agreed with the Council. These steps can be secured by condition. Details of construction and demolition works must be submitted to the Council prior to the commencement of works to ensure that nearby residents and other receptors are adequately protected during these works, which can also be secured by condition.

6.12 Fire Safety

- 6.12.1 In 2021 the Government introduced Planning Gateway One (PG1) for all ‘relevant’ developments i.e. new buildings that are 18 metres (or seven storeys) or greater in height and contain two or more dwellings or educational accommodation. PG1 requires a fire statement to be submitted with planning applications for these relevant developments and also establishes the Health and Safety Executive as a statutory consultee for relevant development. As the development in question does not contain either residential or educational accommodation (i.e. accommodation for students to board in), PG1 does not apply to the proposal.
- 6.12.2 Policy D12 of the London Plan requires all major development proposals to be submitted with a Fire Statement which has been 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 of the London Plan also seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users.

6.12.3 The fire safety of the development would be checked at building regulations 'Gateway 2' stage. For the purposes of this application, the submitted Fire Statement confirms that the lift would be suitable for emergency evacuation, that fire service vehicles would be able to reach the new building from the access points around the building and that water sources for dealing with fires would be available either outside of or within the application site.

6.12.4 The Health and Safety Executive are not a consultee for non-residential buildings.

6.13 Equalities

6.13.1 In determining this application, the Council is required to have regard to its obligations under Section 149 of the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

6.13.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Members must have regard to these duties in taking a decision on this application. In addition, the Council treats socioeconomic status as a local protected characteristic, although this is not enforced in legislation. Due regard must be had to these duties in the taking a decision on this application.

6.13.3 The development would provide an improved educational facility that would provide benefits for the local community including improving prospects for access to local jobs this would have a positive socio-economic impact.

6.13.4 The overall equalities impact of the proposal would be positive as any limited potential negative impact on people with protected characteristics would be both adequately mitigated by conditions and would be significantly offset by the wider benefits of the development proposal overall. It is therefore considered that the development can be supported from an equalities standpoint.

6.14 Conclusions

- 6.14.1 The principle of the re-provision of education floorspace on the campus in the form of new and upgraded facilities is acceptable given the London Plan and Haringey Local Plan strategic policies promoting education and skills. The site is also located in an 'Area of Change' with excellent public transport accessibility within the Tottenham Area Action Plan which seeks to promote new infrastructure for education purposes, meaning it is an appropriate location for the enhancement of the existing educational facility.
- 6.14.2 The proposal will enable the college to continue and improve its effectiveness in the role of providing accessible and free/affordable courses in a range of subjects to young and adult students, enhancing employment opportunities for thousands of people across the borough.
- 6.14.3 Officers are satisfied that the proposed building would provide a satisfactory design response within the constraints of its surroundings that would respect the scale, form and character of the wider locality. The less than substantial harm to surrounding listed assets would be outweighed by the educational, social and economic benefits that would result from the introduction of this facility.
- 6.14.4 The proposed building has generally been designed to take account of climate change and to reduce carbon emissions, incorporating fabric efficiencies, on-site renewable energy generation in the form of solar PV panels, and heating, cooling and hot water provided through air source heat pumps. A section 106 planning obligation would secure a carbon offsetting contribution, subject to further detailed design development.
- 6.14.5 Subject to the recommended planning conditions and s106 planning obligations to secure necessary mitigation and policy objectives, officers consider that the proposed scheme is acceptable on its own merits, when considered against the development plan and all other material considerations.

7. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 7.1 Neither the Mayoral of Haringey CIL charging schedules apply CIL contributions for net additional floorspace for educational use. As such, the Mayoral and CIL rate for the development would be nil.

8. RECOMMENDATION

- 8.1 GRANT planning permission for the reasons set out in Section 2 above.

Appendix 01 – Planning Conditions & Informatives

Conditions

1. Time Limit

The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

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

2. Approved Plans and Documents

(a) The Development hereby approved shall be carried out in accordance with the following approved plans and documents:

- SEE APPENDIX 7.

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

3. Design/materials condition (PRE-COMMENCEMENT)

Prior to commencement of all above ground works on site, further details of the materials to be used for the proposed development and design detailing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Details shall include:

- A full schedule of exact product references for all external materials for the proposed development, including bricks, stone banding, windows and door frames. - A material samples palette board shall also be provided for review on site with a Council Design Officer.
- Cross-sectional drawings detailing the proposed junctions between the different materials, windows and door reveals within the proposed development and details of roof package.
- Maintenance Plans that shall ensure the design quality is retained throughout the lifetime of the development

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used and finish of the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017. Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

4. Delivery & Servicing Plan

6 months prior to first use/occupation of the development hereby approved, a Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the local planning authority. 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. 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 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.

5. Construction and logistics management plan (PRE-COMMENCEMENT)

Prior to commencement of the development, the applicant/developer shall submit a Construction Logistics and Management Plan, and be approved in writing by the local planning authority prior to commencement of the development. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to administer and oversee the arrangements, and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved:

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.

The estimated number and type of vehicles per day/week.

Estimates for the number and type of parking suspensions that will be required.

Details of measures to protect pedestrians and other highway users from construction activities on the highway.

The undertaking of a highway dilapidation survey before and after completion.

The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard.

The applicant will be required to contact LBH Highways to agree condition on surveys. Site logistics layout plan, including parking suspensions, turning movements, and closure of footways.

Swept path drawings.

A Road Safety Audit will need to be completed before any CLP construction can begin, as it will inform decision making on the movement of larger 16.5m HGVs.

Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway with regard to Policies SI1 and D14 of the London Plan (2021) and Policy DM23 of The Development Management DPD 2017 and the GLA SPG Control of Dust and Emissions During Construction.

6. Cycle parking (PRE-COMMENCEMENT)

Prior to the commencement of all works on site, plans and details of accessible; sheltered, and secure cycle parking for 20 additional spaces shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and maintained as such for the lifespan of the development. Additional cycle parking will be provided in accordance with the Travel Plan recommendations which will be monitored for 3 years post occupation.

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).

7. Disabled parking bay (PRE-COMMENCEMENT)

Prior to the commencement of all works on site, plans showing 1 additional disabled parking bay within the site shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and maintained as such for the lifespan of the development.

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

7. Car parking management plan

Prior to first occupation of the development, a Car Parking Management Plan shall be submitted to and approved in writing by the local planning authority. The plan must include details on the allocation and management of the on-site car parking spaces including all accessible car parking spaces and how they are allocated. The development shall be carried out in accordance with the approved plan for the lifespan of the development.

Reason: To ensure that car parking within the college shall be designed and managed, in accordance with policy T6 of the London Plan (2021).

9. Energy Strategy (PRE-COMMENCEMENT in part)

The development hereby approved shall be constructed in accordance with the Energy Assessment Report prepared by Introba Consulting Ltd (dated February 2024) delivering a minimum 36% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 45.6kWp solar

photovoltaic (PV) array, subject to the following:

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 3% reduction with SAP10.2 carbon factors; it is advised to improve this aiming for the minimum 15% reduction.
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions;
- A metering strategy

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

(b) The solar PV arrays/ 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.

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.

10. Living roof (PRE-COMMENCEMENT in part)

(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; A ground floor plan identifying where the living walls will be rooted in the ground, if any;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.
- viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

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

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

11. Overheating (PRE COMMENCEMENT – in part)

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 CIBSE TM52 – Operational Energy Report prepared by Introba Consulting Ltd (dated February 2024)

This report shall include:

- Revised modelling of units modelled based on CIBSE TM52, 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;
- Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;
- Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;
- Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.

(b) Prior to occupation 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:

- Openable windows;
- Fixed internal blinds with white backing;
- Window g-values of 0.40 or better;
- Air permeability of 1 m³/hm² @ 50Pa
- Mechanical ventilation with heat recovery;
- Hot water pipes insulated to high standards.
- Any further mitigation measures as approved by or superseded by the latest approved Overheating Strategy.

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

REASON: In the interest of reducing the impacts of climate change, to enable the Local Planning Authority to assess overheating risk and to ensure that any necessary

mitigation measures are implemented prior to construction, and maintained, in accordance with London Plan (2021) Policy SI4 and Local Plan (2017) Policies SP4 and DM21.

12. Biodiversity Net Gain (PRE COMMENCEMENT)

- (a) The development shall be carried out in accordance with approved document Biodiversity Net Gain Assessment by qssystem PRJ0009776 – BNG February 2024 and the Bird and Bat Box Plan dated 08/07/2024 to achieve the 80.81% increase in habitat units as measured using Defra's Statutory Biodiversity Metric. In addition, prior to the commencement of the development, a sensitive lighting scheme shall be submitted to and approved in writing by the local planning authority, that demonstrates how the lighting scheme will protect local wildlife and natural habitats.
- (b) Within six months of occupation, 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.

13. BREEAM Certificate (PRE COMMENCEMENT – in part)

- a) Prior to commencement of above ground works evidence of submission to the BRE 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) Six months prior to occupation, a design stage accreditation certificate for every type of non-residential category must be submitted in correspondence with (a).

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) Within six 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.

14. Restriction on Use Class

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 premises shall be used as a higher education facility F1(a) as set out in the plans and information hereby approved 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 to one compatible with the surrounding area because other uses within the same Use Class or another Use Class are not necessarily considered to be acceptable consistent with Policy DM1 of The Development Management DPD 2017.

15. Removal of Permitted Development Rights

Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any Order revoking or re-enacting that Order, no additional extensions to the building hereby approved shall be erected without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

16. Landscape Details

Prior to first use/occupation of the development, a soft landscaping scheme for the south-western section of the site shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall be implemented during the first planting season following completion of the development.

Reason: In order to provide an enhanced educational and working environment and enhance biodiversity value, in accordance with policies G5 and G6 of the London Plan 2021.

17. Unexpected Contamination

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

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

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

- 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:

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.
- 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.”

20. Considerate Contractors (PRE COMMENCEMENT)

No development shall be carried out until such time as the person carrying out the work is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: In the interests of residential amenity.

INFORMATIVES

1. Working with the applicant. In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.

2. 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.

3. 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.

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

5. Dust. The applicant must ensure that any issue with dust where applicable is adequately addressed so as to ensure that; the effects of the construction work upon air quality is minimised.

6. Groundwater Risk Permit. 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.

7. Underground water assets. The proposed development is located within 15 metres of Thames Waters underground assets and 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 Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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

9. Piling Method Statement Contact Details. Contact Thames Water <https://developers.thameswater.co.uk/Developing-a-largesite/>
Email: developer.services@thameswater.co.uk

10. Sprinkler Installation. The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers and can reduce the risk to life.

11. Designing out Crime Officer Services. The applicant should 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.

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

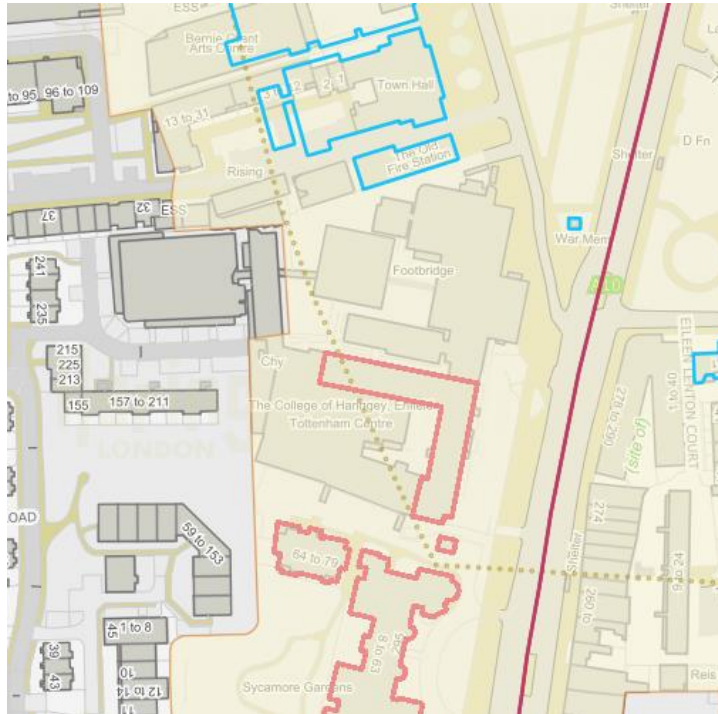
13. s106 Agreement and s278 Agreement. This planning permission must be read in conjunction with the associated s106 Agreement and any associated s278 Highway Act Agreement(s).

Appendix 2: Images of the site and proposed scheme

Satellite birds eye image showing the site edged in red, with applicant ownership edged in blue.



Existing condition of the site



Yellow: Conservation area boundary
Blue: Listed building
Red: Locally listed building



Aerial view of College campus from south of the site.



Aerial view of the college campus from the south-west of the site.



Aerial view of the college campus from the north of the site.

Proposed site plan



Proposed ground floor plan



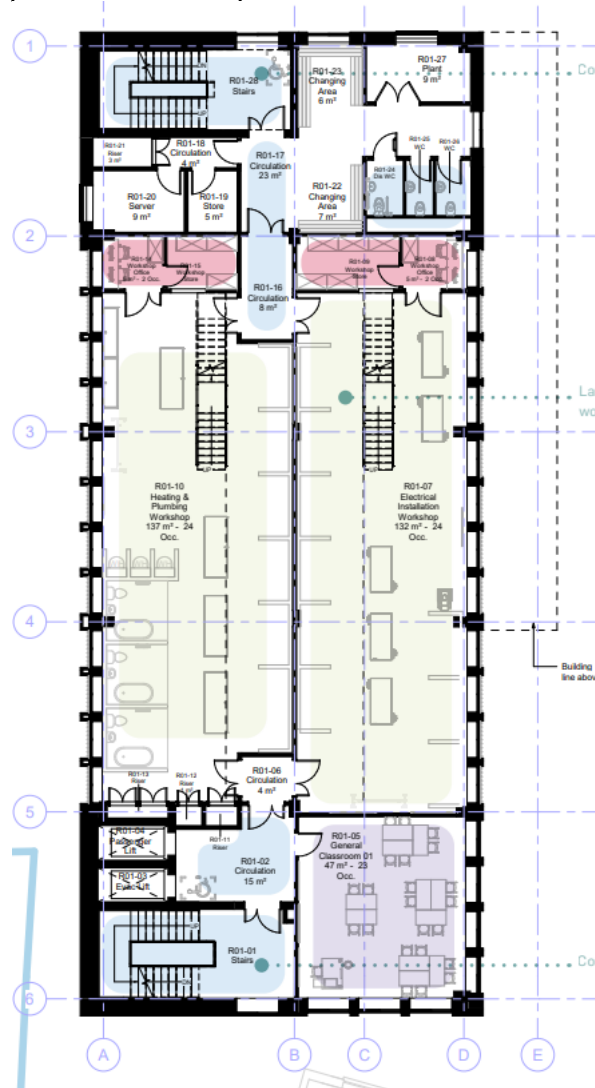
Accommodation Overview

This building has two stair cores with toilet provision on every floor. The 2 largest workshops are located on this level with associated technicians' rooms and storage.

Key spaces:

- Double height Brick laying workshop
- Double height Engineering workshop

Proposed first floor plan



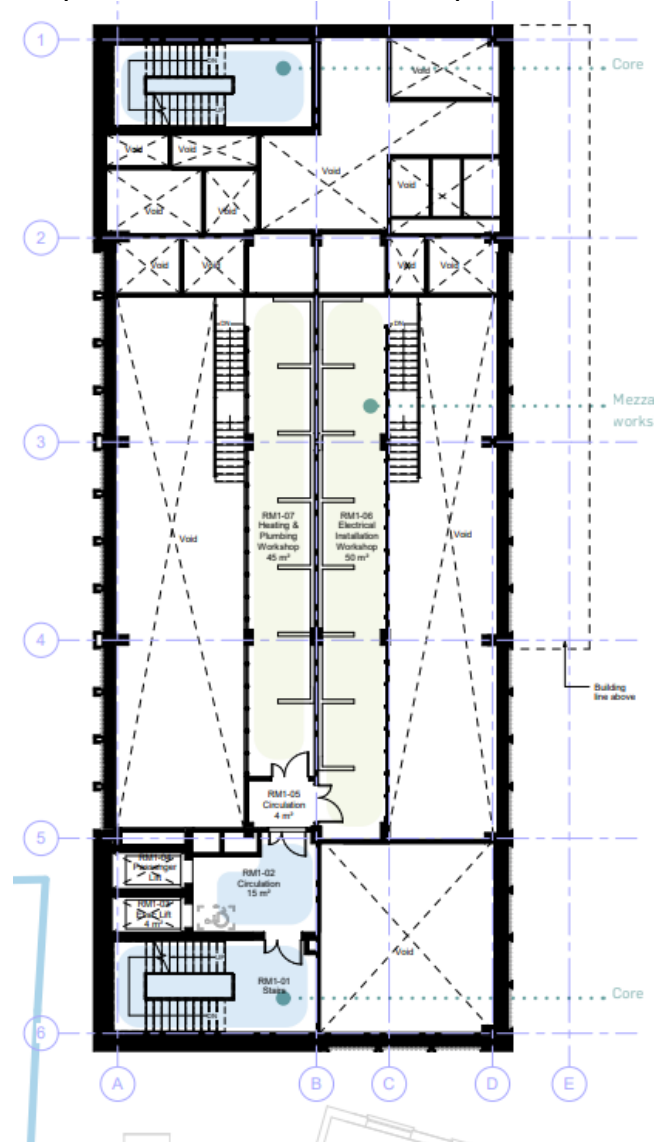
Accommodation Overview

This floor has two large workshops with mezzanine levels, that accommodate specialist bays for students to do independent working. Changing facilities and a general classroom are also located on this level.

Key spaces

- Heating and Plumbing workshop
- Electrical Installation workshop

Proposed first floor mezzanine plan



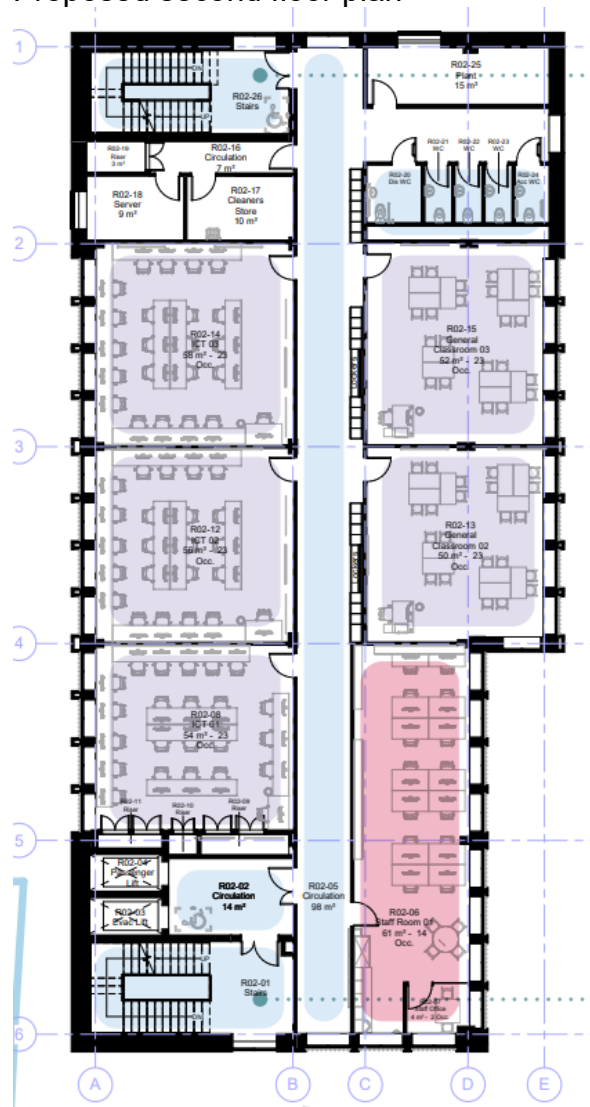
Accommodation Overview

This floor accommodates the upper tier of study bays for students carrying out independent working. This stacked configuration allows staff to monitor students effectively.

Key spaces:

- Heating and Plumbing bays
- Electrical Installation bays

Proposed second floor plan



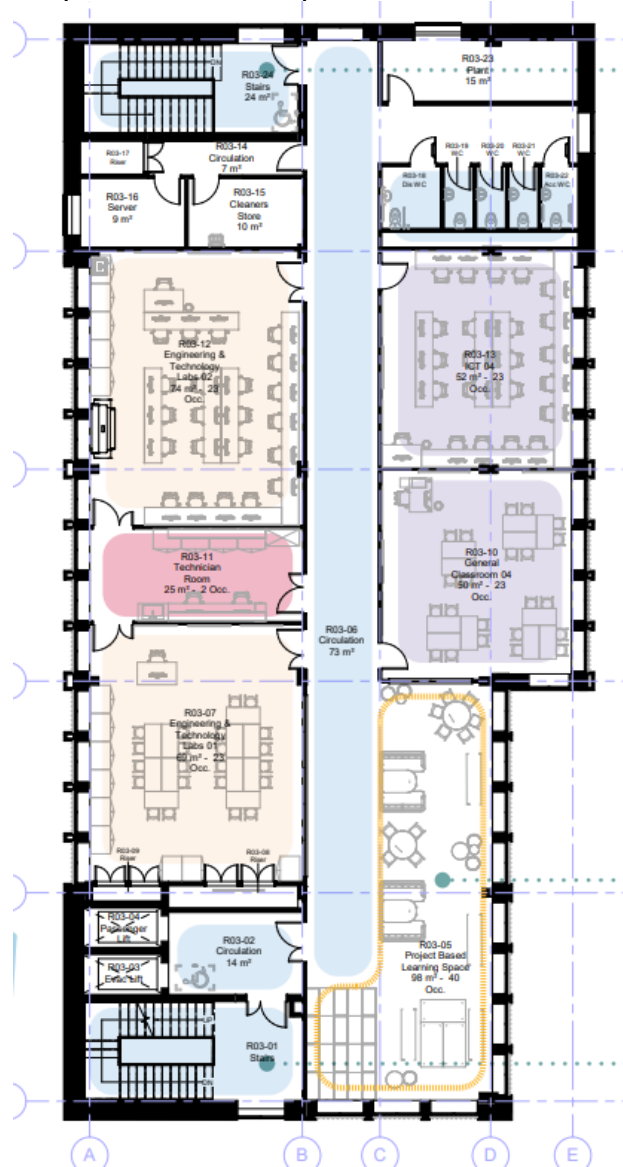
Accommodation Overview

This level accommodates several teaching classrooms, lockers for the students using the workshops and specialist labs plus an office for faculty members.

Key spaces:

- 5 x ICT/ General Classrooms
- Staff Room/ Office

Proposed third floor plan



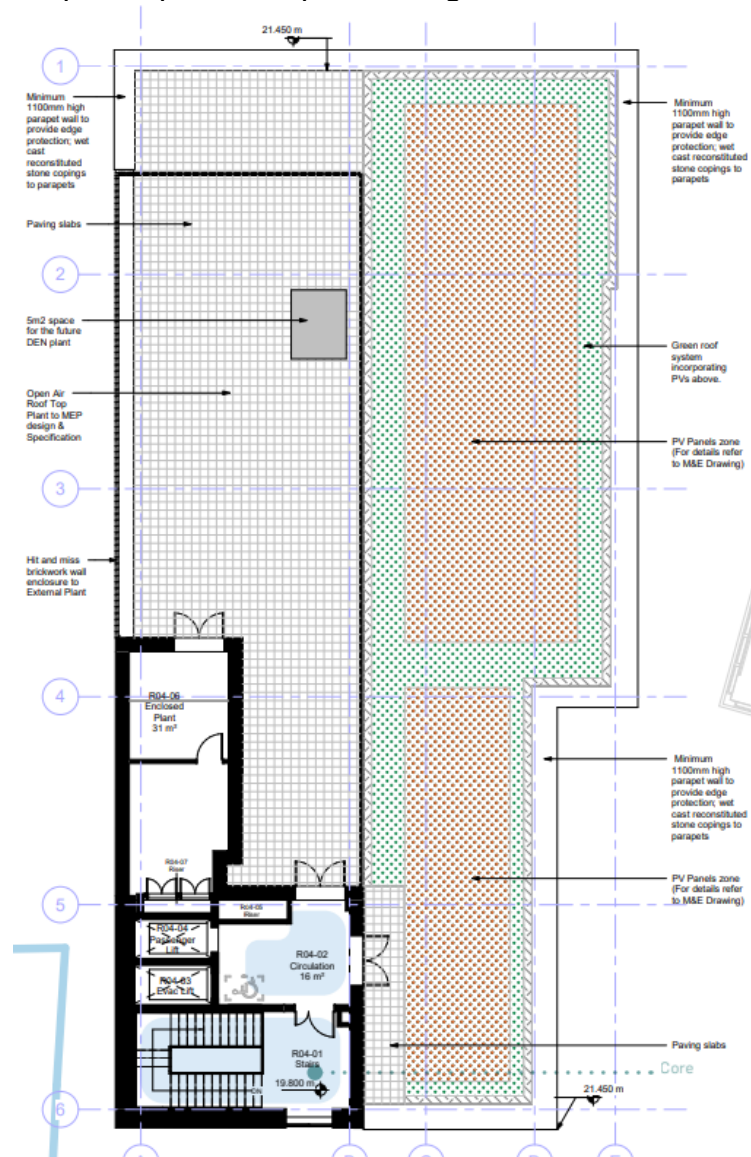
Accommodation Overview

This level accommodates several teaching facilities with technical/ staff support.

Key spaces

- 2 x Specialist Engineering and Technology labs
- 2 x ICT/ General Classrooms
- Project Based Learning space

Proposed plant/roof plan, with green roof and solar PV panels above



Design Inspiration images



Photovoltaic Panels incorporated into a green roof

Illustrative masterplan layout of site, with centenary square and main courtyard landscaping



Proposed site elevation/sections



2 East Site Section



1 West Site Section



1 South Site Section



2 North Site Section

Appendix 3: Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
LBH Carbon Management	<p>Carbon Management Response 09/08/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Applicant's response dated 9 July 2024 • Relevant supporting documents. <p>1. Summary The applicant has provided justification for the proposed energy strategy, which is satisfactory and therefore, the energy strategy is supported.</p> <p>2. Energy Strategy The applicant has provided justification for the higher Energy Use Intensity, which is associated with energy intense activities that are niche purpose to the type of the development i.e. an engineering building.</p> <p>Energy – Clean The applicant has submitted plan showing the proposed incoming DEN pipe route.</p> <p>Energy – Be Seen The applicant has shared the Be Seen submission confirmation.</p> <p>3. Carbon Offset Contribution No changes in the overall carbon reduction, therefore, a carbon shortfall of 8.1 tCO₂/year still remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.</p> <p>4. Overheating The applicant has confirmed that London Weather Centre files have been used in the modelling in line with the Energy Assessment Guidance 2022, testing DSY1, DSY2 and DSY3 2020s.</p>	<p>Recommended conditions and s106 heads of terms included.</p> <p>Minor amendments were agreed between the applicant and Carbon Management Officers to amend the wording of the conditions, including acceptance that the DEN connection would no longer be required.</p> <p>The proposal would therefore be acceptable.</p>

The internal heat gains is very high due to the type of engineering equipment used in the buildings, therefore mechanical cooling is proposed to maintain compliance with TM52. The shading features have been included in the architectural elevations and sections.

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	16/16
DSY2 2020s	16/16
DSY3 2020s	16/16

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

- MVHR
- G-value of 0.40
- Air permeability of 1 m³/hm² @ 50Pa
- Internal blinds (not included in the modelling)

The following actions are covered by the recommended overheating condition.

Actions:

- Undertake further modelling:
 - o Also, model DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan.
- Set out a retrofit plan for future weather files, demonstrating how these measures can be installed and who will be responsible for overheating risk.

5. Sustainability

The submitted bird and bat box plan has proposed the following:

- 2 no. sparrow terrace
- 1 no. swift box
- 1 no. general nest box

	<ul style="list-style-type: none"> - 2 no. bat box - 3 no. insect houses <p>6. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £23,085 (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. <p>7. Planning Conditions</p> <p>To be secured:</p> <p>Energy Strategy: <i>As recommended previously.</i></p> <p>Living Roof: <i>As recommended previously.</i></p> <p>DEN Connection: <i>Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</i></p> <ul style="list-style-type: none"> • <i>Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);</i> • <i>Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.</i> • <i>Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;</i> • <i>A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the</i> 	
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	<p><i>peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;</i></p> <ul style="list-style-type: none"> <i>• Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;</i> <i>• Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;</i> <i>• Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;</i> <i>• Details of a future pipework route from the temporary boiler location to the plant room.</i> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p>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 CIBSE TM54 – Operational Energy Report prepared by Introba Consulting Ltd (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, 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,</i> 	
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	<p><i>demonstrating that any risk of crime, noise and air quality issues are mitigated appropriately evidenced by the proposed location and specification of measures;</i></p> <ul style="list-style-type: none"> - <i>Modelling of mitigation measures required to pass future weather files, clearly setting out which measures will be delivered before occupation and which measures will form part of the retrofit plan;</i> - <i>Confirmation that the retrofit measures can be integrated within the design (e.g., if there is space for pipework to allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;</i> - <i>Confirmation who will be responsible to mitigate the overheating risk once the development is occupied.</i> <p><i>(b) Prior to occupation of the development, details of internal blinds to all habitable rooms must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the blinds, shading coefficient, etc. Occupiers must retain internal blinds for the lifetime of the development, or replace the blinds with equivalent or better shading coefficient specifications.</i></p> <p><i>(c) Prior to occupation, the development must be built in accordance with the approved overheating measures and retained thereafter for the lifetime of the development:</i></p> <ul style="list-style-type: none"> - <i>Openable windows;</i> - <i>Fixed internal blinds with white backing;</i> - <i>Window g-values of 0.40 or better;</i> - <i>Air permeability of 1 m³/hm² @ 50Pa</i> - <i>Mechanical ventilation with heat recovery;</i> - <i>Hot water pipes insulated to high standards.</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 is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</i></p> <p><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</i></p>	
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	<p><i>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>Biodiversity Net Gain</p> <p><i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Within six months of occupation, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> <p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>BREEAM Certificate</p> <p><i>(a) Prior to commencement of above ground works, a design stage accreditation certificate for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i></p> <p><i>The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i></p>	
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(b) Within six 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.

Carbon Management Response 17/06/2024

In preparing this consultation response, we have reviewed:

- Energy Assessment Report prepared by Introba Consulting Ltd (dated February 2024)
- CIBSE TM54 – Operational Energy Report prepared by Introba Consulting Ltd (dated February 2024)
- Applicant's response dated 7 June 2024
- Relevant supporting documents.

1. Summary

The development achieves a reduction of 36% carbon dioxide emissions on site. The applicant should explore more options to improve the fabric energy efficiency aiming to 15% reduction under Be Lean and maximise on-site renewable energy generation under Be Green scenario.

Furthermore, the cooling demand is higher than the notional cooling demand which indicates the need for design interventions incorporating passive design solutions to improve the

energy efficiency of the building fabric and mitigating overheating risks. The overheating assessment has not properly followed the cooling hierarchy – exploring possible passive design solutions to mitigate overheating risks and reducing overall cooling demand before introducing mechanical forms of cooling.

Further information needs to be provided in relation to the Energy and Overheating Strategy. This should be addressed prior to the determination of the application or should be addressed through planning conditions.
Appropriate conditions have been recommended.

2. Energy Strategy

The applicant has now submitted the GLA carbon emission reporting spreadsheet which show the Energy Use Intensity and space heating demand as follows:

	Proposed Development	GLA Benchmark
Building type	School	School/College
EUI	72.68 kWh/m ² /year	Does not meet GLA benchmark of 65kWh/m ² /year
SHD	12.57 kWh/m ² /year	Meets the GLA benchmark of 15 kWh/m ² /year
Methodology used	Part L2 – SBEM & none	

Actions:

- The energy use intensity goes beyond the GLA benchmark. The applicant is required to undertake more effort to reduce the EUI further to the benchmark of 65 kWh/m²/year.

Energy – Lean

The applicant has proposed a saving of 3% in carbon emission. This goes against the Energy Hierarchy and requirement to take a fabric first approach in line with London Plan Policy SI2 and Local Plan Policy SP4. However, it is understood that it is challenging for non-residential developments to reach the minimum 15% requirement against Part L 2021. Therefore, the development is required to maximise improvement in building fabric parameters as much as possible.

	<p>The proposal has considered numerous principles from the LETI Climate Emergency Design Guide for the façade design and have proposed the following ratio of glazed windows:</p> <ul style="list-style-type: none"> - North Façade = 14.20 % - East Façade = 26.42 % - West Façade = 16.95 % - South Façade = 19.05 % <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please explore fabric energy efficiency measures in line with the fabric first approach as set in the London Plan Policy SI2. <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean</p> <p>The proposed building has been designed allowing for a future connection to the district network and the submitted drawings show a dedicated plant space on the roof level for DEN plant.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please submit a site plan showing the connection point at the edge of the site, location of a pipe between the connection point and plant room, and plant room layout and schematics according to the standards. <p>Energy – Green</p> <p>The proposed solar PV covers 60% of the available roof space and the other roof spaces are not feasible for installing solar panels as it is taken up by plant or is not accessible as per the report. The generated energy is proposed to be consumed on-site by college equipment and main plant. It is recommended to explore further opportunities to maximise on-site renewable energy generation in line with the London Plan Policy SI2.</p> <p>The proposed heat pumps is designed to provide 100% heating and hot water, while immersion heaters are also provided in hot water cylinders for resilience of the system.</p> <p>Energy – Be Seen</p> <p>The applicant has shared the Be Seen reporting spreadsheet.</p>	
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Actions:

- Please provide the evidence of submission to the GLA Be Seen portal.

3. Carbon Offset Contribution

A carbon shortfall of 8.1 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

4. Overheating

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

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM52 with TM49 weather files, and the cooling hierarchy has been followed in the design. The report has modelled 8 classrooms, workshops and offices under the London Heathrow files.

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	16/16
DSY2 2020s	16/16
DSY3 2020s	16/16
DSY1 2050s	
DSY2 2050s	
DSY3 2050s	
DSY1 2080s	
DSY2 2080s	
DSY3 2080s	

	<p>All spaces pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:</p> <p>No future mitigation measures are proposed.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - It is unclear which weather files is used for the assessment. Please confirm if Central London weather files and if not please remodel with the LWC weather files, which will more accurately represent the urban heat island effect. Please follow the guidelines as per the Haringey's Key Overheating Planning Application Requirements. - The cooling demand is very high than the notional cooling demand. Please follow the cooling hierarchy in order and step by step, and first implement all passive measures to reduce the overheating risk and the cooling demand before introducing any mechanical form of cooling. - External shading features such as overhangs, Brise Soleil, etc) should be explored and proposed to reduce the cooling demand as much as possible. <ul style="list-style-type: none"> o Specify the shading strategy, including technical specification and images of the proposed shading feature, elevations and sections showing where these measures are proposed. Provide the technical specification and images of the proposed shading feature, elevations and sections showing where these measures are proposed. - Internal blinds cannot be used to pass the weather files but can form part of the delivered strategy to reduce overheating risk for occupants (as long as it does not compromise any ventilation requirements). - Submit an annotated plan specifying the ventilation strategy and overheating risk mitigation strategy. - Undertake further modelling: <ul style="list-style-type: none"> o Also, model DSY1 for the 2050s and 20280s. Ensure the design has incorporated as many mitigation measures to pass these more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. - Set out a retrofit plan for future weather files, demonstrating how these measures can be installed and who will be responsible for overheating risk. <p>5. Sustainability</p>	
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	<p>The applicant has proposed improvements to the existing cycle facilities including the upgrading of existing covered shelter and adding extra Sheffield standards resulting 20 additional spaces for cycle storage.</p> <p>The applicant has agreed to provide annotated plans of the proposed urban greening and biodiversity enhancement measures.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please provide the annotated plans of the proposed urban greening and biodiversity enhancement measures (e.g. green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living roofs, living walls, etc.) <p>6. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £23,085 (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. <p>7. Planning Conditions</p> <p>To be secured with amendments expected to the wording below once the revised information has been submitted.</p> <p><i>Energy strategy</i></p> <p><i>The development hereby approved shall be constructed in accordance with the Energy Assessment Report prepared by Introba Consulting Ltd (dated February 2024) delivering a minimum 36% improvement on carbon emissions over 2021 Building Regulations Part L, with SAP10 emission factors, high fabric efficiencies, communal air source heat pumps (ASHPs) and a minimum 45.6kWp solar photovoltaic (PV) array.</i></p> <p><i>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</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> 	
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	<ul style="list-style-type: none"> - Confirmation of the necessary fabric efficiencies to achieve a minimum 3% reduction with SAP10.2 carbon factors; it is advised to improve this aiming for the minimum 15% reduction. - Details to reduce thermal bridging; - Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures; - Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit; - Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp); and how the energy will be used on-site before exporting to the grid; - Specification of any additional equipment installed to reduce carbon emissions; - A metering strategy <p><i>The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</i></p> <p><i>(b) The solar PV arrays/ 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.</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 Connection <i>Prior to the above ground commencement of construction work, details relating to the future connection to the DEN must be submitted to and approved by the local planning authority. This shall include:</i></p> <ul style="list-style-type: none"> <i>• Further detail of how the developer will ensure the performance of the DEN system will be safeguarded through later stages of design (e.g. value engineering proposals by installers), construction and commissioning including provision of key information on system performance required by CoP1 (e.g. joint weld and HIU commissioning certificates, CoP1 checklists, etc.);</i> <i>• Peak heat load calculations in accordance with CIBSE CP1 Heat Networks: Code of Practice for the UK (2020) taking account of diversification.</i> <i>• Detail of the pipe design, pipe sizes and lengths (taking account of flow and return temperatures and diversification), insulation and calculated heat loss from the pipes in Watts, demonstrating heat losses have been minimised together with analysis of stress/expansion;</i> <i>• A before and after floor plan showing how the plant room can accommodate a heat substation for future DEN connection. The heat substation shall be sized to meet the peak heat load of the site. The drawings should cover details of the phasing including any plant that needs to be removed or relocated and access routes for installation of the heat substation;</i> <i>• Details of the route for the primary pipework from the energy centre to a point of connection at the site boundary including evidence that the point of connection is accessible by the area wide DEN, detailed proposals for installation for the route that shall be coordinated with existing and services, and plans and sections showing the route for three 100mm diameter communications ducts;</i> <i>• Details of the location for building entry including dimensions, isolation points, coordination with existing services and detail of flushing/seals;</i> <i>• Details of the location for the set down of a temporary plant to provide heat to the development in case of an interruption to the DEN supply including confirmation that</i> 	
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	<p><i>the structural load bearing of the temporary boiler location is adequate for the temporary plant and identify the area/route available for a flue;</i></p> <ul style="list-style-type: none"> • <i>Details of a future pipework route from the temporary boiler location to the plant room.</i> <p><i>Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2 and SI3, and Local Plan (2017) Policies SP4 and DM22.</i></p> <p>Overheating</p> <p><i>Prior to the commencement of development, an overheating model and report shall be resubmitted to and approved by the Local Planning Authority. The model will assess the overheating risk in line with CIBSE TM52 (using the London Weather Centre TM49 weather DSY1-3 files for the 2020s, and DSY1 for the 2050s and 2080s) and demonstrate how the overheating risks have been mitigated and removed through design solutions. These mitigation measures shall be operational prior to the first occupation of the development hereby approved and retained thereafter for the lifetime of the development.</i></p> <p><i>This report will include:</i></p> <ul style="list-style-type: none"> - <i>Demonstrating the mandatory pass for DSY1 2020s can be achieved by meaningfully 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, specification and modelling results of the measures;</i> - <i>Specify the shading strategy, including technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, or external shutters).</i> - <i>Provide the elevations and sections plans to show where these measures are proposed.</i> - <i>Include images indicating which sample units were modelled and floorplans showing the modelled internal layout of buildings.</i> - <i>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</i> 	
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	<p><i>allow the retrofitting of cooling and ventilation equipment), setting out mitigation measures in line with the Cooling Hierarchy;</i></p> <p><i>If the design of development is amended, or the heat network pipes will result in higher heat losses and will impact on the overheating risk of any units, a revised Overheating Strategy must be submitted as part of the amendment application.</i></p> <p><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>BREEAM Certificate</p> <p><i>(a) Prior to commencement of above ground works, a design stage accreditation certificate for every type of non-residential category must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</i></p> <p><i>The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.</i></p> <p><i>(b) Prior to occupation, a post-construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.</i></p> <p><i>In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.</i></p>	
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	<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 roof</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; A ground floor plan identifying where the living walls will be rooted in the ground, if any;</i> <i>ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);</i> <i>iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roofs, annotating contours of the varying depths of substrate</i> <i>iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;</i> <i>v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roofs will not rely on one species of plant life such as Sedum (which are not native);</i> <i>vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and</i> <i>vii) Management and maintenance plan, including frequency of watering arrangements.</i> <i>viii) A section showing the build-up of the blue roofs and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;</i> <p><i>(b) Prior to the occupation of 90% of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roofs have been delivered in line with</i></p>	
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	<p><i>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.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Biodiversity Net Gain</p> <p><i>(a) Prior to the commencement of development, details of ecological enhancement measures and ecological protection measures shall be submitted to and approved in writing by the Council. This shall detail the biodiversity net gain, plans showing the proposed location of ecological enhancement measures, a sensitive lighting scheme, justification for the location and type of enhancement measures by a qualified ecologist, and how the development will support and protect local wildlife and natural habitats.</i></p> <p><i>(b) Prior to the occupation of development, photographic evidence and a post-development ecological field survey and impact assessment shall be submitted to and approved by the Local Planning Authority to demonstrate the delivery of the ecological enhancement and protection measures is in accordance with the approved measures and in accordance with CIEEM standards.</i></p> <p><i>Development shall accord with the details as approved and retained for the lifetime of the development.</i></p> <p><i>Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and the mitigation and adaptation of climate change. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.</i></p> <p>Carbon Management Response 24/05/2024</p>	
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	<p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy Assessment Report prepared by Introba Consulting Ltd (dated February 2024) • Sustainable Design and Construction Statement by Introba Consulting Ltd (dated February 2024) • BREEAM Pre-Assessment prepared by SRE Ltd (dated February 2024) • Urban Greening Factor Assessment by Assystem Energy & Infrastructure Ltd (dated February 2024) • Biodiversity Net Gain Assessment by Assystem Energy & Infrastructure Ltd (dated February 2024) • Relevant supporting documents. <p>1. Summary</p> <p>The development achieves a reduction of 36% carbon dioxide emissions on site. The applicant should explore more options to improve the fabric energy efficiency aiming to 15% reduction under Be Lean and maximise on-site renewable energy generation under Be Green scenario.</p> <p>It was requested in the pre-app advice that to action the college's ambition to become carbon neutral by 2030 and to be exemplary within the borough and North London, the applicant should aim for a net zero-carbon development on-site and explore the best low whole-life carbon design solutions with maximised on-site renewable energy generation, enhanced biodiversity, and urban greening. As mentioned in the pre-app advice, it is recommended to carry out a whole life carbon assessment and submit a circular economy statement to demonstrate how exemplary scheme this is.</p> <p>Carbon Management cannot currently support this application. The development does not currently meet:</p> <ul style="list-style-type: none"> • London Plan Policy SI2 and Local Plan Policy SP4: the development does not achieve the policy objective's minimum 15% on-site carbon reduction under Be Lean and does not maximise opportunities to reduce energy use through the Energy Hierarchy. Haringey's evidence base demonstrates that a higher carbon reduction is achievable for a school building for a similar typology. 	
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- London Plan Policy SI4 and Local Plan DM21: no dynamic thermal modelling was undertaken to reduce the overheating risk and reduce the impact on the urban heat island.

Further information needs to be provided to address this objection, in relation to the Energy Strategy, Overheating Strategy, and approach to whole life carbon and circular economy principles. This should be addressed prior to the determination of the application.

2. Energy Strategy

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

The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 36% 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 4.5 tonnes of CO₂ from a baseline of 12.6tCO₂/year.

London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions are: 11.3 tCO₂.

<i>(SAP10 emission factors)</i>	Total regulated emissions (tCO₂/ year)	CO₂ savings (tCO₂/ year)	Percentage savings (%)
Part L 2021 Baseline	12.6		
Be Lean savings	12.2	0.4	3%
Be Clean savings	12.2	0.0	0%
Be Green savings	8.1	4.1	33%
Cumulative savings		4.5	36%
Carbon shortfall to offset (tCO₂)	8.1		

Carbon offset contribution	£95 x 30 years x 8.1 tCO ₂ /year = £23,085
10% management fee	£2,308.50

Actions:

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

Energy Use Intensity (EUI) / Space Heating Demand (SHD)

Applications are required to report on the total Energy Use Intensity (EUI) and Space Heating Demand (SHD), in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance, including what methodology has been used. EUI is a measure of the total energy consumed annually, but should exclude on-site renewable energy generation and energy use from electric vehicle charging.

	Proposed Development	GLA Benchmark
Building type		School/College
EUI	_____ kWh/m ² /year	Meets/Does not meet GLA benchmark of 65kWh/m ² /year
SHD	_____ kWh/m ² /year	Meets/Does not meet GLA benchmark of 15 kWh/m ² /year
Methodology used	TBC	

Actions:

- What is the calculated Energy Use Intensity (excluding renewable energy)? How does this perform against GLA benchmarks, i.e. at 65 kWh/m²/year? Please submit the information in line with the GLA's reporting template.
- What is the calculated space heating demand? How does this perform against the GLA benchmark of 15 kWh/m²/year? Please submit the information in line with the GLA's reporting template.

Energy – Lean

London Plan Policy SI2 requires non-residential developments to improve emissions by at least 15% under Be Lean. The applicant has proposed a saving of 4.5 tCO₂ in carbon emissions (3%) through improved energy efficiency standards in key elements of the build, based on SAP10.2 carbon factors. This goes against the Energy Hierarchy and requirement to take a fabric first approach in line with London Plan Policy SI2 and Local Plan Policy SP4. The development relies solely on ASHP to meet its energy targets and compensate for its poor performance under Be Lean. This is not supported.

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

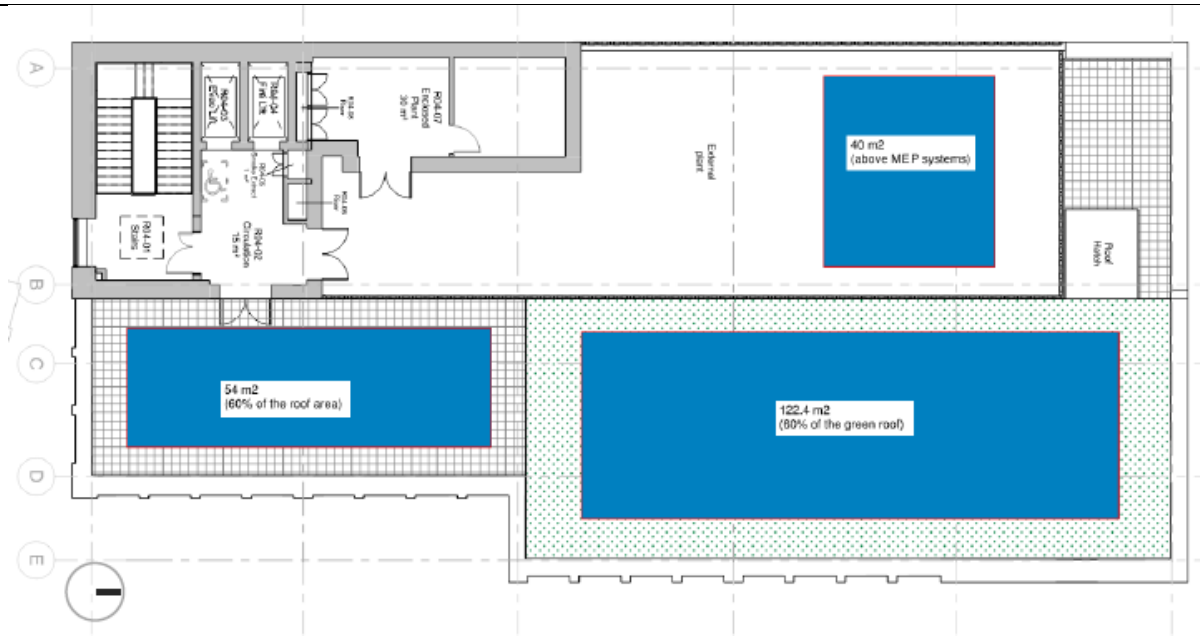
Floor u-value	0.12 W/m ² K
External wall u-value	0.15 W/m ² K
Roof u-value	0.12 W/m ² K
Door u-value	1.00 W/m ² K
Window u-value	1.00 W/m ² K
G-value	0.40
Air permeability rate	1 m ³ /hm ² @ 50Pa
Ventilation strategy	Air Handling Unit + VAV System SFP 1.2 and Heat Recovery 80%
Waste Water Heat recovery?	TBC
Thermal bridging	Accredited Construction Details
Low energy lighting	100%
Heating system (efficiency / emitter) Be Lean	ASHP 264%
Thermal mass	TBC

Actions:

- Please identify on a plan where the VAV system will be located within the buildings. The units should be less than 2m away from external walls. This detail can also be conditioned.
- What is the proportion of glazed area? Consider following the LETI Climate Emergency Design Guide principles in façade design.

	<ul style="list-style-type: none"> - Set out how the scheme's thermal bridging will be reduced. No measures are proposed to reduce heat loss from junction details, and it does not set out the what the proposed Psi (ψ) value is. - What is the construction of the building and what is the assumed thermal mass? <p>Commercial</p> <ul style="list-style-type: none"> - Submit the individual end use BER for specific end users in line w CIBSE Guide F. - How will the passive ventilation work? Please provide a diagram to demonstrate the system and confirm how many air changes per hour this will achieve. <p>Overheating is dealt with in more detail below.</p> <p>Energy – Clean</p> <p>London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.</p> <p>The Be Clean strategy to connect to the DEN in Tottenham Hale or extended network which is generally acceptable. The proposed building has been designed allowing for a future connection to the district network. Some evidence should be provided that the DEN system was inputted into the SAP model and that the plant room is adequately sized for a substation.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Please submit a site plan showing the connection point at the edge of the site, location of a pipe between the connection point and plant room, and plant room layout and schematics. <p>Energy – Green</p>	
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	<p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that air source heat pumps (ASHPs) and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 4.1 tCO₂ (33%) reduction of emissions are proposed under Be Green measures.</p> <p>The solar array peak output would be 45.6kWp, which is estimated to produce around 27,063 kWh/year of renewable electricity per year, equivalent to a reduction of 3.68tCO₂/year. 54 m² of panels with 30 degrees of inclination are proposed on the South-East side of the roof. 122.4 m² are horizontally placed (0-degree angle) above the green roof area (60% of the whole area). 40m² are horizontally placed (0-degree angle) mounted on frames above the MEP systems (22% of the whole area).</p> <p>The communal air-to-water ASHP systems (heating SCOP of 3.30, DHW SCOP of 3.40 and SEER of 4.50) will provide hot water and heating to the buildings.</p> <p>The location of the proposed Solar PV panels is as below:</p>	
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Actions:

- Please provide some commentary on how the available roof space has been maximised to install solar PV. Has your feasibility shown that other roofs will not be viable / will they be used for other purposes?
- How will the solar energy be used on site (before surplus is exported onto the grid)?
- A living roof should be installed under the solar PV, or if this is not feasible, the roof should be light coloured to reduce solar heat gains and the improve efficiency of the solar panels.
- Please identify on the plans where the air source heat pumps will be located and how the units will be mitigated in terms of visual and noise impact.
- How much of the heating/hot water demand will be met by the proposed types of heat pumps? If this cannot be met fully, how will this be supplemented?

Energy – Be Seen

	<p>London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p> <p>A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of residents/businesses.</p> <ul style="list-style-type: none"> - What are the unregulated emissions and proposed demand-side response to reducing energy: smart grids, smart meters, battery storage? <p>3. Carbon Offset Contribution</p> <p>A carbon shortfall of 8.1 tCO₂/year remains. The remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.</p> <p>4. Overheating</p> <p>London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</p> <p>No thermal dynamic overheating assessment has been done. The SAP methodology is not sufficient to assess overheating risk.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> - Demonstrate the cooling hierarchy has been followed <ul style="list-style-type: none"> o Internal heat generation, i.e. heat distribution infrastructure o Heat entering building, i.e. shutters, trees, vegetation, blinds o Manage heat through thermal mass and high ceilings o Passive ventilation, i.e. openable windows, shallow floorplates, dual aspect, stack effect o Mechanical ventilation, i.e. free cooling from outside air in shade, by-pass summer mode 	
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	<ul style="list-style-type: none"> - Undertake a Thermal Dynamic Overheating Assessment to demonstrate any potential overheating risk has been mitigated. This must be done in line with CIBSE TM52 with TM49 weather files. - The assumptions and inputs should be clearly reported within the overheating assessment. - Model the following most likely to overheat rooms: <ul style="list-style-type: none"> o At least 15% of all rooms across the development site; o At least 50% of rooms on the top floor; o 75% of all modelled rooms will face South or South/western facing; o Rooms/spaces closest to any significant noise and / or air pollution source, with windows closed at all times (unless they do not need to be opened and confirmed in the Noise and the Air Quality Assessments); o Communal spaces; o Heat losses from pipework and heat interface units for community heating systems - Model all three Design Summer Years 1-3 (DSY), in the urban dataset; - Model all future weather patterns to projected impacts over the time periods 2020s, 2050s and 2080s, the risks, impacts and mitigation strategy set out for each; - Implement mitigation measures and demonstrate compliance with DSY1 for 2020s weather file (high emissions, 50% percentile); - Set out a retrofit plan for future weather files, demonstrating how these measures can be installed and who will be responsible for overheating risk. <p>5. Sustainability</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the report sets out the proposed measures to improve the sustainability of the scheme, including transport, materials and waste, water consumption, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - Annotate on plans the proposed urban greening and biodiversity enhancement measures (e.g. green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living roofs, living walls, etc.) 	
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	<ul style="list-style-type: none"> - How will the development increase staff uptake of active travelling (through safe, secure and weatherproof cycle facilities). <p>Non-Domestic BREEAM Requirement Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p> <p>The applicant has prepared a BREEAM Pre-Assessment Report for the proposed development. Based on this report, a score of 68.15% is expected to be achieved, equivalent to 'Very Good' rating. A potential score of 77.58% could be achieved.</p> <p>Urban Greening / Biodiversity All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p> <p>The Biodiversity Net Gain calculation shows a net gain of 80.81%, which is above the 10% requirement as set out in the Environment Act 2021.</p> <p>The development achieves an Urban Greening Factor of 0.30. This complies with the interim minimum target of 0.3 for predominantly non-residential developments in London Plan Policy G5.</p> <p>Living roofs All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.</p> <p>A BioSolar roof, incorporating a biodiverse green roof with wildflowers, supported by a 150mm</p>	
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	<p>substrate depth, is proposed across the eastern side of the building, with the remainder of the building comprising artificial surfaces.</p> <p>All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth.</p> <p>Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p><i>Whole Life-Cycle Carbon Assessments</i> Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life-Cycle Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions.</p> <p>As part of the pre-application advice note, the applicant was advised to carry out Whole Life Carbon assessment and submit Circular Economy Statement to demonstrate the College's ambition to become carbon neutral by 2030.</p> <p><u>Action:</u></p> <ul style="list-style-type: none"> - It is recommended to submit a Whole Life Carbon Assessment as mentioned in the Pre-app note. <p><i>Circular Economy</i> Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>The principles used for this development are:</p> <ul style="list-style-type: none"> - Designing out waste 	
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	<ul style="list-style-type: none"> - Designing for longevity - Designing for adaptability or flexibility - Designing for disassembly - Using systems, elements or materials that can be reused and recycled. <p><u>Action:</u></p> <ul style="list-style-type: none"> - It is recommended to submit a detailed Circular Economy Statement as mentioned in the Pre-app note. <p>6. Planning Conditions To be secured with amendments expected to the wording below once the revised information has been submitted.</p> <ul style="list-style-type: none"> - Energy strategy - Overheating - BREEAM Certificate - Living roof(s) - Circular Economy (Pre-Construction report, Post-Completion report) - Whole-Life Carbon - Biodiversity <p>7. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £23,085 (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. 	
LBH Conservation Officer	<p><u>Site</u></p> <p>The proposed development is located on the western edge of Tottenham Green Conservation Area, which is here characterised as an established, spacious civic space.</p>	Noted. In this instance, the less than substantial harm to heritage assets arising from the

	<p>The development site sits behind the 1970s tower block of the College and is surrounded by statutorily Listed Buildings located immediately to the north of the site and by the locally listed MCC Tottenham Technical College.</p> <p>The development site appears constrained by its densely built immediate context set just behind the spacious historic frontage of the Conservation Area where the established group of Listed Buildings including the Old Fire station, Tottenham Town Hall and The former County School benefit contribute to the imposing civic character of the area through consistent height, similar architectural style and generous gaps between buildings that afford uncluttered views towards the rear of the historic frontage.</p> <p>The buildings surrounding the development site range from the 2 storey cottages and the 3-storey listed old firemen's station to the north, the 8-storey tower block to the east, and the 4-storey residential development to the south and west.</p> <p>The 8-storey tower Block of the college rises above the listed old Fire Station in eastward views along Townhall approach, as well as in northward views of the locally listed college building along the High Road. It is considered to detract from the character of the Conservation Area due to its uncharacteristic scale and height that dominate in views well above the established roofline provided by the listed and locally Listed Buildings forming the historic frontage of the area.</p> <p><u>Proposal</u></p> <p>It is proposed to develop a five-storey new building to host the Construction Centre of the College. At pre-application stage officers challenged the spatial and architectural relationship of the proposed new building with its immediate built and landscape context within the campus, officers were informed that the proposed building would be the first step of a campus-wide master plan, enabled by the demolition and replacement of the existing three storey gym/lecture theatre block, and that further phases of the masterplan will restore the original quadrangle that shaped the development of the main 2005 building. As per pre-application discussion, the proposed development of the Construction Centre is intended to facilitate the masterplan's reconfiguration of the campus and the activation of the proposed Centenary Courtyard space, thus enhancing the designed</p>	<p>development are considered to be outweighed by the public benefits.</p>
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	<p>quality of the School site, and benefitting the Conservation Area as well as enhancing the setting of the locally listed college building.</p> <p><u>Comments</u></p> <p>The masterplan improvements to the wider school site should be the basis to comprehensively assess the design success and the impact of the proposed building on its setting. However, the college-wide masterplan is only rapidly illustrated in the final section 5 of the submitted Design and Access statement, where it is unclear how the design and landscape design of the proposed building will relate to the other elements of the masterplan that does not form part of the drawings and designed context to this development proposal.</p> <p>At pre-application stage conservation and design officers advised on the challenges posed by the constrained site, including the spatial and architectural relationship of the proposed building with the rest of the campus, and stressed the importance to coherently enhance the campus through a comprehensive masterplan vision for the future improvement of the college site, so to also enhance the setting of the Conservation Area and of its relevant listed and locally listed assets adjoining the College.</p> <p>The application only includes few contextual drawings showing the proposed building within its campus context, but these only show massing models of the existing buildings, no townscape elevation drawings showing the proposed elevations together with those of the adjoining buildings within and outside the campus have been submitted.</p> <p>The lack of detail about the existing and proposed built context, and the submitted drawings illustrating the proposed building in isolation indicate that the proposed design is not masterplan-led or heritage-led. Instead, the application seems to confirm that the proposed design and facades composition are originated by the educational needs of the school, by the 'toolbox' concept, and by broad references to the materiality of the surrounding built environment to be complemented by an array of textured brick detailing to characterise the unprecedented design of the new Construction Centre.</p> <p>It is noted that the proposed design does not seem to be complemented by any soft landscape design integrated with any masterplan ambition and basic hard paving is proposed around the building perimeter and to fill the gap between the western and southern sides of</p>	
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	<p>the building and their site boundary, contrarily to their “Centenary Courtyard Proposal” included at the end of the Design and Access Statement.</p> <p>The proposed Construction Centre is illustrated in the application as an individual building to be erected within the existing campus, and therefore needs to be assessed based on its own design merits, as per detailed design officer’s comments, and based on its impact of the heritage assets surrounding the development site. Therefore, no site-wide enhancements and public benefits deriving from the illustrative concept of a potential masterplan so unclearly and unconvincingly related to the proposed building can be considered to outweigh any heritage harm at this stage.</p> <p>The proposed scheme has been tested in views of the heritage buildings and their Conservation Area, and no northward view of the High Road frontage has been submitted to show the impact of proposed development on the gap between the College and the locally listed residential building at Sycamore Gardens, but it is understood that the new building will be totally hidden behind the existing frontage buildings of the College and the mature trees along the High Road would further screen the College to the view.</p> <p>It is therefore considered that there will be no negative impact on the locally important college building.</p> <p>The submitted views analysis shows how the new five storey building will only be partially screened in views of the Conservation Area frontage as dynamically experienced from the High Road; this is in part due to its dense built context, but it is especially due to the new building being set just behind the 8-storey large tower block.</p> <p>As shown in the views included in the submitted Design and Access statement, the new building will intrude in the background of the listed Tottenham Town hall and Former Fire Station both in views from the Tottenham Green and from Town Hall approach. It will also dominate in the background of the positive contributors firemen cottages as seen from Isobel Place.</p> <p>The new Construction Centre building will undesirably, yet modestly appear behind the listed and locally listed frontage of the Conservation Area in several views, where it would still partially obscure the established gap between the listed Town Hall and the listed Fire</p>	
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	<p>Cottage. Filling into visual gaps erodes the established qualities of the setting that have so far contributed to preserve the original character of the Listed Buildings and their Conservation Area.</p> <p>However, due to its relatively modest height, and due to its upper floor being set back in plan from the northern boundary, the new building will not detract from the visual primacy and architectural contribution of the Listed Buildings to the street scene, and it would therefore only have a modestly negative impact on the nationally important Fire Station and Town hall and on their Conservation Area frontage. It is concluded that the proposed development would lead to a low level of less than substantial harm and the assessment of its design quality and public benefits should inform the test set out at Paragraph 208 of the NPPF.</p>	
LBH Design Officer		
LBH Transportation	<p>Transportation Planning Comments HGY/2024/0464, College Of North East London Tottenham Centre, High Road, Tottenham, London, N15 4RU</p> <p>Date: 18/07/2024</p> <p>Proposal: Demolition of the existing gym/lecture theatre block and the erection of a part four/part five-storey building (2,625 square metres GIA) to host a new Construction and Engineering Centre at the College.</p> <p>Description An application has been received seeking planning permission to demolish an existing building and build a new part-four/part-five-storey, that will be used for a new Construction and Engineering Centre. The new building will have a floor space of 2,625 sqm. The development would increase the College's on-site cycle parking by 20 spaces. There are currently 17 car parking spaces located within the site that are to be removed and a further existing 20 to be retained that front onto the High Road. However, no new disabled car parking has been proposed. Overall, the college employs 200 fulltime equivalent staff and 2,348 equivalent fulltime student's study on the site. The new building will allow for a maximum increase in occupancy of 35 staff and 352 students.</p>	<p>Recommended conditions and s106 heads of terms included. The proposal would therefore be acceptable.</p>

	<p>The site is near to the A10 High Road which forms part of Transport for London's Road Network. The development fronts onto Town Hall Approach, which is an adopted highway, and has a speed limit of 20 mph. A bus gate can be found south of the site at the junction with the High Road. The proposal site sits within the Seven Sisters CPZ, which restrict parking to permit holders 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 modes other than the private car. The High Road gives convenient access to shops, services, facilities and transport links. The closest station is Seven Sisters Underground that is only around a 6-min walk. The entrance to the Overground from the station is slightly further away on Seven Sisters Road. Cycleway 1 is located outside of the development; it forms a key part of Transport for London's cycle network.</p> <p>Floorspace Existing: 1,030 sqm Proposed: 2,625 sqm</p> <p>Car parking</p> <p>The proposal does include the removal of 17 general parking spaces within the site itself. They are currently being used by staff; no information has been provided on where the trips themselves are likely to be displaced. The development will retain 20 car parking spaces including 3 disabled car parking spaces located in a car park that can be accessed from the High Road. The transport assessment concluded that these spaces would be sufficient for both the wider campus and the new building. no numbers have been given on how many staff/students use these spaces. Transport policy still requires that new developments provide disabled parking with the London Plan 2021 Policy T6.5 Non-residential disabled person parking requires that education uses provide 5% designated bays of total parking and 5% enlarged bays. Therefore, the college will need to provide 1 additional disabled space to be in line with policy, this assessment has been based upon the 17 general car parking left over as 3 within the car park have already been allocated as disabled bays. The policy does further explain that all proposal should include an appropriate level of disabled parking, with at least providing one bay.</p>	
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	<p>This issue can be addressed by way of planning condition, which would reallocate one of more of the existing car parking space to form a disabled car parking space.</p> <p>A parking survey has been provided in support of the planning application, the parking stress survey was conducted in the evening after local restrictions had ended, it utilised 6m car lengths for on-street counting, included a number of different bay types, and counted bays within local car parks. The survey found capacity within local car parks ranged from 30% - 68% and on-street resident bays that within the Seven Sisters CPZ it ranged from 78% - 86%. Overall, there appears to be more spare capacity within the local car parks than on-street, though this can be linked with drivers not having pay for on-street bays. It is noted that some roads displayed a percentage of high parking stress where a road is considered not to have enough on-street capacity to absorb more.</p> <p>Trip generation</p> <p>No formal trip information has been received from the developer on this application, as they believe the development will not see any increase in the number of students. However, the development would result in an increase in floor area which from a Transportation planning perspective could result in generation of additional trips to the site. We have concluded based on the submitted technical report which is supported by a survey and given the reduction in the onsite car parking space that the developer proposal is likely to have following mode share:</p> <ul style="list-style-type: none"> • Walk 25% • Cycle 8% • E Scooter 1% • Bus 33% • Rail (train/underground) 25% • Car (as driver) 3% • Car (as passenger) 5% • <p>Cycle parking</p> <p>There are currently only 50 cycle spaces that service the entire campus, that utilise a mix of both long-stay/short-stay parking types. The proposal is only seeking to add an additional 20 cycle spaces, with the following mix being used 4 long-stay and 16 short-stay. It has not been</p>	
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	<p>clearly stated how the proposed levels would conform to existing policy requirements within both the published London Plan 2021 Policy T5 Cycle and Transport for London's London Cycling Design Standards (LCDS). It has been noted by both the Council and the applicant that Transport for London's (TfL) own comments welcome this modest uplift, whereas LBH Transport Planning believe that college does not go far enough to meet the London Plan 2021 standards.</p> <p>Cycle parking provision for this development has been 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 requirements for Universities/Colleges are 1 space per 4 FTE staff + 1 space per 20 FTE students for long-stay, and 1 space per 7 FTE students for short-stay. Therefore, the college would need to provide the following 27 long-stay and 50 short-stay spaces as part of the new building. Consequently, this provision is significantly larger than what has been proposed by the applicant, the proposal does only relate to the demolition and construction of a single, but because this is a new planning application it needs to be in accordance with current planning guidance.</p> <p>It has been stated within the Transport Statement that the site currently has facilities for changing and showers on-site within the gym, with lockers for both staff and students. The condition and suitability of these facilities are not known given that the gym itself will be relocated and will have other uses. This is supported by TfL's own comments that highlight whether the facilities will be satisfactory for the entire college and this development given its use as a gym. The provision of good commentary facilities is supported by the LCDS that recommends good cycle parking should be designed with this. Finally, the location of the cycle parking is somewhat far from the proposed building, this brings into question the suitability of the proposed cycle provision as both the London Plan 2021 Policy T5 Cycle and the LCDS which requires cycle parking to be fit-for-purpose, secure, and well-located.</p> <p>All issues can be addressed with 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>	
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	<p>Travel plan</p> <p>A draft Travel Plan has been received and included within the submission. It has been provided as a site wide document that covers all employees and students, rather than limited to this application. This document unfortunately does not include any current trip information from the site; therefore, a baseline cannot be currently seen until a formal document has been sent under a planning condition. It would have been more beneficial for surveys to have been undertaken and submitted with the application to give a better insight into the current models split from the site. The Travel Plan includes incentives to increase the mode share of cycling to the site, though this would be difficult given that the college will not see the provision of cycle parking increased. Both walking and cycling only show an increase of mode share of 3% for staff and 0.75% for students from the baseline year into year 1, which is incredibly low given the sites connectivity to active travel infrastructure. Furthermore, given that cycle parking is only being marginally increased it is still not understood how both students and staff are expected to take up cycling to the college in greater numbers ever as there is clearly not enough for current numbers. The travel plan is looking to have a reduction of 8.5% of car use by staff by the first year, it can be assumed that this large success would be done through the removal of the 17 car parking spaces. However, no measures have been identified on how further reduction in use would be sort.</p> <p>Overall, LBH Transport Planning accepts some of the content of the document, although the areas that have been highlighted will need to be substantially improved upon the receipt of a new document as part of the S.106 obligation. There will be a Travel Plan Monitoring Fee per year for the first 5 years for a college travel plan this will be covered by way of a S.106 obligation.</p> <p>Servicing and delivery</p> <p>The application does include a draft Service and Delivery Plan. Service and delivery access is currently done via the College's gated vehicle entrance from Town Hall Approach, it is normally used for the delivery of large goods and provides access to staff car parking for 17 vehicles. The college is currently serviced for waste and recycling, with other deliveries associated being with material and equipment for teaching and office supplies. The servicing area is to be retained, though there will be a loss in the 17 car parking spaces. However, this has not led to an increase in the area itself for vehicles, this is because the yard area is to be</p>	
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	<p>reduced in size although the developer states there is still enough room for vehicles to manoeuvre internally. 3 skips and 2 compactors are currently used to house the sites waste and recycling, when full they are removed by a vehicle.</p> <p>Current arrangements are to remain as they are presently. The larger vehicle type size ranges from 10.2m 18 tonne to an 8.9m 12 tonne box van, with the smallest being of 8m length. Swept path drawings have been provided showing a large 12m vehicle being able to turn on-plot and leave in a forward gear. Deliveries are to take place outside of the peak.</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>Construction Logistics Plan</p> <p>A draft Construction Logistics Plan (CLP) has been received as part of the submission. The document covers some of the following: challenges, programme of works, vehicle routing/access, trip generation, and monitoring. Some issues have been identified and already raised with the applicant's transport consultants regarding vehicle manoeuvres and routing. The largest vehicle to visit the site would be a 16.5m HGV, it would need to reverse onto the site from Town Hall Approach by driving through the bus gate and then reverse whilst mounting the kerb and then block the CS1 cycle lane to leave in a forward gear from the site. This would increase road safety risk, as it could potentially cause a collision with both pedestrians and cyclists. Furthermore, unless reinforced the kerb, concrete slabs and tarmac would become damaged from such heavy vehicles. There are other concerns around some vehicle routing from supplied swept path drawing of 16.5m HGVs proceeding onto/out of the junctions with Philip Lane/High Road and Philip Lane/Town Hall Approach.</p> <p>This is because vehicles proceed either near to or over hand onto the footway, meaning that these manoeuvres would have to be executed proficiently to prevent harm to pedestrians or other road users. The above would not be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which states that '<i>development proposals should not increase road danger</i>' and Policy T7 Deliveries, servicing and</p>	
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	<p>construction which states '<i>during the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times</i>'.</p> <p>A more 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. Transport for London's borough Service Delivery Manager for buses should be consulted, as to prevent construction affecting local bus movement on Town Hall Approach. A Road Safety Audit will need to be completed before any CLP construction can begin, as it will inform decision making on the movement of larger 16.5m HGVs.</p> <p>A CLP draft should include the following:</p> <ul style="list-style-type: none"> • High provision of cycle parking should for workers for phases of construction to promote uptake of cycling to/from the site. • Givens the sites excellent connectivity to public transport which is demonstrated through its high PTAL rating, and local parking restrictions no on-site car parking should be provided for workers. • The following times, 08:00-09:00, 15:00-16:00, and 17:00-18:00, will need to be avoided by delivery and construction vehicles as to prevent vehicles from related to the development travelling when the road network is at its busiest because of school drop-off/pick-up times and peak road congestion. • Effort should be made to have a process in place to deal with delivery/construction vehicles that turn up late or announced, as to prevent vehicles waiting on the public highway causing an obstruction or waiting on nearby residential streets. <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 document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.</p>	
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	<p>Recommendation</p> <p>There are no highway objections to this proposal subject to the following conditions and S.106 obligations.</p> <p>Conditions</p> <p><u>1. Delivery and Servicing Plan and Waste Management</u></p> <p>The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day. It should demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.</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. 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> <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></p> <p>The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 27 long-stay and 50 short-stay 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.</p>	
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	<p>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>4. Disabled parking bays</u></p> <p>The applicant will be required to submit and provide plans showing 1 disabled parking, this must be submitted for approval before any development commences on site. REASON: to ensure the development is in accordance with the published London Plan 2021 T6.5 non-residential disabled.</p> <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 and how they are allocated.</p> <p>S.106 Obligations</p> <p><u>1. 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, 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. 	
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	<ul style="list-style-type: none"> d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. e) The undertaking of a highway dilapidation survey before and after completion. f) The implementation and use of the Construction Logistics and Community Safety (CLOCS) standard. g) The applicant will be required to contact LBH Highways to agree condition on surveys. h) Site logistics layout plan, including parking suspensions, turning movements, and closure of footways. i) Swept path drawings. <p><u>2. College travel plan</u></p> <p>A college travel plan must be secured by the S.106 agreement and submitted 6months 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 college Travel Plan and appoint 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 3 years and must include the following measures: b) Provision of college 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 facilities. d) The developer is required to pay a sum of £3,000 (three thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 3 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. 	
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	Reason: To promote travel by sustainable modes of transport in line with the London Plan and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.	
LBH Waste Management	<p>The plans have been reviewed and it is understood that the external area around the proposed building will be reorganised in respect of refuse and recycling facilities.</p> <p>The DAS volume 5 and the Delivery Servicing Management Plan provide comprehensive details about the new arrangements. It is noted that some of the existing recycle and waste compactors will be removed and replaced with a new compactor.</p> <p>According to the Delivery Servicing Management Plan, tracking analysis has been undertaken to show that the largest waste/recycling collection vehicle can turn within the new layout to collect the skips/compactors.</p> <p>Veolia will be contacted to assess if the access arrangements meet Haringey's guidelines and if there are concerns, the planning officer will be informed.</p>	A condition is included for a detailed Delivery Servicing Management Plan to be submitted/approved prior to first use of the development.
LBH Environmental Health (Pollution)	<p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the Demolition of the existing gym/lecture theatre block and the erection of a part four/part five-storey building (2,625 square metres GIA) to host a new Construction and Engineering Centre at the College at College Of North East London Tottenham Centre, High Road, Tottenham, London, N15 4RU and I would like to comment as follows:</p> <p>Having considered the relevant applicant submitted information including: Design and Access Statement prepared by AtkinsRealis, dated 1st February 2024; Air Quality Assessment with reference 7689 prepared by Redmore Environmental Ltd., dated 14th February 2024 taking note of section 4 (Baseline), 5 (Construction Phase Assessment), 6 (Operational Phase Assessment), 7 (Air Quality Neutral Assessment); Energy Assessment Report with reference 10379-IRB-01-XX-T-OS-5101 prepared by Introba Consulting Ltd. taking note of the proposal to make use of Air Source Heat Pumps and photovoltaics; Geo-environmental and Geotechnical Assessment with reference 1922791-01(00) prepared by RSK Environment Ltd, dated May 2023 taking note of section 3 (Desk-Based Assessment), 6 (Initial Conceptual Site Model), 7 (Site Investigation Strategy & Methodology), 8 (Site Investigation Factual</p>	The recommended conditions and informatives have been added to the draft decision notice.

	<p>Findings), 12 (Conclusions and Recommendations), please be advised that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. Unexpected Contamination If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</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>2. NRMM a. No works shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIB of EU Directive 97/68/ EC for both NOx and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site. b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</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>3. Demolition/Construction Environmental Management Plans</p>	
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	<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"> 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. <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 	
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	<p>Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and</p> <p>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</p> <p>vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.</p> <p>d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:</p> <p>i. Mitigation measures to manage and minimise demolition/construction dust emissions during works;</p> <p>ii. Details confirming the Plot has been registered at http://nrmm.london;</p> <p>iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;</p> <p>iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);</p> <p>v. A Dust Risk Assessment for the works; and</p> <p>vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality."</p> <p>Informative:</p> <p>1. Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out</p>	
LBH Regeneration	<p>CoNEL Application HGY/2024/0464: Placemaking Team Comments</p> <p>02.05.24</p>	The comments with regards to the public

	<p>Thank you for contacting the Placemaking Team regarding application no. HGY/2024/0464 – <i>“Demolition of the existing gym/lecture theatre block and the erection of a part four/part five-storey building (2,625 square metres GIA) to host a new Construction and Engineering Centre at the College”</i>.</p> <p>CoNEL College in the Context of the Wider Seven Sisters Placemaking Vision CoNEL is a key anchor institution within Tottenham Green, serving as a cultural, educational, and civic hub in Tottenham. As part of the emerging Local Plan, there is a vision to enhance the status of Tottenham Green as a ‘Culture Quarter’ by increasing accessibility, delivering new community uses and improving the public realm.</p> <p>Complementing the Local Plan, the Council is currently developing "Shaping Tottenham", a collaboration between Tottenham's communities, the council, and its partners to develop a ten year strategy for Tottenham. This will capitalise on opportunities from the London Borough of Culture '27, Euro '28, and beyond, and, as relevant to this application, aims to:</p> <ul style="list-style-type: none"> • Activate the High Road with engaging activities in a public realm that is safer and more attractive for community use. • Make the productive economy more accessible to the public, including through improved signage and wayfinding. • Invest in and expand industrial estates and the creative/green economy. • Enhance the connection between education, young people, and employers, improving access to work experience and positive role models. <p>In the context of "Shaping Tottenham," there is strong support for the concept of a new, state-of-the-art facility for vocational courses. There is also backing for the proposal to develop a comprehensive masterplan for the CoNEL site, ensuring its future as an educational and innovation hub. The comments below outline the Placemaking Team's vision for the new Construction and Engineering Centre and how the masterplan could further align with the broader vision for Tottenham Green and Seven Sisters.</p> <p>Street Frontage and Entrance Design The While the college currently has some street presence, the illustrative masterplan presents an opportunity to improve the arrival experience and create a public area where the existing car</p>	<p>realm, street frontage and entrance design are noted, but largely are matters for future redevelopment of the site that have not been addressed within this proposal, which is for a building to the rear of the site. However, a condition is being imposed to require additional cycle parking to be provided that would serve to encourage and facilitate greener travel methods.</p>
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	<p>parking is located. This area has potential to showcase the college's activities and inspire local engagement with young people, while supporting the Culture Quarter's goal of making activities more visible and accessible from the Green.</p> <p>Initial improvements could include better signage and lighting at the boundary with the High Road and the Green itself, enhancing visibility of the centre's activities and addressing safety concerns expressed by young people, especially outside of college hours.</p> <p>A Public Realm that Supports Active Travel</p> <p>Given the site's excellent PTAL rating of 6a, and the focus of the Construction and Engineering Centre on promoting green skills, a strong commitment to active travel is recommended. In the context of the illustrative masterplan, the Placemaking Team encourages the applicant to consider whether allocating space in the forecourt for active travel (e.g., through expansive, secure, and well-designed cycling facilities) could reduce the need for parking and encourage greener travel methods. This change could also allow for the expansion of student-oriented facilities and enhancements to the public realm via improved landscaping.</p> <p>Futureproofing the Site and Protecting Educational Uses</p> <p>Building on the emerging approach to 'Shaping Tottenham' which looks to expand opportunities for young people in the borough through increased access to high quality jobs, the Placemaking Team strongly support a review of the proposed approach to the disposal of the Construction and Engineering building for residential uses. The team encourages the applicant to consider the opportunity for the site to remain as an educational facility instead.</p> <p>Under the banner of 'Shaping Tottenham' the Placemaking team would encourage the applicant to work collaboratively with the team on to ensure that land use, design and phasing protects and maximises opportunities for young people through productive uses where possible.</p> <p>Co-Production and Community Wealth Building</p>	
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	The development of the site presents a unique opportunity for students to engage with and learn about innovation, design, technology, sustainability, and construction. The applicant is encouraged to involve students in proposals for the design and construction of the new facility as much as possible.	
LBH Inclusive Economy Service	<p>Within the borough's Inclusive Economy Framework 'Opportunity Haringey' under the theme of Good Work and Skills, CoNEL are instrumental in our ambition to transform employment and training opportunities for residents in key growth sectors. The net zero transition in particular will create wholesale change across industries and create jobs in Haringey. CoNEL's investment in their Tottenham campus for a modern construction and green skills centre, will be critical in this regard, equipping them for state of the art delivery and cementing their place for years to come in the borough's education, training and economic infrastructure. As well as providing training for residents, they will also work closely with the council and other training providers to upskill local businesses and the residents they employ to be ready for opportunities that the retrofit market will bring. The council also works sub-regionally with CoNEL and partners to strengthen this approach as part of our ambition to become carbon neutral by 2041.</p> <p>In supporting this application and as well as the required employment and skills plan, we would be keen to work closely with CoNEL and their contractors/suppliers to maximise the benefits of local jobs and training on any construction programme, as well as explore the green skills ambitions and circular economy opportunities further."</p>	The support of the Inclusive Economy Service is noted.
EXTERNAL		
Historic England	<p>Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.</p> <p>We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at https://historicengland.org.uk/advice/find/</p> <p>It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.</p>	Noted officers have sought the views of their specialist conservation advisers.

	<p>Please note that this response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.</p>	
History England (GLAAS)	<p>Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.</p> <p>The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the local: (77574) Tottenham Medieval Settlement.</p> <p>Although the proposed development site contains a potential for post-medieval and some prehistoric material, the previous development of the site will likely have resulted in extensive truncation of any below-grounds archaeological assets.</p> <p>No further assessment or conditions are therefore necessary.</p> <p>This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.</p>	Noted officers have sought the views of their specialist conservation advisers.
War memorials Trust	<p>This application affects the setting of the Grade II listed Tottenham war memorial, to which the Trust grant funded conservation and repair works in 2014.</p> <p>The Trust has a limited remit and therefore can only make comments in relation to the war memorial on site and not any wider heritage concerns. Accepting that the original setting has changed significantly since the memorial was first erected, the Trust would not consider the proposed development to adversely affect this listed asset.</p>	Noted.
Transport for London	<p>The College of Haringey, Enfield and North East London (CONEL) directly fronts on the A10 High Road with existing vehicle access points, Tottenham, which forms part of the Transport for London Road Network (TLRN). Delivery/ Service vehicle access to the site is via Town Hall Approach, which is a strategic cycle route (CS1). Town Hall Approach south of the access is bus and cycle only, where red route controls apply. There is a segregated cycle path for north bound cyclists up the access, with shared provision north of the access. There also cycle parking by this access.</p>	During discussions at a meeting held on 18th June 2024, it was accepted by TfL that a Healthy Streets Transport Assessment (TA)

	<p>The site has a Public Transport Accessibility of Level of 6a with 6b on eastern boundary, 6b being the highest possible on a scale of zero to 6b. The nearest London Underground station is Seven Sisters served by the Victoria Line, and served by 8 bus routes, plus two night routes. The application is supported by a number of transport related documents, which I reviewed below, I also consulted colleagues on the application, they may have further comments to make, which I plan to share with you next week.</p> <p><u>Transport Statement</u></p> <p>The TS references national guidance with regards to need for a Transport Statement or Transport Assessment, however, TfL guidance on Healthy Streets Transport Assessments is aligned with London Plan strategic transport policy (T1), TfL is open to discuss how its applied, around Active Travel Zone, and also consideration after dark travel, taking account of the Mayor's Night Safety Charter and Safety in Public Space: Women, Girls and Gender. I do not know if CONEL has signed up to the charter, it would be helpful to understand if this has been considered in terms of future access to the site.</p> <p>The TS states no increase in staff or students. The application forms says the existing F1 floor area is 1030 square metres, which is to be demolished, and 2,625 square metres new floor space, this appears to be an uplift. We understand the assumption relates to future application to demolish an existing larger building nearby, if that is to be demolished, how should this be considered given this</p>	<p>including an assessment of Active Travel Zones would not be necessary given that the proposals will result in no uplift in staff and student numbers at the college and given that LBH accepted that a TS without assessment was acceptable at the pre-application stage.</p> <p>The applicant indicates that the Travel Plan will be updated to include a positive commitment to reviewing after dark travel and for this to align with wider work that the college is undertaking in this regard, including signing up to the Mayor's Night Safety Charter.</p> <p>The applicant technical transport response indicates no electric charging points are proposed.</p>
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	<p>is not part of this application.</p> <p>There is a reduction in car parking of 17 spaces, which TfL welcomes, and increase of cycle parking of 20 spaces. They propose to retain 3 Blue Badge spaces to the front of the college is welcome. Are there any proposals for Electric Vehicle Charging Points on site?</p> <p>The proposal to increase cycle provision from 40 spaces to 60 spaces is welcome by TfL. These should be designed in accord with London Cycle Design Standards (LCDS) and secured by condition.</p> <p>Provision for larger and adaptable bikes should be made or at least allowed for in the existing provision.</p> <p>Useful to understand if there is any data on cycle usage and what growth potential has been identified. Changing facilities and lockers are welcome, are they sufficient for the college as a whole, given this associated with the college gym, how is this managed?</p> <p>It says deliveries remain as currently, with smaller vehicles using the loop road, and larger reversing in from the Town Hall Approach Road, this is assumed, it would be useful to what actual happens, as this appears to be less than ideal from a road safety perspective on a strategic cycle route. How does this site accommodate cargo bikes, if not now, maybe worth considering in the future, TfL published its Cargo Bike Action Plan last years: https://content.tfl.gov.uk/tfl-cargo-bike-action-plan-2023-acc.pdf</p> <p>I believe Haringey local policies would align with the strategic approach to transport set out in the London Plan, in general these proposals seem to align with these objectives, reduced car parking and increase cycle parking provision. The national policy test of severe impact needs</p>	<p>However, the college has a wider strategy that is being reviewed and are committed to accommodating EV demand.</p> <p>The applicant has confirmed that existing car parking and cycle parking in the site is for the use of the college site as a whole and not specific to any particular building / facility. This would remain the case for the redevelopment scheme albeit for the reduced level of on-site car parking and increased level of cycle parking provision.</p> <p>There will be a requirement for a travel plan to be secured by a S.106 agreement, which will work towards securing a commitment to increasing cycle</p>
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	<p>to be considered in London context, where we need mode shift to support good growth objectives of the London Plan, without that mode shift there would be severe impact. In this case, there are opportunities to improve access by active modes and review servicing and delivery arrangements in line with current best practice.</p> <p><u>Travel Plan</u></p> <p>The Travel Plan refers to 200 full time equivalent staff and 2,345 full time equivalent students. Without data about current travel behaviour its difficult to judge if the objectives and targets are achievable or calibrated in a reasonable manner. This might come to revisit at a later time. The Haringey action plan</p> <p>https://www.haringey.gov.uk/sites/haringeygovuk/files/adopted_walking_and_cycling_action_plan_2022.pdf</p> <p>says 3% of all trips are by bike, TfL may expect higher bike share for a college on CS1, though not weakness in the quality of provision identified in action plan. This suggests even with the additional cycle parking more cycle parking should be planned if not part of this planning application, at least as part of the Travel Plan, particularly as the site is on CS1, and through wider engagement between CONEL, Haringey and TfL. Given changes to car parking start at the construction stage, this suggests the Travel Plan should be prepared prior to demolition.</p> <p><u>Delivery and Servicing Management Plan</u></p> <p>TRICS data has been used to predict future delivery and servicing trips to site, whilst elsewhere, there is reference to current operations. Why not survey existing operations on site to establish a</p>	<p>parking provision across the college site.</p> <p>A detailed CLP shall be required by conditioned, subject to a monitoring fee secured by a S.106 contribution.</p>
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	<p>baseline. The aim to avoid peaks is welcome, recommend this is managed through a booking system.</p> <p>TfL would recommend only suppliers with Silver or Gold membership of Fleet Operators Recognition Scheme (FORS), given the interface with CS1, also compliance with Direct Vision Standards. This can be monitored through the booking system, compliance would depend on colleges relationship with suppliers. As stated above, large vehicle reversing on Town Hall Approach Road or on site, represents a road safety hazard that should be eliminated.</p> <p><u>Outline Construction Logistics Plan</u></p> <p>TfL colleagues may have further comments on this, as the proposed access arrangement would need TfL agreement, and changes to traffic orders, or dispensation from TfL. Shared access between the demolition and subsequent construction contractor with continue operational use, will make enforcement and management difficult. Lack of information on how site delivery works currently doesn't help build confidence. Usually, contractors are able to manage operations through qualified traffic marshals, where there is identified to the public, whether they could also manage other deliveries to site would depend on the colleges approach.</p> <p>The proposal to drive vehicles into the bus and cycle only area and reverse into site appears to be safety risk. If this can be avoided that would a good idea. If its unavoidable, TfL would recommend a Road Safety Audit is prepared, for planning a Stage 1 RSA before the application is approved, the auditors would need to acceptable to Haringey and TfL.</p>	
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Thames Water	<p>Waste Comments</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>The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and 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.</p> <p>Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the</p>	<p>The comments from Thames Water are noted. Standard informatives as recommended have been added to the draft decision notice.</p>

	<p>developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc may be required before the Company can give its consent. Applications should be made at https://wholesale.thameswater.co.uk/Wholesale-services/Business-customers/Trade-effluent or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.</p> <p>Water Comments</p> <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</p>	
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	<p>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>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
National Grid Asset Protection Team	Regarding planning application HGY/2024/0464, there are no National Gas Transmission assets affected in this area.	Noted.
Met Police	<p><u>Section 1 - Introduction:</u></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have met with the original project Architects to discuss Crime Prevention and Secured by Design at pre-application stage to review our concerns around the design and layout of the development and they have stated that they do not wish to participate in Secured by Design. This is a concern as there is no mention of crime prevention, security measures or Secured by Design in the Design and Access Statement, referencing design out crime or crime prevention.</p>	The applicant has indicated in their Planning Statement that as this is a building within the college campus and robust security measures are already in place, they do not intend to seek to achieve Secured by Design Accreditation. An informative has been added to the conditions/informative list that encourages the applicant to seek accreditation.

	<p>Metropolitan Police Service Designing out Crime Group do not provide a consultation service solely for the purposes of meeting the BREEAM Security Needs Assessment. However, the Metropolitan Police Service Designing out Crime Group can assist the developer to achieve the relevant BREEAM credit for Safety and Security via an application for Secured by Design accreditation (SBD). A signed and dated SBD Commercial application form should be emailed to the above email address. Please note full submissions should be accompanied with full product details – to include all door and window specifications etc.</p> <p>We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stage.</p> <p>At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.</p> <p>Whilst in principle we have no objections to the site, in light of the omission of any security recommendations we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.</p> <p>The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p><u>Section 2 - Secured by Design Conditions and Informative:</u></p> <p>In light of the information provided, we request the following Conditions and Informative:</p> <p><u>Conditions:</u></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.</p> <p>The development shall only be carried out in accordance with the approved details.</p>	
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	<p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p><u>Informative:</u> The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk</p> <p><u>Section 3 - Conclusion:</u></p> <p>We would ask that our department's interest in this planning application is noted and that we are advised of the final Decision Notice, with attention drawn to any changes within the development and subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p>	
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10. PPA/2023/0093 - COLLEGE OF NORTH EAST LONDON TOTTENHAM CENTRE, HIGH ROAD, TOTTENHAM, LONDON, N15 4RU

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

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

- In the local character area of assessment, the centenary building was identified as a building of good quality. Officers would propose to use brick similar to the rest of the buildings within that area.
- Feedback from the consultation provided concerns around sustainability, noise from construction and access to the future disposal plot and site itself. The access to the site would retain the current service access. The actual pedestrian, staff and student routes would be through the current route through campus.
- There was a lot of wasted circulation space, workshops were designed and laid out in a way which lacked flexibility. The other aspect was the original building was not a purpose-built construction centre, the site was very dense. The spaces currently were not wide enough or fit for purpose. This would be a 15-month build, the applicant was looking to appoint contractors. The aim would be to start work in the summer and then the building would be complete by December 2025.

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CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Formal Review Meeting: College of Haringey Enfield and North East London**

Wednesday 18 October 2023

College of Haringey Enfield and North East London (CONEL), Tottenham Centre,
High Road, London N15 4RU**Panel**

Peter Studdert (chair)
Phil Armitage
Rosie Bard
James Halsall
David Ubaka

Attendees

John Kaimakamis	London Borough of Haringey
John McRory	London Borough of Haringey
Biplav Pageni	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Tom Bolton	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	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.

CONFIDENTIAL**1. Project name and site address**

College of Haringey Enfield and North East London (CONEL), Tottenham Centre,
High Road, London N15 4RU

2. Presenting team

Ashley Furlong	Capital City College Group
Robin Hindley	Capital City College Group
Neil Scott	Capital City College Group
Linda Odiase	Atkins
John Ridgett	Atkins
Graham Day	Introba
Steven Bee	Urban Counsel
Mo Poswall	Peter Marsh Consulting
Louise Morton	Quadrant Town Planning

3. Planning authority briefing

The site forms part of the College of Haringey Enfield and North East London (CONEL) and is located on the High Road, on the western edge of Tottenham Green Conservation Area. The site sits behind the 1970s tower block of the college by the locally listed Tottenham Technical College and by statutorily listed buildings immediately to the north. The development site is constrained by its dense built context and the historic frontage of the conservation area, which includes an established group of listed buildings.

The existing campus comprises approximately 19,930 square metres of education floorspace providing a range of vocational courses. The proposal seeks permission for a six-storey new building to host the Construction and Engineering Centre of the college as part of a phased wider masterplan. The existing building in the western corner of the campus, which currently houses the Construction and Engineering Centre, does not form part of the application. Once vacated it will be demolished, and this parcel of land made available for a future residential redevelopment.

Officers are very supportive of the proposal in principle, asked for the panel's views on the relationship between the strategic objectives of the college masterplan and the proposals; the potential impact on the view from Tottenham Green and Isobel Place; on the height of the building; and on how the application affects the future disposal and development of the Construction and Engineering Centre site



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

The panel supports the principle of a new college building on the proposed site, but makes comments on height, massing and architecture and the need for a wider masterplan for the college. A comprehensive masterplan is essential to ensure the building forms part of a longer-term plan, and does not constrain future options. The panel is concerned that the new building will make disposal of the existing Construction and Engineering Centre site for residential use difficult. It is also concerned that the proposed development will make future construction access to the southern quadrangle very difficult. The panel asks for a comprehensive masterplan to be submitted alongside an application for this building to address phasing, architectural approach and landscape design, including a brief showing how the Construction and Engineering Centre site could be developed. However, the panel questions whether disposing of land is the best plan for the college in the longer term, given the likelihood of future growth in demand for construction skills training.

The panel thinks that the proposed height of the new building will have a negative impact on the adjoining conservation area, in views from Tottenham Green and in particular from Isobel Place. It recommends the building is lowered by two storeys at the northern end. The architecture should be refined to reduce its visual impact and to create a clearer relationship with the Tower Building, for instance exploring the use of horizontal banding. The building should also have a clearer relationship to the existing college buildings, and more could be done to highlight the main entrance.

A landscape and public realm strategy should be produced, covering the future quadrangles, the boundary with the potential residential site, the access route to the north and the interface with Isobel Place among other areas. The panel endorses the potential of the new building to provide a learning tool for students, and asks for further work on sustainable material choices. Overshadowing of the Tower Building should be assessed, and measures taken to address overheating and run-off.

These comments are expanded below.

Masterplan

- The panel is concerned that there is no comprehensive, effective masterplan in place for CONEL's Tottenham site and that, as a consequence, the proposals do not form part of a wider vision for the college. The lack of a masterplan means that the current proposals will generate substantial practical problems elsewhere on the site that could prevent CONEL from progressing its longer-term plans.
- The panel is not persuaded that residential development of the existing Construction and Engineering Centre site will be feasible if the scheme goes ahead as proposed. The suggested residential access to the site via the college's service route along the northern boundary of the site does not seem a convincing option.



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- The panel also questions whether the site could be successfully marketed with the western façade of the proposed building in such close proximity, incorporating a significant amount of glazing. These windows would require privacy treatment to avoid prejudicing future development on the adjacent plot.
- The panel also asks for greater clarity about the nature of the boundary with the future development site. More attention should be paid to the quality and condition of the boundary with the proposed building.
- The panel emphasises the need to develop a brief for the Construction and Engineering Centre site to demonstrate the nature of the development anticipated on the site. The brief should show how the proposals have been designed to enable a future development, including a viable access solution, greening proposals, and the envisaged approach to the architecture and materiality of buildings coming forward on the site. This should form part of a wider masterplan for the whole college site, which should be submitted alongside a planning application for the new building.
- The panel questions, however, whether selling part of the very constricted college site is the right approach in the longer term. The demand for green building skills taught at CONEL is likely to increase as part of the drive to achieve net zero carbon. The panel feels it could be counterproductive to reduce the college's long-term capacity to meet this demand.
- The panel is also concerned that delivery of the 'two quadrangle' strategy for the college will not be feasible if the proposals are permitted to landlock sites intended for future development. Construction access to the southern courtyard would be complicated and expensive, and could prejudice the existing Tottenham Technical College building. Strategic thinking is needed to ensure the current proposals do not prejudice wider ambitions for the college in meeting shorter-term needs. A manageable long-term strategy is needed for phasing development, as part of the college masterplan.

Height and massing

- The panel has mixed views on whether the proposed building will have a significant negative impact on the conservation area and listed buildings in views from Tottenham Green. Its massing will fill an area of currently open sky between the former Town Hall and the former Fire Station, which could create a negative impact unless the building is of a high design quality.
- The panel is more concerned that the building will have a negative impact on the conservation area and locally listed buildings in Isobel Place, immediately to the north of the site, as well as having an impact on the amenities of local residents. The height of the building next to two-storey houses, combined with its eight-storey blank northern elevation, mean that it will feel overbearing.
- The panel also questions whether the height of the building will be appropriate in the context of the 'two quadrangles' strategy. It will position height next to



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the northern quadrangle, potentially overshadowing it and reducing the quality of the space.

- The panel therefore thinks that the building is too tall for its setting and should be reduced in height by two storeys, at least at the northern end, to enable a more sympathetic relationship with its context.
- The panel is also concerned that the new building will have an uneasy relationship with the existing Tower Block, especially where upper storeys step nearer. One option would be to try to increase the gap between the two buildings, pushing the new building to the west, and give the new building a separate identity. An alternative approach would be to give the new building a similar character to the tower so that it reads as a single 'family' composition when viewed from a distance.
- The panel encourages the design team to explore post-occupancy studies of other relevant college buildings to learn lessons from previous projects.

Architecture

- The panel likes the proposed use of varied, textured brick in the new building. However, it thinks that the materiality should be reworked to help reduce its impact in key views, especially from Tottenham Green.
- A clearer architectural and material strategy is required to create a stronger, more defined relationship with the Tower Building, and also to ensure the building is clearly related to the existing college buildings, including the historic Tottenham Technical College building and the newer additions. The architecture should speak clearly to the context it will belong to.
- The panel also questions the use of plain brickwork without any banding for the new building. Contextual analysis identifies a strong architectural language in the area of red brick with horizontal stone banding. The panel suggests banding should be explored as part of the material strategy to help break down the impact of the north end of the building, alongside reducing its height.
- The panel also suggests that the building's entrance could be better defined for instance by using contrasting materials and would benefit from an overhanging element both to help define it and to provide shelter.
- The panel encourages the team to explore how the design of the two stair cores can be developed to create more dramatic architectural elements. They could perhaps have a greater presence in the building's façade, which would help to activate surrounding spaces as well as providing visual excitement.

Landscape and public realm

- The panel notes the importance of developing a landscape strategy to accompany the proposals. Landscape design, ecology and the contribution of



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the scheme to creating a high-quality urban realm are all crucial aspects of the proposals. The panel asks for more work to develop a detailed approach.

- The landscape approach should not be confined to the area within the red line boundary of the current application, but should encompass all the internal courtyards spaces. A wider vision is needed for landscape within the college that addresses how the 'two quadrangles' vision will be achieved, and how attractive, green internal spaces can be provided, and the role this project will play in achieving these longer-term aims. The quadrangle spaces will make an important contribution to student well-being, but will also be crucial to site drainage. A strategy is needed to address their full role as well as showing how the improvements might be phased.
- This work should include developing a clear vision for the character of the service route along the northern college boundary. If this is intended to provide a future gateway to a residential site to the west it will need to be treated in a way that can make this possible, including high quality landscaping.
- The panel also asks for more thinking on how cycling can be encouraged as a primary means of access to the college.

Sustainability

- The panel is excited by the building's potential to act as a tool for students who are learning construction disciplines. In particular, it could provide a beacon for the role of new construction skills in addressing the climate crisis, for example through green roof design.
- To help achieve this, the panel suggests more work is needed to ensure material choices for the building are as sustainable as possible, and that the chosen options are deliverable. For example, cement replacement supplies are limited and can be hard to source, so it may not be practical to use this approach. The possibility of reusing steel should also be explored.
- The panel thinks that the energy strategy for the building is well-considered. However, it suggests that the impact of the proposed building on daylight and sunlight within the Tower Block should be assessed. The amount of light reaching internal spaces may be significantly reduced, influencing energy management within the existing building and the way spaces can be used.
- The panel also asks for more detail on how the proposals will mitigate future climate change impacts, including overheating and storm water run-off. This should be fully described as part of the sustainability strategy.

Next steps

The panel is available to review the scheme again if required, once the applicant has had the opportunity to respond to its comments.



CONFIDENTIAL**Appendix: Haringey Development Management DPD****Policy DM1: Delivering high quality design****Haringey Development Charter**

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



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CONFIDENTIAL**London Borough of Haringey Quality Review Panel****Report of Chair's Review Meeting: College of Haringey, Enfield and North-East London**

Wednesday 17 January 2024

AH Level 6 Collaboration Space, Alexandra House, Station Road, London N22 7TY

PanelPeter Studdert (chair)
Phil Armitage**Attendees**

John Kaimakamis	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Joshua O'Donnell	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Biplav Pageni	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

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CONFIDENTIAL**1. Project name and site address**

College of Haringey Enfield and North-East London (CONEL), Tottenham Centre,
High Road, London N15 4RU

2. Presenting team

Ashley Furlong	Capital City College Group
Linda Odiase	Atkins
John Ridgett	Atkins
Steven Bee	Urban Counsel
Mo Poswall	Peter Marsh Consulting
Louise Morton	Quadrant Town Planning
Riyaz Ali	Peter Marsh Consulting

3. Planning authority briefing

The site forms part of the College of Haringey, Enfield and North-East London (CONEL) and is located on the High Road, on the western edge of Tottenham Green Conservation Area. The site is constrained by its dense built context and the historic frontage of the conservation area. It sits behind the 1970s tower block of the college, near to the locally listed Tottenham Technical College and statutorily listed buildings immediately to the north. The site is identified as an 'Area for Change' in the Tottenham Area Action Plan.

The existing campus comprises approximately 19,930 square metres of education floorspace, providing a range of vocational courses. The proposal seeks permission for a new six-storey building to host the Construction and Engineering Centre of the college, which is no longer functionally suitable for teaching. The proposals are part of a phased wider masterplan intended to improve and facilitate the reconfiguration of the campus and the activation of the courtyard space. Further phases of the masterplan will restore the original quadrangle that shaped the main 2005 building.

The existing building in the western corner of the campus, which currently houses the Construction and Engineering Centre, does not form part of the application. Once vacated it will be demolished, and this parcel of land made available for a future residential redevelopment.

Officers are very supportive of the proposal in principle and asked for the panel's views on the height and massing, impact on heritage, sustainability, biodiversity and urban greening, as well as how the scheme will affect the future development of the wider phased masterplan.



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

The Quality Review Panel welcomes the proposals for a new college on this site. This will be of strategic importance to the borough. It thinks that the project team has responded positively to the panel's previous comments.

The long-term masterplan is helpful to understand the wider ambitions for this site. The panel is now convinced that access issues have been resolved, enabling the future residential development in the western corner. The project team is encouraged to develop the detail of the masterplan, including a construction management plan that considers the potential impact on public transport services in the immediate area. The reduction in height and massing creates a more comfortable relationship with the scheme's context. While some heritage impact remains in views from Isobel Place, this is justified by the public benefits that the college will bring. The architecture has developed well since the previous review. The horizontal banding detail successfully references the surrounding context. The north elevation, seen from Isobel Place, should not distract from the local heritage assets.

The panel commends the project team's approach to sustainability but asks for further thought on the western elevation, as this must be designed to mitigate both overheating and overlooking. The drainage strategy should have the capacity to withstand one-in-one-hundred-year storms. The panel also suggests taking advantage of the Greater London Authority's sustainability reporting tools. The panel understands the challenge of delivering biodiversity and urban greening uplift on this part of the site. It encourages the project team to develop the landscaping designs to ensure that this will be delivered in future phases, and to find opportunities such as on rooftops to increase provision wherever possible.

Masterplan

- The panel welcomes the development of a wider masterplan. It is helpful to understand the long-term ambitions for the site's phased development and how this application will fit in. Further work is required to progress the detail, but this provides a good base to build upon.
- It is not yet clear whether the residential scheme indicated in the western corner of the campus will go ahead. However, the panel is now convinced that the issues of access via Isobel Place have been resolved, which will enable the future development of this site.
- The panel encourages the London Borough of Haringey to employ the appropriate planning mechanisms to ensure that the application includes a construction management plan for the masterplan.
- This should consider the spillover of construction traffic from this site onto Tottenham High Road. The panel recommends engaging with Transport for



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London in advance regarding the potential impact on public transport services, and the mitigation measures that will be required to minimise this.

Height, massing and heritage impact

- The combined reduction in height and setback of the top floor constitutes a significant improvement. While this has resulted in a small loss of classrooms, the scheme is now hardly visible from the High Road and has a more comfortable, subservient relationship with the college's 1970s tower block.
- In the panel's view, some impact on heritage remains, particularly in views from Isobel Place. However, the impact is now acceptable and is outweighed by the public benefits that this scheme will bring.

Architecture

- The panel supports the idea of using brickwork with a lighter tone horizontal stone or concrete banding. This solution successfully references the banding of both the adjacent 1970s tower and the statutorily listed buildings of the conservation area to create a family of buildings.
- The panel suggests that the north elevation, which will protrude above the existing building line on Isobel Place, should have a relatively calm architectural treatment that does not detract from the fireman's cottages.

Sustainability

- The panel can see that the proposals are being shaped in response to the analysis and encourages the project team to continue this iterative process.
- The western façade is sensitive to overheating and could also overlook future homes on the western corner of the site. To deal with both constraints, the panel advises minimising the use of glass on this elevation. This will also help with cooling.
- A more satisfactory solution should be found than the glass fritting currently proposed for the west-facing windows, which addresses the symptoms rather than the root cause. The balance required between daylight, overheating, and privacy could be resolved through careful window design. It is positive that the windows on this elevation are set back.
- The amount of hard standing is a practical choice for the landscaping considering the building's use, but there must be a strategy for water run-off in the event of flooding, to avoid damage to the building. The panel recommends that the sustainability consultant's drainage strategy is designed with sufficient capacity to withstand one in one-hundred-year storms, as these are becoming more frequent.



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- The panel understands that the project team has its own sustainability tracking process but encourages use of the Greater London Authority templates. These are a helpful reporting tool on carbon and circular economy. While the scheme is not Greater London Authority referable, and the templates may be too detailed, the principles will still apply, and the format may help the project team to ensure that all aspects have been adequately considered.

Urban greening and biodiversity

- The application boundary for this proposal is much more constrained than the wider masterplan ownership boundary. It is therefore difficult to meet the requirements for urban greening and biodiversity net gain within this scheme.
- The panel acknowledges the challenges that this entails. It encourages the project team to continue to develop the landscaping design and strive for the delivery of the full masterplan as this will meet the ambition for a significant urban greening and biodiversity uplift in future stages.
- There could be a small increase in this scheme through efficient use of the rooftop, and potentially through a green wall to the north of the site.

Next steps

The Quality Review Panel wishes the project team every success with its planning application. CONEL does not need to return to review again.



CONFIDENTIAL**Appendix: Haringey Development Management DPD****Policy DM1: Delivering high quality design****Haringey Development Charter**

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.



Location/block/site plans, existing floor and demolition plans

5219901-ATK-01-ZZ-D-A-021000 P1 Location block plan
 5219901-ATK-01-00-D-A-021001 P1 ex. site plan
 5219901-ATK-01-00-D-A-081001 P1 ex. ground floor plan
 5219901-ATK-01-01-D-A-081002 P1 ex. first floor plan
 5219901-ATK-01-02-D-A-081003 P1 ex. second floor plan
 5219901-ATK-01-RF-D-A-081004 P1 ex. roof plan
 5219901-ATK-01-ZZ-D-A-082001 P1 ex. east and west elevations
 5219901-ATK-01-ZZ-D-A-082002 P1 ex. north and south elevations
 5219901-ATK-01-00-D-A-091001 P1 ground floor demolition plan
 5219901-ATK-01-01-D-A-091002 P1 first floor demolition plan
 5219901-ATK-01-02-D-A-091003 P1 second floor demolition plan
 5219901-ATK-01-RF-D-A-091004 P1 roof demolition plan

Proposed site, floor plans, external finishes plan

5219901/ATK/01/00/D/A/021003 P1 Proposed Site Plan
 5219901/ATK/01/00/D/A/011001 P1 Proposed Ground Floor Plan
 5219901/ATK/01/01/D/A/011002 P1 Proposed First Floor Plan
 5219901/ATK/01/M1/D/A/011003 P1 Proposed First Floor Mezzanine Plan
 5219901/ATK/01/02/D/A/011004 P1 Proposed Second Floor Plan
 5219901/ATK/01/03/D/A/011005 P1 Proposed Third Floor Plan
 5219901/ATK/01/04/D/A/011006 P1 Proposed Plant Level Floor Plan
 5219901/ATK/01/00/D/A/021004 P1 Proposed External Finishes Plan
 5219901/ATK/01/05/D/A/011007 P1 Proposed roof plan

Proposed north, east, south, west elevations

5219901/ATK/01/ZZ/D/A/012001 P1 Proposed east elevation
 5219901/ATK/01/ZZ/D/A/012002 P1 Proposed north elevation
 5219901/ATK/01/ZZ/D/A/012003 P1 Proposed west elevation
 5219901/ATK/01/ZZ/D/A/012004 P1 Proposed south elevation

Proposed sections and site sections

5219901/ATK/01/ZZ/D/A/013001 P1 Proposed Sections Sheet 1
 5219901/ATK/01/ZZ/D/A/013002 P1 Proposed Sections Sheet 2
 5219901/ATK/01/ZZ/D/A/014001 P1 Proposed East and West Site Section
 5219901/ATK/01/ZZ/D/A/014002 P1 Proposed North and South Site Section

Proposed façade studies sheets 1-4

5219901/ATK/01/ZZ/D/A/012010 P1 Proposed Façade Studies Sheet 1
 5219901/ATK/01/ZZ/D/A/012011 P1 Proposed Façade Studies Sheet 2
 5219901/ATK/01/ZZ/D/A/012012 P1 Proposed Façade Studies Sheet 3
 5219901/ATK/01/ZZ/D/A/012013 P1 Proposed Façade Studies Sheet 4

Proposed external finishes plan with planters

5219901-ATK-01-00-D-A-021004 P2 Proposed external finishes plan with planters

Tottenham Centre Bird and Bat Box Plan 8.7.24

5219901-ATK-01-00-D-A-021003 P1 DEN pipe route

Planning Reports

- Design & Access Statement prepared by AtkinsRealis February 2024 no. 5219901
- Tottenham Centre Phase 2 Residential Options 15.8.24
- Heritage Statement prepared by Steven Bee Urban Counsel 07.02.24
- CCCG Tottenham Energy Assessment Report P 02 Feb 2024
- Tottenham Centre Relocation of Gym and Showers Plan
- Noise Impact Assessment prepared by 24 Acoustics R9985-2 Rev 1
- Delivery and Servicing Management Plan by Ardent Consulting 2301780-R06 Feb 24
- Biodiversity net gain assessment prepared by Assystem PRJ0009776-BNG
- Preliminary Ecological Appraisal by assystem PRJ0009776 – PEA (Rev-002)
- Drainage Design Report prepared by AtkinsRealis 5219902-ATK-XX-XX-RP-C-00001
- BREEAM Pre Assessment prepared by SRE Version 1 E
- BREEAM Report for Credits ENE01, ENE04, HEA01 and HEA04
- Air Quality Assessment prepared by Redmore Environmental 7689r3
- Transport Technical Note Response to Highways July 2024 by Ardent 2301780-R07A July 2024
- Sustainable Design and Construction Statement P02, prepared by Introba
- Geo-environmental and geotechnical assessment 1922791-01(00) May 23 prepared by RSK parts 1-9
- Microclimate Analysis prepared by AtkinsRealis P1 Volume 1-4
- Draft Travel Plan by Ardent 2301780-R04 Parts 1 – 4
- Transport Statement by Ardent Consulting Engineers 2301780-R03 Pt 1 – 4
- Planning Statement prepared by Quadrant Town Planning 9th Feb 2024
- Outline Construction Logistics Plan by Ardent 2301780-R05
- Daylight and Sunlight Report prepared by Right of Light 6 February 2024
- Waste Management Plan prepared by KaNect V02 08/02/2024
- Urban Greening Factor Assessment PRJ0009776 – UGF (rev 02) prepared by Assystem
- Fire Statement and strategy for planning 10440 Rev 1 prepared by Introba
- Archaeological Desk Based Assessment 794-PLN-HER-0001-00281 8 Feb 2024 prepared by RPS

Planning Sub Committee

Item No.

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**1. APPLICATION DETAILS****Reference No:** HGY/2024/1370**Ward:** Northumberland Park**Address:** 18 West Road & Unit West Mews, N17

Proposal: Redevelopment of 18 West Road and Unit 4 West Mews comprising 2no. warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure.

Applicant: Valor Park**Ownership:** Private**Case Officer Contact:** Sarah Madondo**Date received:** 14/05/2024**Last amended date:** 15/08/2024

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

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There is strong policy support for intensification of employment space within a Strategic Industrial Location.
- The proposed development would deliver almost double the quantum of existing floorspace, creating a total 6132 sqm of flexible employment floorspace.
- The proposed scale and design of the development is appropriate within the context of the site and would be of good quality, making a positive impact on the visual amenity of the area.
- The development would provide a sufficient number of car and cycle parking spaces, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway.

2. RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission and that the Assistant Director of Planning, Building Standards & Sustainability or the Head of Development Management is authorised to issue the planning permission and impose conditions and informatives subject to the signing of a legal agreement providing the obligations as set out in the Heads of Terms below.
- 2.2 That the legal agreement referred to in resolution (2.1) above is to be completed no later than 9th October 2024 or within such extended time as the Assistant Director Planning, Building Standards & Sustainability/Head of Development Management shall in her/his sole discretion allow; and
- 2.3 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.2) above, planning permission shall be granted in accordance with the Planning Application subject to the attachment of the conditions and informatives; and
- 2.4 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 heads of terms and/or recommended conditions and informatives 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.

Summary Lists of Conditions, Informatives and Heads of Terms

Summary of Conditions (the full text of the recommended conditions can be found in Appendix 1 of this report).

Conditions

1. Development begun no later than three years from date of decision
2. In accordance with approved plans
3. Materials submitted for approval
4. Land contamination
5. Unexpected contamination
6. Demolition/Construction Environmental Management Plans
7. Waste and recycling
8. CMP
9. Restrictive uses classes
10. Cycle parking Design and Layout
11. Surface Water Drainage
12. Surface Water Drainage Management and maintenance
13. Secure by design accreditation
14. Secure by design certification
15. Energy Strategy

16. Overheating
17. Urban Green factor
18. BREEAM
19. External lighting
20. Boundary treatment
21. Plant Noise
22. Section 278
23. Delivery and Service plan
24. Disabled parking bays
25. Car Parking Maintenance Plan
26. Electric Vehicle charging
27. Hard and soft landscaping works
28. Tree protection
29. Noise Management
30. Noise Management monitoring
31. Living roofs

Informatives

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

Section 106 Heads of Terms:

1. Carbon Mitigation
 - A review of the Energy Strategy by the Owner to be submitted to the Council for approval;
 - Energy Plan and Sustainability Review costs;
 - Carbon offset contribution mechanism (in case the development is not zero carbon);
 - Be Seen energy monitoring requirements.
2. Commercial Travel Plan

- A travel plan-monitoring fee of £3000 per annum for a period of 5 years.
3. Employment Initiatives – participation and financial contribution towards Local training and Employment Plan.
- Apprenticeship support fees of £1,500
 - 25% of skills training
 - Provide a support fee of £1,500 per apprenticeship towards recruitment costs;
 - 5% of the on-site workforce to be Haringey resident trainees
 - Submission of an employment and skills plan;
 - No less than 20% of local labour. Residents shall be employed for a minimum of 26 weeks
 - One full time apprenticeship per £3mill of development cost (up to max. 10% of total construction workforce
 - Provision of financial contribution £51,643.20 at which will be used by the council to provide and procure the support necessary for local people who have been out employment and / or do not have the skills set required for the jobs created.
4. Construction logistics and Management Plan
- Provision of financial contribution of £15,000.
5. Highway Improvements
- 278 Highways Works.
6. Active Travel Improvements
- Walking and cycling financial contribution of £25,000.
7. Parking Management contribution
- Upgrading Red-Route CCTV surveillance financial contribution of £40,000.
8. Tree planting
- Contribution of £9000 towards planting of street trees.
9. Monitoring Contribution

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

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

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

1. *The proposed development, in the absence of a legal agreement securing sufficient energy efficiency measures and/or financial contribution towards carbon offsetting, would result in an unacceptable level of carbon dioxide emissions. As such, the proposal would be contrary to Policies SI2 and SI 4 of the London Plan 2021, Local Plan 2017 Policy SP4 and Policy DM21 of the Development Management Development Plan Document 2017.*
2. *The proposed development, in the absence of a legal agreement securing sustainable transport measures, would have an unacceptable impact on the safe operation of the highway network, give rise to unsustainable modes of travel. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7, Local Plan Policy SP7 and Policy DM31 of the Development Management DPD.*
3. *The proposed development, in the absence of a legal agreement to work with the Council's Employment and Skills team to provide employment initiatives would fail to support local employment, regeneration and address local unemployment by facilitating training opportunities for the local population. As such, the proposal is contrary to Policy SP9 of Haringey's Local Plan 2017.*
4. *The proposed development, in the absence of a S.278 agreement securing Brantwood Road Highways Works, would have an unacceptable impact on the highway network. As such, the proposal would be contrary to London Plan Policies T1, T2, T6, T6.1 and T7, Local Plan Policy SP7 and Policy DM31 of the Development Management DPD.*

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

- (i) There has not been any material change in circumstances in the relevant planning considerations,

(ii) The further application for planning permission is submitted to and approved by the Assistant Director within a period of not more than 12 months from the date of the said refusal, and

(iii) The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein.

CONTENTS

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

APPENDICES:

Appendix 1	Planning Conditions and Informatives
Appendix 2	Plans and Images
Appendix 3	Consultation Responses - Internal and External Consultees
Appendix 4	QRP Reports

3.0 PROPOSED DEVELOPMENT AND SITE LOCATION DETAILS

3.1 Proposed development

- 3.1.1. This is an application for the demolition of all existing buildings on two separate plots one at 18 West Road (Unit 1) and one at Unit 4 West Mews (Unit 2) and the redevelopment for the erection of modern employment premises to provide flexible space across use classes E(g) (Commercial, Business and Service), B2 (general industrial) and B8 (storage and distribution) (with ancillary offices), car parking, service yard areas, landscaping and associated works.
- 3.1.2. The development proposals seek to make more efficient use of the sites by redeveloping them to provide seven commercial units. The height of the buildings range from 12m for (Unit 1) and 10 metres in height for (Unit 2). Unit 1 backs onto residential properties on Willoughby Lane and (Parcel 2) backs onto a small cluster of industrial buildings.
- 3.1.3 The applicant has submitted a separate application for the placement of two new electrical substations associated with the redevelopment of these sites (ref: HGY/2024/1200), which will be determined separately.



Image 1: Aerial view Parcel 1 & 2

3.2 Site and Surroundings

- 3.2.1 The sites are located on the eastern side of West Road; (Unit) abuts Brantwood Road and currently comprises two buildings/plots, which are at the northern end of West Road. The second, smaller site (Unit 2) is to the south of this and again located on the eastern side of West Road. The sites are within an area designated as a Strategic Industrial Location and within Flood Zone, 2. The site also lies within the Tottenham Area Action Plan. The North London Waste Plan does not safeguard the site as an existing waste management site however; Policy 2 does designate the wider area as a Priority Area for New Waste Management Facilities.
- 3.2.2 The-surrounding area is characterised by industrial and commercial uses. Unit 1 was formerly occupied by Redcorn but is now vacant and Unit 2 (Unit 4 West Mews) was formerly occupied by Michael's Pitta Bread Bakery, however, this company has since gone into administration and ceased trading.
- 3.2.3 Both plots have a public transport accessibility levels (PTAL) value of 2, considered 'poor' access to public transport services. There are two bus services available within 2 to 6 minutes' walk of the site, and Northumberland Park Station is a nine-minute walk away.

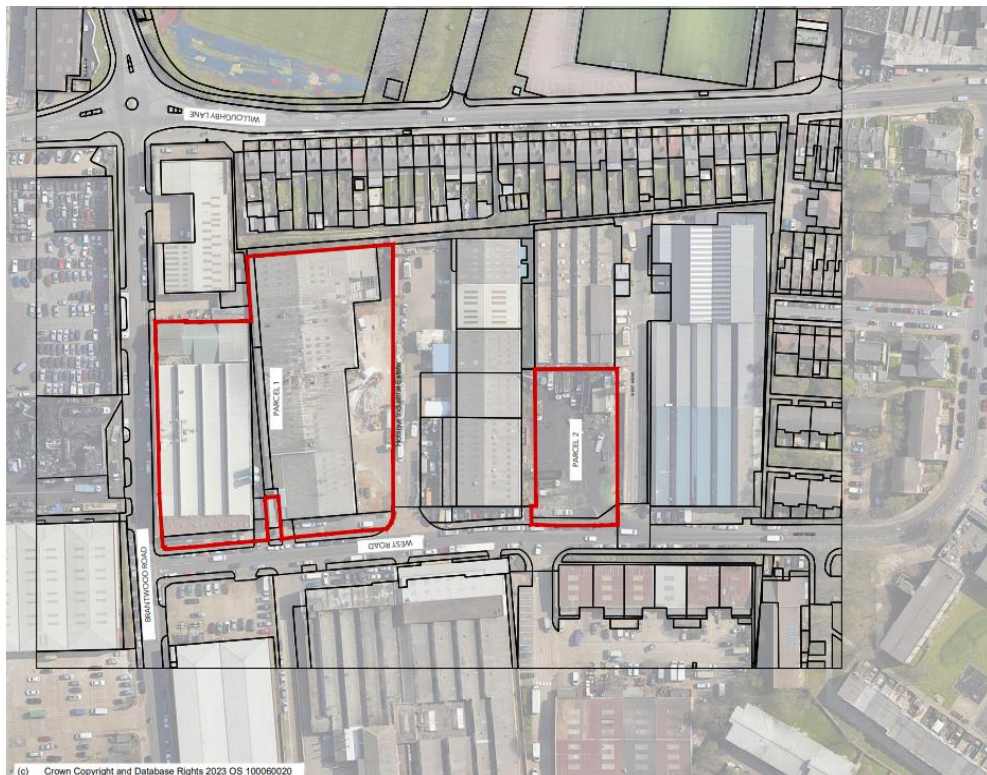


Image 2: Site location Plan

- 3.2.4 The surrounding area is predominantly industrial in character, with some established residential development to the east and a series of sports pitches

beyond. The character of the area becomes predominantly residential approximately 200m to the south. The Hotspur Industrial Estate is located to the west of the site.



Image 3: Birds Eye View of Existing sites and residential properties



Image 4: Aerial View of Strategic Industrial Location (SIL) - Application Sites U1 and U2

3.3 Relevant Planning, Enforcement history and Appeals

- 3.3.1 HGY/2023/1211 - Change of use of both sites from bakery (Class B2) to vehicle storage (Class B8), with ancillary office space (Class E). Retention of external improvements including new cladding and the retention of new boundary fence at Unit 1-5. Revised parking layout at both sites. Use of existing mezzanine level for ancillary office space in Units 1 - 5. Extension of the existing mezzanine level to create additional ancillary office space. REFUSED - Application was refused on transportation grounds that is lack of sufficient information on trip generation/movements in connection with the use of site and public safety.
- 3.3.2 HGY/2020/1738 - Retrospective application for change of use from bakery to lorry park and erection of boundary fence. REFUSED – Application was refused on transportation grounds - Insufficient information on trip generation and movements in connection with the use of the site as a lorry park.
- 3.3.3 HGY/2018/2849 - Retrospective application for change of use from bakery to lorry park and erection of boundary fence REFUSED - REFUSED – Application was refused on transportation grounds - Insufficient information on trip generation and movements in connection with the use of the site as a lorry park.
- 3.3.4 HGY/2013/0219 - Alterations to front elevation including new cladding APPROVED.
- 3.3.5 HGY/2012/1937 - Alterations to front elevation including new cladding REFUSED.
- 3.3.6 HGY/2012/1268 - Alterations to front elevation including new cladding REFUSED.

3.4 Relevant Enforcement History

- 3.4.1 BREACH_UNW/2008/00492 - 18 West Road N17 Unauthorised Works –Closed on 17th November 2008 – Complaint closed as matter was resolved by the submission of planning application was granted under reference HGY/2008/1317.3.4.2 UNW/2008/00492 - 18 West Road N17 Unauthorised Works - Closed. Closed on 17th November 2008 – Complaint closed as matter was resolved by the submission of planning application was granted under reference HGY/2008/1317.
- 3.4.3 COU/2019/00096 - Unit 4 West Road Change of Use - Closed 08/12/2022 Breach Resolved - Applicant complied with enforcement notice following dismissal of an appeal reference APP/Y5420/C/21/3286295.

Appeals

- 3.4.4 APP/Y5420/C/21/3275288 Unit 4, West Mews, Unit 4, West Road, London, N17 Change of use of the site from a bakery (Class B2) to a lorry park (sui generis), which included the erection of a boundary fence Enforcement Notice Served Date Served: 15/04/2021 – Appeal Dismissed 04/05/2022

- 3.4.5 APP/Y5420/W/21/3274926 Unit 4, West Mews, London, N17 0QT
Retrospective application for change of use from bakery to lorry park and erection of a boundary fence. Appeal Partly Allowed 01/11/2021
- 3.4.6 APP/Y5420/C/21/3286295 Unit 4, West Mews, West Road N17 Change of use of the land to motor vehicle parking, vehicle repairs, storage of motor vehicles parts, siting of caravan and shipping container and erection of a shed. Appeal Dismissed 04/05/2022

4.0 CONSULTATION RESPONSES

4.1 Quality Review Panel

- 4.2.1 The scheme has been presented to Haringey's Quality Review panel on two occasions.
- 4.2.2 Following the second Quality Review Panel meeting 6th March 2024, Appendix 2, the Panel offered their 'support' for the scheme, with the summary from the report below:

The QRP commented positively on the principle of the development, praising the contribution the proposed development would make to improving the industrial offer of the area as a marker for future development. The overall design approach was also supported by the QRP, stating that a simplified elevation treatment was suitable for this type of development. The panel have suggested that applicant reviews the height of unit one as this appears overbearing in relation to the residents of Willoughby Lane. The applicant should review the opportunity to consolidate and relocate the substations. Furthermore, explore a simplified façade options, including an alternative corner design approach for Unit 2 and alternative elevation treatments for the eastern elevation of Unit 1. The panel recommends that significant landscaping improvements should be incorporated, including greenery to the security fence line for Unit 1, provision of external occupier amenity space, public realm enhancements to the northern yard frontage for Unit 1 by moving the building south, clearer landscaped boundaries and features to create a clear pedestrian entrance for Unit 1. The Applicant to include full details of the sustainability measures within the main application, including the PV quantum.

4.3 Application Consultation

- 4.3.1 The following were consulted regarding the application:

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

INTERNAL:

- 1) LBH Transport: No objection subject to obligations and condition to secure cycle parking details and Construction Logistics Plan.
- 2) LBH Carbon Management: No objection subject to condition and obligations.
- 3) LBH Waste Management: No objection subject to condition.
- 4) LBH Building Control: No objection
- 5) LBH Flood & Water Management: No objection subject to conditions in relation to drainage strategy and management/maintenance.
- 6) LBH Pollution Air Quality: No objection, subject to contamination conditions.
- 7) LBH Economic Regeneration: No objection
- 8) LBH Arboriculturist Officer: No objection, subject to conditions
- 9) LBH Lighting: No objection, subject to condition
- 10) LBH Noise: No objection, subject to conditions.
- 11) LBH Inclusive Economy: No objection

EXTERNAL

- 12) Thames Water: No objection, subject to informative/s regarding sequential approach, sewers, groundwater discharge etc.
- 13) London Fire Brigade: No objection
- 14) Designing Out of Crime: No objection subject to conditions
- 15) Transport for London: No objection

5.0 LOCAL REPRESENTATIONS

5.1 The following were consulted:

Neighbouring properties:

Site notices were erected in the vicinity of the site.

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

No of individual responses: 1

Objecting: 1

Supporting: 0

- 5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 3 and summarised as follows:

Impact on neighbours

- Overlooking back garden
- Loss of privacy
- Loss of light
- Noise and disturbances

Character and appearance

- Impact on character and appearance of area

Parking, Transport & Highways

- Parking due to increase in vehicles
- HGVs lorries causing damages on Brantwood Road

Environment and Public Health

- Noise and disturbance

- 5.4 The following issues raised are not material planning considerations:

6.0 MATERIAL PLANNING CONSIDERATIONS

- 6.1.1 The main planning issues raised by the proposed development are:

1. Principle of the development;
2. Design and appearance;
3. Parking and highway safety;
4. Energy and Climate Change;
5. Urban Greening, Trees, Ecology and Biodiversity;
6. Flood Risk and Drainage;
7. Air Quality and Land Contamination;
8. Impact on the amenity of adjoining occupiers;
9. Waste and recycling;
10. Fire Safety;
11. Employment.

6.1 Principle of the development

- 6.2.1 The site is designated as a Strategic Industrial Location (SIL) (DEA1 which safeguards the land for a range of industrial use classes ranging from Class E(g) (Commercial Business and Service – formerly Class B1), Class B2 (General Industrial) and Class B8 (Distribution or Storage).
- 6.2.2 The National Planning Policy Framework (NPPF) encourages Local Authorities to help create the conditions in which businesses can invest, expand and adapt, stating that significant weight should be placed upon the need to support economic growth and productivity, taking into account business needs and wider opportunities for development.
- 6.2.3 The London Plan (2021) Policies E4 and E5 state that the retention, enhancement and provision of additional industrial capacity should be prioritised in locations that:
1. are accessible to the strategic road network and/or have potential for the transport of goods by rail and/or water transport;
 2. provide capacity for logistics, waste management, emerging industrial sectors or essential industrial-related services that support London's economy and population;
 3. provide capacity for micro, small and medium-sized enterprises;
 4. are suitable for 'last mile' distribution services to support large-scale residential or mixed-use developments subject to existing provision; and
 5. support access to supply chains and local employment in industrial and related activities.
- 6.2.4 Strategic Policy SP8 of the Local Plan indicates that there is a presumption to support industry and business in the borough through safeguarding designated land for a range industrial uses The Council will secure a strong economy in Haringey and protect the Borough's hierarchy of employment land, Strategic Industrial Locations, Locally Significant Industrial Sites, Local Employment Areas and other non-designated employment sites. The forecast demand is for an additional 23,800sqm of B Class floor space up to 2026. This forecast demand is to be met through:
- The reconfiguration and re-use of surplus employment designated land in B2 and B8 Use Classes;
 - The intensification of the use of existing employment sites (where possible);
 - The provision of B1a/b floor space as part of mixed-use development on suitable sites, including town centre sites; and

- The protection of existing viable B Class Uses on designated and non-designated sites.

6.2.5 In addition, the Council will also:

- Support local employment and regeneration aims;
- Support environment policies to minimise travel to work;
- Support small and medium sized businesses that need employment land and space; and
- Contribute to the need for a diverse north London and London economy including the need to promote industry in general in the Upper Lea Valley and in particular, promote modern manufacturing, business innovation, green/waste industries, transport, distribution and logistics.

6.2.6 Policy NT2 of the TAAP states that the Council will support development proposals within Northeast Tottenham SIL areas which:

- Increase job density and helps to meet Haringey's employment needs;
- Enables small firms to start-up and grow within flexible industrial space; and
- Improves the interface between industrial areas and the Lee Valley Regional Park.

6.2.7 Policy DM37 Part A of the Development Management DPD states that, within SIL areas, proposals for the intensification, renewal and modernisation of employment land and floorspace will be supported where the development proposal:

- Is consistent with the range of uses identified in Policy SP8 of the Local Plan (these include waste/recycling, transport, logistics and distribution amongst others);
- Allows for future flexibility for a range of business types and sizes;
- Provides adequate space for on-site servicing and vehicle waiting/movements;
- Enhances the quality of the local environment and business area; and Demonstrably improves the functionality of the site for employment purposes including improvements in the quality/type of employment space, quality/density of jobs on-site and the site's contribution to the Council's wider employment objectives.

6.2.8 The application site is within the Central Leaside Business Area, which is part of a Strategic Industrial Location (SIL), located within the North East Tottenham area identified within the Tottenham AAP. The proposed net increase in internal floorspace would be approx. 6132 sqm; Therefore, the site would provide enhanced employment use and economic benefits particularly in terms of securing a modern, viable use of the site and contribute towards policy objectives for

accommodating industrial land and supporting economic growth. The proposal is therefore strongly supported by National, Regional and Local Policy.

- 6.2.9 The site is used to process waste and the North London Waste Plan does not safeguard it as an existing waste management site. However, Policy 2 does designate the wider area as a Priority Area for New Waste Management Facilities. This notes the site to be suitable for Waste uses but does not compel them to be retained or provided. Therefore, the proposal is in accordance with the North London Waste Plan and is acceptable in this respect.

6.3 Design and Appearance

- 6.3.1 DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. Local Plan (2017) Policy SP11 states that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use. Development shall be of the highest standard of design that respects its local context and character and historic significance, to contribute to the creation and enhancement of Haringey's sense of place and identity, which is supported by London Plan Policy D4.
- 6.3.2 The Council's design officer has reviewed the proposed development and notes that in design terms, the scheme would be consistent with the urban design principles exemplified by the wider context of Industrial Estate. The wider SIL industrial area is characterised by low-rise warehousing units of similar footprint, character and scale. Furthermore, the proposed development responds to the prevailing building pattern in terms of scale and massing. The proposal is for modern buildings in order to provide energy efficient and visually appealing buildings compared to the existing warehouse buildings.
- 6.3.3 The design officer notes that the design and layout of the buildings would achieve an attractive building form that makes use of high quality and durable materials. The choice of materials were also supported by the QRP, who considered the proposed development to be simple clean architecture.
- 6.3.4 The buildings are designed to create a strong visual focus with the corner glazing feature of the office component in particular providing a strong visual emphasis. The size and massing of the proposed development is considered to be respectful of surrounding buildings. The office pods have been designed to enhance the architecture with use of detailing, use of curtain walling and a portico to clearly define entrances. Glazing will be provided to all floors of the offices. The building entrances will be highlighted with full height curtain walling, emphasising the main

entrance to the building. In terms of the proposed materials and associated detailing, this is consistent across both parcels to create a visually united scheme.

- 6.3.5 The design officer notes that the height of Unit 1 has been reduced by removing of parapets and the proposed development would be comparable with the massing of other warehousing buildings within the existing context. This also addresses the concerns raised by QRP.



Image 5: Elevations

- 6.3.6 The proposal would incorporate Paladin fence appropriately 2.4 metres in height with sliding gates along Brantwood Road and the details would be secured via a condition.
- 6.3.7 In term of amenity space Unit 1 has been designed with a balcony that is accessed via the main office. The balcony area will include seating areas with low level planting to provide an external amenity area to be used by staff members. The materials would be secured via a condition.
- 6.3.8 The design officer concludes that the proposals are acceptable in design terms for a location with low sensitivity and already with significant height, bulk and mass, trending in the direction of being further redeveloped at similar heights, and with much greater height not far away.
- 6.3.9 A condition will require approval of all external materials and restrict the addition of rainwater goods to the building elevations.

6.3.10 The existing site has a very low landscape value, with the vast majority of both unit 1 and 2 comprising of hardstanding or built form. As per QRP and pre application advice, the applicant has improved the landscaping of the proposed development by incorporating significant tree planting and greening of the unit boundaries. With a particular focus on the West Road and Brantwood Road corner and the eastern boundary of Unit 1, to create a more attractive street frontage and outlook for the residential properties.. The detail will be secured by condition. Comments in relation to the boundary treatment are noted and a condition is included to ensure the final boundary treatment is approved prior to occupation of the development.

6.3.11 Overall officers, consider that the proposals are acceptable in design terms for a location with low sensitivity and already with significant height, bulk and mass, trending in the direction of being further redeveloped at similar heights. This development would have a striking and functional appearance, compatible with its location.



Image 6: Appearance of buildings & materials.

Quality Review Panel (QRP) Comments:

6.3.12 The full Quality Review Panel (QRP) report of the review on 6th March 2024 is attached in Appendix 4. A summary of the Quality Review Panel's comments is provided below:

The QRP commented positively on the principle of the development, praising the contribution the proposed development would make to improving the industrial offer of the area as a marker for future development. The overall design approach was also supported by the QRP, stating that a simplified elevation treatment was suitable for this type of development. The panel have suggested that applicant reviews the height of unit one as this appears overbearing in relation to the residents of Willoughby Lane. The applicant should review the opportunity to consolidate and relocate the substations. Furthermore, explore a simplified façade option, including an alternative corner design approach for Unit 2 and alternative elevation treatments for the eastern elevation of Unit 1. The panel recommends that significant landscaping improvements should be incorporated, including greenery to the security fence line for Unit 1, provision of external occupier amenity space, public realm enhancements to the northern yard frontage for Unit 1 by moving the building south, clearer landscaped boundaries and features to create a clear pedestrian entrance for Unit 1. The Applicant to include full details of the sustainability measures within the main application, including the PV quantum.

6.3.13 Detailed QRP comments from the most recent review together with the officer comments are set out below in Table 1.

Table 1

Panel Comment	Officer Response
Height and massing	
<p>The massing developed for both units is appropriate for industrial use, but the panel is concerned that the height of Unit One will have an overbearing impact on houses in Willoughby Lane, backing onto the eastern edge of the site.</p> <p>The panel understands that the scheme currently passes the Building Research Establishment's minimum sunlight requirements and is a reasonable distance away from neighbouring houses. However, this proposal will be double the height of the existing building, and is therefore likely to block the evening light that the back gardens currently receive for some of the year. It will also not improve the residents' outlook by extending the area of blank façade they will see.</p> <p>From the perspective of being a good neighbour, the panel strongly encourages the project team to scrutinise cross sections through Unit One and the houses on Willoughby Lane. It asks that the roof of Unit One is lowered to ameliorate the impact on these residents, and that the views from resident gardens are also checked</p> <p><u>Architecture</u></p> <p>In the panel's view, it is preferable to employ a clean, simple architectural approach, using steel cladding, and to focus on the quality of the detailing rather than adding extra materials such as brick. It also notes that the more complex</p>	<p>QRP comments noted. In response to QRP comments, the parapets were removed from the buildings, resulting in a 2m reduction in heights on the boundary with properties on Willoughby Lane.</p> <p>QRP comments noted. As stated above there is reduction in height, and the DLSL report submitted confirms 100% pass rate in gardens. The outlook has been improved since the QRP meeting, with 9 trees proposed along the eastern boundary, resulting a net benefit in terms of visual impacts.</p> <p>Comments noted. The height of unit 1 has been reduced by the removal of parapets, with cross sections provided by the Applicant.</p> <p>QRP comment noted. This was the preference of the applicant and was consistent with the design approach presented to QRP. The design has been refined positively since QRP to continue to use high-quality cladding treatments</p>

<p>the building, the harder it will be to maintain or adapt for future needs.</p> <p>The façade of Unit One included a glazed corner in response to the cut-out corner of the floorplan and the corner of West Mews and West Road, but this detailing is repeated in Unit Two, where there is no cut-out or street corner. The panel suggests that the two warehouses should be treated differently in response to the slight variations in their settings.</p> <p>The panel also favours a simple approach rather than using colour to break up the massing. It suggests that there is a designated, protected space for integrated signage on the façades.</p> <p>Industrial workspace design</p> <p>The site layout of Unit One is logical, as it allows heavy goods vehicles to turn off Brantwood Road into the yard. The site layout of Unit Two, on a more constrained site, is also sensible. However, with both units there are some opportunities for enhancement.</p> <p>The health and wellbeing of employees should be properly accommodated. It is predicted that approximately 80 employees will work across the two sites. In the panel's view, a more meaningful effort should be made to provide a</p>	<p>that are easily adaptable, to deliver two exemplar buildings.</p> <p>QRP comment noted. The level of glazing has been reduced to the respond to the comments, however some corner glazing has been retained to allow sufficient daylight levels to the office meeting room areas.</p> <p>QRP comment noted. The cladding approach has been simplified with a colour palette of greens, greys and whites chosen to ensure a clean finish, as shown in the submitted CGIs. It was not deemed appropriate to provide protected spaces, for signage to ensure maximum flexibility. The location of signage will be determined through a separate advertisement consent application depending on final occupier needs (as is standard practice).</p> <p>QRP comments noted, however comments from Haringey highways has resulted in amending the access for Plot 1 to be from West Road.</p> <p>QRP comments noted. Additional amenity and landscaping have now been included on the scheme; this also includes a first floor accessible balcony providing amenity for users of Unit 1, and 3 benches provided within the</p>
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<p>pleasant space for them to take breaks outside.</p> <p>Some commercial space would need to be sacrificed to make space for more landscaping, but this could be regained by extending the mezzanine levels internally. The panel notes that online retailer, online supermarket, or third-party logistics tenants have an increasing need for ancillary office space, which could be provided in such upper mezzanine levels.</p> <p>Alternatively, the mezzanines could extend further, over part of the yards. If adequate security arrangements can be made for undercroft parking to work, the panel encourages the project team to test this model.</p>	<p>landscaping at ground floor level for Unit 2.</p> <p>QRP comments noted. Both units provide sufficient mezzanine for anticipated users, with buildings future proofed to enable further mezzanine to be installed in the future should it be required.</p> <p>QRP comment noted. The applicant has designed the units to have flexibility within the internal layouts, which will enable a wide range of potential customers to occupy the units.</p>
<p>Sustainability</p> <p>The panel agrees that high-quality design ensures longevity and is part of a good sustainability strategy. To go beyond sustainability and achieve a regenerative design, more should be on offer in terms of social value, biodiversity, health and wellbeing.</p> <p>The panel suggest that the project team should continue to develop the scheme to reduce carbon. Choices should be informed by materials and components that are easy to adapt or disassemble, for example, the mezzanine structures should be designed for future extension.</p> <p>The panel feels the existing materials on the two sites should be reused where possible. Larger steels may not be in a suitable condition for reuse as they are, but could be cut down and used for shorter spans elsewhere.</p>	<p>QRP comment noted. The applicant will be using durable materials as indicated in the Design and Access statement.</p> <p>QRP comment noted. The development achieves a reduction of 112% carbon dioxide emissions on site.</p> <p>QRP comments noted. The existing materials onsite will be reused as far as possible, as set out in the Site Waste Management Plan – Construction and Demolition.</p>

<p>The panel is pleased to hear that sedum roofs have been ruled out due to fire safety concerns, as the species are frequently not native to the UK. However, it encourages the project team to investigate green roofs wherever possible. These can create an ecologically rich surface that works in combination with solar panels, helping to mitigate the urban heat island effect, and adding a layer of insulation. The panel understands the insurance challenges, but notes that this would also reduce reliance on mechanical systems to maintain a comfortable internal environment.</p> <p>The panel feels that project team should also explore the use of lightweight green roof products that can create an insulating, wet roof wildflower meadow, and so do not pose a fire risk.</p>	<p>QRP comments noted. Green roofs are provided on all bicycle shelters.</p> <p>QRP comment noted. This was explored by the applicant on the warehouse buildings but was not considered appropriate.</p>
<p>Landscape and biodiversity</p> <p>The panel advises the newly-appointed landscape architect to interrogate the proposals as soon as possible, to test whether the landscape designs can be delivered.</p> <p>The panel asks for a more meaningful landscape offer along the street frontages, providing green spaces for employees and contributing to the public realm. This may require some sacrifice or reconfiguration of commercial yard or floorspace, but it would make a significant difference to the streetscape in a hard, urban environment.</p>	<p>QRP comment noted. The applicant has taken the opportunity to improve the landscape value of the site by incorporating significant tree planting and greening of the parcel boundaries, with a particular focus on the West Road and Brantwood Road corner and the eastern boundary of Unit 1, to create a more attractive street frontage and outlook for the residential properties.</p> <p>QRP comment noted. As stated above landscape value of site has been improved along West Road and Brantwood Road consisting of tree planting and new green hedge is proposed around the buildings utilising mixed species hedges, a range of</p>

<p>The panel's advises that it's not sufficient to target ten per cent biodiversity net gain when the site is starting from zero. These sites should offer substantial planted zones, including trees, which could be used to mark entrance routes. This would soften the arrival experience, and bring more biodiversity and delight to the proposals.</p> <p>The project team should put more thought into how the landscaping will be maintained, providing a maintenance plans. Solutions could include ideas such as low brick walls, to prevent rubbish from drifting into the planting, reducing the maintenance workload.</p>	<p>shrubs and herbaceous plants to create an attractive frontage.</p> <p>QRP comment noted. The submitted plans indicates that 18 trees would be planted. Trees would be planted at entry points of Unit 1 & 2 as indicated on landscaping plans.</p> <p>QRP comment noted. The applicant submits that the first 12 months the planting maintenance will be responsibility of the landscape sub-contractor and then the responsibility of the maintenance will be borne by an appointed management company.</p>
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Image 7: CGI: West Road

6.4 Parking and highway safety

- 6.4.1 Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental

and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'. The Tottenham Area Action Plan Policy AAP7 further identifies the need for sustainable transport measures to be considered.

- 6.4.2 The site has a PTAL value of 2, considered 'poor' access to public transport services. There are two bus services available within 2 to 6 minutes' walk of the site, and Northumberland Park Station is a nine-minute walk away. The site is also located within the Tottenham Event Day CPZ, which operates on match and event days and evenings at the Tottenham Hotspur Stadium. Most of the time, there are no active CPZ restrictions/measures in place.
- 6.4.3 In regard to parking and highway safety, the applicant has submitted a transport assessment, which has been assessed by transportation officers. The site would be accessed via Brantwood Road and West Road.

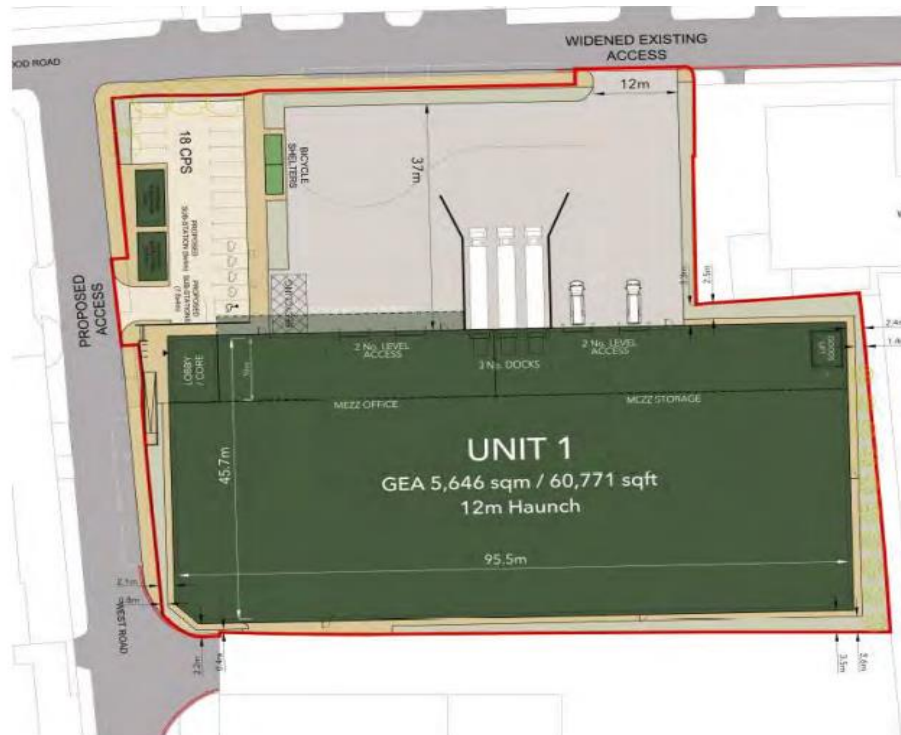


Image 8: Proposed access for Unit 1

- 6.4.4 The transportation statement states the existing eastern access on Brantwood Road will be modified to facilitate access to the loading yard, and an access on West Road would be modified to facilitate access to the car park. With Unit 2, the access would be on West Road and will be modified to facilitate access to the yard/car parking.

- 6.4.5 Any highway works associated with the removal of access/crossover changes, would result in an improvement in environment of the area. A Section 278 Agreement under the Highways Act will be required to cover the design and implementation of the highway works. This would be secured via s106.
- 6.4.6 The Transport Assessment (TA) includes a Healthy streets assessment (HAS), which indicate that there is 6 different routes to and from site. The findings of the assessment revealed that there are gaps in tactile paving provision at a number of the pedestrian crossings that would be used by pedestrians to walk to and from the sites. To improve the walking and cycling environment a s106 contribution would be required for improvements to the conditions for active and sustainable modes of accessing the site.
- 6.4.7 In terms of parking, there is currently no formal car parking on Unit 1 or 2 albeit the hardstanding in front of both sites has been used for parking cars. The transport statement states that the proposal includes parking as follows:
- Unit 1 will have parking space for 26 cars in total which would include 1 reserved for Blue Badge holders and 4 spaces for Electrical Vehicle Charging facilities; and
 - Unit 2 will have parking space for 6 cars in total which would include 1 reserved for Blue Badge holders and 2 spaces for Electrical Vehicle Charging facilities.
- 6.4.8 The transportation officer's considers that the number of parking spaces to be appropriate and would comply with London Plan policies. A parking management plan would be secured via s106 agreement and tied in with monitoring of the Travel Plan to ensure a decrease in demand over the monitoring period thereby minimising the demand for on-street parking.
- 6.4.9 The Council's parking team have implemented 'Red Route' arrangements at the site to assist in managing parking issues taking place in the locality. Given the history of traffic management and parking issues in the locality of this site, particularly within Brantwood Road and West Road, which resulted in Haringey Council implementing 'Red Route' arrangements along Brantwood Road between Tarriff Road and Willoughby Lane, and along the entire length of West Road. These roads would be used quite regularly to access this development and these measures have been introduced to attempt to address the multiple problems experienced by occupiers and highway users, in particular regarding highway safety and difficulties with loading. Notwithstanding this, there are still issues being reported and a high level of non-compliance taking place, necessitating a high profile for enforcement officers on the ground and CCTV surveillance.
- 6.4.10 Thus said, it is considered a parking management contribution would be appropriate to ensure enforcement/management of parking, loading and operation of the public highway along West Road/Brantwood Road. The parking

management contribution would go towards improving the effectiveness of CCTV surveillance, enforcement, costs to alter, amend, expand traffic regulation orders, manage parking and loading aspects and highway safety. As such, the contribution would be secured via S106 contribution.

- 6.4.11 In regards to the operation parking, a Framework Delivery Management Plan has been submitted along with the application setting out how deliveries associated with the two units would be managed. The applicant would be required to submit a detailed delivery and servicing plan, which indicates how all the Long Goods Vehicles (LGVs) would be accommodated outside the proposed marked bays. To address this, transportation officers considers that a condition should be attached.
- 6.4.12 In terms of cycle parking the statement indicates that provision of 40 spaces for plot 1 (34 long stay and 6 short stay) and 18 for plot 2 (12 long stay and 6 short stay) would be provided. External secure cycle parking is proposed using a double stacking system within a secure shelter and Sheffield stands for visitor cycle parking, and there is reference to provision of lockers and showers internally. The transportation officer notes that the long-stay and short- stay cycle parking and access arrangements would be secured by planning condition.
- 6.4.13 A draft travel plan has been included in the application. The Council's Transportation officer is satisfied with the measures provided. A Travel Plan monitoring fee will be required through the S.106 agreement. To help mitigate the impact of development on the highway, and to ensure that the adjacent roads are not impacted, a condition requiring a Construction Logistics Plan (CLP) is included and S106 obligation to cover the cost of monitoring this CLP.
- 6.4.14 Subject to the conditions and obligations indicated, officers consider that the proposed scheme would not have any undue impacts on the road network, and through the inclusion of cycle parking, would encourage the uptake of sustainable modes of transport.

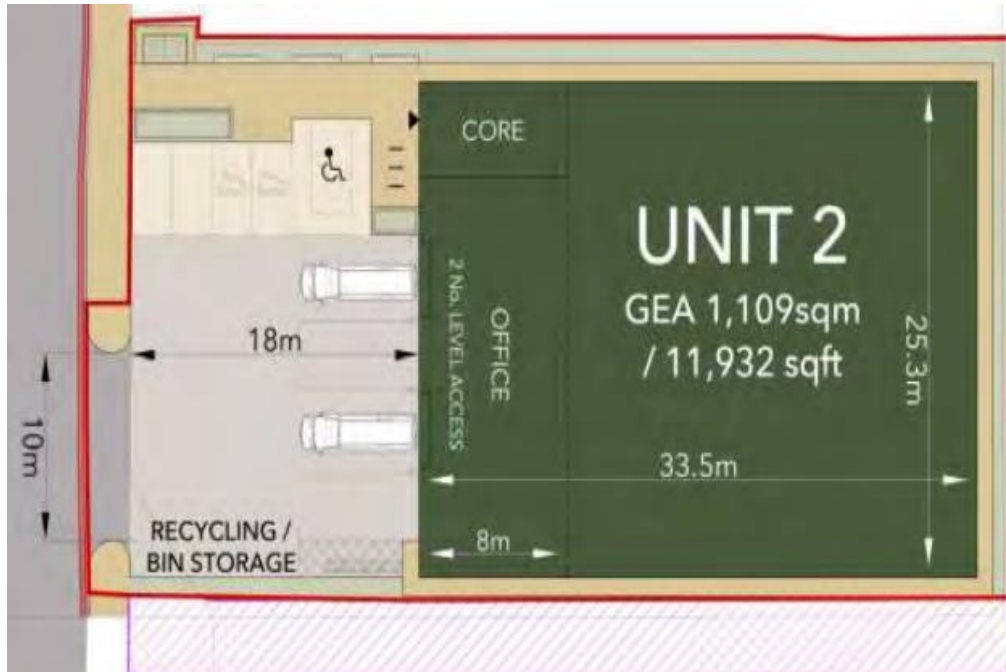


Image 9: Proposed Access for Unit 2

6.5 Energy and Climate Change

- 6.5.1 The NPPF requires development to contribute to the transition to a low carbon future and to reduce energy consumption.
- 6.5.2 London Plan Policy SI2 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 be zero carbon and to introduce measures that reduce energy use and carbon emissions. Local Plan Policy SP11 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.
- 6.5.3 The applicant submitted an Energy & Sustainability Statement, which was reviewed by Climate Change Officer. They note that the development achieves a reduction of 122% carbon dioxide emissions on site, which is supported in principle. The development is proposing living roofs on top of the bike storage sheds, solar photovoltaic panels and air heat pumps. LBH Carbon Management raises no objections to the proposal subject to some clarifications with regards to the energy and overheating strategies which can be dealt with via condition.
- 6.5.4 The applicant has prepared a BREEAM Pre-Assessment (Shell and Core) Report. Based on this report, a score of 76.60% is expected to be achieved, equivalent to 'Excellent' rating. A potential score of 88.43 % could be achieved which delivers an 'outstanding' rating with a 3.43% margin of contingency over the 85% target for an Outstanding BREEAM rating. Subject to a condition.

- 6.5.5 The applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 Heathrow weather files. The report has modelled offices spaces in both units based on the scenarios with 1) active cooling and 2) passive measures and openable windows only. A revised overheating strategy is required and this would be secured via a condition.
- 6.5.6 The proposal satisfies development plan policies and the Council's Climate Change Officer supports this application subject to the conditions and obligations. As such, the application is considered acceptable in terms of its sustainability.

6.6 Urban Greening, Trees and Ecology/Biodiversity

- 6.6.1 Policy G5 of The London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design. The policy states that non-residential development should meet an urban greening factor target of 0.3 but states that whilst B2 and B8 uses are excluded from the 0.3 target, such development is still expected to set out what measures they have taken to achieve urban greening on-site.
- 6.6.2 Local Plan Policy SP11 promotes high quality landscaping on and off-site and Policy SP13 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.6.3 Policy DM1 of the DM DPD requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.6.4 London Plan Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement. This policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Policy SP13 of the Local Plan recognises, "trees play a significant role in improving environmental conditions and people's quality of life", where the policy in general seeks the protection, management and maintenance of existing trees.
- 6.6.5 The proposed development would provide improvements to the soft landscaping compared to the existing arrangement which provides virtually no greening. The Urban Greening Factor for the development has been calculated as 0.07 for unit 1 and 0.05 for unit 2, which while low, is an improvement compared to the current situation of almost no greening. The site is designated as a Strategic Industrial Location (SIL) and the aim of the proposal is to secure the intensification of employment capacity at the site, as required by Haringey and GLA planning policy, therefore limiting the opportunities available to incorporate soft landscaping. The

development is for flexible employment use including B2 and B8, so as noted above the urban greening factor requirement of 0.3 does not apply but measures have been taken to significantly enhance greening on the site.

- 6.6.6 Soft landscaping is provided as part of the development proposals on the site and through the associated highways works to contribute to the visual amenity of the area for the benefit of users of the development and the surrounding roads and areas of public realm. The landscaped areas provide a softer boundary to the development and provide greater opportunities for biodiversity compared to the existing site. Officers consider that the proposal does include good urban greening improvements, which provide an acceptable balance between greening and intensification of B2 and B8 uses, as such this is considered acceptable in urban greening terms.

Trees

- 6.6.7 The boundary planting is formed by beech hedges, a range of shrubs and herbaceous plants to create an attractive development. Along the eastern perimeter, tall, narrow elm trees are proposed to soften views of the façade from neighbouring residential properties. The proposal includes the planting of:
- 4x trees on the corner and 10x trees on eastern boundary a total of (14) trees for unit 1.
 - 4x trees by the entrance (4) of unit 2
- 6.6.8 There is only one existing Category C tree on site at the eastern boundary, which is proposed to be removed. The Tree Survey indicates the other nearby trees are to be protected throughout construction. The applicant has agreed to contribute towards street trees and this would be secured via s106.
- 6.6.9 The Council's Tree Officer has been consulted on the proposal and is supportive of the proposed species of trees and comprehensive landscaped design, which enhances tree cover in the area.
- 6.6.10 The landscape proposals have been designed to include species that are robust to cope both with the situation of full sunshine, as well as shade to ensure their long-term durability. All plant beds have good access for maintenance from the paths that surround the units. An amenity area has also been incorporated within the landscaped area, including seating for the use of employees at the site, which is located on the western boundary of the development.
- 6.6.11 It is therefore considered that the proposal is compliant with planning policy in respect of soft landscape provision. The final details will be secured by a condition.

Ecology/Biodiversity

- 6.6.12 Policy G6 of the London Plan requires development proposals to manage impacts on biodiversity and aim to secure net biodiversity gain.
- 6.6.13 Strategic Policies DPD Policy SP13 requires development to protect and improve biodiversity, including contributing to wildlife and ecological habitats and, where possible, including tree planting, green and brown roofs, rainwater harvesting, green walls, bird and bat boxes.
- 6.6.14 The applicant has submitted an Ecological Impact Assessment, in support of this application. The report confirms that the existing habitat value of the site is low, with both unit 1 and 2 offering limited opportunity for any protected species. Given that the EclA concludes that the proposed development would not impact any priority habitat and that there is no continuous on-site habitat, the site is exempt from the 10% BNG requirement. Notwithstanding this, the proposed landscape enhancements will still result in a considerable increase in BNG due to the low value of the existing site.
- 6.6.15 In addition, the proposed soft landscape area surrounding the proposed development have been designed to maximise the biodiversity of the area by using a mixture of hedging plants. As stated above the existing site has a negligible amount of soft landscaping and the proposals will introduce more greenery/planting and secure a biodiversity net gain in respect of both habitat and hedgerow units.
- 6.6.16 The proposal will create a significant increase in ecological value in relation to broad habitats and increase in ecological value in relation to hedgerow habitats, in accordance with the above policies.

6.7 Flood Risk and drainage

- 6.7.1 London Plan Policy SI12 states that flood risk should be minimised and Policy SI13 states that development proposals should aim to achieve greenfield run-off rates with water managed as close to source as possible. 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.
- 6.7.2 The site is located with Flood Risk Zone 2 (low) as defined by the Environment Agency. As the proposal is for Commercial industrial use, the development will be classified as a 'less vulnerable' development by the Flood Risk Vulnerability Classification (Table 2) in the National Planning Policy Framework (NPPF). The applicant has submitted a Flood Risk Assessment and drainage strategy.
- 6.7.3 The DPD Policy DM24 seeks that "All proposals for new development within Flood Zone 2 and 3a will be required to provide sufficient evidence for the Council to assess whether the requirements of the Sequential Test and Exception Test, where required, have been satisfied."

- 6.7.4 The applicant has submitted a Flood Risk Assessment and Drainage Strategy report. These have been reviewed by the LBH Flood & Water Management officer who has confirmed that they are satisfied that the impacts of surface water drainage will be addressed adequately.
- 6.7.5 As the proposals are considered least vulnerable in relation to flood risk the Sequential and Exception Test are not necessary for the proposed use. The development will not place additional persons at risk of flooding and will offer safe means of access and egress. In addition, the development will not increase flood risk elsewhere as the same, or more, permeable surfaces are proposed.
- 6.7.6 In terms of sustainable drainage, surface water run-off will be through soakaways, discharge into a watercourse at an appropriate rate and discharge into a surface water sewer at an agreed rate. A condition to secure a drainage system and its details is recommended.
- 6.7.7 Thames Water raises no objection with regards to water network and water treatment infrastructure. Thames Water recommends a condition regarding piling and an informative regarding groundwater discharge and water pressure.
- 6.7.8 Accordingly, the proposed development is considered to comply with local drainage policies.

6.8 Air Quality

- 6.8.1 Policy SI1 of the London Plan states that development proposals should be air quality neutral. Policy DM23 states that developments should not have a detrimental impact on air quality, noise or light pollution.
- 6.8.2 The applicant has submitted an Air Quality Assessment. The report sets out, that due to proximity of nearby receptors the site is considered to have a medium risk of impacts with regards to dust soiling and PM10 concentrations. However, following the implementation of appropriate mitigation measures impacts associated with the construction of the development are likely to be insignificant. The report further states a number of mitigation measures would be undertaken during demolition, construction and operation phase to prevent air quality impacts. These measures will ensure that the development will be air quality neutral.
- 6.8.3 Officers consider that the mitigation measures proposed during demolition and construction are sufficient to make the scheme acceptable from an air quality perspective.

Land Contamination

- 6.8.4 Local Plan Policy DM23 requires development proposals on potentially contaminated land to follow a risk management-based protocol to ensure contamination is properly addressed and to carry out investigations to remove or mitigate any risks to local receptors.
- 6.8.5 The Council's Pollution Officer has been consulted as part of the application and has raised no objections, subject to further investigations being made at the construction stage and this is to be secured by way of the imposition of conditions on any grant of planning consent.

6.9 Impact on the amenity of adjoining occupiers

- 6.9.1 London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.9.2 DM Policy (2017) DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for the development's users and neighbours. The Council will support proposals that provide appropriate sunlight, daylight and open aspects (including private amenity space where required) to all parts of the development and adjacent buildings and land provide an appropriate amount of privacy to their residents and neighbouring properties to avoid overlooking and loss of privacy detrimental to the amenity of neighbouring residents and the residents of the development and address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

Daylight impact assessment on surrounding properties

- 6.9.3 The applicant has submitted a daylight and sunlight assessment of the effect of the proposed development upon the existing surrounding properties. The windows of the following properties were assessed; 135 to 165 Willoughby Lane. All 85 windows assessed (100%) will meet and exceed the target values as set out in the Building Research Establishment (BRE) guidelines. Of the 43 rooms assessed, all but one (98%) will meet and exceed the target values as set out in the BRE guidelines. The room in question is located within 151 Willoughby Lane and retains a target value of 0.75, which is marginally below the 0.8 target value recommended in the BRE guidelines.
- 6.9.4 The BRE guide acknowledges and accepts that some reductions in light will occur when development takes place, and the assessments allow for a reduction of up to 20% of the existing light levels (or 0.8 times their former value) before any effect is considered an impact. The guide states that the numerical guidelines should be applied sensibly and flexibly. Considering the result to the single room at 151

Willoughby Lane is the only room that falls short of the targets (and marginally so), the overall effect of the proposed development is not considered to be material.

Sunlight impact assessment

- 6.9.5 The assessment indicates that 42 rooms will meet the BRE's numerical targets for sunlight. One room on the ground floor of 153 Willoughby Lane retains 0.79 times its existing value, against the BRE's guideline target of 0.8 times. The room will retain 22% Annual Probable Sun Hours (APSH) against a target of 25%, which is marginally below the BRE's numerical target. It is also noted that the adjacent building at 151 Willoughby Lane has a rear projection at ground floor, which limits the availability of direct sunlight to the window at 153 Willoughby Lane. Overall, the effect is not considered to be material and the room will retain the majority of the current levels of sunlight.

Overshadowing

- 6.9.6 The report indicates that 16 gardens and amenity spaces surrounding the site were assessed. The results indicate that all garden areas assessed (100%) will significantly exceed the BRE target criteria for sunlight, because at least 50% of its area receives at least two hours of direct sunlight on 21 March. In this case, the ground area of the garden reached by direct sunlight is virtually unchanged.

Privacy/Overlooking and outlook

- 6.9.7 The submitted plans demonstrate that there will be no windows at the eastern elevation of both Unit 1 and Unit 2; therefore, the proposal will not result in any overlooking impacts nor loss of privacy to the properties along Willoughby Lane.
- 6.9.8 Following the advice from QRP the applicant has amended unit 1 such that the parapets have been removed, resulting in a 2m reduction in heights on that boundary with properties on Willoughby Lane. This reduces the visual impact of the unit, which combined with the high quality façade, will provide a significantly more aesthetically pleasing outlook than the existing materials. The proposal includes the planting 10 trees along rear elevation to add increased visual interest and improve the overall outlook of these residents. As such, it is considered that the outlook for these properties would not be significantly impacted, rather would be visually pleasing.
- 6.9.9 Furthermore, the site would be bounded by Paladin fence approximately 2.4-metre-high along the boundary with residential properties on Willoughby Lane, which would provide some screening and the materials of the fence would be conditioned. The site is in an urban location and designated as SIL and it is considered that the revised proposals are appropriate and will not have an undue impact on the relationship with the adjoining residential properties whilst enabling an intensification of the site.

Other amenity considerations

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

6.9.11 The submitted Air Assessment (AQA), which demonstrates that mitigation measures would be put in place to ensure the development, is air quality neutral.

6.9.12 Furthermore, the applicant has submitted an environmental noise report, which assessed the following activities:

- Fixed mechanical plant
- External activity
- Noise break-out from units

6.9.13 The Baseline Conditions Assessment in the report concludes that the existing noise conditions range between 55dB Equivalent Continuous Sound Pressure Level (LAeq) during the day and 49 dB LAeq during the night. The Operational Noise Assessment concludes that the Specific Sound Levels of the Proposed Development will range between 38 dB LAeq during the day and 33 dB LAeq during the night. As such, the criterion of at least 5dB below background sound level will be readily achievable at the identified Noise Sensitive Receptor Groups ('NSRG').

6.9.14 In terms of noise break-out from units, the reports states that the layout of the site and units incorporates good acoustic design principles with all doors and windows facing towards the centre of the site away from the residential properties. Whilst the exact use of the units is not yet known, the applicant has advised that they are likely to be E, B2 or B8 uses, and therefore will not generate high levels of internal noise. The noise levels generated will be significantly lower than the levels generated by the existing use of the site as a car breaker.

6.9.15 In regard to noise from mechanical service plant, the report states that the type and precise detail of the mechanical service plant is not yet known. However, the fixed plant is likely to consist of air handling units, extract fans, boilers and emergency generators. Given that precise details of the mechanical service plant are not known, it is considered that noise levels can be controlled by a suitably worded planning condition.

6.9.16 The overall height of Unit 1 was concern for the officers and the QRP with respect to its potential impact on the backs of houses on Willoughby Lane. However, officers note that the proposal is not right up against the boundary as there is an existing gap and naturally overgrown vegetation. The total distances from the back of the houses to the back of the proposed Unit 1 would be proximately 32.826m (Willoughby Lane being slightly angled away so houses backing on to the north-

east corner will be closest), with 20.56m being the back garden of the houses themselves. In addition, the parapets of Unit 1 has been removed, thereby reducing the height of this building. Therefore, it is considered that proposed development would not have a significant impact on the residentially properties on Willoughby Lane.

6.9.17 Any dust and noise relating to demolition and construction works would be temporary impacts that are typically controlled by non-planning legislation. This will mitigate the concerns of existing residents when it comes to noise and dust pollution during the construction phases. Nevertheless, the demolition and construction methodology for the development would be controlled by condition.

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

6.10 Waste and Recycling

6.10.1 London Plan Policy London Plan Policy SI5 indicates the Mayor is committed to reducing waste and facilitating a step change in the way in which waste is managed. Local Plan Policy SP6 Waste and Recycling and DPD Policy DM4, requires development proposals make adequate provision for waste and recycling storage and collection.

6.10.2 As this is, a commercial building refuse collection would be dealt with through a private arrangement. A condition to secure details of the location and facility for waste and recycling facilities on site will be attached.

6.11 Employment and Training

6.11.1 Local Plan Policies SP8 and SP9 aim to support local employment and facilitate training opportunities. The Planning Obligations SPD also requires the developer (and its contractors and sub-contractors) to notify the Council of job vacancies, and to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council).

6.11.2 The applicant has indicated that the development would provide 6312 sqm of employment floor space for flexible E, B2 and B8 use. The proposed development would increase the number of jobs to approximately 133 full time equivalent (FTE) jobs and the addition of ancillary mezzanine would allow additional flexibility to increase floor space thereby significantly increasing the job opportunities in the local area.

6.11.3 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 have trouble in accessing employment.

6.12 Fire Safety

6.12.1 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.

6.12.2 The applicant has provided a Fire Statement in accordance with Policy D12. Haringey Building Control has been consulted on this application and raise no objection.

7.0 CONCLUSION

- There is strong policy support for intensifying employment floor space within a Strategic Industrial Location.
- The proposed development would deliver almost double the quantum of floorspace, creating 6312 sqm of flexible employment floorspace.
- The proposed scale and design of the development is appropriate within the context of the site and would be of good quality and have a positive impact on the visual appearance of the area.
- The development would provide a sufficient number of appropriately located car and cycle parking spaces, would encourage sustainable transport initiatives and include appropriate mitigation measures to minimise impacts upon the public highway.
- Officers are also satisfied that the proposal complies with policy objectives regarding employment, impact upon amenity, transport and travel, energy and sustainability, landscaping, biodiversity flood risk and air quality. Officers have recommended conditions, and s106 heads of terms, where necessary to make the scheme acceptable in planning terms.

8.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £437,232.24 (6312sqm x £69.27 and the Haringey CIL charge will be £0 as the use is subject to a Nil Rate.

9.0 RECOMMENDATION

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

APPENDIX 1 - Planning Conditions and Informative

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.

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

Site Location Plan 5554-CA-00-00-DR-A-00051 Rev PL3
Site Location Plan 5554-CA-00-00-DR-A-00100 Rev P3
Proposed Masterplan 5554-CA-00-00-DR-A-00050 Rev PL6
Existing Plan 5554-CA-01-00-DR-A-01001 Rev PL3
Existing Elevations 5554-CA-01-00-DR-A-01002 Rev PL1
Proposed Site Plan 5554-CA-01-00-DR-A-00100 Rev PL4
Proposed Site Section 5554-CA-01-00-DR-A-03105 Rev PL4
Proposed Warehouse Plan 5554-CA-01-00-DR-A-01100 Rev PL2
Proposed Ground and First Floor Plans 5554-CA-01-00-DR-A-01110 Rev PL3
Proposed Roof Plan 5554-CA-01-00-DR-A-01115 Rev PL4
Proposed Elevations 5554-CA-01-00-DR-A-02100 Rev PL3
Proposed Warehouse Sections 5554-CA-01-00-DR-A-03100 Rev PL3
Proposed Office Sections 5554-CA-01-00-DR-A-03101 Rev PL2
Proposed Building External Finishes 5554-CA-01-00-DR-A-41001 Rev PL2
Proposed Fencing Details 5554-CA-01-00-DR-A-93001 Rev PL3
Proposed Car Park Lining Plan 5554-CA-01-00-DR-A-94010 Rev PL3
Proposed Cycle Shelter Details 5554-CA-00-00-DR-A-97001 Rev PL3
Proposed Landscape Masterplan 15192A-30-C01-05
Proposed Landscape Eastern Elevation 15192A-30-I01-01
Proposed Drainage 40130-BGL-XX-XX-DR-C-00210 Rev P04
Existing Plan 5554-CA-02-00-DR-A-01001 Rev PL1
Proposed Site Plan 5554-CA-02-00-DR-A-00100 Rev PL2
Proposed Warehouse Plan 5554-CA-02-00-DR-A-01100 Rev PL1
Proposed Ground and First Floor 5554-CA-02-00-DR-A-01110 Rev PL1
Proposed Mezzanine and Roof 5554-CA-02-00-DR-A-01111 Rev PL1
Proposed Roof Plan 5554-CA-02-00-DR-A-01115 Rev PL1
Proposed Elevations 5554-CA-02-00-DR-A-02100 Rev PL1
Proposed Warehouse Sections 5554-CA-02-00-DR-A-03100 Rev PL1
Proposed Office Sections 5554-CA-02-00-DR-A-03101 Rev PL1
Proposed Building External Finishes 5554-CA-02-00-DR-A-41001 Rev PL1
Proposed Fencing Details 5554-CA-02-00-DR-A-93001 Rev PL1
Proposed Car Park Lining Plan 5554-CA-02-00-DR-A-94010 Rev PL1
Proposed Cycle Shelter Details 5554-CA-02-00-DR-A-97001 Rev PL1
Proposed Landscape Masterplan 14884A-30-C02-02
Planning Statement May 2024
Design and Access Statement August 2024
Energy and Sustainability Statement
BREEAM Pre-Assessment May 2024 External Lighting Assessment August 2024
Flood Risk Assessment and Drainage Strategy August 2024
Transport Assessment August 2024
Framework Travel Plan August 2024
Management Plan August 2024 TTP Consulting Site Waste Management Plan
(Construction and Demolition) May 2024

Construction and Logistics Plan May 2024
Framework Delivery and Servicing Management Plan (Unit 1) August 2024
Framework Delivery and Servicing Management Plan (Unit 2) May 2024
Arboricultural Survey May 2024
Arboricultural Impact Assessment May 2024
Air Quality Assessment August 2024
Remediation Strategy May 2024
Geo Environmental Assessment May 2024
Noise and Vibration Impact Assessment May 2024
Daylight and Sunlight Assessment May 2024
Ecological Impact Assessment (inc. Biodiversity Net Gain) August 2024
Construction Environmental Management Plan May 2024
Fire Statement May 2024

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.

Materials

3. Samples of materials to be used for the external surfaces, rainwater goods hardstanding, gates and fencing, of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced. Samples should include sample panels or brick types, cladding, window frames, boundary fence and a roofing material sample combined with a schedule of the exact product references. The development shall be provided as approved and retained as such thereafter.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy 7.6 of the London Plan 2016, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

Land Contamination

4. Before development commences other than for investigative work:
 - a. 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

5. 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.

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

- 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:

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.
- 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.”

Waste and recycling

- 7. Prior to occupation of the development, a detailed scheme for the provision of refuse and waste storage and recycling facilities has been submitted to and approved in writing by the Local Planning Authority. Waste management plan should include details of how refuse is to be collected from the site. Such a scheme as approved shall be implemented and permanently retained thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy SI 2 of the London Plan 2021.

Construction Management Plan (including construction logistics plan)

- 8. Prior to the commencement of development, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:
 - a) The 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 peak number and type of vehicles per day and week;

- c) Estimates for the number and type of parking suspensions that will be required; and
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.

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

Uses

- 9. Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the premises shall be restricted to use classes Office/Light Industrial E (g)); industrial (Use Class B2); and/or storage and distribution (Use Class B8) purposes only and shall not be used for any other purpose including any purpose within Class B

Reason: In order to restrict the use of the premises to one compatible with the surrounding area and in interests of neighbouring residential amenity.

Cycle Parking

- 10. No development shall take place until details of the type and location of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the all cycle parking spaces for users of the development (10 no. short-stay, 10 no. long-stay cycle, including 4 cargo bike parking spaces) have been installed in accordance with the approved details. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

Drainage

- 11. No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate that:

- a) The surface water generated by this development for all the rainfall durations starting from 15 min to 10080 min (7 days not 1 day) and intensities up to and including the climate change adjusted critical 100 yrs. storm can be

accommodated and disposed of without discharging onto the highway and without increasing flood risk on or off-site.

b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.

c) Any overland flows as generated by the scheme will need to be directed to follow the path that overland flows currently follow. A diagrammatic indication of these routes on plan demonstrating that these flow paths would not pose a risk to properties and vulnerable development.

d) The development shall not be occupied until the Sustainable Drainage Scheme for the site has been completed in accordance with the approved details and thereafter retained.

Reason: To ensure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter in accordance with policies DM26 and DM27 of the DPD (2017).

Drainage Management and Maintenance

12. Prior to occupation of the development hereby approved, a detailed management maintenance plan for the lifetime of the development, which shall include arrangements for adoption by an appropriate public body or statutory undertaker, management by Residents management company or other arrangements to secure the operation of the drainage scheme throughout the lifetime of the development. The Management Maintenance Schedule shall be constructed in accordance with the approved details and thereafter retained.

Reason: To prevent increased risk of flooding to improve water quality and amenity to ensure future maintenance of the surface water drainage system.

Secure by design accreditation

13. 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

14. 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.

Energy Strategy

15. The development hereby approved shall be constructed in accordance with the Energy and Sustainability Statement by Cudd Bentley (dated 16 August 2024) delivering a minimum 122% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 260 kWp solar photovoltaic (PV) array and inverter capacity.

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

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction;
- Details to reduce thermal bridging;
- Confirmation of location, specification and efficiency of the proposed ASHPs and MVHR with plans showing the relevant pipework, and noise and visual mitigation measures;
- Confirmation of PV details, 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, if relevant;
- 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.

(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first occupation of the relevant unit. Within six months following the first occupation of that unit, 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, and an energy generation statement for the period that the solar PV array has been installed. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

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

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

Overheating

16. The overheating mitigation measures should be implemented prior to the occupation of the relevant unit and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Thermal Comfort Assessment prepared by Cudd Bentley (dated 21 June 2024) and Response to Queries Raised by LBH. This includes g-values of 0.34, tree planting, openable windows, high-albedo materials and window shading.

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.

Urban Green Factor

17. 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.

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.

BREEAM

18. (a) Prior to the above ground commencement, 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. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.

(b) Prior to occupation of the relevant unit, 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.

External Lighting

19. Prior to the commencement of above ground works on site full details of the all proposed external lighting have been submitted to and approved in writing by the Local Planning Authority. Details shall include appearance and technical details and specifications, intensity, orientation and screening of lamps, siting and the means of construction and layout of cabling. Lighting is to be restricted to those areas where it is necessary with additional shielding to minimise obtrusive effects. The approved scheme is to be fully completed and shall be permanently maintained thereafter.

Reason: In the interest of design quality, residential amenity and public and highway safety.

Boundary Treatment

20. Above ground works must not commence until details of the proposed boundary treatment have been submitted to and approved in writing by the Local Planning Authority. This should include the proposed layout, materials and colours for the full site boundary and any internal fencing/gates.

The approved boundary treatment must be implemented prior to first use of the site and maintained for the lifetime of the development.

Reason: To ensure that boundary treatment is of a high-quality, and successfully responds to the context of the site.

Plant Noise

21. The design and installation of new items of fixed plant hereby approved by this permission shall be such that, when in operation, the cumulative noise level LAeq 15 min arising from the proposed plant, measured or predicted at 1m from the facade of nearest residential premises shall be a rating level of at least 5dB (A) below the background noise level LAF90. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997. Upon request by the local planning authority a noise report shall be produced by a competent person and shall be submitted to and approved by the local planning authority to demonstrate compliance with the above criteria.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

Section 278 (Highway Works) Agreement

22. Before works commence on site to implement the development, the developer shall provide detailed of the existing road surface condition including the footways and bell mouth access. Before the scheme is occupied the developer will be required to submit details of the condition of the highways to the Local Planning Authority.

Reason: To ensure the highway works are undertaken to a high-level of standards and in accordance with the Council's requirements.

Delivery and Servicing Plan

23. Prior to the occupation of development, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters:
- a) Identifying where safe and legal loading and unloading can take place;
 - b) Ensuring delivery activities do not hinder the flow of traffic on the public highway;
 - c) Managing deliveries to reduce the number of trips, particularly during peak hours;
 - d) Minimising vehicles waiting or parking at loading areas so that there would be a continuous availability for approaching vehicles; and
 - e) Using delivery companies who can demonstrate their commitment to best practice through the Fleet Operator Recognition Scheme (FORS).

Reason: To set out the proposed delivery and servicing strategy for the development, including the predicted impact of the development upon the local highway network and both physical infrastructure and day-to-day policy and management mitigation measures. To ensure that delivery and servicing activities are adequately managed such that the local community, the pedestrian, cycle and highway networks and other highway users experience minimal disruption and disturbance. To enable safe, clean and efficient deliveries and servicing.

Disabled parking bays

24. Prior to occupation the applicant will be required to submit and provide plans showing all commercial 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.

Reason: To ensure the development is in accordance with the published London Plan 2021 T6.5 disabled.

Car Parking Management Plan

25. (a) Prior to first occupation a Car Parking Design and Management Plan (CPMP) relating to the proposed accessible space shall be submitted to and approved in writing by the Local Planning Authority.

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

- ii. Location and design of the car parking space(s).
- iii. Provision of Electric Vehicle Charging Point(s) (direct provision for the space(s)).
- iv. Allocation, management and enforcement of the car parking space(s) (prioritising wheelchair users, then other people with disabilities, then others as part of a dynamic strategy to prioritise use and minimise redundancy of the space(s)).

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.

Electric Vehicle Charging

26. Prior to occupation of the development hereby approved, 6 of car parking shall be provided with electric vehicle charging infrastructure, with a further 25 allocated for passive provision.

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.

Hard and soft landscape works

27. 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) Means of enclosure;
- b) Hard landscaping surfacing materials;
- c) Planting plans including an assessment of existing and proposed trees;
- d) Written specifications (including details of cultivation and other operations associated with plant and/or grass establishment);
- e) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and

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.

Tree Protection Plan

28. A tree protection plan and reserved arboricultural method statement shall be submitted in writing and approved by the Local Planning Authority.

Reason: In order to safeguard the trees on the site which are to remain after building works are completed in the interests of visual amenity.

Noise Management

29. A detailed Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use agreed and shall include, but is not limited to, details of all noise management controls to be implemented to limit the potential for neighbour disturbance.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

Noise Management Monitoring

30. Prior to the commencement of the use or within a timetable as agreed with the Local Planning Authority, tests shall be carried out to verify compliance with these levels and the results of these tests shall be submitted to and approved in writing by the Local Planning Authority. If the specified levels have been exceeded, details of the measures which will be taken to remedy this breach will be submitted to and approved in writing by the Local Planning Authority and implemented in full prior to the commencement of use of the development.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policies DM1 and DM23 of The Development Management DPD 2017.

Living roofs

31. (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);
 - 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.
- (b) Prior to the occupation of the unit, 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

INFOMATIVES

INFORMATIVE: NPPF

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.

INFORMATIVE: COMMUNITY INFRASTRUCURE LEVY (CIL)

Based on the information given on the plans, the Mayoral CIL charge will be £437,232.24 (6312 sqm x £69.27) but there will be no Haringey CIL charge as this would not be within the chargeable use classes. This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: NPPF

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre-application advice service and published development plan, comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

INFORMATIVE: Land Ownership

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

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: London Fire Brigade

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

With regards to surface water drainage, it is the responsibility of a developer to make proper provision for drainage to ground, water course, or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

INFORMATIVE: Advertisement

The Applicant is advised that deemed consent for any business related signage applies for signs up to 0.3sqm. Any larger signage will require advertisement consent. This is in accordance with section 2 (b) of the Town and Country Planning Act (Control of Advertisements) Regulations 2007.

INFORMATIVE: Secure by Design

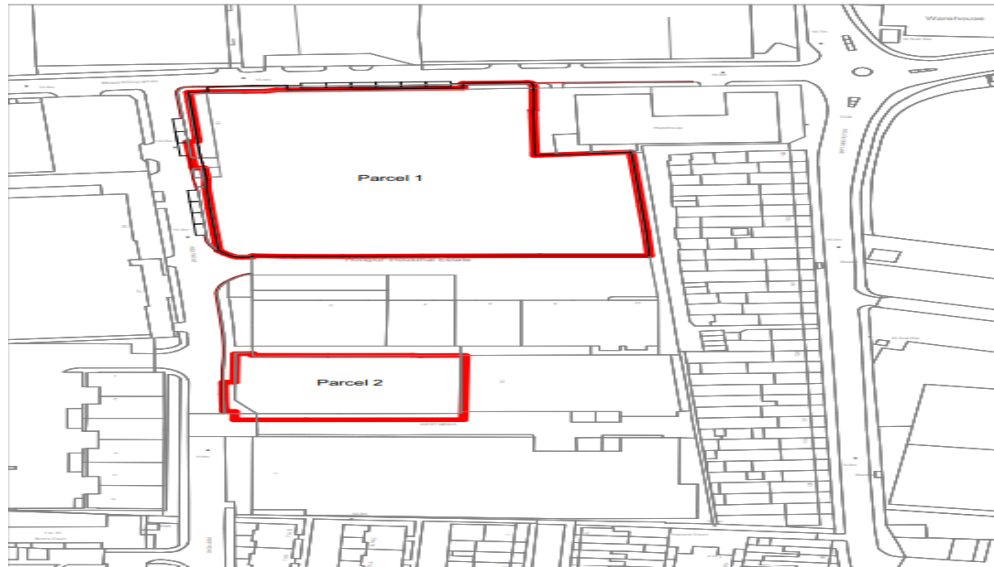
The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS

DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

INFORMATIVE: Pollution

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.

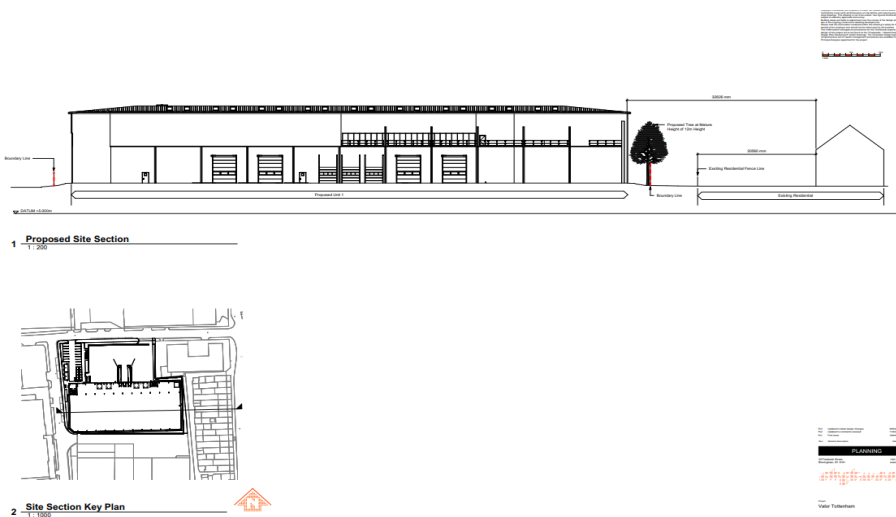
Appendix 2 – Plans and images

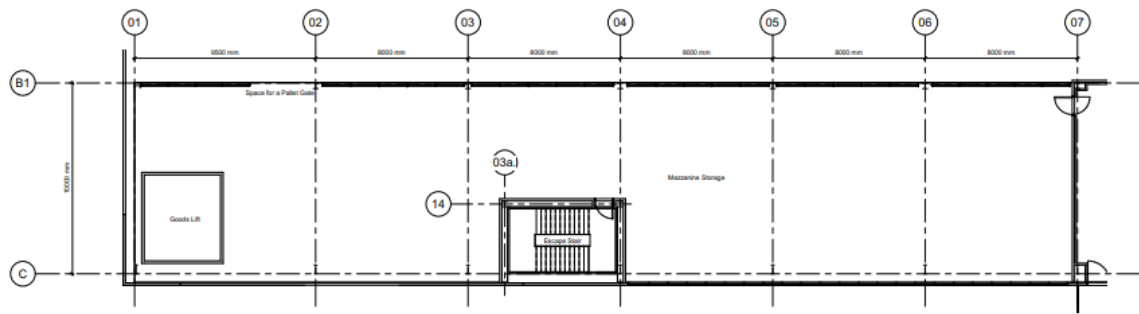


Site location plan

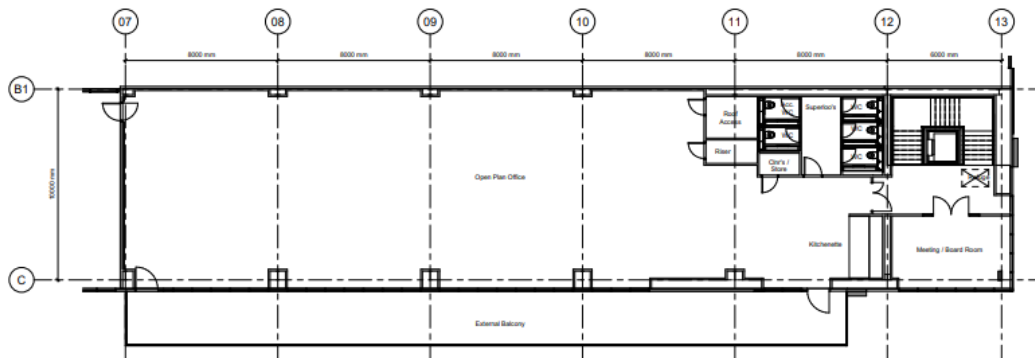


Unit 1 – Elevations & Sections

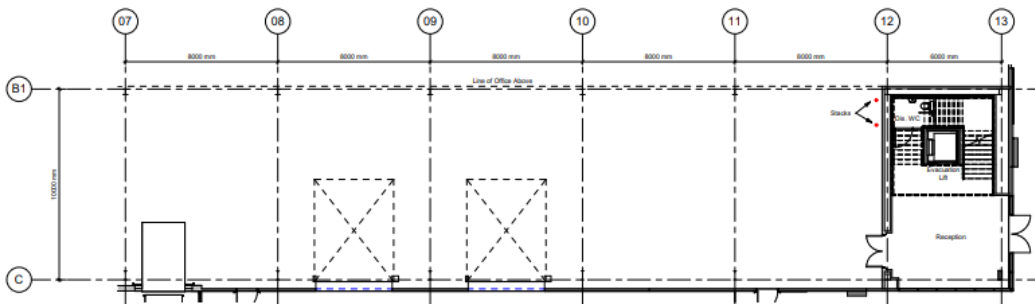




3 First Floor Plan Mezzanine Storage
1:100



2 First Floor Plan View +7.150m
1:100

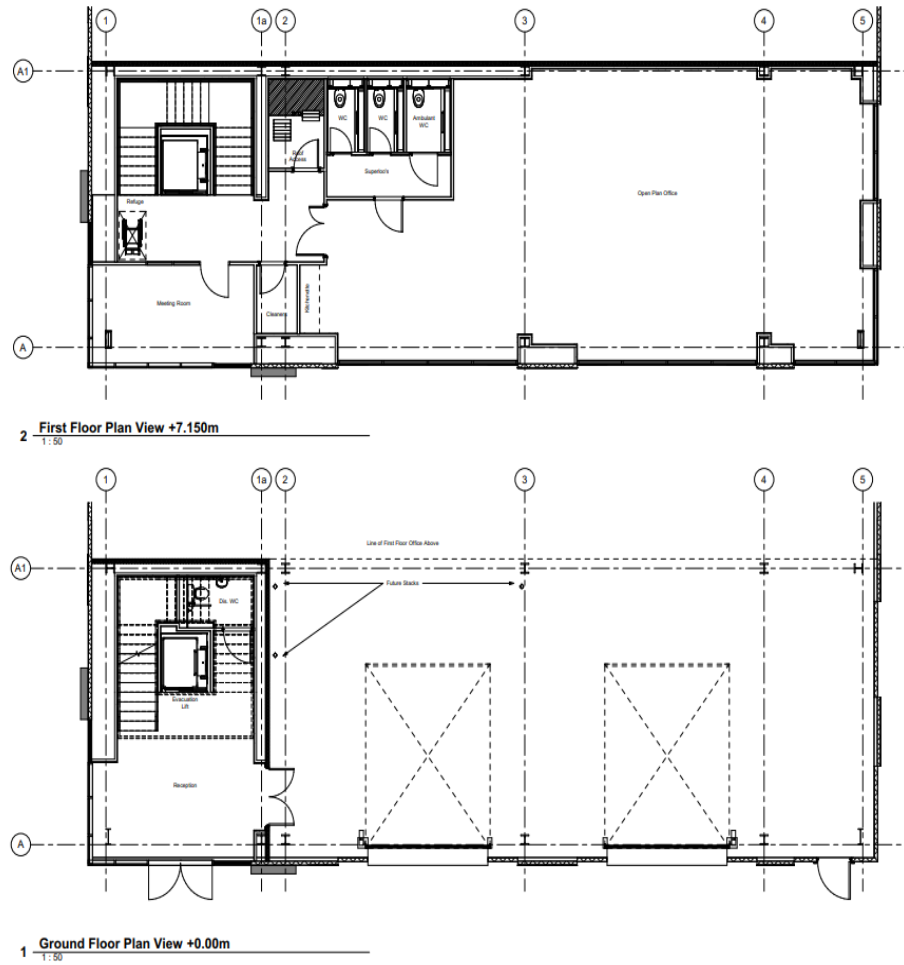


1 Ground Floor Plan View +0.00m
1:100

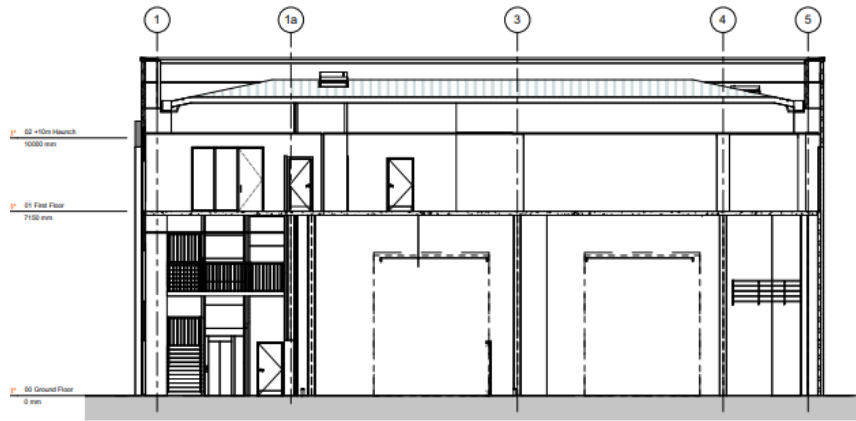
Unit 1- floor plans



Unit 2: Elevations

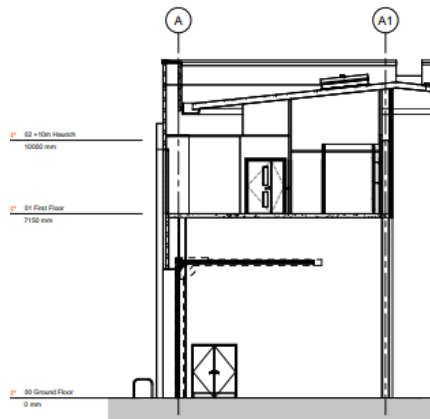


Unit 2- Floor plans



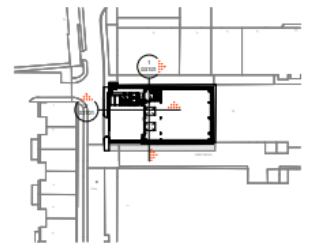
Main Office Section 3

1 : 75



Main Office Section 4

1 : 75

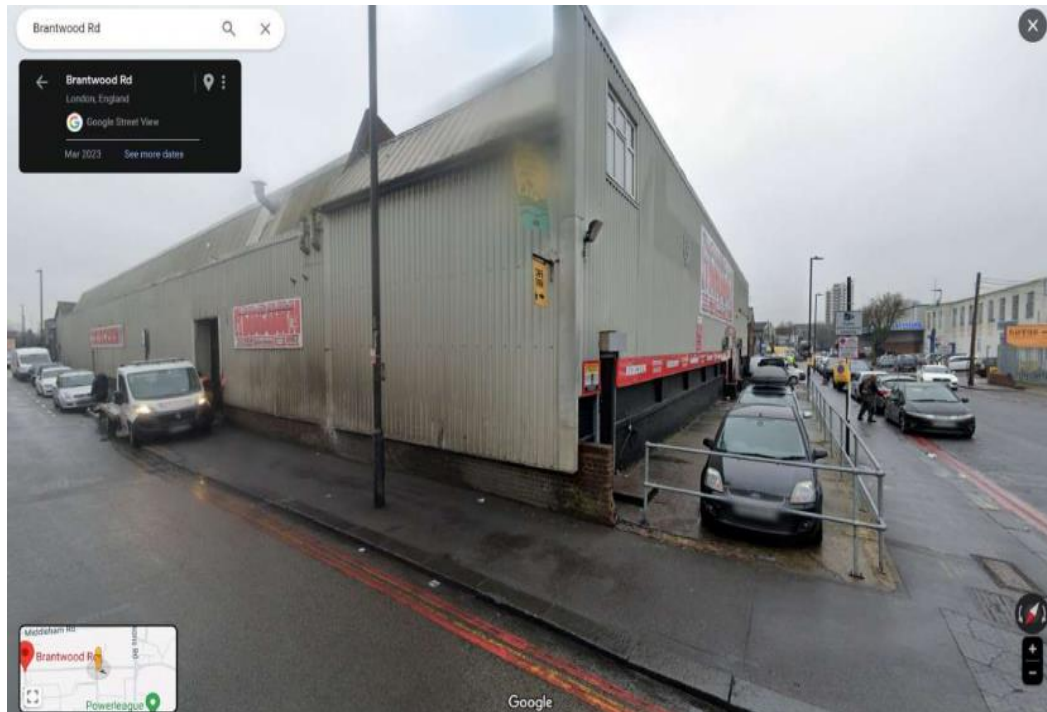


Office Section Key Plan

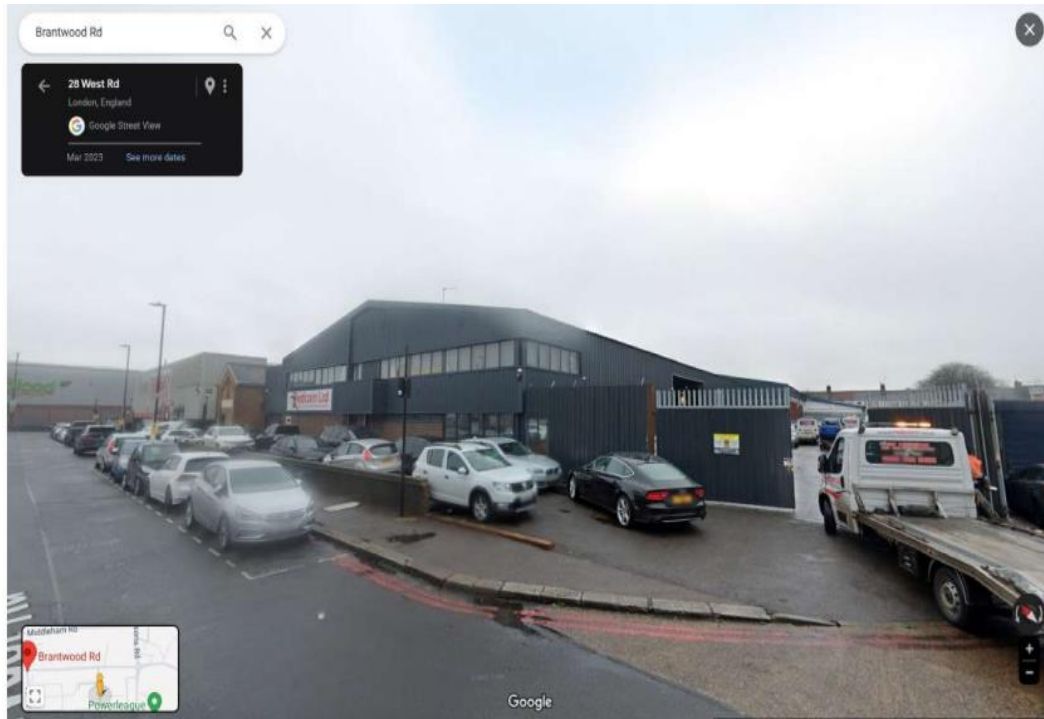
3 : 1000

Unit 2-sections

Photographs of sites



Unit 1



Unit 1 View from West Road



Unit 1 View from Brantwood Road



Existing photograph of Unit 2



Unit 2 West Road View

Appendix: 3 Consultation Responses from internal and external agencies

Stakeholder	Question/Comment	Response
INTERNAL		
Design Officer	<p>HGY/2024/1370 - 18 West Road & Unit 4 West Mews, Tottenham, London N17</p> <p>Demolition, clearance and redevelopment of 18 West Road and Unit 4 West Mews comprising 2no. warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure</p> <p>Thank you for asking for my comments on the above application. I have been closely involved in discussions on these proposals from early in the pre-application process, including the Quality Review Panel (QRP) on 6th March and am therefore very familiar with the site and their proposals.</p> <p>The proposals are for two separate, non-adjacent sites, on the same street, West Road, that forms part of the Brantwood Road Industrial Estate, which is designated as Strategic Industrial Land in the London Plan and Haringey's Local Plan. This industrial area, alongside a neighbour to its east, occupies the extreme north-eastern corner of the borough of Haringey, in Northumberland Park ward, beside the border with the borough of Enfield. The larger, northern site sits at the T-junction of West Road with Brantwood Road, which runs west to Tottenham High Road at the northern end of the North Tottenham local centre and east to Watermead Way, which provides easy access to the North Circular. To the south and west, the industrial estate borders residential areas, mainly the existing, often high-rise and high-density, estates of Northumberland Park, allocated in the Local Plan Tottenham AAP for a masterplanned comprehensive regeneration to increase housing,, employment and social infrastructure, with the new Tottenham Hotspur Stadium, and its surrounding, rapidly expanding, emerging new town centre of North Tottenham just beyond. To the north, Enfield Council are developing complimentary neighbourhood residential and town centre intensification in Edmonton and a major regeneration area at Meridian Water.</p>	Support noted.

Stakeholder	Question/Comment	Response
	<p>There has been a great deal of interest and research in the last couple of years, pioneered by the Greater London Authority, and enthusiastically followed by Haringey, in Industrial Intensification; seeking a move away from low density, vehicle dominated industrial and warehouse buildings employing only a few, to greater building density, greater site coverage, greater height, even multi-storey, with smaller areas of parking and vehicle servicing, better provision of low-carbon access such as electric vehicles, cycling and walking and enhanced, more walkable public realm. The area in general and the site in particular are therefore well suited to significant industrial intensification. However, there is also a London-wide recognition of increasing need for Logistics, to meet growing demand for deliveries, and this is what these applicants are proposing for this development. Logistics operations can be reminiscent of warehousing, but the applicants have explained that this will be an employment-intensive site with 24-hour operation and many more employed on site than either warehousing or even conventional, single-storey manufacturing.</p> <p>The applicants have also included a significant amount of office space at a mezzanine level in both proposed buildings, as well as further ancillary storage that could easily be converted to more office accommodation in the larger proposed building. In general, the height of the proposals are higher than those they replace / or are surrounded with, that date from between the 1930s and the 1990s. This will allow more efficient automated storage for rapid distribution, as required by the rapidly evolving logistics sector, and is another way in which this proposal represents greater intensity of use than the existing or than typical low-density manufacturing or warehousing. In both cases there will also be a prominent double height glazed entrance for office staff, customers and other visitors, in the case of the larger Unit 1 on the northern site, this will be located on the prominent north-west corner, which also brings it close to the West Road street frontage, improving the proposal's contribution to animating the street frontage.</p> <p>Both proposed sites will contain a reasonable area of both staff parking and vehicle delivery, with modern delivery docks suitable for different sized vehicles, for</p>	

Stakeholder	Question/Comment	Response
	<p>maximum logistics delivery, and with plentiful provision of electric charging points. In the larger, northern site, this will be on the Brantwood Road street frontage, allowing the building to be closer to the West Road frontage whilst still allowing an openness at the corner. The smaller southern building (Unit 2) has just a West Road frontage. But the staff / customer entrance will still be visible from the street. Modest, transparent-appearance fencing is proposed to separate these delivery areas (including the parking for Unit 2) from the street, but the parking and the approach routes to the main entrances, as well as the border of Unit 1 along West Road promise to be generously landscaped. Landscaping includes seating for staff outdoor amenity and trees to improve the greening of the site and its contribution to the public realm, although the QRP request that the development contribute to new street trees has not been possible.</p> <p>The works to the landscaping and public realm to Unit 1 also include two new electricity sub-stations, replacing one insufficiently sized and inconveniently located (from the point of view of these developers) existing substation, that is nevertheless an attractively designed, if utilitarian structure, in a robust brick with a pitched roof and a particularly attractive carved stone plaque reading “THE NORTH METROPOLITAN ELECTRIC POWER SUPPLY Co”. The proposal is to replace this with two new substations, that will nevertheless be in brick, albeit with a flat roof, and the carved plaque will be retained for relocation on one of the new sub-stations, which will also contribute to the landscaping of the site, adding to the sense of enclosure along West Road and sense of separation of the car park from the street.</p> <p>The overall height of the proposal for Unit 1 was also a concern to officers and the QRP with respect to its potential impact on the backs of houses on Willoughby Lane. This two-storey terrace of houses will back onto the eastern boundary of the site, where the new building will be built close to that boundary, at a somewhat increased height compared to the existing, and in the form of a blank façade. Nevertheless, the proposal is not right up against the boundary; there will be a gap. There is then a green, naturally overgrown strip, followed by a private alleyway, shared by those houses, gated at either end, before the back garden walls of the houses; the total</p>	

Stakeholder	Question/Comment	Response
	<p>distances from the back of the houses to the back of the proposed Unit 1 will be at a minimum 32.826m (Willoughby Lane being slightly angled away so houses backing on to the north-east corner will be closest), with 20.56m being the back garden of the houses themselves. In addition, the applicants include new trees in their site along this boundary, and the existing alleyway contains some further (presumably self-seeded) trees, particularly at the northern end of the alleyway. Their elevations and modelled views from these houses show that their outlook would be similar to, if not improved on the existing, despite the proposal's additional height, and day and sunlight tests show that there would be virtually no noticeable impact on the residents' amenity. Unit 2 does not adjoin any residential properties; all its boundaries, and all the other boundaries of Unit 1, are to other industrial sites and buildings.</p> <p>The proposed materials palette for the two buildings is to use modern materials; Kingspan metallic cladding in pure grey, anthracite grey and olive green, with horizontal joints, to both buildings, but with the pure grey to the main entrance facades and turning the corners in ribbed panels, more reminiscent of the texture of brickwork. These are all durable materials, in harmonious complimentary colours that will be appropriate to the corporate identity of the developer, Valor, as well as pleasingly modest and "unshouty" (compared to many of their neighbours), and in the range of materials that have come to be expected for this type of development. The QRP supported the choice of materials and this simple, clean architecture; they requested that green roofs be investigated, but it is understood that it is not possible nor necessary to achieve urban greening requirements, and any green roofs would not be visible from either any nearby public realm or neighbouring buildings.</p> <p>Overall, the proposals for these two nearby but not quite neighbouring buildings are simple, clean and elegant, with high quality landscape designed in, and should encourage the attraction of much needed logistics businesses to this suitable accessible location. Not all the highest aspirations of officers and reviewers have been achievable, but the applicants have sought at all stages to accommodate the maximum public benefit possible in these competitive developments. They have</p>	

Stakeholder	Question/Comment	Response
	received on balance general support of the QRP, and similarly receive on balance the support of the design officer.	
Transportation	<p>HGY/2024/1370 - 18 West Road & Unit 4 West Mews, Tottenham, London N17</p> <p>Demolition, clearance and redevelopment of 18 West Road and Unit 4 West Mews comprising 2no. warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure</p> <p>Updated comments 16/8/24</p> <p>This application is for redevelopment of these two sites and the construction of two B2/B8 light industrial units, Unit 1 with a GEA of 5646 sqm, and Unit 2 with a 1109 sqm GEA.</p> <p>These comments are updated from those produced on the 29th July 2024, as the applicant has now revised the locations of the substations and the permanent car park access for plot 1 (relocated to West Road from Brantwood Road).</p> <p>The applicant has provided proposals drawings for the changes and now needs to submit an updated Transportation Assessment to cover these changes.</p> <p>Location and access These sites are located to the eastern side of West Road, Plot 1 abuts Brantwood Road and currently comprises two buildings/plots which are at the northern end of West Road.</p> <p>The second, smaller site (Plot 2) is to the south of this and again located on the eastern side of West Road.</p> <p>The sites have a PTAL value of 2, considered 'poor' access to public transport services. There are two bus services available within 2 to 6 minutes walk of the site, and Northumberland Park Station is a nine minute walk away.</p>	<p>Support</p> <p>Noted and conditions 8 and 10 including obligation attached requesting details of (CMP) and (Cycling parking details).</p>

Stakeholder	Question/Comment	Response
	<p>The PTAL value doesn't appear to reference the relatively new Meridian Water Station, which is a similar walk time/distance away from the site as Northumberland Park Station.</p> <p>The site is also located within the Tottenham Event Day CPZ, which operates on match and event days and evenings at the Tottenham Hotspur Stadium. Therefore, most of the time, there are no active CPZ restrictions/measures in place.</p> <p>Planning history There have been a number of previous applications for these two plots/sites (albeit these did not include the full extent of the proposed northernmost site abutting Brantwood Road).</p> <p>These have been associated with the vehicle dismantling operations that are carried out in the locality at existing ongoing sites. The previous applications have included proposals for the provision for both a lorry park and vehicle storage. These have been refused by planning, and a factor in the decisions has been concerns that the proposals would worsen existing highway safety, traffic flow and parking enforcement problems.</p> <p>There has also been issues with damage to highway infrastructure relating to the vehicle dismantling and loading/unloading/moving operations.</p> <p>The previously refused applications all had potential to increase the severity of the current problems experienced by neighbours and the Highway and Parking Authority.</p> <p>Development proposal This proposal is for the construction of two B2/B8 light industrial units, Unit 1 with a GEA of 5646 sqm, and Unit 2 with a 1109 sqm GEA. New access arrangements are proposed with accesses off Brantwood Road and West Road for Unit 1 and what appears to be a larger access for Unit 2 off West Road.</p>	

Stakeholder	Question/Comment	Response
	<p>It is noted that overall, there will be a reduction in building floor area compared to present. The existing buildings over the two sites have a floor area of around 8400 sqm.</p> <p>It is also noted that there is a separate application for the placement of two new electrical substations associated with the redevelopment of these sites (ref; HGY/2024/1200). The substations are shown as being located within the car parking area for plot 1. Transportation officers have already considered and provided observations on this application. The access and parking for these was originally intended to be off Brantwood Road, however as commented elsewhere in this response the access is now proposed off West Road and is part of the overall proposals within this application.</p> <p>Subsequent to the comments of the 29th July, the applicant has now relocated the substations slightly to the north, and moved the proposed access for the plot 1 car park to West Road.</p> <p>Trip generation The TA includes trip generation information comparing the existing/consented uses of the two plots against the B2/B8 proposals, and essentially the trip numbers considered during the peaks and a 12 hours daily count are similar to the existing/consented use for plot 1, with maximum peak period trips for B8 use of 27 arrivals and 7 departures and a daily tally of 164 arrivals and 174 departures again for the B8 use (B2 usage would result in a lower number of trips). These numbers are very similar to the existing usage, and accordingly it is not considered there are any adverse trip generation implications with this proposal.</p> <p>For HGV and LGV movements, a slightly lower number than for the consented uses is predicted from the trip generation assessment. Tables 5.8 though to 5.10 in the TA detail TRICS outputs for the existing land use and floor area and for this development. The existing land use and floor area is predicted to generate 35 LGV and 36 HGV arrivals/departures on a daily (12 hour) basis, with 33 LGV/31 HGV for the two new</p>	

Stakeholder	Question/Comment	Response
	<p>sites included in this application. The Delivery and Servicing Plan will detail and summarise the management arrangements for these trips to and from the site to ensure efficiencies and to minimise any potential impacts on the operational public highway.</p> <p>Highway conditions in the locality of the site There have historically been a number of existing highway and parking issues occurring in the locality of the site. These include inappropriate parking, handling of end of life vehicles within the highway, congestion, and physical damage to highway infrastructure.</p> <p>The proposed arrangements with this application should reduce and mitigate the above highway issues that were experienced with the former uses at these sites.</p> <p>Healthy streets assessment Included within the TA is a HSA that has reviewed 6 different routes to and from the site. The findings of the assessment were that there are gaps in tactile paving provision at a number of the pedestrian crossings that would be used by pedestrians to walk to and from the sites.</p> <p>It is suggested that a Section 106 Contribution of £25,000 be made towards improvements to the walking and cycling environment be made to remedy these shortcomings found with the Healthy Streets Assessment and by doing so further improve conditions for active and sustainable modes accessing the site.</p> <p>Car/vehicle parking At present, there is informal parking taking place for plot 1, and plot 2 had been used by Redcorn for vehicle storage. 7 to 8 cars have been able to park to the frontage of Plot 2 and these vehicles have passed over the footway to access.</p>	

Stakeholder	Question/Comment	Response
	<p>There are no specific maximum parking standards for B2/B8 development within The London Plan, which comments that developments should be considered on a one by one basis. 26 car parking spaces are proposed for unit 1, and 5 for unit 2.</p> <p>The TA comments that the parking provision proposed has been arrived at to take into consideration, potential operational requirements and commercial/viability considerations. It also comments that the level of parking proposed should minimise any likelihood of generating additional on street parking demands.</p> <p>Blue badge parking is included, with one space at each parking location and EV charging points are also included (4 for plot 1 and 2 for plot 2). It is assumed these will be active charging points, ideally passive provision should also be made.</p> <p>A Parking stress survey has been undertaken for this application. This recorded parking conditions within a 500m walk distance between the hours of 0700 and 1500. This recorded a highest parking stress of 78% with 156 spaces available within the 727 in the 500m walk distance from the site. This was during the 0700 survey.</p> <p>Overall, with respect to parking, it doesn't appear that there is a likelihood of the development worsening on street parking conditions which are not critical at present. The parking provision proposed may be an overprovision, however the future tenants/occupiers are unknown at present and whilst the proposed on site parking should meet future development demands there are no guarantees this will be the case.</p> <p>Overall, to follow the draft travel plan mode share targets to reduce private car journeys to the site, the applicant should seek to reduce car parking at the site, particularly for plot 1, over time. This can be covered in the Parking Management Plan in conjunction with the Travel Plans.</p> <p>Formal parking controls in the locality of the site are under the Tottenham Event Day CPZ which only comes into play on match and event days.</p>	

Stakeholder	Question/Comment	Response
	<p>The Council's parking team have implemented 'Red Route' arrangements at the site to assist in managing parking issues taking place in the locality. The Parking team does have plans to increase CCTV surveillance and refine parking controls in the immediate area along West Road and Brantwood Road. As a consequence of the S278 works some of the waiting and loading arrangements will change, and given the history and issues experienced here a suggested contribution of £40,000 is referenced to go towards further future refinements and the upgrading of CCTV surveillance and on street enforcement and monitoring.</p> <p>Cycle parking High Quality long and short stay cycle parking to meet the numerical requirements of the London Plan is required, along with full details of the proposed cycle parking arrangements, confirming that useable, secure and attractive cycle parking will be provided for employees and visitors to the site.</p> <p>Cycle parking standards are set out in Table 10.2 of the London Plan for Class B2 / B8 as follows;</p> <ul style="list-style-type: none"> • Long Stay: a minimum of 1 space per 500sqm GEA); and • Short Stay: a minimum of 1 space per 1,000sqm GEA. <p>The applicant references the London Plan requirements as 18 spaces for Unit 1 with 12 long stay and 6 short stay spaces, and 6 spaces for Unit 2 with 4 spaces for long stay and 2 spaces for short stay to meet the above standards.</p> <p>The details included in the application show provision of 40 spaces for plot 1 (34 long stay/6 short stay) and 18 for plot 2(12 long stay and 6 short stay). External secure cycle parking is proposed using a double stacking system within a secure shelter and Sheffield stands for visitor cycle parking, and there is reference to provision of lockers and showers internally.</p>	

Stakeholder	Question/Comment	Response
	<p>All cycle parking is required to meet the London Cycle Design Standards as produced by TfL. Whilst some layout and dimensional details have been provided, A pre commencement condition will be required for submission of full dimensional details and arrangements for the proposed cycle parking to demonstrate compliance with the above standards. It is acknowledged that much of the detail has been submitted already, the condition can require provision of a standalone document/drawings showing full cycle parking details.</p> <p>Site arrangements and layout/access arrangements There are highway access changes proposed with this application. Following the earlier transportation comments of the 29th July 2024, the applicant has now revised the arrangements for the car park access to plot 1.</p> <p>The proposed arrangements for plot 1 remain as two crossovers/accesses, with the service yard access off Brantwood Road. This access is detailed as a widened existing access, widened to 12m. This is intended to serve the open loading yard area within which HGV's will park and dwell. It is not detailed what the existing access width is.</p> <p>There is also a second crossover/access proposed to service both the plot 1 car park and provide access to the substations associated with this development. The access for this car park was originally intended off Brantwood Road, however there were highway safety concerns with this and the applicant has relocated to the eastern side of West Road. The applicant has provided the revised details and in principle these are acceptable to Transportation subject to the normal Highways Act approvals process via the S278 agreement.</p> <p>A Section 278 Agreement under the Highways Act will be required to cover the design and implementation of the highway works associated with both sites within this application to cover the access/crossover changes and resultant amendments to existing on street waiting and loading arrangements.</p>	

Stakeholder	Question/Comment	Response
	<p>For plot 2 a single 10m wide crossover/access is proposed to enable access to a loading area and 5 car parking spaces. It is commented that this is a widening of the existing access however the width of this is not provided.</p> <p>Visibility splays have been provided to show the access/egress manoeuvres for a 16.5m articulated lorry accessing the loading area for Plot 1, and a 7.5 tonne van for plot 2. These appear fine in terms of accommodating the manoeuvres, however we do have a question as to the width of the crossover for plot 2 as it appears that 7.5 tonne vans have plenty of space to access. This aspect can be assessed during the Section 278 design check process.</p> <p>The proposed arrangements are intended for all visiting vehicles being able to access and egress the sites in a satisfactory manner, and as a consequence this should remove the on street loading that has historically taken place associated with the former car breaking and vehicle disposal uses at these sites.</p> <p>Delivery and servicing arrangements</p> <p>Draft delivery and servicing plans for each plot have been submitted. These give an overview of the expected arrangements for the development. A condition for a delivery and servicing plan for the development will be appropriate to collate all relevant information and details and demonstrate best principles with the proposed arrangements once there is greater clarity over the future occupiers and their delivery and servicing requirements. The predicted numbers of delivery and servicing trips are slightly lower than for the existing floor areas and land uses at the site.</p> <p>Framework Travel Plan</p> <p>A detailed draft of a Framework travel plan is included within the application. The format and structure of this are fine in terms of the travel planning principles that are appropriate, and it includes mode share targets to reduce car/van trips by employees to and from the site by 10% over 5 years along with an increase in cycle mode share</p>	

Stakeholder	Question/Comment	Response
	<p>from 3% to 10%. As initial targets these are appropriate, and obviously can be refined as required upon review of surveys.</p> <p>As there will be two distinct sites within this application, two separate travel plans will be required as the nature of the future tenants/occupiers could well be very different.</p> <p>A Travel Plan Monitoring fee for each travel plan of £3000 per annum for a period of 5 years will be required to cover officer time for review, queries, and analysis of survey results, will be required, this must be secured by the S106 legal agreement.</p> <p>Construction Phase</p> <p>A draft of a Construction Logistics Plan accompanies the application. A pre commencement condition requiring a detailed CLP will be needed, and the applicant will need to liaise and consult with Haringey's Network Management offices to discuss appropriate details with respect to management of the build out from the Highways perspective and any temporary measures for the highway sought.</p> <p>From the draft it is noted that the build out period is expected to be 12 months. Details of the management measures to ensure construction vehicles avoid arriving and departing during the AM and PM peak periods will be required, along with slot booking to prevent construction vehicles waiting on the highway. The CLP includes a proposal to restrict arrivals and departures to between 0900 and 1600, this can be discussed.</p> <p>The development will be expected to have 20 to 30 vehicle arrivals and departures a day, it is envisaged at the busiest periods of the build out and details of the vehicles expected to visit will be required including sizes and potentially swept path plots to demonstrate vehicles can access and egress in a forward gear.</p> <p>The draft CLP references the likely requirement of parking suspensions, these will need to be agreed with the Highway Authority. Details such as exact arrangements for wheel washing and keeping the highway clear of dirt and debris, and the</p>	

Stakeholder	Question/Comment	Response
	<p>arrangements to ensure forward access and egress to and from the sites will also be required.</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 document, construction activity should also be planned to avoid the critical school drop off and collection periods, the applicant will be required to pay a construction travel plan contribution of fifteen thousand pounds (£15,000) for the monitoring of the construction activities on site.</p> <p>Summary This application is for redevelopment of the two sites along West Road for new B2/B8 warehousing. A transport assessment accompanies the application and this has been reviewed.</p> <p>In terms of transportation impacts the numbers of trips compared to consented/existing are similar and not a greater magnitude. The applicant is proposing changes to the site accesses/crossovers which will require a Section 278 Agreement to cover the highway changes envisaged.</p> <p>Following the previous concerns raised in relation to the plot 1 car park/transformer access, the applicant has revised their proposals and is now intending to locate the plot 1 car park access off West Road. Initial details have been provided and these are acceptable subject to the normal Section 278 Agreement design checks and approvals by the Highway Authority.</p> <p>Car parking and cycle parking details have been provided, along with drafts of a framework travel plan, delivery and servicing plan and construction logistics plan. Fully detailed and worked up plans will be required and can be covered by condition.</p> <p>Overall transportation impacts and trip will not differ too much from the existing consented uses at the sites, it is considered that it is appropriate for the applicant to</p>	

Stakeholder	Question/Comment	Response
	<p>make financial contributions towards improving the pedestrian environment and routes to and from the site, as presented within their Healthy Streets Assessment, and also towards future refinements and improvements to the on street parking controls, surveillance and enforcement arrangements to appropriately manage the highway in the locality of this site.</p> <p>Subject to sight of an updated Transportation Assessment to cover the plot 1 access changes, and the following conditions and S106 contributions Transportation do not object to this application;</p> <p>Conditions</p> <p>1. Delivery and Servicing Plan and Waste Management The owner shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying 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> <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>	

Stakeholder	Question/Comment	Response
	<p>2. Cycle Parking</p> <p>The applicant will be required to submit plans showing cycle parking in line with the London Plan and the London Cycle Design Standard (LCDS) No Development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.</p> <p>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>3. Electric Vehicle Charging</p> <p>Subject to a condition requiring the provision of active electric vehicle charging points to serve the on-site parking spaces from the onset in Line with the London Plan. 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>4. Disabled parking bays</p> <p>The applicant will be required to submit and provide plans showing all commercial 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. REASON: to ensure the development is in accordance with the published London Plan 2021 T6.5 disabled.</p> <p>5. Car Parking Management Plan</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. This plan will also need to include the</p>	

Stakeholder	Question/Comment	Response
	<p>proposals for reducing on site parking over time to align with travel plan targets and as such the document will link to the travel plan.</p> <p>S.106 obligations</p> <p>1.0 Construction Logistics and Management Plan</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, 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</p>	

Stakeholder	Question/Comment	Response
	<p>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>2.0 Commercial Travel Plan</p> <p>A commercial travel plan for each site 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> <p>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:</p> <p>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.</p> <p>c) The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development.</p> <p>d) The developer is required to pay a sum of £3,000 (three 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.</p> <p>e) The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.</p> <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>3.0 Highway Improvements</p> <p>The applicant will be required to enter into agreement with the Highway Authority under Sections:</p>	

Stakeholder	Question/Comment	Response
	<p>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 West Road and Brantwood Road for the reconstruction of the crossover and access to the site, the removal of on-street resident parking bays, and the reinstatement of the footways.</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 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 and a Stage 1 and 2 road safety audit 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>4.0 Active Travel Improvements</p> <p>The applicant will be required to pay of sum of £25,000 (twenty-five thousand pounds) towards improvements to the walking and cycling environment be made to remedy these shortcomings found with the Healthy Streets Assessment and by doing so further improve conditions for active and sustainable modes accessing the site on the routes accessing the site.</p>	

Stakeholder	Question/Comment	Response
	<p>Reason: to improve accessibility to the site and promote travel by more sustainable modes of transport.</p> <p>5.0 Parking Management Contribution Given the history and issues experienced here a contribution of £40,000 (forty pounds) towards further future refinements and the upgrading Red-Route CCTV surveillance and on street parking enforcement at this location.</p> <p>Reason: to implement parking control mechanism in the area surrounding the site, to mitigate any parking impact generated by the proposal.</p>	
Carbon Management	<p>Carbon Management Response 06/08/2024</p> <p>After reviewing the initial submitted planning information, we have sent a request for clarifications and missing information on 30/05/24.</p> <p>We have reviewed subsequent additional information received on 06/06/24 and 24/06/24. We have further attended two meetings on 07/06/24 and 09/07/24 to discuss with the applicant, agent and their consultants.</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Energy and Sustainability Statement prepared by Cudd Bentley Consulting (dated 01/05 2024) • BRUKL worksheets for Unit 1 and Unit 2 for Be Lean and Be Green scenarios. • GLA carbon emission reporting spreadsheet • BREEAM Pre-Assessment prepared by Cudd Bentley Consulting (dated 30/04/2024) 	<p>Support noted, subject to condition 16,15,18,31 and planning obligations secured via s106.</p>

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> • Overheating Assessment / TM52 thermal comfort assessment by Cudd Bentley Consulting (revision 02 dated 21/06/24) • Sustainability and Landscape sections in Design and Access Statement by Chetwoods Ltd (Planning Issue PL2 dated April 2024). • Ecological Impact Assessment by Logika Group (dated 01/05/24). • Heat pump data sheet and proposed heat pump locations • Proposed district heating services layout drawing and evidence of conversation with Energetik • Written response to carbon queries raised in meeting 07/06/24 by Cudd Bentley Consulting (dated 24/06/24) • Relevant supporting documents. <p>1. Summary The development achieves a reduction of 122% carbon dioxide emissions on site, which is supported in principle although we are seeking clarification on a number of key aspects that might affect this percentage reduction. The applicant is required to clarify their basis of their energy calculations in order to support their carbon dioxide reduction figures. Further clarifications must be provided with regard to the Energy Strategy and Sustainability Strategy. The Overheating Strategy must be reissued with the correct weather file and clarifications. Appropriate planning conditions will be recommended once this information has been provided.</p> <p>2. Energy Strategy Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Part L 2021). The London Plan (2021) further confirms this in Policy SI2.</p> <p>The overall predicted reduction in CO2 emissions for the development shows an improvement of approximately 100% in carbon emissions from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 18.2 tonnes of CO2 from a baseline of 16.3 tCO2/year.</p>	

Stakeholder	Question/Comment	Response																					
	<p>London Plan Policy SI2 requires major development proposals to calculate and minimise unregulated carbon emissions, not covered by Building Regulations. The calculated unregulated emissions in tCO2 are to be provided.</p> <p>Total regulated emissions (Tonnes CO2 / year) CO2 savings (Tonnes CO2 / year) Percentage savings (%)</p> <table border="0"> <tr> <td>Part L 2021 baseline</td> <td>16.3</td> <td></td> </tr> <tr> <td>Be Lean 13.4 2.9</td> <td>18%</td> <td></td> </tr> <tr> <td>Be Clean 13.4 0</td> <td>0%</td> <td></td> </tr> <tr> <td>Be Green -2 15.4</td> <td>94%</td> <td></td> </tr> <tr> <td>Cumulative savings</td> <td>18.2</td> <td>112%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO2)</td> <td>0</td> <td></td> </tr> <tr> <td>Carbon offset contribution</td> <td colspan="2">£95 x 30 years x 0 tCO2/year = £ 0</td> </tr> </table> <p>Actions:</p> <ul style="list-style-type: none"> - The GLA Carbon Emission Reporting Spreadsheet is different from the table on p.9 of the Energy Strategy. We have assumed the GLA spreadsheet tables are the most correct, but please confirm and edit whichever figures are incorrect. - The applicant has confirmed the main warehouse spaces have been modelled as unheated as there is a low likelihood of heated warehouses being required. But the buildings will be future proofed to allow the warehouse spaces to be used as heated space in the future. The additional carbon emissions as a result of heating the warehouse spaces can be offset by adding further PV panels on roof. <p>Energy Use Intensity (EUI) / Space Heating Demand (SHD) Applications are required to report on the total Energy Use Intensity (EUI) and Space Heating Demand (SHD), in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance, including what methodology has been used. EUI is a measure of the</p>	Part L 2021 baseline	16.3		Be Lean 13.4 2.9	18%		Be Clean 13.4 0	0%		Be Green -2 15.4	94%		Cumulative savings	18.2	112%	Carbon shortfall to offset (tCO2)	0		Carbon offset contribution	£95 x 30 years x 0 tCO2/year = £ 0		
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Stakeholder	Question/Comment	Response
	<p>total energy consumed annually, but should exclude on-site renewable energy generation and energy use from electric vehicle charging.</p> <p>Proposed Development GLA Benchmark Building type Industrial All other non-residential EUI 30.47 kWh/m²/year (unit 1) 44.74 kWh/m²/year (unit 2) Both meet GLA benchmark of 55 kWh/m²/year SHD 5.44 kWh/m²/year (unit 1) 18.69 kWh/m²/year (unit 2) Unit 1 meets, and Unit 2 does not meet GLA benchmark of 15 kWh/m²/year Methodology used SBEM / NCM</p> <p>Applicant has confirmed the EUI has included an allowance of assumed unregulated energy consumptions of the future tenants.</p> <p>Actions:</p> <ul style="list-style-type: none"> - Applicant to provide the unregulated energy for both units and to include the calculations and assumptions for the unregulated energy consumptions of the future tenants (e.g. kWh/m²?). <p>Energy – Lean</p> <p>The applicant has proposed a saving of 2.9 tCO₂ in carbon emissions (18%) through improved energy efficiency standards in key elements of the builds. This goes beyond the minimum 15% reduction set in London Plan Policy SI2, so this is supported.</p> <p>The following u-values, g-values and air tightness are proposed:</p> <p>Floor u-value 0.18 W/m²K External wall and internal partition u-value 0.23 W/m²K Roof u-value 0.15 W/m²K Door u-value 1.60 W/m²K</p>	

Stakeholder	Question/Comment	Response
	<p>Window u-value 1.40 W/m²K (Glazing) G-value 0.34 Air permeability rate 3 m³/hm² @ 50Pa Ventilation strategy Extract system provided in WC Strategies for main warehouse spaces and office TBC. Low energy lighting LED lighting where applicable Heating system (efficiency / emitter) Split system air conditioners within office areas. Electric panel heaters within the WC and circulation area. Electric point of use water heater (DHW)</p> <p>Heating demand The actual heating demands are higher than the notional heating demands in both Be Lean and Be Green scenarios. Following a discussion with the applicant, we are questioning this further. The bullet points below set out our thought process behind this.</p> <p>Applicant explanation: The applicant explained this is due to the proposed heating strategy is using electric panel heaters within the WC and corridors, and an electric panel heater has an actual efficiency of 100% which is less than notional efficiency of 134%.</p> <p>Council view: The above explanation does not fully justify the higher heat demand in the actual building, which must be addressed.</p> <p>1. The ES states the office will be heated by ASHP. The WC and corridor will be heated by electric heating panels. In Be Green stage, the efficiency of the heat pump is higher than the notional value. Presumably the total area of offices is larger than WCs and corridors. So, the improvement of heating demand as a result of the higher efficiency of the heat pump should outweigh the lower efficiency of electric panel</p>	

Stakeholder	Question/Comment	Response																
	<p>heaters. Hence the actual heating demand should also be lower than that of the notional heating demand in Be Green stage.</p> <table><tr><td>Notional baseline</td><td>Be Lean</td><td>Be Green</td><td></td></tr><tr><td>Space heating systems efficiency (notional)</td><td>Efficiency used – actual building</td><td>Efficiency used in ES</td><td>Correct</td></tr><tr><td>Office Heat pump</td><td>264%</td><td>350%</td><td>264%</td></tr><tr><td>WCs and corridors Electric panel heater</td><td></td><td>134%</td><td>100%</td></tr></table> <p>2. The Energy Strategy and modelling has used incorrect efficiencies for the Be Lean scenario – see the table above that summarises the efficiency values. The efficiency values below are based on NCM table 7. The Be Lean efficiency values are the same as the notional efficiency values. The actual efficiency values will only be used in Be Green stage. (See paragraph 7.9 GLA guidance).</p> <p>3. The proposed building fabric has higher efficiency (e.g. U-values) in the Be Lean stage than the notional building. The proposed efficiency of the heating system is the same as the notional building within the current calculations. This means the actual heating demand should be lower than the notional heating demand.</p> <p>PV under Be Lean</p> <p>PV should not be taken into account under the Be Lean scenario. While there are certain PV panels assumed in the notional building, the same assumption will be applied to the actual building and so there should not be more PV in the actual building than the notional building.</p> <p>Overheating is dealt with in more detail below.</p> <p>Actions:</p> <ul style="list-style-type: none">- Applicant to confirm if the ventilation strategy is natural ventilation for offices and main warehouse spaces. Applicant to confirm how the passive ventilation will work in big warehouse spaces with deep plans.	Notional baseline	Be Lean	Be Green		Space heating systems efficiency (notional)	Efficiency used – actual building	Efficiency used in ES	Correct	Office Heat pump	264%	350%	264%	WCs and corridors Electric panel heater		134%	100%	
Notional baseline	Be Lean	Be Green																
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Office Heat pump	264%	350%	264%															
WCs and corridors Electric panel heater		134%	100%															

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Set out how the scheme's thermal bridging will be reduced. No measures are proposed to reduce heat loss from junction details, and it does not set out the what the proposed Psi (Ψ) value is. - Please factor in the efficiency of ASHP, not only the electric panel heaters in WCs and corridors. - Please correct the efficiencies of the systems in Be Lean to match the notional values. - Please remove the PV system from the Be Lean scenario. - Applicant to confirm if their assumptions of the energy modelling align with our understanding explained above. <ul style="list-style-type: none"> o If so, please amend the BRUKL worksheets and energy statement. o If not, please explain the reasons clearly by addressing each point above. <p>Energy – Clean</p> <p>London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.</p> <p>The applicant is not proposing any Be Clean measures. The application discusses the viability of future DEN connection with a DEN energy company Energetik. However, Energetik has confirmed it is not economically viable as extensions costs would exceed the return for them.</p> <p>Energy – Green</p>	

Stakeholder	Question/Comment	Response
	<p>As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.</p> <p>The application has reviewed the installation of various renewable technologies. The report concludes that split system heat pumps and solar photovoltaic (PV) panels are the most viable options to deliver the Be Green requirement. A total of 15.4 tCO₂ (94%) reduction of emissions are proposed under Be Green measures.</p> <p>Solar photovoltaic (PV) panels Peak output 260 kWp Renewable electricity produced per year 182,000 kWh/year Number of panels and roof area 694 panels; approximate roof area of 1,249 sqm Battery storage capacity N/A - extra electricity produced from the PV panels will be fed back to the grid</p> <p>A 190 kWp system is required for unit 1, and a 70 kWp array is required for unit 2. Due to limited roof space atop unit 2, 31 kWp of the required 70 kWp has been achieved by adding additional capacity to the roof of unit 1. Applicant has maximised the PV installation to achieve 100% carbon reduction of currently modelled regulated emissions. The applicant confirmed during pre-application stages that the unregulated energy associated with the uses of the future tenant will be offset by additional PVs that future tenants can install. The proposal's roof structure will be designed to support the additional weight of the future PV panels.</p> <p>The communal air-to-air split system air conditioners (power inverter heat pump) have been proposed to provide heating to office areas. WCs and circulation areas will be heated by electric panel heaters. Hot water will be provided by electric water heater. More details have not been provided.</p> <p>Actions:</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - The data sheet of PKA-M R32 for the power inverter heat pump does not match the model number stated on the external condenser drawings. Applicant to clarify the product model. What is the Seasonal Coefficient of Performance (SCOP), the Seasonal Performance Factor (SFP) and Seasonal Energy Efficiency ratio (SEER) of the heat pump, and the mitigation measures in terms of visual and noise impact. - Applicant should develop a green lease agreement that tenants will be required to conform to, and which will secure the building services performance assumed. This should set out the requirements, as outlined by the applicant in a PPA meeting, that the future tenants will be responsible for installation of PV panels to offset their unregulated energy emissions. This will be conditioned. - Applicant to confirm if refrigerant is running in pipework between the external and internal of the heat pump units. Applicant to provide a maintenance strategy to ensure there is no leakage of refrigerant. <p>Energy – Be Seen</p> <p>London Plan Policy SI2 requests all developments to ‘be seen’, to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.</p> <p>The units will be able to monitor their energy usage via metering equipment. All major items of plant equipment will be monitored, and the systems will be monitored to enable a minimum of 90% of the energy used in the building to be easily attributed to an end use. Electrical suppliers will be metered by smart meters.</p> <p>Actions:</p> <ul style="list-style-type: none"> - Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: 	

Stakeholder	Question/Comment	Response						
	<p>(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)</p> <p>3. Carbon Offset Contribution There is no carbon shortfall. A section 106 agreement will require the recalculation of the carbon emissions at Energy Plan and Sustainability Review stages to confirm this. If a shortfall occurs in future, the remaining carbon emissions will need to be offset at £95/tCO2 over 30 years.</p> <p>4. Overheating London Plan Policy SI4 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.</p> <p>In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 Heathrow weather files. The report has modelled offices spaces in both units based on the scenarios with 1) active cooling and 2) passive measures and openable windows only.</p> <p>Results of 1) scenario of active cooling are listed in the table below.</p> <table><tr><td>Passive measures and openable windows only (no cooling)</td><td>Active cooling</td></tr><tr><td>Non-domestic: CIBSE TM52</td><td>Occupied hours > Maximum Threshold</td></tr><tr><td>Occupied hours > Maximum Threshold</td><td></td></tr></table> <p>DSY1 2020s Pass (for all offices)</p> <p>Pass (for all offices)</p>	Passive measures and openable windows only (no cooling)	Active cooling	Non-domestic: CIBSE TM52	Occupied hours > Maximum Threshold	Occupied hours > Maximum Threshold		
Passive measures and openable windows only (no cooling)	Active cooling							
Non-domestic: CIBSE TM52	Occupied hours > Maximum Threshold							
Occupied hours > Maximum Threshold								

Stakeholder	Question/Comment	Response
	<p>DSY2 2020s Pass (for all offices) Pass (for all offices) DSY3 2020s Pass (for all offices) Pass (for all offices) DSY1 2050s Not provided Not provided DSY2 2050s Not provided Not provided DSY3 2050s Not provided Not provided DSY1 2080s Not provided Not provided DSY2 2080s Not provided Not provided DSY3 2080s Not provided Not provided</p> <p>All spaces pass the overheating requirements for 2020s DSY1 in both scenarios 1 using active cooling. In order to pass this, the following measures will be built:</p> <ul style="list-style-type: none"> - Proposed U-values of the building fabric (see table under Be Lean) - Glazing g-value of 0.34 <p>Scenario 2 with passive measures and openable windows should be assessed with the same criteria of a naturally ventilated building, which is not the same as a mechanical ventilated building. The proposed building should at least pass 2 out of 3 criteria such as 1) hours of exceedance, 2) daily weighted exceedance and 3) supper limit temperature.</p> <p>A revised overheating strategy is required.</p> <p>Actions:</p> <ul style="list-style-type: none"> - As requested in the pre-app advice note, please undertake the overheating modelling with the Central London weather file, which will more accurately represent the urban heat island effect. - Assess the scenario with passive measures and openable windows with the same criteria of a naturally ventilated building and table the result. - Demonstrate how the Cooling Hierarchy has been followed. - Specify the shading strategy, including: technical specification and images of the proposed shading feature (e.g. overhangs, Brise Soleil, external shutters), elevations and sections showing where these measures are proposed. Internal 	

Stakeholder	Question/Comment	Response
	<p>blinds cannot be used to pass the weather files, but can form part of the delivered strategy to reduce overheating risk for occupants (as long as it does not compromise any ventilation requirements).</p> <ul style="list-style-type: none"> - Active cooling should be the last resort. If active cooling is proposed, demonstrate strategy to minimise cooling demand as much as possible. - Specify the active cooling demand (space cooling, not energy used) on an area-weighted average in MJ/m2 and MY/year? Please also confirm the efficiency of the equipment, whether the air is sourced from the coolest point / any renewable sources. - Please can you provide the results of DSY1 for the 2050s and 2080s. Ensure the design has incorporated as many mitigation measures to pass more extreme and future weather files as far as feasible. Any remaining overheating risk should inform the future retrofit plan. - Set out a retrofit plan for future and more extreme weather files, demonstrating how these measures can be installed, how they would reduce the overheating risk, what their lifecycle replacement will be, and who will be responsible for overheating risk. <p>5. Sustainability</p> <p>Policy DM21 of the Development Management Document requires developments to demonstrate sustainable design, layout and construction techniques. The sustainability section in the Design and Access Statement and the Energy and Sustainability Statement set out the proposed measures to improve the sustainability of the scheme, including transport, health and wellbeing, flood risk and drainage, biodiversity, climate resilience, energy and CO2 emissions and landscape design.</p> <p>Non-Domestic BREEAM Requirement</p> <p>Policy SP4 requires all new non-residential developments to achieve a BREEAM rating 'Very Good' (or equivalent), although developments should aim to achieve 'Excellent' where achievable.</p>	

Stakeholder	Question/Comment	Response
	<p>The applicant has prepared a BREEAM Pre-Assessment (Shell and Core) Report. Based on this report, a score of 76.60% is expected to be achieved, equivalent to 'Excellent' rating. A potential score of 88.43 % could be achieved which delivers an 'outstanding' rating with a 3.43% margin of contingency over the 85% target for an Outstanding BREEAM rating. This is supported.</p> <p>Urban Greening / Biodiversity</p> <p>All development sites must incorporate urban greening within their fundamental design and submit an Urban Greening Factor Statement, in line with London Plan Policy G5. London Plan Policy G6 and Local Plan Policy DM21 require proposals to manage impacts on biodiversity and aim to secure a biodiversity net gain. Additional greening should be provided through high-quality, durable measures that contribute to London's biodiversity and mitigate the urban heat island impact. This should include tree planting, shrubs, hedges, living roofs, and urban food growing. Specifically, living roofs and walls are encouraged in the London Plan. Amongst other benefits, these will increase biodiversity and reduce surface water runoff.</p> <p>The ecological impact assessment has stated the development is exempt from Biodiversity Net Gain due to the development not impacting any priority habitat and impacts less than 25m2 of on-site habitat. Despite the development is exempted from BNG, the landscape proposal has included new shrub, trees and wildflower grassland and green roofs with an aim to achieve BNG net gain of at least 10%.</p> <p>Greening and new trees have been proposed along the periphery of the development. Biodiverse roofs have been proposed on top of the bike sheds. Low level planting around seating areas will be provided to Unit 1 balcony.</p> <p>The development is proposing living roofs on top of the bike storage sheds. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep to ensure most plant species can establish and thrive and can</p>	

Stakeholder	Question/Comment	Response
	<p>withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth. The living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.</p> <p>Actions:</p> <ul style="list-style-type: none"> - Further urban greening and biodiversity enhancement measures are encouraged (e.g. green infrastructure, bird boxes, bat boxes etc to connect to the green spaces around the site, living roofs, living walls, etc.). - The Arboricultural Impact Assessment has shown existing trees are to be retained on site. Existing trees should be clearly shown on the proposed landscape plans and all related planning information. - The width of the periphery green space is narrow, it might not be sufficient for the new trees to grow and mature. Applicant to demonstrate there are sufficient widths for the new trees to grow by showing the future tree crowns on the proposed site plans. - Applicant to propose planting details for the greening at the periphery. Access and maintenance should be carefully considered, particularly at the back of both units. This will be conditioned. - Details of the low-level planting on Unit 1 balcony will be conditioned. <p>Whole Life-Cycle Carbon Assessments</p> <p>Policy SI2 requires developments referable to the Mayor of London to submit a Whole Life-Cycle Carbon Assessment and demonstrate actions undertaken to reduce life-cycle emissions.</p> <p>This application is not required to submit a full statement. No reference has been made to reducing whole-life carbon within the proposed development. The applicant is strongly encouraged to consider using low-carbon materials, sourced as local as possible.</p> <p>Circular Economy</p>	

Stakeholder	Question/Comment	Response
	<p>Policy SI7 requires applications referable to the Mayor of London to submit a Circular Economy Statement demonstrating how it promotes a circular economy within the design and aim to be net zero waste. Haringey Policy SP6 requires developments to seek to minimise waste creation and increase recycling rates, address waste as a resource and requires major applications to submit Site Waste Management Plans.</p> <p>This application is not required to submit a full statement. No reference has been made to consider and integrate circular economy principles within the proposed development. The applicant is strongly encouraged to consider implementing circular economy principles, such as designing for disassembly and reuse.</p> <p>It is acknowledged that Asbestos might be present on site. The Remediation and Verification Strategy has highlighted a demolition asbestos survey report will need to be obtained prior to the demolition of the building.</p> <p>Actions:</p> <ul style="list-style-type: none"> - Subject to the findings from the demolition asbestos survey report, applicant to confirm the suitability for volumes of material re-use and, if applicable, to demonstrate how the re-use of existing material has been maximised. This will be conditioned. <p>6. Planning Conditions To be secured (with detailed wording TBC).</p> <ul style="list-style-type: none"> • Energy strategy • Overheating • BREEAM Certificate • Living roofs • Biodiversity 	

Stakeholder	Question/Comment	Response
	<p>7. Planning Obligations Heads of Terms</p> <ul style="list-style-type: none"> - Be Seen commitment to uploading energy data - Energy Plan - Sustainability Review - Estimated carbon offset contribution (and associated obligations) of £0 (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. <p>Carbon Management Response 23/08/2024</p> <p>In preparing this consultation response, we have reviewed:</p> <ul style="list-style-type: none"> • Response to Queries Raised by LBH Document, prepared by Cudd Bentley (dated 16/08/2024), including Be Lean and Be Green BRUKLs, GLA note, TM52 report (revised 21/06/24) • Energy and Sustainability Statement prepared by Cudd Bentley Consulting (dated 16/08 2024, Rev 04) • GLA carbon emission reporting spreadsheet <p>Summary</p> <p>Energy - Overall</p> <p>The applicant confirmed that the Energy Strategy has been updated to reflect the correct information in the GLA carbon emission reporting spreadsheet. It appears that the baseline has come down from 16.3 to 9.5.</p> <p>To confirm, the development now achieves a 122% saving in regulated emissions from the baseline:</p>	

Stakeholder	Question/Comment	Response																					
	<p> Total regulated emissions (Tonnes CO2 / year) CO2 savings (Tonnes CO2 / year) Percentage savings (%) </p> <table border="0"> <tr> <td>Part L 2021 baseline</td> <td>9.5</td> <td></td> </tr> <tr> <td>Be Lean</td> <td>7.7</td> <td>1.7 18%</td> </tr> <tr> <td>Be Clean</td> <td>7.7</td> <td>0 0%</td> </tr> <tr> <td>Be Green</td> <td>-2.1</td> <td>9.8 103%</td> </tr> <tr> <td>Cumulative savings</td> <td>11.6</td> <td>122%</td> </tr> <tr> <td>Carbon shortfall to offset (tCO2)</td> <td>0</td> <td></td> </tr> <tr> <td>Carbon offset contribution</td> <td colspan="2">£95 x 30 years x 0 tCO2/year = £ 0</td> </tr> </table> <p> The unregulated energy has been calculated at: 24,492 kWh/year (Unit 1); 5,613 kWh/year (Unit 2), equivalent to 3.1 tCO2/year in total. Taking into account the additional savings in unregulated energy, the overall total emissions (regulated and unregulated) will only be 1 tCO2/year after the on-site savings. </p> <p> Energy – Be Lean The efficiency of systems has been amended in the Be Lean scenario. Ventilation through MVHR and opening windows is proposed. Low-Psi values have been proposed to reduce thermal bridging. </p> <p> The applicant has provided reference to the GLA guidance on how PV has been dealt with in Be Lean. We agree that the GLA stipulates that a PV system is present under Be Lean in the BRUKL report and that the GLA carbon emission reporting spreadsheet rectifies this by removing the PV from the Be Lean. However, we disagree with how the proposed PV system is dealt with under Be Lean. The image below shows that the actual PV systems generate higher amount of energy than the notional building; these amounts should be equal to the notional building in BRUKL. </p>	Part L 2021 baseline	9.5		Be Lean	7.7	1.7 18%	Be Clean	7.7	0 0%	Be Green	-2.1	9.8 103%	Cumulative savings	11.6	122%	Carbon shortfall to offset (tCO2)	0		Carbon offset contribution	£95 x 30 years x 0 tCO2/year = £ 0		
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Stakeholder	Question/Comment	Response
	<p>The GLA spreadsheet as attached also does not fill in the notional PV details in Column F, as requested by the GLA FAQ (attached in the appendix).</p> <p>Overheating</p> <ul style="list-style-type: none"> - The London Weather File was used. - Passive measures have been included. - Shading strategy: tree planting, high-albedo materials, orientation, window placement, shading, reflective surfaces. <p>The remodelled office areas with the correct weather files show that the spaces will pass based on both openable windows and active cooling. This means that active cooling is not required for the occupants and should not be used, subject to any acoustic or air quality constraints.</p> <p>Passive measures and openable windows only (no cooling) Active cooling Non-domestic: CIBSE TM52 Occupied hours > Maximum Threshold Occupied hours > Maximum Threshold</p> <p>DSY1 2020s Pass (for all offices) Pass (for all offices) DSY2 2020s Pass (for all offices) Pass (for all offices) DSY3 2020s Pass (for all offices) Pass (for all offices)</p> <p>Sustainability The Urban Greening Factor has been calculated for both units:</p> <ul style="list-style-type: none"> - Unit 1: UGF of 0.07 - Unit 2: UGF of 0.05 <p>Actions:</p>	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Please explain why the baseline has been reduced downwards. We had previously already reported on the figures in the GLA Carbon Emission Reporting Spreadsheet. - Please amend the PV system under Be Lean to the notional values. - Please insert the PV generation details in the GLA carbon emission reporting spreadsheet. - Please submit the BRUKL reports that use a baseline with all notional specifications set out in Building Regulations Part L: Baseline, Be Lean, Be Green reports. - Please set out if there would be acoustic or air quality constraints to opening the windows as part of the overheating strategy. <p>Conditions The following conditions are recommended to secure the benefits of the scheme. The Energy Condition is expected to be amended in the Addendum report, subject to the additional information required.</p> <p>Energy Strategy (to be amended with final figures) The development hereby approved shall be constructed in accordance with the Energy and Sustainability Statement by Cudd Bentley (dated 16 August 2024) delivering a minimum 122% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and a minimum 260 kWp solar photovoltaic (PV) array and inverter capacity.</p> <p>(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:</p> <ul style="list-style-type: none"> - Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy; - Confirmation of the necessary fabric efficiencies to achieve a minimum 18% reduction; - Details to reduce thermal bridging; 	

Stakeholder	Question/Comment	Response
	<ul style="list-style-type: none"> - Confirmation of location, specification and efficiency of the proposed ASHPs and MVHR with plans showing the relevant pipework, and noise and visual mitigation measures; - Confirmation of PV details, 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, if relevant; - A metering strategy. <p>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.</p> <p>(b) The solar PV arrays and air source heat pumps must be installed and brought into use prior to first occupation of the relevant unit. Within six months following the first occupation of that unit, 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, and an energy generation statement for the period that the solar PV array has been installed. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.</p> <p>(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.</p> <p>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</p>	

Stakeholder	Question/Comment	Response
	<p>line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.</p> <p>Overheating The overheating mitigation measures should be implemented prior to the occupation of the relevant unit and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Thermal Comfort Assessment prepared by Cudd Bentley (dated 21 June 2024) and Response to Queries Raised by LBH. This includes g-values of 0.34, tree planting, openable windows, high-albedo materials and window shading.</p> <p>Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.</p> <p>Living roofs (a) Prior to the above ground commencement of development, details of the living roofs must be submitted to and approved in writing by the Local Planning Authority. Living roofs must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include: i) A roof plan identifying where the living roofs will be located; ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm); 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;</p>	

Stakeholder	Question/Comment	Response
	<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>(b) Prior to the occupation of the unit, 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>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.</p> <p>BREEAM</p> <p>a) Prior to commencement on site for the relevant 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 “Excellent” outcome (or equivalent), aiming for “Outstanding”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.</p>	

Stakeholder	Question/Comment	Response
	<p>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.</p> <p>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 at least a BREEAM “Excellent” outcome (or equivalent), aiming for “Outstanding”, subject to certification by BRE.</p> <p>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.</p> <p>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.</p>	
Waste Management	<p>Thank you for contacting Haringey’s waste team regarding the above application for the demolition, clearance and redevelopment of 18 West Road and Unit 4 West Mews comprising 2no. warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure at 18 West Road & Unit 4 West Mews, Tottenham, London N17.</p> <p>Although we don’t have supplementary planning guidance for commercial waste, businesses must ensure all waste produced on site is disposed of responsibly under their duty of care within Environmental Protection Act 1990. It is for the business to arrange a properly documented process for waste collection from a licensed contractor of their choice. Documentation must be kept by the business and be produced on request of an authorised Council Official under section 34 of the Act. Failure to do so may result in a fixed penalty fine or prosecution through the criminal Court system. We accept that commercial waste collection companies can provide up to twice daily collections, 7 days per week, however we would advise against sizing of the bins store and number of bins based on minimum size/number and maximum collections. The store should be sufficient space to store waste for at least 4 days.</p>	Noted, condition attached accordingly.

Stakeholder	Question/Comment	Response
Pollution	<p>Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the demolition, clearance and redevelopment of 18 West Road and Unit 4 West Mews comprising 2no. warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure at 18 West Road & Unit 4 West Mews, Tottenham, London N17 and I would like to comment as it relates to this service as follows.</p> <p>Having considered the relevant applicant submitted information including, Air Quality Assessment, with reference J30-15192A-10-F3, prepared by Logika Group, dated 1 May 2024, taking note of section 3 (Assessment Criteria), 4 (Assessment Approach), 5 (Baseline Conditions), 6 (Construction Phase Impact), 7 (Operational Phase Impact), 8 (Air Quality Neutral), 9 (Mitigation); Energy and Sustainability Statement with reference 6726-CBC-IC-RP-S-001-P04, prepared by Cudd Bently Consulting Ltd., dated 1 May 2024 taking note of the proposal to install an Air Source Heat Pump and Photovoltaic Panels; Geo-Environmental Assessment with reference 6726-CBC-IC-RP-S-001-P04, prepared by Delta-Simons Ltd., dated 1 May 2024 taking note of sections 3 (Conceptual Site Model), 4 (Ground Investigation), 5 (Ground Summary), 7 (Generic Quantitative Risk Assessment), 8 (Bulk Ground Gas Risk Assessment), 9 (Revised Conceptual Site Model), 10 (Conclusion & Recommendations) and Appendices A-L; Remediation & Verification Strategy with reference 106357.603623, prepared by Delta-Simons Ltd., dated 1 May 2024 taking note of 3 (Remediation Strategy), 4 (Pre-Construction Remedial Works), 5 (Construction Phase Remediation Works); Construction Environmental Management Plan prepared by Glencar Construction, dated 10 October 2018 and Draft Construction Logistics Plan prepared by TTP Consulting Ltd., dated April 2024, please be advised that we have no objection to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommend should planning permission be granted.</p> <p>1. Land Contamination</p>	Support noted & conditions 4,5 and 6.

Stakeholder	Question/Comment	Response
	<p>Before development commences other than for investigative work:</p> <p>a. 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.</p> <p>Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.</p> <p>2. 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>3. 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 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.</p>	

Stakeholder	Question/Comment	Response
	<p>b. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.</p> <p>Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ</p> <p>4. 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> <p>i. A construction method statement which identifies the stages and details how works will be undertaken;</p> <p>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;</p> <p>iii. Details of plant and machinery to be used during demolition/construction works;</p> <p>iv. Details of an Unexploded Ordnance Survey;</p>	

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

Stakeholder	Question/Comment	Response
	<p>v. A Dust Risk Assessment for the works; and vi. Lorry Parking, in joint arrangement where appropriate.</p> <p>The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.</p> <p>Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.”</p> <p>Informative:</p> <p>1.Prior to demolition or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
Flood & Water Management	<p>Thank you for re-consulting us on the above planning application reference number HGY/2024/1370 for the demolition, clearance and redevelopment of 18 West Road and Unit 4 West Mews comprising 2no. warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure at 18 West Road & Unit 4 West Mews , Tottenham, London N17.</p> <p>Having reviewed the applicant’s submitted :</p> <p>a) Flood Risk Assessment and Drainage Strategy document reference number Ref: 40130-BGL-XX-XX-RP-D-0001 Version V2 dated 2nd May 2024,</p>	<p>Support noted, condition 11 & 12 attached.</p>

Stakeholder	Question/Comment	Response
	<p>b) Technical Note reference number 40130-BGL-XX-XX-TN-C-00001 dated 24th June 2024 in responses to comments from Consultees,</p> <p>c) Technical Note reference number 40130-BGL-XX-XX-TN-C-00001 – 01 Revision P01 dated 7th July 2024</p> <p>As prepared by Burrows Graham consultant, we have no further comments to make on the above planning application. We are satisfied that sufficient information have been received for assessing this full planning application. If the site is build, manage and maintain as per the above referred Flood Risk Assessment and Drainage strategy report along with recently submitted technical note, we are content that the impact of surface water drainage have been addressed adequately.</p>	
Arboricultural	<p>PP- HGY/2024/1370</p> <p>Location- 18 West Road & Unit 4 West Mews , Tottenham, London N17</p> <p>Proposal- Demolition, clearance and redevelopment of 18 West Road and Unit 4 West Mews comprising 2no. warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure</p> <p>From an arboricultural point of view, I hold no initial objections to the above proposal.</p> <p>An arboricultural survey and arboricultural impact statement has been submitted by arbtech and is dated May 2024. The report has been carried out to British Standard 5837: Trees in relation to design, demolition and construction 2012-Recommendations.</p> <p>I concur with much of the report including the tree category classification.</p> <p>No photographs have been supplied for the trees on the east boundary of Unit 1 however, from the descriptions these are assumed to be low grade self-sets.</p> <p>We would request photographs are supplied for these trees as they do appear to form an existing screen to the adjacent properties.</p> <p>It is stated that a Biological Net Gain is not required and that the site will have a 10% net gain (bare minimum that is required).</p>	<p>Noted.</p> <p>Condition 29 & 27 attached.</p>

Stakeholder	Question/Comment	Response
	<p>Tree planting consists of suitable species for the site (Ulmus, Prunus and Acer spp.) along with seating areas, green roofs, insect hotels, shrub, and ground cover planting.</p> <p>It is noted that the north boundary has no line of tree planting throughout the proposed ground cover. This boundary with planted suitable trees would make a large significant impact, screen the transport depot, break the line of the structure, add to the canopy cover, add to the many benefits that trees provide, and allow pleasant views from the office windows for the staff. The same can also be same for the bottom west corner and the south boundaries of the curtilage of the proposed site.</p> <p>Any landscape plan will also require an aftercare programme to establish independence within the landscape.</p> <p>The above needs to be considered and addressed. We also request that photographs are supplied for the trees on the east boundary.</p>	
Noise	<p>HGY/2024/1370 - 18 West Road & Unit 4 West Mews Tottenham London N17 Demolition, clearance and redevelopment of 18 West Road and Unit 4 West Mews comprising 2no. warehouses (Use Class B2/B8) with ancillary mezzanine floorspace and associated landscaping, yard, parking, access and infrastructure.</p> <p>Commentary I have reviewed the Noise Impact Assessment provided for the above development (ref: 15192A-20-R01-03-F) and provide the following:</p> <p>The assessment undertaken is acceptable in principle, but further assessment is required once the site is occupied to ensure that HGVs servicing the units do not cause problem noise at noise sensitive times such as might be caused by numerous vehicle movements or reversing alarms. The Transport assessment has been undertaken to assess movements between 0700 and 1900 and further consideration of the potential impacts of vehicle movements outside these times will need to be included.</p>	Noted, conditions 21,29 & 30 attached.

Stakeholder	Question/Comment	Response
	<p>Whilst I appreciate the hours for use of the units cannot be confirmed at this stage, it would be helpful to understand, manage and control activities that are likely to cause nuisance at noise sensitive times. It is suggested in the document if these will be considered as “Other” and mitigation for these cannot be specified until the franchisees / unit operators are in place. The persons with overall control for the units should be required to devise a Noise Management Plan for all units which would address issues like – delivery times, delivery controls such as use of noisy equipment and personnel, alarms and roll cages, waste management etc.</p> <p>The NMP should also include how noise complaints will be managed, a process of review in the event a significant number of complaints are substantiated, how and when the yard area will be used during noise sensitive times, activities restricted during noise sensitive times and any other controls will they implement to limit the potential for neighbour disturbance. This will need to be approved by the Local Planning Authority before implementation.</p> <p>Conditions:</p> <ol style="list-style-type: none"> 1. Prior to the occupation of the site hereby approved, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall specify where delivery vehicles servicing the units shall park, how deliveries are received and how goods and materials shall be delivered. The approved Delivery and Servicing Plan shall be implemented in full for the duration of this site use, unless otherwise agreed by the Local Planning Authority. 2. The site shall be operated so that the level of noise from plant equipment does not exceed the levels outlined in the noise impact assessment (ref: ref: 15192A-20-R01-03-F, dated 1st May 2024) namely, that it will not exceed 5dB below the measured LA90 background noise level at the nearest residential windows at any time. 3. Prior to the commencement of the use or within a timetable as agreed with the Local Planning Authority, tests shall be carried out to verify compliance with these levels and the results of these tests shall be submitted to and approved in 	

Stakeholder	Question/Comment	Response
	<p>writing by the Local Planning Authority. If the specified levels have been exceeded, details of the measures which will be taken to remedy this breach will be submitted to and approved in writing by the Local Planning Authority and implemented in full prior to the commencement of use of the development.</p> <p>4. A detailed Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use agreed and shall include, but is not limited to, details of all noise management controls to be implemented to limit the potential for neighbour disturbance.</p>	
Inclusive Economy	<p>Within the borough's Inclusive Economy Framework 'Opportunity Haringey' under the theme of 'High Streets and Industrial Estates' we recognise that Haringey's industrial estates are significant employment locations in the borough and are the home of some of Haringey's largest companies. Encouraging investment in industrial estates, including those in our own commercial portfolio, supports their vitality which will then in turn stimulate entrepreneurialism and job creation.</p> <p>We welcome the plans to retain and enhance employment space in an industrial estate in need of improvement. In supporting this application we would be keen to work closely with the developer and their contractors/suppliers to maximise the benefits of local jobs and training on any construction programme, as well as explore the green skills ambitions and circular economy opportunities that a modern industrial development can bring. Similarly we would be keen to work with the end-use tenants of the development, where the applicant states that 133 jobs will be created, to maximise benefits to local people through Haringey Works and Haringey Learns and by signposting businesses to support available in the borough"</p>	Support noted. Skills contribution will be secured via s106.
EXTERNAL	<p>Thames Water With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021.</p>	Noted informative attached.

Stakeholder	Question/Comment	Response
	<p>Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</p> <p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes Should you require further information please contact Thames Water.</p> <p>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</p>	

Stakeholder	Question/Comment	Response
	<p>activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments</p> <p>There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.</p> <p>https://www.thameswater.co.uk/developers/larger-scale-developments/planning-yourdevelopment/working-near-our-pipes</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
Design by crime	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	Noted and condition 14

Stakeholder	Question/Comment	Response
	<p>Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer. It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1). We have not met with the original project Architects to discuss Crime Prevention and Secured by Design at pre-application stage to discuss our concerns around the design and layout of the development. There is no mention of crime prevention or Secured by Design in the Design and Access Statement referencing design out crime or crime prevention. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stage. At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences. Whilst in principle we have no objections to the site, in light of the changes to the original design we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative: In light of the information provided, we request the following Conditions and Informative: Conditions:</p> <p>A. Prior to the commencement of above ground works of each 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</p>	<p>& 15 attached.</p>

Stakeholder	Question/Comment	Response
	<p>current and relevant Secured by Design guide lines at the time of above grade works of each building or phase of said development.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>Reason: In the interest of creating safer, sustainable communities.</p> <p>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</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 subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p> <p>This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of</p>	

Stakeholder	Question/Comment	Response
	<p>accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to.</p> <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. It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1). We have not met with the original project Architects to discuss Crime Prevention and Secured by Design at pre-application stage to discuss our concerns around the design and layout of the development. There is no mention of crime prevention or Secured by Design in the Design and Access Statement referencing design out crime or crime prevention. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stage. At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences. Whilst in principle we have no objections to the site, in light of the changes to the original design we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects ensure the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity. The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.</p> <p>Section 2 - Secured by Design Conditions and Informative:</p>	

Stakeholder	Question/Comment	Response
	<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.</p> <p>The development shall only be carried out in accordance with the approved details.</p> <p>B. Prior to the first occupation of each building, or part of a building or its use, 'Secured by Design' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.</p> <p>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</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 subsequent Condition that has been implemented with crime prevention, security and community safety in mind.</p>	

Stakeholder	Question/Comment	Response
	<p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p> <p>This report gives recommendations. Please note that Crime Prevention Advice and the information in this report does not constitute legal or other professional advice; it is given free and without the intention of creating a contract or without the intention of accepting any legal responsibility. It is based on the information supplied and current crime trends in the area. All other applicable health, safety and fire regulations should be adhered to.</p>	
Transport for London	<p>Thank you for consulting TfL Spatial Planning, and apologies for the delayed response.</p> <p>Given the location of the scheme away from TfL highways and assets we have no significant comments to make. We'd welcome measures to improve access and footways immediately around the sites, and on access routes to the site.</p> <p>Please feel free to contact me if you have any queries with which I can assist. Otherwise TfL would not object to permission being granted.</p>	<p>Support noted and improvement works have secured via s.106.</p>

Stakeholder	Question/Comment	Response
Local resident	I would like to object to a new building on 18 west road & unit 4 West Mews, Tottenham N17 for the following reasons:	

Stakeholder	Question/Comment	Response
	<p>There will be a direct impact on my living standards. The existing building overlooks my back garden, it is metal and has no windows.</p> <p>I am concerned that the new building will include windows which will be an infringement of my privacy rights. I do not want anyone to have direct access to overlook my garden. I also object to the loss of light in the garden and the back of my house.</p> <p>There will be a major impact on traffic, parking and road safety as there will be an increase in vehicles in the area. It is difficult enough with the HGVs in the area and increasing these will cause more accidents. HGVs have already caused major damages to our houses on Willoughby lane when they caught the telephone poles and pulled down cables from houses, causing damage to my roof, which was not fixed by the company operating on Brentwood road. Furthermore, a part of the roof on a neighbours house was pulled down landing on their car, smashing the windscreen.</p>	<p>No windows are proposed to the rear addressed para 6.9.8 No windows are proposed to the rear.</p> <p>Noted, There is no control over accidents from happening. However, transport assessment data demonstrates that, although there is higher number HGV movements across the day, there is relatively few movement during</p>

Stakeholder	Question/Comment	Response
	There will be a detrimental effect on the appearance and character in the area.	weekday, morning and evening peak hours. Conditions has been attached. Design of building is acceptable addressed in para 6.3.2
	I am very concerned about the noise and disturbances that a new building will cause. This will result in more people in the area and it is difficult enough living here due to the many factories here.	Noted – addressed in para 6.9.16
	We are a residential road which has been surrounded by trade companies. They have no consideration for the residents and fly tipping is an issue (hazardous waste from the factories). Yet another development in the area will result in more mess and yet more air pollution.	Noted. Condition has been attached waste and recycling.

Appendix 4: Quality Review Panel

London Borough of Haringey Quality Review Panel Report of Formal Review Meeting: 18 West Road and Unit 4 West Mews

Wednesday 6 March 2024

Alexandra House, 10 Station Road, London N22 7TY

Panel

Peter Studdert (chair)

Rosie Bard

Hugo Braddick

Angie Jim Osman

Linsey Whitelaw

Attendees

Sarah Madondo London Borough of Haringey

Biplav Pagéni London Borough of Haringey

Tania Skelli London Borough of Haringey

Richard Truscott London Borough of Haringey

Kirsty McMullan Frame Projects

Bonnie Russell Frame Projects

Apologies / report copied to

Suzanne Kimman London Borough of Haringey

Rob Krzyszowski London Borough of Haringey

Robbie McNaugher London Borough of Haringey

John McRory 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 6 March 2024 HQRP141_18 West Road & Unit 4 West Mews

1. Project name and site address

18 West Road & Unit 4 West Mews, Hotspur Industrial Estate, London N17 0RE

1. Presenting team

Max Freeman Valor

Rupert Crossland Valor

Andrew Murdoch TTP Consulting

Philip Stanway Chetwoods

James Guthrie Quod

Hannah Hiscock Quod

3. Planning authority briefing

The site sits within an established industrial and commercial area comprising predominantly single storey warehouses of varying ages and footprints, with associated yard spaces. No.18 West Road and Unit 4 West Mews are two parcels of land to the eastern side of West Road. The first parcel abuts Brantwood Road and comprises two buildings at the northern end of West Road. The second parcel is located 100 metres to the south of this, and is a smaller site.

The sites are both within Flood Zone Two, in a designated Strategic Industrial Location. They are also within the Tottenham Area Action Plan and an Archaeological Priority Area. The PTAL rating is two: poor access to public transport services. There are two bus services available within a six-minute walk of the site, and Northumberland Park Station is a nine-minute walk away.

The applicant is proposing two industrial warehouse units with ancillary office spaces and associated parking and servicing. Unit One, located at 18 West Road, will be circa 5,600 sqm (gross external area) and positioned in the southern section of the site. It will have a service yard to the north, accessed from Brantwood Road. Unit Two, located at Unit 4 West Mews, will be approximately 970 sqm (gross external area) and will be positioned in the eastern portion of the site, with a service yard accessed from West Road.

Officers support the principle of intensifying industrial sites. However, officers would welcome the panel's views on the impact of the scheme on neighbouring residential buildings, connectivity and access, site layout, landscape, biodiversity and ecology, employee amenity spaces, sustainability, and low carbon design.

Report of Formal Review Meeting 6 March 2024 HQRP141_18 West Road & Unit 4 West Mews

4. Quality Review Panel's views

Summary

The Haringey Quality Review Panel supports the principle of the proposed development, and commends the plan to improve the industrial and logistics offer in the area. It makes suggestions to help enhance the quality of proposals for units and the overall site.

The height of Unit One will be overbearing for the residents of Willoughby Lane, blocking their evening light and increasing the area of blank façade they will look onto. The panel asks that the roofline is lowered, and the proposals tested in cross sections, to alleviate the impact on neighbours. The site layouts work well, but not enough thought has been given to the health and wellbeing of employees. A green space should be provided for them to take breaks outdoors. The landscaping proposals are not yet realistic or ambitious enough. Landscaped areas appear likely to become shortcuts, collect rubbish, and be difficult to maintain. A much more significant landscaping contribution is required to resolve these issues and improve the experience of the public realm. Some commercial space, whether yard or internal, will need to be sacrificed to achieve this, but could be regained by extending the mezzanine levels. Reuse of existing materials on the sites, design for adaptation and disassembly, low carbon materials, permeable paving and social value considerations will all improve the scheme's longevity, making it a regenerative rather than just a sustainable development. Lightweight green roof products should be explored for the benefits they will bring in mitigating temperatures and increasing biodiversity. In the panel's view, the architecture and materiality should be clean, simple, and well-detailed. The two warehouses could be treated slightly differently as a response to their respective sites.

Height and massing

- The massing developed for both units is appropriate for industrial use, but the panel is concerned that the height of Unit One will have an overbearing impact on houses in Willoughby Lane, backing onto the eastern edge of the site.
- The panel understands that the scheme currently passes the Building Research Establishment's minimum sunlight requirements, and is a reasonable distance away from neighbouring houses. However, this proposal will be double the height of the existing building, and is therefore likely to block the evening light that the back gardens currently receive for some of the year. It will also not improve the residents' outlook by extending the area of blank façade they will see.
- From the perspective of being a good neighbour, the panel strongly encourages the project team to scrutinise cross sections through Unit One and the houses on Willoughby Lane. It asks that the roof of Unit One is lowered to ameliorate the impact on these residents, and that the views from resident gardens are also checked.

Report of Formal Review Meeting 6 March 2024 HQR141_18 West Road & Unit 4 West Mews

Industrial workspace design

- The site layout of Unit One is logical, as it allows heavy goods vehicles to turn off Brantwood Road into the yard. The site layout of Unit Two, on a more constrained site, is also sensible. However, with both units there are some opportunities for enhancement.
- The health and wellbeing of employees should be properly accommodated. It is predicted that approximately 80 employees will work across the two sites. In the panel's view, a more meaningful effort should be made to provide a pleasant space for them to take breaks outside.
- Some commercial space would need to be sacrificed to make space for more landscaping, but this could be regained by extending the mezzanine levels internally. The panel notes that online retailer, online supermarket, or third-party logistics tenants have an increasing need for ancillary office space, which could be provided in such upper mezzanine levels.
- Alternatively, the mezzanines could extend further, over part of the yards. If adequate security arrangements can be made for undercroft parking to work, the panel encourages the project team to test this model.

Landscape and biodiversity

- The panel advises the newly-appointed landscape architect to interrogate the proposals as soon as possible, to test whether the landscape designs can be delivered.
- There are several issues with the current proposals. Firstly, the narrow strips of greenery around the parking for Unit One are likely to become trampled as people use them for shortcuts. Secondly, the curtilage of greenery between the buildings and the paladin fences at the back of both sites is unlikely to be well maintained, and could gather rubbish. Thirdly, the suggested rain gardens or SuDS will need to be integrated into the drainage network to be successful.
- The panel asks for a more meaningful landscape offer along the street frontages, providing green spaces for employees and contributing to the public realm. This may require some sacrifice or reconfiguration of commercial yard or floorspace, but it would make a significant difference to the streetscape in a hard, urban environment.
- In the panel's view, it is also not sufficient to target ten per cent biodiversity net gain when the site is starting from zero. These sites should offer substantial planted zones, including trees, which could be used to mark entrance routes. This would soften the arrival experience, and bring more biodiversity and delight to the proposals.
- There may be areas that do not impact on vehicle tracking in the yards and could be greened. The panel suggests using structural tree soil. This is much

Report of Formal Review Meeting 6 March 2024 HQRP141_18 West Road & Unit 4 West Mews

- , and saves space because vehicles can drive over it.
- The panel suggests pushing the units as far back into the sites as possible, so that the external walls become the security line, rather than paladin fencing and uncared for greenery. The two electricity substations could also be consolidated into one building elsewhere to optimise space.
- The project team should put more thought into how the landscaping will be maintained, providing a maintenance plans. Solutions could include ideas such as low brick walls, to prevent rubbish from drifting into the planting, reducing the maintenance workload.

Sustainability

- The panel agrees that high-quality design ensures longevity and is part of a good sustainability strategy. To go beyond sustainability and achieve a regenerative design, more should be on offer in terms of social value, biodiversity, health and wellbeing.
- The project team should continue to develop the scheme to reduce carbon. Choices should be informed by materials and components that are easy to adapt or disassemble, for example, the mezzanine structures should be designed for future extension.
- Existing materials on the two sites should be reused where possible. Larger steels may not be in a suitable condition for reuse as they are, but could be cut down and used for shorter spans elsewhere.
- The panel is pleased to hear that sedum roofs have been ruled out due to fire safety concerns, as the species are frequently not native to the UK. However, it encourages the project team to investigate green roofs wherever possible. These can create an ecologically rich surface that works in combination with solar panels, helping to mitigate the urban heat island effect, and adding a layer of insulation. The panel understands the insurance challenges, but notes that this would also reduce reliance on mechanical systems to maintain a comfortable internal environment.
- The project team should also explore the use of lightweight green roof products that can create an insulating, wet roof wildflower meadow, and so do not pose a fire risk.

Architecture

- In the panel's view, it is preferable to employ a clean, simple architectural approach, using steel cladding, and to focus on the quality of the detailing rather than adding extra materials such as brick. It also notes that the more complex the building, the harder it will be to maintain or adapt for future needs.

Report of Formal Review Meeting 6 March 2024 HQRP141_18 West Road & Unit 4 West Mews

- The façade of Unit One included a glazed corner in response to the cut-out corner of the floorplan and the corner of West Mews and West Road, but this detailing is repeated in Unit Two, where there is no cut-out or street corner. The panel suggests that the two warehouses should be treated differently in response to the slight variations in their settings.
- The panel also favours a simple approach rather than using colour to break up the massing. It suggests that there is a designated, protected space for integrated signage on the façades.

Next steps

- The Haringey Quality Review Panel would welcome the opportunity to review the proposals again at a chair's review, once a landscape design has developed sufficiently.



Report for:	Planning Sub Committee Date: 08 September 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	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory

	collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the provision of a new substation to service the new development.			
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.	Members resolved to grant planning permission subject to the signing of legal agreement. Negotiations on legal agreement are ongoing. To be referred to GLA for Stage 2 decision	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.	Negotiations on legal agreement are ongoing.	Phil Elliott	John McRory
Tottenham Hotspur Stadium, 748 High Road, Tottenham, N17	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	Members resolved to grant planning permission subject to the signing of legal agreement.	Samuel Uff	John McRory

HGY/2024/1008	amended) for amendments to allow up to 30 major non-association football events including music concerts; and other associated changes.	Negotiations on legal agreement are ongoing.		
APPLICATIONS SUBMITTED TO BE DECIDED				
Capital City College Group, Tottenham Centre) N15 HGY/2024/0464	New Construction and Engineering Centre, extending to 3,300 sq. m	To be reported to Members at the 8th September Planning Committee	Roland Sheldon	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.	To be reported to Members at the October Planning Committee	Gareth Prosser	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.	To be reported to Members at the 8th September Planning Committee	Sarah Madondo	Tania Skelli
Former Car Wash, Land on the East Side of Broad Lane, N15 HGY/2023/0464	Construction of a new office block, including covered bin and cycle stores.	Application submitted and under assessment	Sarah Madondo	Tania Skelli

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
The Grove Lawn Tennis Club, Cascade Avenue, Hornsey, N10 HGY/2023/0733	Redevelopment of site including conversion of existing pavilion into 1.no residential dwelling and erection of 8.no residential dwellings, associated landscaping and cycle storage	Application submitted and under assessment.	Josh Parker	Matthew Gunning
Highgate School, North Road, N6 HGY/2023/0328	1.Dyne House & Island Site	Applications submitted and under assessment. Further consultation events have been	Samuel Uff	John McRory

HGY/2023/0315 HGY/2023/0338 HGY/2023/0313 HGY/2023/0317 HGY/2023/0316	2. Richards Music Centre (RMC) 3. Mallinson Sport Centre (MSC) 4. Science Block 5. Decant Facility 6. Farfield Playing Fields	held by the applicant outside of LBH consultation.		
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 Road, Warehouse District, N4 HGY/2023/0570	Redevelopment of the site for a mixed-use scheme comprising employment use (use Class E), 8 warehouse living units (sui-generis use class) and 76 residential units (use class C3). Together with associated landscaping, cycle storage, 9x accessible car parking spaces, children's play space and waste and refuse areas.	Application submitted and under assessment.	Phil Elliott	John McRory
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
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

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
Former Mary Feilding Care Home, 103-107 North Hill, Highgate N6 HGY/2024/1573	Section 73 – minor material amendments to planning permission ref: HGY/2022/4415: 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.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
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 Bossman-Gyamera	Tania Skelli
Land to the rear of Plevna Crescent, N15	Variation to Conditions 1, 2, 3, 4, 5, 6, 7, 8, 15, 16, 18, 19, 20, 21, 22, 26, 27, 28, 29, 30, 31, 35 and 38 pursuant to planning permission ref:	Application submitted and under assessment.	Valerie Okeiyi	John McRory

HGY/2024/1825	HGY/2017/2036 for residential development consisting of the erection of four buildings; including car and cycle parking and associated infrastructure and landscaping scheme together with the regeneration and enhancement of the existing ecological corridor.			
13 Bedford Road, N22 HGY/2023/2584	Demolition of the existing building and the erection of a new mixed-use development up to five storeys high with commercial uses (Use Class E) at ground level, 12no. self-contained flats (Use Class C3) to upper levels and plant room at basement level. Provision of cycle parking, refuse, recycling and storage. Lift overrun, plant enclosure and pv panels at roof level.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
25-27 Clarendon Road, N8 HGY/2024/2279	Demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision.	Application submitted and under assessment.	Valerie Okeiyi	John McRory
Newstead, Denewood Road, N6	Erection of three buildings to provide 11 residential dwellings, amenity space, greening, cycle parking and associated works	Application submitted and under assessment.	Roland Sheldon	John McRory
International House, Tariff Road, Tottenham, N17	Demolition of the existing industrial buildings and the erection of a new four-storey building of Use Class B2 with ancillary offices and an external scaffolding storage yard (Use Class B8) with associated parking and landscaping.	Application submitted and under assessment.	Eunice Huang	Matthew Gunning

1-6 Crescent Mews, N22 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 access gates at entrance to mews and erection of boundary treatment to the rear of the commercial units.	Application Invalid	Eunice Huang	John McRory
26 Lynton Road, N8 HGY/2023/0218	Demolition of existing building and erection of a new part four part five storey building to create a high quality, mixed-use development. The proposed development will comprise 1,200 sqm GIA of commercial floorspace (Class E), and 9 new homes (Class E)	Invalid	Gareth Prosser	John McRory
IN PRE-APPLICATION DISCUSSIONS				
THFC Stadium, N17	Plot 5 Reserved Matters for 'appearance' for the residential towers	Pre-application meeting held and discussions ongoing	Samuel Uff	John McRory
Broad Water Farm, London, N17	Refurbishment works	Pre-application and PPA meetings taking place	TBC	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
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
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. New pre-app arranged for mid-September	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
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	TBC	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. Application likely to be submitted at the end of September.	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-bedroom modular homes, office, and the re-provision of existing café. Associated hard and soft landscaping works.	Pre-application discussions ongoing	Tania Skelli	John McRory

(Part Site Allocation SA49) Lynton Road, N8	Demolition/Part Demolition of existing commercial buildings and mixed use 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
679 Green Lanes, N8	Redevelopment of the site to comprise a 9 storey mixed use building with replacement commercial uses at ground floor level (Class E and Sui Generis) and 43 residential (C3) units on the upper floors.	Pre-application meeting was held 18/11/2022 and advice note issued.	Samuel Uff	John McRory
Land to the rear of 7-8 Bruce Grove, N17	Redevelopment of the site to provide new residential accommodation	Pre-app advice note issued.	Valerie Okeiyi	John McRory
Tottenham lane (Jewson Site)	Redevelopment of the site at 7-11 Tottenham Lane consisting of the re-provision of employment floorspace at ground floor level and the upwards development of the site to accommodate purpose built student accommodation.	Pre-application meeting has taken place. Written Advice to be issued.	Valerie Okeiyi	John McRory
Major Application Appeals None at present				

Alexandra Park	Householder planning permission	HGY/2023/3325	Approve with Conditions	27/06/2024	49 Victoria Road, Wood Green, London, N22 7XA	Installation of an external air conditioning unit.	Emily Whittredge
Alexandra Park	Householder planning permission	HGY/2024/1350	Approve with Conditions	07/08/2024	91 The Avenue, Hornsey, London, N10 2QG	Alterations to existing dormers including a new side facing dormer and rear dormer enlargement.	Mercy Oruwari
Alexandra Park	Householder planning permission	HGY/2024/0385	Approve with Conditions	16/07/2024	Flat 2, 86 Alexandra Park Road, Hornsey, London, N10 2AD	Relocation of the current boiler from the internal location of the children's room to an external location outside the window above the single storey level overlooking the rear of the building (per certified gas engineer's recommendation due to gas smell in room).	Mercy Oruwari
Alexandra Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1806	Not Required	02/08/2024	7 Tunnel Gardens, Wood Green, London, N11 2AN	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m	Oskar Gregersen
Alexandra Park	Change of use	HGY/2024/1163	Approve with Conditions	29/07/2024	26 The Avenue, Hornsey, London, N10 2QL	Conversion of HMO back to a single dwelling house. Erection of a single storey rear extension with roof lanterns and aluminium double glazed doors. Erection of a side extension over existing lean to. Insertion of new windows throughout including change in rear windows.	Sabelle Adjagboni
Alexandra Park	Householder planning permission	HGY/2024/1605	Approve with Conditions	01/08/2024	22 Winton Avenue, Wood Green, London, N11 2AT	Replacement of existing garage with Garden Studio, external storage space and pergola.	Ben Coffie
Alexandra Park	Full planning permission	HGY/2024/1278	Approve with Conditions	08/08/2024	164 Dukes Avenue, Hornsey, London, N10 2QB	Conversion of a four bed dwelling house to two flats (1 x 2bed) and (1 x 3 bed) residential flats, with the formation of a rear dormer and single - storey rear extension.	Ben Coffie
Alexandra Park	Householder planning permission	HGY/2024/1653	Approve with Conditions	20/08/2024	Second Floor Flat B, 110 Alexandra Park Road, Hornsey, London, N10 2AE	Erection of a rear dormer extension above the main roof.	Daniel Boama
Alexandra Park	Householder planning permission	HGY/2024/1617	Approve with Conditions	02/08/2024	90 Princes Avenue, Wood Green, London, N22 7SA	Loft conversion with the erection of a L-Shaped rear dormer extension and insertion of 2no. rooflights on front slope.	Daniel Boama
Alexandra Park	Householder planning permission	HGY/2024/1415	Approve with Conditions	02/08/2024	70 Grosvenor Road, Hornsey, London, N10 2DS	Loft conversion with a hip to gable roof extension and rear dormer extension. Insertion of 3no. front roof lights. (AMENDED DESCRIPTION)	Daniel Boama
Alexandra Park	Householder planning permission	HGY/2024/1356	Approve with Conditions	09/07/2024	16 Lansdowne Road, Hornsey, London, N10 2AU	Demolition of existing conservatory. Replacement of existing ground floor rear windows with new sliding doors. Replacement of existing garage door with new door inc. internal alterations.	Daniel Boama
Alexandra Park	Householder planning permission	HGY/2024/1233	Approve with Conditions	05/07/2024	Flat B, 1 Crescent Road, Wood Green, London, N22 7RP	Loft conversion with erection of a rear dormer extension, and insertion of 2no. front rooflights and 2no. rooflights on the flat roof of the dormer. (AMENDED DESCRIPTION)	Daniel Boama
Alexandra Park	Householder planning permission	HGY/2024/1133	Approve with Conditions	25/07/2024	Ground Floor Flat, 14 Vallance Road, Hornsey, London, N22 7UB	Erection of a single storey ground floor rear extension with internal alterations.	Daniel Boama
Alexandra Park	Full planning permission	HGY/2024/1118	Approve with Conditions	25/07/2024	First Floor Flat, 14 Vallance Road, Hornsey, London, N22 7UB	Loft conversion with rear dormer and side dormer roof extensions and insertion of 2no. side slope rooflights on the main roof to the first floor flat. (AMENDED DESCRIPTION)	Daniel Boama

Alexandra Park	Listed building consent (Alt/Ext)	HGY/2024/0732	Approve with Conditions	19/08/2024	Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY	Listed Building Consent for 12no on-building panels to celebrate and promote the By the People: 150 Lifetimes project. These panels will update and refresh existing on-building panels along the eastern end of the building, on the South Terrace and BBC Wing.	Zara Seelig
Alexandra Park	Consent to display an advertisement	HGY/2024/0695	Approve with Conditions	19/08/2024	Alexandra Palace, Alexandra Palace Way, Wood Green, London, N22 7AY	Application for advertisement consent for 2x wayfinding signs for back of house areas (North Service Yard). One says WELCOME TO ALLY PALLY THEATRE BACKSTAGE and one says THEATRE LOADING BAY. There is 1x illuminated sign above the Phoenix Bar and Pizzeria. This comprises of 9mm stainless steel letters with gold PU coating. Externally up lit with linear LED lighting detail. Max 250cd per lumen.	Zara Seelig
Alexandra Park	Approval of details reserved by a condition	HGY/2024/1375	Approve	24/07/2024	Alexandra Park Secondary School, Bidwell Gardens, Wood Green, London, N11 2AZ	Approval of details pursuant to conditions 3 (Ground/Gas Contamination - partial), 7 (Cycle Parking), 12 (Overheating), 13 (Sustainability) and 14 (Biodiversity) attached to planning permission ref: HGY/2023/2642. (AMENDED DESCRIPTION)	Mark Chan
Alexandra Park	Prior notification: Development by telecoms operators	HGY/2024/1802	Refuse	13/08/2024	Land at the junction of Durnsford Road and Albert Road, Muswell Hill, London, N22 7AQ	Installation of a 17.5m high monopole supporting 6 no. antennas and a 300mm transmission dish with 3 no. equipment cabinets and ancillary development thereto.	Mark Chan
Alexandra Park	Householder planning permission	HGY/2024/1487	Approve with Conditions	07/08/2024	11 Grove Avenue, Hornsey, London, N10 2AS	Alterations to existing ground floor wraparound extension including new courtyard, replacement of boundary fences and front door, and installation of new rear and front patio, front rooftop, façade and metal gate. (AMENDED DESCRIPTION)	Mark Chan
Alexandra Park	Householder planning permission	HGY/2024/0898	Approve with Conditions	05/07/2024	125 Dukes Avenue, Hornsey, London, N10 2QD	Demolition of rear conservatory and erection of single storey rear extension and associated decking.	Mark Chan
Alexandra Park	Householder planning permission	HGY/2024/0182	Approve with Conditions	01/07/2024	22 Thirlmere Road, Hornsey, London, N10 2DN	Erection of a single storey rear/ side extension (Amended plans).	Mark Chan
Alexandra Park	Householder planning permission	HGY/2024/1472	Approve with Conditions	18/07/2024	28 Thirlmere Road, Hornsey, London, N10 2DN	Rear roof extension over outrigger, together with enlargement to the existing dormer over the rear of main roof.	Josh Parker
Alexandra Park	Householder planning permission	HGY/2024/1310	Approve with Conditions	04/07/2024	13 The Avenue, Hornsey, London, N10 2QE	Single storey side and rear extension	Josh Parker
Alexandra Park	Full planning permission	HGY/2024/0613	Approve with Conditions	05/08/2024	Flat 3, 64 Muswell Road, Hornsey, London, N10 2BE	Formation of rear dormer to rear roofslope	Josh Parker
Alexandra Park	Householder planning permission	HGY/2024/1308	Approve with Conditions	30/07/2024	10 Vallance Road, Hornsey, London, N22 7UB	Demolition of existing lean-to brick structure to rear of ground floor and the demolition of existing side and rear dormers; erection of single storey ground floor rear extensions; erection of new side and full width rear dormer with rooflights; installation of new/replacement glazing timber window detailing and change to front and rear fenestration; installation of AC condensing unit located in the rear garden; and addition of 2 no. front rooflights (amended description).	Nathan Keyte

Alexandra Park	Householder planning permission	HGY/2024/1146	Approve with Conditions	09/07/2024	57 Grove Avenue, Hornsey, London, N10 2AL	Single storey rear extension; replacement of ground floor side door with windows, and change to rear garage facade.	Nathan Keyte
Alexandra Park	Householder planning permission	HGY/2024/1636	Approve with Conditions	20/08/2024	169 Alexandra Park Road, Wood Green, London, N22 7UL	Retention of raised decking beyond extent of single storey rear extension (retrospective).	Roland Sheldon
Alexandra Park	Householder planning permission	HGY/2024/1672	Approve with Conditions	30/07/2024	265 Albert Road, Wood Green, London, N22 7XL	Demolition of existing garden shed and erection of single storey rear extension.	Sion Asfaw
Alexandra Park	Lawful development: Proposed use	HGY/2024/1671	Permitted Development	30/07/2024	265 Albert Road, Wood Green, London, N22 7XL	Certificate of lawfulness for the proposed formation of a rear dormer extension, a hip to gable extension and the insertion of 3 front rooflights and a Juliet balcony.	Sion Asfaw
Alexandra Park	Lawful development: Proposed use	HGY/2024/1876	Permitted Development	23/08/2024	159 Victoria Road, Wood Green, London, N22 7XH	Certificate of lawfulness for proposed rear dormer and installation of front rooflights.	Catriona MacRae
Bounds Green	Lawful development: Proposed use	HGY/2024/1592	Permitted Development	02/08/2024	20 Palace Road, Wood Green, London, N11 2PR	Loft conversion with rear dormer and outrigger roof extensions (Certificate of Lawfulness)	Emily Whittredge
Bounds Green	Householder planning permission	HGY/2024/0632	Approve with Conditions	27/06/2024	70 Whittington Road, Wood Green, London, N22 8YG	Removal of existing conservatory and creation of a single storey rear extension	Emily Whittredge
Bounds Green	Prior notification: Development by telecoms operators	HGY/2024/1784	Permitted Development	25/06/2024	Latham Court, Brownlow Road, Wood Green, London, N11 2ES	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: The removal of 3no. existing antennas to be replaced by 3no. new antennas, internal cabinet works and ancillary works thereto. This option has been chosen as it utilises an existing installation which will improve coverage with minimal changes to the equipment, reducing the visual impact on the surrounding area as far as technically possible.	Kwaku Bossman-Gyamfi
Bounds Green	Full planning permission	HGY/2024/1677	Approve with Conditions	09/08/2024	Flat 1, Zircon Court, Amethyst Close, Wood Green, London, N11 2LR	Erection of a garden room outbuilding.	Oskar Gregersen
Bounds Green	Approval of details reserved by a condition	HGY/2024/1131	Approve	16/07/2024	Land adjacent to, 16 Park Road / Edith Road, Wood Green, London, N11 2QE	Approval of details for Condition 5 (Lifetime homes) and 6 (Cycle storage) of planning permission ref. HGY/2020/0589 dated 3/7/2020 for the erection of part 2/3/4-storey block of 8no. houses and flats (affordable Council rent) with cycle and refuse storage facilities and associated amenity area and landscaping at former car parking site (Class use C3)	Tania Skelli

Bounds Green	Approval of details reserved by a condition	HGY/2024/1720	Approve	23/07/2024	Garages, Partridge Way, Wood Green, London, N22 8DW	Approval of details pursuant to condition 25 (telecommunications) 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	Non-Material Amendment	HGY/2024/1701	Approve	16/08/2024	Garages, Partridge Way, Wood Green, London, N22 8DW	Non-Material Amendment to condition 2 of planning approval HGY/2021/2075 for 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 for the provision of a storage and a generator on the ground floor of the development and the addition of two external doors.	Ben Coffie
Bounds Green	Approval of details reserved by a condition	HGY/2024/1517	Approve	22/07/2024	Garages, Partridge Way, Wood Green, London, N22 8DW	Approval of details pursuant to condition 8 (overheating) 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	Approval of details reserved by a condition	HGY/2024/1228	Approve	15/08/2024	Garages, Partridge Way, Wood Green, London, N22 8DW	Approval of details pursuant to condition 12 (Interim Travel Plan Statement) attached to planning permission ref: HGY/2021/2075 granted on 21/03/2023, 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	Approval of details reserved by a condition	HGY/2024/1227	Approve	25/06/2024	Garages, Partridge Way, Wood Green, London, N22 8DW	Approval of details pursuant to condition 5 (SuDs Management maintenance schedules) attached to planning permission ref: HGY/2021/2075 granted on 21/03/2023, 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	Approval of details reserved by a condition	HGY/2023/2284	Approve	05/07/2024	Garages, Partridge Way, Wood Green, London	Approval of details pursuant to condition 22 (energy performance indicators) attached to planning permission HGY/2021/2075. Approval of details pursuant to condition 22 (energy performance indicators) attached to planning permission HGY/2021/2075.	Ben Coffie
Bounds Green	Approval of details reserved by a condition	HGY/2023/2283	Approve	05/07/2024	Garages, Partridge Way, Wood Green, London	Approval of details pursuant to condition 21 (Energy) attached to planning permission HGY/2021/2075.	Ben Coffie
Bounds Green	Householder planning permission	HGY/2024/1586	Approve with Conditions	30/07/2024	129 Whittington Road, Wood Green, London, N22 8YR	Proposed single storey side infill and rear extension	Ben Coffie
Bounds Green	Full planning permission	HGY/2024/1581	Approve with Conditions	31/07/2024	Atm Site, Garage, Pinkham Way, Wood Green, London, N11 2UU	Provision of an EV charging hub with charging bays, substation, feeder pillar and canopy above in association with existing petrol filling station	Ben Coffie
Bounds Green	Approval of details reserved by a condition	HGY/2024/1660	Approve	07/08/2024	48 Marlborough Road, Wood Green, London, N22 8NN	Approval of details reserved by conditions 5 (Cycle Parking) and 6 (Waste/Refuse storage) attached to planning permission ref. HGY/2023/2728 for the erection of hip to gable and rear dormer roof extension, ground floor extension and conversion of dwelling into 1 x 3-bed flat and 1 x 2-bed flat	Zara Seelig
Bounds Green	Approval of details reserved by a condition	HGY/2024/1600	Approve	10/07/2024	Glencairn Sports Club, Blake Road, Wood Green, London, N11 2AH	Partial approval of details reserved by condition 3a & 3b (contamination) ref: HGY/2023/2094.	Josh Parker
Bounds Green	Approval of details reserved by a condition	HGY/2024/1020	Approve	12/08/2024	Block F (F1,F2,F3), Bounds Green Industrial Estate, London, N11 2UL	Part approval of details reserved by a condition 7 Contamination ref: HGY/2023/2360.	Josh Parker
Bounds Green	Householder planning permission	HGY/2024/0670	Approve with Conditions	28/06/2024	11 Northbrook Road, Wood Green, London, N22 8YQ	Single storey rear extension	Josh Parker
Bounds Green	Non-Material Amendment	HGY/2024/1718	Approve	16/07/2024	107A Bounds Green Road, Wood Green, London, N22 8DF	Non-Material Amendment to planning permission HGY/2024/0294 to amend rear extension pitched roof to flat roof, and add new obscure glazing window on the side elevation.	Eunice Huang
Bounds Green	Listed building consent (Alt/Ext)	HGY/2024/1378	Approve with Conditions	30/07/2024	Bounds Green Underground Station, Bounds Green Road, Wood Green, London, N11 2EU	Listed building consent for installation of new One Person Operations (OPO) cameras, brackets etc for a new Platform-Train Interface System with retention and eventually removal of existing OPO cameras, brackets and associated works; new switch boxes; readjustment of Platform End Barriers; removal; new signage.	Nathan Keyte

Bounds Green	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/1314	Refuse	12/07/2024	22 Palace Road, Wood Green, London, N11 2PS	Application to determine if prior approval is required for the proposed change of use of the building from offices (Class E Use) to three self-contained flats (Class C3 Use). Application made under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.	Sion Asfaw
Bounds Green	Lawful development: Proposed use	HGY/2024/1746	Permitted Development	13/08/2024	19 Northcott Avenue, Wood Green, London, N22 7DB	Certificate of lawfulness: proposed use single storey rear extension.	Sion Asfaw
Bounds Green	Lawful development: Existing use	HGY/2024/1524	Approve	24/07/2024	70 Bounds Green Road, Wood Green, London, N11 2EU	Certificate of Lawfulness existing use for the second floor loft conversion as a self contained flat	Sion Asfaw
Bounds Green	Lawful development: Existing use	HGY/2024/1479	Approve	26/07/2024	49 Clarence Road, Wood Green, London, N22 8PG	Certificate of Lawfulness for existing use as HMO for 6 occupants	Sion Asfaw
Bruce Castle	Approval of details reserved by a condition	HGY/2023/2225	Approve	07/08/2024	639 High Road, Tottenham, London, N17 8AA	Details of proposed signage pursuant to Condition 8C of planning permission HGY/2022/1186 (Variation of Condition 2 (approved plans) of planning permission ref: HGY/2021/2202 for refurbishment of Grade II listed property)	Emily Whittredge
Bruce Castle	Approval of details reserved by a condition	HGY/2023/2150	Approve	07/08/2024	639 High Road, Tottenham, London, N17 8AA	Details of proposed signage pursuant to Condition 4C of listed building consent HGY/2022/1185 (Variation of Condition 2 (approved plans) of listed building consent ref: HGY/2021/2203 for Internal refurbishment of Grade II listed property).	Emily Whittredge
Bruce Castle	Full planning permission	HGY/2024/1326	Approve with Conditions	05/07/2024	10 Laburnum Avenue, Tottenham, London, N17 8LS	Installation of external wall insulation.	Emily Whittredge
Bruce Castle	Approval of details reserved by a condition	HGY/2024/0748	Approve	30/07/2024	Bruce Castle Park, Haringey Museum & Archive Service, Lordship Lane, Tottenham, London, N17 8NU	Approval of details reserved by a condition 2 on application reference HGY/2023/2828 - Asbestos removal works following discoveries of asbestos based materials during the initial enabling and investigation works at Bruce Castle Museum - Approved on 15/12/2023	Kwaku Bossman-Gyamera
Bruce Castle	Prior notification: Development by telecoms operators	HGY/2024/2166	Permitted Development	05/08/2024	274 White Hart Lane, Tottenham, London, N17 8JP	Formal notification in writing of 28 days notice in advance, in accordance with Regulation 5 of the Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended). Description of Development: Replacement and relocation of 15m pole supporting 6no. Antennas with 20m pole supporting 12no. Antennas, replacement and relocation of 3no. Equipment cabinets, removal of 3no. Equipment cabinets and development ancillary thereto.	Kwaku Bossman-Gyamera
Bruce Castle	Full planning permission	HGY/2024/1809	Refuse	23/08/2024	Shop, 155 Mount Pleasant Road, Tottenham, London, N17 6JH	Retrospective application to retain front extension, with retractable canopy and shutters.	Kwaku Bossman-Gyamera
Bruce Castle	Lawful development: Proposed use	HGY/2024/1545	Permitted Development	25/07/2024	133 Lordship Lane, Tottenham, London, N17 6XE	Certificate of lawfulness for a proposed rear dormer roof extension and the installation of rooflights on the front slope.	Oskar Gregersen

Bruce Castle	Full planning permission	HGY/2024/1383	Refuse	10/07/2024	851-853 High Road, Tottenham, London, N17 8EY	Refurbishment of two existing flats on the upper floors over existing retail shops to provide two two bedroom flats, extending the upper level with a rear roof dormer and terrace for the upper flat. Reconstructing the ground floor outtrigger to No851 shop with a flat roof providing a terrace for first floor flat.	Oskar Gregersen
Bruce Castle	Approval of details reserved by a condition	HGY/2024/1205	Approve	24/06/2024	819-821 High Road, Tottenham, London, N17 8ER	Approval of details reserved by Condition 43 (Non-Road Mobile Machinery (NRMM) 1 (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	Approval of details reserved by a condition	HGY/2024/0650	Approve	26/07/2024	819-829, High Road, London, N17 8ES	Approval of details reserved by Part (a) of Condition 16 (External Materials and Details ? Nos. 823-827 High Road) 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	Full planning permission	HGY/2024/1816	Approve with Conditions	09/08/2024	Arch 529, Orchard Place, London, N17 8AJ, London, N17 8AJ	Change of use of railway arch from General Industrial (Class B2 Use) to a private boxing gym (Class E Use) and minor ancillary internal works including the installation of a ring, other equipment and changing and toilet facilities.	Neil McClellan
Bruce Castle	Householder planning permission	HGY/2024/1208	Approve with Conditions	07/08/2024	23 Fryatt Road, Tottenham, London, N17 7BH	Single storey rear extension and new front porch to facilitate the relocation of the main entrance door.	Neil McClellan
Bruce Castle	Lawful development: Existing use	HGY/2024/0873	Approve	25/07/2024	169A & 169B Mount Pleasant Road, Tottenham, London, N17 6JH	Certificate of lawfulness for the existing use of the property as two separate self-contained flats (Use Class C3).	Neil McClellan
Bruce Castle	Full planning permission	HGY/2024/0338	Approve with Conditions	27/06/2024	Elmhurst Public House, Lordship Lane, Tottenham, N17 6AA.	Erection of a new timber framed, flat roofed pergola in the pub's beer garden. Installation of new ?festoon? lighting within the beer garden area, the erection of new timber fencing and new wrought iron gates.	Neil McClellan
Bruce Castle	Full planning permission	HGY/2024/1518	Refuse	09/08/2024	53 Elsdon Road, Tottenham, London, N17 6RY	Retrospective change of use from a C3 (dwellinghouse) use to C4 (HMO).	Ben Coffie
Bruce Castle	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1819	Not Required	12/08/2024	28 Barkham Road, Tottenham, London, N17 8JR	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.17m and for which the height of the eaves would be 2.94m	Daniel Boama
Bruce Castle	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1520	Not Required	05/07/2024	13 Durban Road, Tottenham, London, N17 8ED	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.95m and for which the height of the eaves would be 2.95m	Daniel Boama
Bruce Castle	Lawful development: Proposed use	HGY/2024/1519	Permitted Development	23/07/2024	13 Durban Road, Tottenham, London, N17 8ED	Certificate of lawfulness for proposed use: Erection of a ground floor single storey rear extension, erection of a rear dormer roof extension, and insertion of 2no. front rooflights.	Daniel Boama

Bruce Castle	Householder planning permission	HGY/2024/1095	Approve with Conditions	16/07/2024	24 Radley Road, Tottenham, London, N17 6RL	Rear dormer extension and outrigger extension. 2 x proposed roof lights to front of roof, 2 x proposed roof lights to rear dormer.	Josh Parker
Bruce Castle	Lawful development: Proposed use	HGY/2024/0833	Permitted Development	24/06/2024	47 Broadwater Road, Tottenham, London, N17 6EP	Certificate of Lawfulness for the erection of an outbuilding in rear garden.	Josh Parker
Bruce Castle	Householder planning permission	HGY/2024/0815	Approve with Conditions	12/07/2024	59 Creighton Road, Tottenham, London, N17 8JU	Demolition of existing outbuilding in rear garden and the construction of a new replacement outbuilding.	Eunice Huang
Bruce Castle	Approval of details reserved by a condition	HGY/2024/1614	Approve	10/07/2024	313 The Roundway, Tottenham, London, N17 7AB	Approval of details pursuant to Condition 6 (A) (Secured By Design) attached to Planning Permission Ref: HGY/2022/0967 dated 15 September 2023.	John Kaimakamis
Bruce Castle	Approval of details reserved by a condition	HGY/2024/1593	Approve	25/06/2024	313 The Roundway, Tottenham, London, N17 7AB	Approval of details pursuant to Condition 39 (Considerate Constructors Scheme) attached to Planning Permission Ref: HGY/2022/0967 dated 15 September 2023.	John Kaimakamis
Bruce Castle	Approval of details reserved by a condition	HGY/2024/0362	Approve	01/08/2024	313 The Roundway, Tottenham, London, N17 7AB	Approval of details pursuant to Conditions 4 (Detailed Design and Materials) and 10 (Cycle Parking) attached to Planning Permission Ref: HGY/2022/0967 dated 15 September 2023.	John Kaimakamis
Bruce Castle	Approval of details reserved by a condition	HGY/2023/3405	Approve	02/08/2024	313 The Roundway, Tottenham, London, N17 7AB	Approval of details pursuant to Conditions 11 (Delivery and Servicing Plan), 12 A and B only (Contamination/Remediation), 14 (Construction Environmental Management Plan), 15 (Piling Method Statement) and 20 (Arboricultural Method Statement) attached to Planning Permission Ref: HGY/2022/0967 dated 15 September 2023.	John Kaimakamis
Bruce Castle	Full planning permission	HGY/2024/1666	Approve with Conditions	24/07/2024	Ground Floor Flat, 161 Mount Pleasant Road, Tottenham, London, N17 6JH	Demolition of existing garden shed and erection of replacement outbuilding for use as home office.	Roland Sheldon
Bruce Castle	Householder planning permission	HGY/2024/1756	Approve with Conditions	13/08/2024	41 Cavell Road, Tottenham, London, N17 7BJ	Proposed front porch and alterations	Catriona MacRae
Crouch End	Consent under Tree Preservation Orders	HGY/2024/2316	No Objections	22/08/2024	10 Crouch Hall Road, Hornsey, London, N8 8HU	Five Day Notice for works to a tree protected by a TPO. Hawthorn - Cut the entire tree to ground level. This tree is dead	Daniel Monk
Crouch End	Approval of details reserved by a condition	HGY/2024/1531	Approve	24/07/2024	23 Coolhurst Road, Hornsey, London, N8 8EP	Approval of details reserved by a condition 13 (Landscape) attached to planning permission HGY/2021/0116.	Kwaku Bossman-Gyamera
Crouch End	Approval of details reserved by a condition	HGY/2024/1212	Approve	26/06/2024	23 Coolhurst Road, Hornsey, London, N8 8EP	Approval of details reserved by a condition 10 (Details of living roof) attached to planning permission: HGY/2021/0116.	Kwaku Bossman-Gyamera
Crouch End	Householder planning permission	HGY/2024/1363	Approve with Conditions	02/08/2024	Basement Flat A, 60 Cecile Park, Hornsey, London, N8 9AU	Replacement of existing front single glazed metal framed windows and door (to the basement light well) with new wooden double glazed window units and door.	Mercy Oruwari
Crouch End	Householder planning permission	HGY/2024/0870	Refuse	04/07/2024	246 Park Road, Hornsey, London, N8 8JX	Erection of first floor rear extension.	Mercy Oruwari

Crouch End	Full planning permission	HGY/2023/0724	Approve with Conditions	23/08/2024	Rear of 11 Wolseley Road, London N8 (site facing Clifton Road)	Demolition of existing building and front boundary wall, with excavation into the site to construct a part sunken new dwelling, arranged over 3 floors, along with the erection of new boundary walls and landscaping in relation to the site, which sits adjacent to No 45 Clifton Road and to the rear of No 11 Wolseley Road (AMENDED DESCRIPTION & AMENDED PLANS).	Mercy Oruwari
Crouch End	Approval of details reserved by a condition	HGY/2024/1241	Approve	25/06/2024	34 Avenue Road, Hornsey, London, N6 5DW	Submission of details pursuant to condition 3 (Materials) of planning permission HGY/2023/2363.	Oskar Gregersen
Crouch End	Householder planning permission	HGY/2024/1509	Approve with Conditions	01/08/2024	62 Avenue Road, Hornsey, London, N6 5DR	Erection of rear ground floor extension, amendments to existing rear outrigger, installation of solar panels and associated replacement windows, and internal alterations to regularise the building as a single family dwellinghouse.	Oskar Gregersen
Crouch End	Lawful development: Proposed use	HGY/2024/1385	Refuse	10/07/2024	29 Lynton Road, Hornsey, London, N8 8SR	Certificate of lawfulness: proposed erection of a single storey rear extension	Oskar Gregersen
Crouch End	Householder planning permission	HGY/2024/0937	Approve with Conditions	27/06/2024	1 Tivoli Road, Hornsey, London, N8 8RE	Erection of single storey side/rear infill extension, replacement of existing first floor uPVC windows on the rear elevation with double-glazed timber windows, and the installation of a new side door leading to the garden and a new side window for the first-floor utility room.	Neil McClellan
Crouch End	Full planning permission	HGY/2024/0818	Approve with Conditions	04/07/2024	Flat 3, 35 Hurst Avenue, Hornsey, London, N6 5TW	Replacement of existing garden shed with home office and replacement garden fence with higher fence.	Neil McClellan
Crouch End	Full planning permission	HGY/2024/1525	Approve with Conditions	24/07/2024	17A Topsfield Parade, Tottenham Lane, Hornsey, London, N8 8PP	Replacement of seven UPVC windows on the front facade of 17 Topsfield Parade on First, Second and Third Floors with timber windows.	Ben Coffie
Crouch End	Consent to display an advertisement	HGY/2024/1361	Refuse	30/07/2024	Advertising Right 2934, 9 Park Road, Hornsey, London, N8	Replacement of a previous Lightbox Advertisement Display with a LED Digital Advertisement Display at a reduced height from ground level.	Ben Coffie
Crouch End	Non-Material Amendment	HGY/2024/1973	Approve	13/08/2024	67 Glasslyn Road, Hornsey, London, N8 8RJ	Non-Material Amendment to HGY/2023/2393 consisting of alterations to dormer and window fenestration.	Zara Seelig
Crouch End	Householder planning permission	HGY/2024/1429	Approve with Conditions	29/07/2024	15 Middle Lane, Hornsey, London, N8 8PJ	Replacement of timber framed single-glazed windows, with new timber framed double-glazed windows to the front and rear of the property	Josh Parker
Crouch End	Householder planning permission	HGY/2024/1380	Approve with Conditions	15/07/2024	9 Gladwell Road, Hornsey, London, N8 9AA	Enlargement of existing flat to create one additional bedroom and home office, by additional excavation of the existing basement and creation of a rear and front lightwells (renewal HGY/2022/4537/HGY/2021/0583).	Josh Parker
Crouch End	Full planning permission	HGY/2024/0837	Approve with Conditions	18/07/2024	Wood Vale Lawn Tennis Club, Wood Vale, Hornsey, London, N10 3DJ	The reconstruction of existing outdoor shale tennis court Nr 5 to form one outdoor porous asphalt court with the installation of new perimeter fencing and associated works.	Eunice Huang
Crouch End	Householder planning permission	HGY/2024/1471	Approve with Conditions	12/07/2024	5 Elder Avenue, Hornsey, London, N8 9TE	Removal of existing rear lean-to extension and the erection of a new rear/side infill extension and the installation of a new rear glazed door.	Nathan Keyte

Crouch End	Householder planning permission	HGY/2024/1436	Approve with Conditions	11/07/2024	11 Hurst Avenue, Hornsey, London, N6 5TX	Replacement of existing second floor rear dormer with 2 no. flat roof zinc clad dormers with Juliet balconies.	Nathan Keyte
Crouch End	Householder planning permission	HGY/2024/1083	Approve with Conditions	18/07/2024	16 Weston Park, Hornsey, London, N8 9TJ	Removal of existing garage; proposed single storey rear extension to provide a new home office and WC for the ground floor flat and combined bin storage for the property; changes to boundary treatment; internal alterations to locally listed building.	Nathan Keyte
Crouch End	Householder planning permission	HGY/2024/0791	Approve with Conditions	16/07/2024	55 Glasslyn Road, Hornsey, London, N8 8RJ	Removal of solar panels to front elevation, replacement of existing Velux windows on rear and front elevations, insertion of no. 1 new Velux windows on rear and front elevations	Iliyan Topalov
Crouch End	Approval of details reserved by a condition	HGY/2024/1762	Approve	08/08/2024	Highgate Cricket And Lawn Tennis Club, Crouch End Playing Fields, Park Road, Hornsey, London, N8 8JP	Approval of details pursuant to 5 (tree protective fencing), 6 (arboricultural method statement), 7 (landscaping scheme), 8 (findings of trial AIA investigations), 9 (details of foundation works), 11 (cycle storage) of planning permission HGY/2023/2299.	Roland Sheldon
Crouch End	Full planning permission	HGY/2024/1508	Approve with Conditions	08/08/2024	Flat O, 61 Shepherds Hill, Hornsey, London, N6 5RE	Install 2 external vents on the flats? exterior wall of flat O leading to a private terrace for use with an internally placed heat pump in order to switch to renewable energy sources, replacement of 4 x rear-facing windows belonging to flat O, with aluminium framed units.	Roland Sheldon
Crouch End	Householder planning permission	HGY/2024/1453	Approve with Conditions	11/07/2024	39 Crouch Hall Road, Hornsey, London, N8 8HJ	Removal of existing gravel, installation of block paving with drainage channel to front garden.	Roland Sheldon
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/1452	Approve with Conditions	05/08/2024	36 Twyford Avenue, Hornsey, London, N2 9NL	T1 Oak, crown thin 30%, lift crown 4m over garden, deadwood	Daniel Monk
Fortis Green	Consent under Tree Preservation Orders	HGY/2024/0555	Refuse	17/07/2024	53 Twyford Avenue, Hornsey, London, N2 9NR	Works to tree protected by a TPO: T4 Oak of MWA Arb Report Works: Remove (fell) to near ground level and treat stump to inhibit regrowth. Reason: Clay shrinkage subsidence damage at 2 Ringwood Avenue, N2 9NS	Daniel Monk
Fortis Green	Householder planning permission	HGY/2024/0212	Approve with Conditions	16/07/2024	19 Southern Road, Hornsey, London, N2 9LH	Ground floor rear infill extension; Landscaping to rear garden; Ground floor front infill extension; Landscaping to front garden including new level access to ground floor; New rooflights in existing ground floor extension; New front door with sidelights to replace existing; New window to first floor shower room in side elevation; New double glazed windows to replace existing to front elevation; Enlarged dormer extension at rear; New rooflights at front.	Emily Whittredge

Fortis Green	Non-Material Amendment	HGY/2023/3281	Approve	16/07/2024	84 Twyford Avenue, Hornsey, London, N2 9NN	Non-Material Amendment to planning permission HGY/2020/0013 for the 'demolition of existing conservatory and construction of a single storey side and rear extension, front rooflight, side and rear dormers and garage conversion'. The amendments being sought include minor changes to the approved glazing including the addition of a small bathroom window, the replacement of the approved pebbledash exterior treatment to the side and rear with a rendered finish changes to the roof lights in the roof of the approved extension.	Gareth Prosser
Fortis Green	Householder planning permission	HGY/2024/1176	Approve with Conditions	22/08/2024	64 Great North Road, Hornsey, London, N6 4LT	Replacement of existing timber framed windows with modern thick profile double glazed white uPVC units.	Mercy Oruwari
Fortis Green	Householder planning permission	HGY/2024/1645	Approve with Conditions	09/08/2024	6 Holt Close, Hornsey, London, N10 3HW	Erection of lower ground floor rear extension with ground floor rear balcony above and steps down to garden level, installation of rooflight, conversion of garage into habitable living space, alterations to rear fenestration and re-cladding of roof with zinc cladding.	Oskar Gregersen
Fortis Green	Lawful development: Proposed use	HGY/2024/1505	Permitted Development	23/07/2024	31 Lanchester Road, Hornsey, London, N6 4SX	Certificate of lawfulness: Proposed use for the formation of a hip-to-gable and rear dormer roof extensions with installation of roof lights in the front slope	Oskar Gregersen
Fortis Green	Householder planning permission	HGY/2024/1504	Approve with Conditions	23/07/2024	31 Lanchester Road, Hornsey, London, N6 4SX	Erection of single storey ground floor side to rear extension, with roof terrace above and associated screening panels, erection of front porch.	Oskar Gregersen
Fortis Green	Lawful development: Proposed use	HGY/2024/1373	Permitted Development	10/07/2024	2C Twyford Avenue, Hornsey, London, N2 9NJ	Certificate of Lawfulness: Proposed use for conversion of existing garage into a study.	Oskar Gregersen
Fortis Green	Lawful development: Existing use	HGY/2024/1955	Approve	23/07/2024	181 Creighton Avenue, Hornsey, London, N2 9BN	Certificate of lawfulness for the existing side extension comprising a garage and utility room.	Neil McClellan
Fortis Green	Householder planning permission	HGY/2024/1165	Approve with Conditions	23/08/2024	Tudor House, 45 Lanchester Road, Hornsey, London, N6 4SX	New swimming pool and associated patio, pool plant and Air Source Heat Pump (ASHP) unit (AMENDED DESCRIPTION).	Sabelle Adjagboni
Fortis Green	Removal/variation of conditions	HGY/2024/1804	Approve with Conditions	22/08/2024	1 Ringwood Avenue, Hornsey, London, N2 9NT	Remove conditions 10 (green roof) and 11 (renewable energy) attached to planning permission HGY/2022/2076 for ?demolition of existing detached house and erection of a new three-storey detached house. associated amenity space including refuse storage and provision of 2no off street parking spaces?.	Ben Coffie
Fortis Green	Removal/variation of conditions	HGY/2024/1757	Approve with Conditions	21/08/2024	Rutland House, 40 Colney Hatch Lane, Hornsey, London, N10 1DU	Variation of condition 2 (approved plans) attached to planning permission HGY/2020/2356 to amend the approved scheme to increase the footprint of the approved basement by 45.9sqm and the ground floor by 19sqm.	Ben Coffie

Fortis Green	Householder planning permission	HGY/2024/1631	Approve with Conditions	19/07/2024	19 Woodside Avenue, Hornsey, London, N6 4SP	Proposed enlargement of existing rear dormer, new side dormer, first floor side and rear extension with rear hip- to-gable roof, proposed rear ground floor extension with a new patio area, demolition of existing porch and erection of a new porch and reducing the width of the existing side extension to create a side path.	Ben Coffie
Fortis Green	Householder planning permission	HGY/2024/1492	Refuse	19/07/2024	45 Woodside Avenue, Hornsey, London, N10 3HY	Proposed loft conversion with a rear dormer extension and new gable roof form with four front rooflights.	Ben Coffie
Fortis Green	Householder planning permission	HGY/2024/1491	Approve with Conditions	19/07/2024	45 Woodside Avenue, Hornsey, London, N10 3HY	Demolition of rear/side garage and extension, and erection of a single storey rear/side extension	Ben Coffie
Fortis Green	Householder planning permission	HGY/2024/1458	Approve with Conditions	30/07/2024	119 & 121 Coppetts Road, Hornsey, N10 1JL	Enlargement of existing porch to create internal shared porch to No. 119 and 121.	Ben Coffie
Fortis Green	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1427	Refuse	01/07/2024	25 Everington Road, Hornsey, London, N10 1HT	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.7m and for which the height of the eaves would be 3m	Daniel Boama
Fortis Green	Householder planning permission	HGY/2024/1571	Approve with Conditions	30/07/2024	82 Greenham Road, Hornsey, London, N10 1LP	Replacement of 2no. rooflights with 2no. rooflights in new positions above main roof and pinnacle on the front slope. Insertion of 4no. rooflights above existing rear dormer flat roof. Replacement of 1no. window with 1no. larger window on rear elevation of existing rear dormer.	Daniel Boama
Fortis Green	Lawful development: Proposed use	HGY/2024/1336	Permitted Development	10/07/2024	40 Lynmouth Road, Hornsey, London, N2 9LS	Certificate of lawful development for a proposed air source heat pump, reconfiguration of front garden wall, hip to gable extension and rear dormer window.	Zara Seelig
Fortis Green	Prior approval Part 20 Class A: New dwellinghouses on detached block of flats	HGY/2024/1369	Approve with Conditions	15/07/2024	Mansfield Heights, Great North Road, Hornsey, London, N2 0NY	Application for prior approval of a proposed: New dwellinghouses on detached blocks of flats. Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 20, Class A. A proposal for 2 new homes within a roof extension to the existing central block.	Mark Chan
Fortis Green	Householder planning permission	HGY/2024/1674	Approve with Conditions	05/08/2024	Ground Floor Flat, 20 Woodberry Crescent, Hornsey, London, N10 1PH	Reconstruction of existing single storey rear extension.	Mark Chan
Fortis Green	Removal/variation of conditions	HGY/2024/1543	Approve with Conditions	23/08/2024	Mansfield Heights, Great North Road, Hornsey, London, N2 0NY	Variation of condition 2 (Approved Plans) attached to planning permission ref: HGY/2021/1288 to re-position the cycle and refuse stores and minor alterations to the car parking and hard landscaping schemes.	Mark Chan
Fortis Green	Householder planning permission	HGY/2024/1283	Approve with Conditions	26/07/2024	12 Colney Hatch Lane, Hornsey, London, N10 1DU	Replacement of rear extension and conservatory with a new single storey rear extension, infill of ground floor veranda and first floor balcony, replacement of rear fenestrations, installation of rear balcony and enlargement of first floor front window. (AMENDED DESCRIPTION)	Mark Chan

Fortis Green	Householder planning permission	HGY/2024/1098	Approve with Conditions	25/06/2024	9 Pages Hill, Hornsey, London, N10 1PX	Demolition of existing ground floor rear conservatory, and erection of replacement rear extension, with modifications to the existing ground floor balcony. Alterations to external finish of rear basement, replacement of UPVC windows with double glazed aluminium windows to match the existing (amended).	Josh Parker
Fortis Green	Householder planning permission	HGY/2024/1675	Approve with Conditions	21/08/2024	65 Creighton Avenue, Hornsey, London, N10 1NR	Development for new roof to existing side extension; new 3no. skylights to side extension; and replacement of uPVC window and doors.	Eunice Huang
Fortis Green	Householder planning permission	HGY/2024/1503	Refuse	14/08/2024	33 Leaside Avenue, Hornsey, London, N10 3BT	Replacement and enlargement of the existing metal rear dormer window, addition of lead roof area to rear, and addition of a single glazed sash window and rooflight to the rear.	Eunice Huang
Fortis Green	Full planning permission	HGY/2024/1175	Approve with Conditions	13/08/2024	60 Great North Road, Hornsey, London, N6 4LT	Replacement of existing timber windows with white double glazed uPVC units.	Eunice Huang
Fortis Green	Full planning permission	HGY/2024/1174	Approve with Conditions	13/08/2024	44 Great North Road, Hornsey, London, N6 4LU	Replacement of existing timber and uPVC windows with white double glazed uPVC units.	Eunice Huang
Fortis Green	Full planning permission	HGY/2024/1159	Approve with Conditions	06/08/2024	Flat 1, 30 Great North Road, Hornsey, London, N6 4LU	Conversion of existing garage / workshop into habitable space. Garage door to be replaced with windows. Construction of outbuilding and bicycle storage in the rear of the garden.	Eunice Huang
Fortis Green	Full planning permission	HGY/2024/0996	Approve with Conditions	03/07/2024	Flat B, 52 Coniston Road, Hornsey, London, N10 2BN	Ground floor rear extension, rear window enlargement, new side window, and creation of one single bedroom (to a ground floor flat)	Eunice Huang
Fortis Green	Householder planning permission	HGY/2024/1295	Approve with Conditions	23/07/2024	39 Windermere Road, Hornsey, London, N10 2RD	Single storey rear infill extension.	Nathan Keyte
Fortis Green	Householder planning permission	HGY/2024/1281	Approve with Conditions	01/07/2024	16 Shakespeare Gardens, Hornsey, London, N2 9LJ	Proposed side dormer, alterations to rear fenestration of rear roof extension.	Nathan Keyte
Fortis Green	Householder planning permission	HGY/2024/1279	Approve with Conditions	01/07/2024	16 Shakespeare Gardens, Hornsey, London, N2 9LJ	Proposed porch, front extension, façade alteration, and all other associated works.	Nathan Keyte
Fortis Green	Lawful development: Proposed use	HGY/2024/0559	Permitted Development	28/06/2024	Coldfall Primary School, Coldfall Avenue, Hornsey, London, N10 1HS	Certificate of Lawful Development (Proposed) for the erection of single storey extension which extends beyond the rear wall of the main hall of the school by 4.7m, for which the maximum height would be 4.3m, the gross external area covered is 31.5 m2, insertion of 1 new window at rear kitchen wall	Iliyan Topalov
Fortis Green	Householder planning permission	HGY/2024/1209	Approve with Conditions	02/07/2024	16 Fortis Green Avenue, Hornsey, London, N2 9NA	Erection of front single storey side infill storage shed to house bin and cycle storage.	Roland Sheldon
Harringay	Consent under Tree Preservation Orders	HGY/2024/1511	Refuse	26/07/2024	Builders Merchant, Wightman Road, Hornsey, London, N4 1RD	Works to trees protected by a Group TPO. Reduce all front boundary trees by 3-5 metres and all lateral branches overhanging the path and carriage way and also Jewson building. Crown lift all trees by 6 metres over pathways. Remove any dead dangerous and diseased limbs over buildings and pathways. *Please note that these works are intended for all trees covered by the Group TPO**	Daniel Monk

Harringay	Lawful development: Proposed use	HGY/2024/1665	Permitted Development	02/08/2024	10 Colina Road, Tottenham, London, N15 3JA	Certificate of Lawfulness Proposed: Single storey rear extension.	Emily Whittredge
Harringay	Householder planning permission	HGY/2024/1709	Approve with Conditions	13/08/2024	1 Turnpike Lane, Wood Green, London, N8 0EP	Erection of a 1st floor mansard roof extension to accommodate a new 2-bedroom self-contained flat. This application is a renewal of a previously approved scheme under planning permission reference: HGY/2020/0402.	Kwaku Bossman-Gyamera
Harringay	Lawful development: Existing use	HGY/2024/0869	Approve	05/08/2024	Flat A/B, 580 Green Lanes, Hornsey, London, N8 0RP	Certificate of lawfulness for the existing conversion into 2x 1bed self-contained flats.	Mercy Oruwari
Harringay	Householder planning permission	HGY/2024/1528	Approve with Conditions	24/07/2024	5 Beresford Road, Hornsey, London, N8 0AL	Side and rear Extension to existing terrace house	Oskar Gregersen
Harringay	Lawful development: Proposed use	HGY/2024/1366	Refuse	09/07/2024	3 Sydney Road, Hornsey, London, N8 0ET	Certificate of Lawfulness: Proposed use for formation of rear dormer roof extension and installation of 2 'roof balcony' rooflights in the front slope.	Oskar Gregersen
Harringay	Householder planning permission	HGY/2024/1342	Approve with Conditions	08/07/2024	3 Sydney Road, Hornsey, London, N8 0ET	Single-storey rear infill extension and relocation of 2no existing first-floor rear windows.	Oskar Gregersen
Harringay	Full planning permission	HGY/2024/1192	Approve with Conditions	25/06/2024	First Floor Flat B, 40 Mattison Road, Hornsey, London, N4 1BD	Formation of rear roof terrace	Oskar Gregersen
Harringay	Lawful development: Existing use	HGY/2024/1169	Approve	02/07/2024	6 Grand Parade, Tottenham, London, N4 1JX	Certificate of Lawfulness for the existing use of the first, second and third floors as 9 self-contained flats.	Oskar Gregersen
Harringay	Householder planning permission	HGY/2024/1341	Approve with Conditions	08/07/2024	Ground Floor Flat A, 110 Seymour Road, Hornsey, London, N8 0BG	Single storey rear extension	Sarah Madondo
Harringay	Approval of details reserved by a condition	HGY/2023/2009	Approve	02/08/2024	Railway Approach, Hampden Road, London, N8 0HG	Approval of details pursuant to condition 39 (Cycle Parking) attached to planning permission reference HGY/2019/0185	Valerie Okeiyi
Harringay	Lawful development: Proposed use	HGY/2024/1650	Permitted Development	15/07/2024	14 Alfoxton Avenue, Tottenham, London, N15 3DD	Certificate of lawfulness for a dormer extension to the main rear roof slope.	Neil McClellan
Harringay	Householder planning permission	HGY/2024/1633	Approve with Conditions	19/08/2024	86 Umfreville Road, Hornsey, London, N4 1SA	Single storey infill extension to the rear of the property.	Neil McClellan
Harringay	Householder planning permission	HGY/2024/1390	Approve with Conditions	27/06/2024	7 Allison Road, Hornsey, London, N8 0AN	Erection of a single storey rear extension	Sabelle Adjagbor
Harringay	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1664	Refuse	24/07/2024	10 Colina Road, Tottenham, London, N15 3JA	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.25m and for which the height of the eaves would be 3.25m	Daniel Boama
Harringay	Householder planning permission	HGY/2024/1668	Approve with Conditions	20/08/2024	Flat A, 34 Raleigh Road, Hornsey, London, N8 0HY	Erection of a wraparound single storey rear extension at the ground floor flat.	Daniel Boama
Harringay	Lawful development: Proposed use	HGY/2024/1582	Permitted Development	30/07/2024	65 Beresford Road, Hornsey, London, N8 0AL	Certificate of lawfulness: Proposed use for a loft conversion with a rear L-shaped dormer roof extension and insertion of 2no. rooflights on front slope.	Daniel Boama
Harringay	Householder planning permission	HGY/2024/1345	Refuse	08/07/2024	31 Hewitt Road, Hornsey, London, N8 0BS	Erection of a ground floor rear wraparound extension, raised ridge roof extension complete with L-shaped dormer, roof terrace, internal alterations and all associated works	Daniel Boama
Harringay	Householder planning permission	HGY/2024/1340	Approve with Conditions	09/07/2024	115 Seymour Road, Hornsey, London, N8 0BH	Installation of cycle storage unit and planter in front garden, replacing current front garden wall.	Daniel Boama
Harringay	Householder planning permission	HGY/2024/1688	Approve with Conditions	12/08/2024	93 Mattison Road, Hornsey, London, N4 1BQ	Single storey rear extension and side infill extension.	Zara Seelig
Harringay	Lawful development: Proposed use	HGY/2024/1120	Refuse	19/07/2024	42 Lothair Road North, Hornsey, London, N4 1EW	Certificate of Lawfulness for a proposed ground floor infill side extension, roof extension including a L-shaped rear dormer and installation of 2no. front rooflights.	Mark Chan

Harringay	Householder planning permission	HGY/2024/1113	Approve with Conditions	10/07/2024	8 Colina Road, Tottenham, London, N15 3JA	Demolition of rear extension and erection of a two-storey rear extension and alterations to rear and side elevations.	Mark Chan
Harringay	Change of use	HGY/2024/0056	Approve with Conditions	23/08/2024	284-286 Wightman Road, Hornsey, London, N8 0LT	Change of use from shop Use Class E(a) to a restaurant Use Class E(b) at ground floor level; installation of an external extraction ventilation system at the rear of the building; installation of 6no. toilets for guests and staff; formation of a refuse niche at the rear passage; replacement of front doors and windows with bi-folding doors; installation of glazed double doors at rear entrance and replacement of existing roller shutters; removal of existing front shop signage.	Mark Chan
Harringay	Approval of details reserved by a condition	HGY/2024/0437	Approve	21/08/2024	Rear of 7, Endymion Road, Hornsey, London, N4 1EE	Approval of details reserved by a conditions 6 (engineering) and 11 (CMP) ref: HGY/2023/1367	Josh Parker
Harringay	Lawful development: Proposed use	HGY/2024/1603	Refuse	31/07/2024	36 Fairfax Road, Hornsey, London, N8 0NG	Erection of single storey rear and side extensions	Josh Parker
Harringay	Householder planning permission	HGY/2024/1651	Approve with Conditions	20/08/2024	119 Allison Road, Hornsey, London, N8 0AP	Single storey side extension	Eunice Huang
Harringay	Householder planning permission	HGY/2024/1584	Approve with Conditions	07/08/2024	108 Pemberton Road, Hornsey, London, N4 1BA	Second floor rear extension and replacement of existing garden shed	Eunice Huang
Harringay	Consent to display an advertisement	HGY/2024/1644	Approve with Conditions	02/07/2024	Finsbury Park, London, N4 1EE	Temporary display of custom static non-illuminated signage.	Nathan Keyte
Harringay	Householder planning permission	HGY/2024/1643	Approve with Conditions	20/08/2024	9 Warham Road, Hornsey, London, N4 1AR	The erection of a rear single-storey ground floor infill extension.	Nathan Keyte
Harringay	Full planning permission	HGY/2024/1114	Approve with Conditions	29/07/2024	3 Queens Parade, Green Lanes, Hornsey, London, N8 0RD	Retrospective planning application for a new shopfront including shutter.	Nathan Keyte
Harringay	Householder planning permission	HGY/2024/2027	Approve with Conditions	23/08/2024	66 Beresford Road, Hornsey, London, N8 0AJ	Retrospective application for a loft conversion with rear and side dormer and velux windows to the front	Sion Asfaw
Harringay	Lawful development: Proposed use	HGY/2024/1755	Permitted Development	13/08/2024	439 Green Lanes, London N4 1HA	Certificate of Lawfulness proposed use Change of Use within Class E from estate agent to dental clinic	Sion Asfaw
Harringay	Lawful development: Existing use	HGY/2024/1714	Refuse	13/08/2024	71 Turnpike Lane, Wood Green, London, N8 0EE	Certificates of lawfulness for the existing use of the property as 4 self-contained 1-bedroom flats and 2 self-contained studio flats.	Sion Asfaw
Harringay	Lawful development: Proposed use	HGY/2024/1689	Permitted Development	01/08/2024	93 Mattison Road, Hornsey, London, N4 1BQ	Certificate of lawfulness: proposed use loft dormer extension and insertion of rooflights.	Sion Asfaw
Harringay	Lawful development: Proposed use	HGY/2024/1488	Approve	11/07/2024	154 Fairfax Road, Hornsey, London, N8 0NL	Certificate of Lawfulness (proposed use): L-shaped Dormer Loft extension with insertion of rooflights	Sion Asfaw
Harringay	Householder planning permission	HGY/2024/1324	Approve with Conditions	01/07/2024	99 Lothair Road North, Hornsey, London, N4 1ER	Single storey rear and side infill extension	Sion Asfaw
Harringay	Lawful development: Existing use	HGY/2024/1223	Refuse	22/07/2024	Haringey Lodge, 621 Green Lanes, Hornsey, London, N8 0RE	Certificate of Lawful Development for the existing use of 7 self-contained residential units.	Sion Asfaw
Hermitage & Gardens	Householder planning permission	HGY/2024/1337	Approve with Conditions	05/07/2024	82 Chesterfield Gardens, Tottenham, London, N4 1LR	Proposed rear and side ground floor extension following the demolition of the existing side extension.	Emily Whittredge
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/1388	Approve	10/07/2024	501 Seven Sisters Road, Tottenham, London, N15 6EP	Approval of details reserved by a condition 4 (Details of the type, location of secure and covered cycle parking facilities) attached planning permission Ref: HGY/2021/3235.	Kwaku Bossman-Gyamera

Hermitage & Gardens	Change of use	HGY/2023/3246	Approve with Conditions	09/07/2024	11 Rutland Gardens, Tottenham, London, N4 1JN	Change of use from a single dwelling (C3) to a large-scale HMO for up to seven residents (Sui Generis), including alterations to the ground floor side elevation including the enlargement of the existing high level window and removal of door/reduction of window.	Mercy Oruwari
Hermitage & Gardens	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/1444	Refuse	16/07/2024	285 Hermitage Road, Tottenham, London, N4 1NT	Application to determine if prior approval is required for a proposed change of use from commercial, business and service use (Class E) to dwellinghouses (Class C3) comprising the conversion of the existing ground floor shop unit into residential use (Class C3) accommodation, comprising one 1-person studio flat. Application under Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.	Ben Coffie
Hermitage & Gardens	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/1443	Refuse	16/07/2024	289 Hermitage Road, Tottenham, London, N4 1NT	Application to determine if prior approval is required for a proposed change of use from commercial, business and service use (Class E) to dwellinghouses (Class C3) comprising the conversion of the existing ground floor shop unit into residential use (Class C3) accommodation, comprising one 1-person studio flat. Application under Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.	Ben Coffie
Hermitage & Gardens	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1460	Refuse	02/07/2024	29 Beechfield Road, Tottenham, London, N4 1PD	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.8m and for which the height of the eaves would be 2.8m	Daniel Boama
Hermitage & Gardens	Approval of details reserved by a condition	HGY/2024/0272	Approve	16/08/2024	Mayfield House, St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH	Partial approval of details (Phase 1A only) pursuant to Condition 36 (Rainwater Harvesting) attached to Planning Permission Ref: HGY/2022/1833 dated 10 July 2023.	John Kaimakamis

						<p>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.</p>	
Hermitage & Gardens	Approval of reserved matters	HGY/2023/3250	Approve with Conditions	09/08/2024	St Anns General Hospital, St Anns Road, Tottenham, London, N15 3TH		John Kaimakamis
Hermitage & Gardens	Lawful development: Proposed use	HGY/2024/1616	Permitted Development	30/07/2024	29 Beechfield Road, Tottenham, London, N4 1PD	Certificate of lawfulness for proposed rear dormer loft extension.	Sion Asfaw
Hermitage & Gardens	Householder planning permission	HGY/2024/1538	Approve with Conditions	25/07/2024	117 Chesterfield Gardens, Tottenham, London, N4 1LW	Formation of hip-to-gable roof extension, rear former extensions and insertion of rooflights on the front roof slope.	Sion Asfaw
Hermitage & Gardens	Lawful development: Proposed use	HGY/2024/1481	Permitted Development	09/07/2024	117 Chesterfield Gardens, Tottenham, London, N4 1LW	Certificate of Lawfulness (proposed use): Dormer Loft extension.	Sion Asfaw
Hermitage & Gardens	Lawful development: Proposed use	HGY/2024/1333	Permitted Development	27/06/2024	82 Chesterfield Gardens, Tottenham, London, N4 1LR	Certificate of Lawfulness (proposed use): Dormer Loft extension.	Sion Asfaw
Highgate	Consent under Tree Preservation Orders	HGY/2024/1883	Approve with Conditions	05/08/2024	Derwen, Compton Avenue, Hornsey, London, N6 4LH	<p>T1 - Oak Tree- reduce by 15% all over and remove the deadwood, reason - as heavily leaning towards the roof (neighbour and the property) and it has not been maintained. T2 - Oak Tree - fell, as the tree is dead and dangerous. We would leave the trunk 4 meters high as a habitat pole.</p>	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/1500	Approve with Conditions	01/08/2024	Dyne House, 14 Southwood Lane, Hornsey, London, N6 5EE	<p>Works to tree protected by am Area TPO. T3475: Ash (20m): Pollard to 8m ? large, leaning tree in boundary, basal bark necrosis, evidence of chilaria, significant die back in crown.</p>	Daniel Monk

Highgate	Consent under Tree Preservation Orders	HGY/2024/1474	Approve with Conditions	24/07/2024	Hillsdown, Courtenay Avenue, Hornsey, London, N6 4LR	<p>Reduce height by pruning off 2.0 metres growth and trim property side back to match the lower previously trimmed section of hedge ? Reduce live branches as needed</p> <p>Species Location T1 Oak rear garden Goals: ? Reduce lateral branches growing over and towards the house by pruning off 2.5 metres of growth back to suitable growth points to leave a balanced crown. Remove any major deadwood with the crown. Species Location T2 Oak rear garden Goals: ? Reduce lateral branches growing over the garden by pruning off 2.5 metres of growth back to suitable growth points to leave a balanced crown.. Remove any major deadwood with the crown. Remove Eppicormic growth on main stem Species Location T2 Oak rear garden Goals: ? Reduce lateral branches growing over the garden by pruning off 2.5 metres of growth back to suitable growth points to leave a balanced crown.. Remove any major deadwood with the crown. Remove Epicormic growth on main stem Species Location T3 Oak rear garden Goals: ? Remove any major deadwood within the crown ? Remove dead branches as needed</p> <p>T4 Silver Birch rear garden next to pond Goals: ? Reduce main leader growing over the pond area by pruning off 6.0 metres of growth back to suitable growth points to leave a more balanced crown. Species Location T6 Oak rear garden Goals: ? Reduce lateral branches growing over and</p>	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/1464	Approve with Conditions	17/07/2024	High Point 1, North Hill, Hornsey, London, N6 4BA	<p>Works to trees protected by TPOs. T5) Lombardy Poplar with significant decay in stem: Remove to ground level. T6) Lombardy Poplar leaning towards tennis court: Remove to ground level. This tree has significant decay in the stem and leans over tennis court; the tree has been maintained as pollard but this no longer sufficient to maintain a stable and safe framework. There is a row of mature trees behind T5 & T6 so no foliage cover will be lost by removing these trees. T7) Yew at front of property: Reduce away from building to provide 1.5 metre clearance. T8) Beech adjacent to road: Remove lowest lateral limb above decay pocket. T9) Beech adjacent to road: Reduce limb above decay pocket to 3 metres. (Please note that the proposed works to T1 Holly, T2 Birch, T3 Birch and T4 Birch will be considered separately under application reference HGY/2024/1465 as these trees are not protected by TPOs but are located within a Conservation Area)</p>	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/1377	Approve with Conditions	26/07/2024	43 Stormont Road, Hornsey, London, N6 4NR	<p>Works to tree protected by a TPO. T1: Beech (16m): Crown reduce by up to 2m to keep tree at a size suitable for its location as part of regular maintenance</p>	Daniel Monk

Highgate	Consent under Tree Preservation Orders	HGY/2024/1183	Approve with Conditions	26/07/2024	Three Oaks, Courtenay Avenue, Hornsey, London, N6 4LR	Works to tree protected by an Area TPO. T1 is an Oak tree. Proposed works: crown reduce by approximately 2 metres. Reasons for the works : T1 shows signs of stag heading as it naturally retrenches, reducing the top of the crown will facilitate this and add to its longevity	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/1088	Approve with Conditions	24/07/2024	5 Kempton House, 52 Cholmeley Park, Hornsey, London, N6 5AD	T1: Sycamore (14m): Re-pollard to previous points removing 2m of re-growth to keep tree at a size suitable for its location and as part of regular maintenance T2: Sycamore (14m): Re-pollard to previous points removing 2m of re-growth to keep tree at a size suitable for its location and as part of regular maintenance T3: Lime (14m): Re-pollard to previous points removing 2m of re-growth to keep tree at a size suitable for its location and as part of regular maintenance	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/0533	Refuse	17/07/2024	4 Somerset Gardens, Hornsey, London, N6 5EQ	Works to tree protected by a TPO: Pine - Reduce largest branch back to major branch union (approx. 3m) Reduce unruly spread over no. 4 Somerset gardens (approx. 0.5-0.8m) Reduce new growth over neighbouring property by branch lengths of 0.6-0.8m Maintenance works in line with good arboricultural practice	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2023/3312	Approve with Conditions	17/07/2024	1 Townsend Yard, Hornsey, London, N6 5JF	Works to trees protected by a Group TPO. Wooded Area: Adjacent Omved Gardens: G1: Group of Mature Sycamore: Approximately 15.00m: Overhanging development area: Remove 1 x secondary stem approximately 2.00m from ground level from the tree, closest to the north west boundary (nearest access road). Reduce remaining lateral and sub lateral tertiary and secondary branches of the group back to as near to the boundary as is practicable or to main stems, reducing overhang by up to 0.50m. The main scaffold stems are to be reserved. Control encroachment. General maintenance.	Daniel Monk

Highgate	Consent under Tree Preservation Orders	HGY/2023/3127	Refuse	24/07/2024	2 Courtenay Avenue, Hornsey, London, N6 4LP	crossing branches Thin 10% of the live branches throughout the canopy to allow more light and air penetration throughout the canopy/ reduce the risk of limb, stem or root failure due to sail effect Reduce the Height and Spread by 2-3m to balance and shape Raise the height of the lower branches to 5m in order to provide sunlight penetration to the understory and provide clearance T15: 25% Crown Reduction by 2-2.5m on all aspects to tidy and contain improve structure and mitigate branch failure, improve light penetration and improve balance maintain at current dimensions T8 Oak Thin 10% of the live branches throughout the canopy to allow more light and air penetration throughout the canopy Reduce the Height and Spread by approx. 2,5m from all aspects Raise the height of the lower branches to 6m in order to provide sunlight penetration to the understory and provide clearance T9 oak.. Also it tends to the north with leggier limbs. Recommend remove 2-3meters from the ends of the first 2 large secondary branches that extend overhead Neighbour get birch. This will reduce dead load and wind loading, reduce the remainder by up to 1.5/2 m to balance and shape To improve structure and mitigate branch failure, improve light penetration and improve balance. To maintain at current dimensions T16: reduce by approx. 2.5m from all aspects to balance	Daniel Monk
Highgate	Consent under Tree Preservation Orders	HGY/2024/1348	Approve with Conditions	31/07/2024	7 Tile Kiln Lane, Hornsey, London, N6 5LG	Works to trees protected by a TPO. T1: Oak (18m): Reduce overextending crown to north, east and west by up to 3m, crown lift over road to give 4m clearance and remove major dead wood to keep tree at a size suitable for its location and to prevent obstruction on Tile Kiln Lane	Daniel Monk
Highgate	Householder planning permission	HGY/2024/1539	Approve with Conditions	09/08/2024	Bracken Knoll, Courtenay Avenue, Hornsey, London, N6 4LP	Installation of stone window surround to front elevation. Replace existing windows with new timber double glazing, style to match existing.	Kwaku Bossman-Gyamera
Highgate	Approval of details reserved by a condition	HGY/2023/2492	Approve	12/07/2024	Land At, Townsend Yard, London, N6 5JF	Approval of details pursuant to condition 5 (hard and soft landscaping) attached to planning permission HGY/2020/1326.	Matthew Gunning
Highgate	Approval of details reserved by a condition	HGY/2024/1635	Approve	23/08/2024	24 Cholmeley Crescent, Hornsey, London, N6 5HA	Approval of details reserved by condition 13 (Written Construction Management Plan) attached to planning consent HGY/2023/2121	Mercy Oruwari
Highgate	Householder planning permission	HGY/2024/1249	Approve with Conditions	26/06/2024	Flat 1, Wren View, Hornsey Lane, Hornsey, London, N6 5LH	Replacement of windows to the front (lounge and bedroom) of Flat 1.	Mercy Oruwari
Highgate	Householder planning permission	HGY/2024/1199	Approve with Conditions	16/07/2024	Flat J, High Point 1, North Hill, Hornsey, London, N6 4BA	Replacement of all existing single glazed pane windows in Flat J with slim double glazed panes within the existing steel frames. Sliding concertina windows to have rollers / ironmongery refurbished or replaced as necessary (with like for like).	Mercy Oruwari
Highgate	Listed building consent (Alt/Ext)	HGY/2024/1108	Approve with Conditions	19/07/2024	Restaurant, 66 Highgate High Street, Hornsey, London, N6 5HX	Listed Building Consent for the replacement of the non-original rooflight to the rear extension with a new rooflight with the same structural opening.	Mercy Oruwari

Highgate	Listed building consent (Alt/Ext)	HGY/2024/1093	Approve with Conditions	22/07/2024	Flat J, High Point 1, North Hill, Hornsey, London, N6 4BA	Listed Building Consent for the internal alterations to the layout and refurbishment works to the interior of Flat J.	Mercy Oruwari
Highgate	Full planning permission	HGY/2024/1012	Approve with Conditions	19/07/2024	Restaurant, 66 Highgate High Street, Hornsey, London, N6 5HX	Replacement of the non-original rooflight to the rear extension with a new rooflight with the same structural opening.	Mercy Oruwari
Highgate	Listed building consent (Alt/Ext)	HGY/2024/0979	Approve with Conditions	16/07/2024	39 High Point 1, North Hill, Hornsey, London, N6 4BA	Listed Building Consent for internal alterations including change of bathroom fittings, replacement of bath with walk-in shower, and changes to the kitchen.	Mercy Oruwari
Highgate	Listed building consent (Alt/Ext)	HGY/2024/0969	Approve with Conditions	16/07/2024	Flat J, High Point 1, North Hill, Hornsey, London, N6 4BA	Listed Building Consent for the replacement of all existing single glazed pane windows in Flat J with slim double glazed panes within the existing steel frames. Sliding concertina windows to have rollers / ironmongery refurbished or replaced as necessary (with like for like).	Mercy Oruwari
Highgate	Lawful development: Proposed use	HGY/2024/0715	Approve	05/07/2024	43 Cholmeley Crescent, Hornsey, London, N6 5EX	Certificate of lawfulness for the erection of a single storey outbuilding (yoga room and gym) in the rear garden - proposed use.	Mercy Oruwari
Highgate	Householder planning permission	HGY/2024/0292	Approve with Conditions	31/07/2024	1 Cholmeley Crescent, Hornsey, London, N6 5EZ	Proposed works to the front elevation including extension to the front, replacement of door and alteration to roof of the porch. Alterations to the rear elevation including creation of first floor roof terrace, installation of first floor stairs and ground floor steps. Replacement of windows both at the front and rear of the property. Installation of fireplace including external ventilation. Alteration to the shape of the roof. Installation of rooflights. Proposed internal alterations.	Mercy Oruwari
Highgate	Full planning permission	HGY/2023/3286	Approve with Conditions	24/06/2024	Sproughton, Courtenay Avenue, Hornsey, London, N6 4LR	Demolition of the existing house and replacement with a net-zero house.	Mercy Oruwari
Highgate	Non-Material Amendment	HGY/2024/1074	Approve	01/08/2024	Oakleigh, 42 Hampstead Lane, Hornsey, London, N6 4LL	Application under Section 73 of the 1990 Town and Country Planning Act (as amended) for a minor material amendment to planning permission reference HGY/2019/2944 for the demolition of existing house and erection of replacement dwelling and associated works. The amendments being sought in this application are: New solid door to front façade. Reconfiguration of rear façade windows. Rear windows to ground floor formal living to be arched. (AMENDED DESCRIPTION)	Oskar Gregersen
Highgate	Consent to display an advertisement	HGY/2024/1786	Approve with Conditions	20/08/2024	513, Archway Road, London, N6 4HX	Application for advertisement consent for a new freestanding digital advert within the site boundary of the petrol filling station.	Oskar Gregersen
Highgate	Full planning permission	HGY/2024/1662	Approve with Conditions	08/08/2024	Flat A, 11 Bishops Road, Hornsey, London, N6 4HP	Erection of 3.5m deep single storey rear extension to outrigger and 5m deep infil extension to ground floor flat	Oskar Gregersen
Highgate	Householder planning permission	HGY/2024/1432	Approve with Conditions	24/07/2024	43 Langdon Park Road, Hornsey, London, N6 5PT	Addition of a rear dormer window and rooflights (AMENDED PLANS).	Oskar Gregersen
Highgate	Householder planning permission	HGY/2024/1247	Approve with Conditions	26/06/2024	Flat 1, 11A Jacksons Lane, Hornsey, London, N6 5SR	Erection of single storey outbuilding in rear garden	Oskar Gregersen

Highgate	Approval of details reserved by a condition	HGY/2024/0782	Approve	28/06/2024	44-46 Hampstead Lane, Hornsey, London, N6 4LL	Approval of details reserved condition 17 (Ecological Statement) 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/2024/0768	Approve	03/07/2024	44-46 Hampstead Lane, Hornsey, London, N6 4LL	Partial approval of details pursuant to condition 25 - part (a) only (BREEAM Pre-Assessment) 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/2024/0411	Approve	28/06/2024	44-46 Hampstead Lane, London, N6 4LL	Approval of details reserved condition 14 (Demolition Environmental 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	Approval of details reserved by a condition	HGY/2024/0408	Approve	28/06/2024	44-46 Hampstead Lane, Hornsey, London, N6 4LL	Approval of details reserved condition 7 (Levels) of planning permission HGY/2022/2731 for demolition of the existing dwellings and erection of new care home (Use Class C2)	Samuel Uff
Highgate	Householder planning permission	HGY/2024/1057	Approve with Conditions	20/08/2024	Flat 1, 325-327 Archway Road, Hornsey, London, N6 5AA	Installation of a 5kw domestic Air Source Heat Pump in flat's rear garden.	Neil McClellan
Highgate	Householder planning permission	HGY/2024/1499	Approve with Conditions	29/07/2024	5 North Road, Hornsey, London, N6 4BD	Alteration to existing recessed terrace on the top floor including covering with timber framed glazed canopy, replacement of railing with a timber framed glazed balustrade and openable windows to enable use as a winter garden. Replacement of uPVC window on the top floor for timber casement window to match the proposed winter garden. Conversion of the existing flat roof above the three-story rear outrigger into a roof terrace and replacement of the window with a traditional timber-framed glazed door and fanlight to match those at Neighbour's No. 7. Installation of black metal railing, to matching those at No. 7. Increase of the height of the outrigger to match that of No. 7 and No. 3, creating a raised parapet onto which the proposed railings will be fixed.	Sabelle Adjagboni
Highgate	Full planning permission	HGY/2024/1179	Approve with Conditions	05/08/2024	55 Cromwell Avenue, Hornsey, London, N6 5HP	Replacement of existing timber windows with double glazed timber windows.	Sabelle Adjagboni
Highgate	Full planning permission	HGY/2024/1178	Approve with Conditions	05/08/2024	53 Cromwell Avenue, Hornsey, London, N6 5HP	Replacement of existing timber windows and doors with double glazed timber units.	Sabelle Adjagboni
Highgate	Full planning permission	HGY/2024/1477	Approve with Conditions	06/08/2024	Flat 4, Southwood Hall, Muswell Hill Road, Hornsey, London, N6 5UF	New opening and door to external side (rear) wall	Ben Coffie
Highgate	Householder planning permission	HGY/2024/1457	Approve with Conditions	16/07/2024	37 Priory Gardens, Hornsey, London, N6 5QU	Loft conversion with a hip-to-gable extension and rear dormer extension. Replacement of existing fenestrations on the ground floor rear elevation with 1no. bi-folding door inc. internal alterations.	Daniel Boama
Highgate	Approval of details reserved by a condition	HGY/2024/1574	Approve	16/07/2024	Basement Flat, 98 Talbot Road, Hornsey, London, N6 4RA	Approval of details reserved by condition 3 - 'Survey for the presence of Japanese Knotweed' attached to application HGY/2021/2746	Zara Seelig

Highgate	Non-Material Amendment	HGY/2024/1527	Approve	15/08/2024	32 Holmesdale Road, Hornsey, London, N6 5TQ	Non-material amendment to planning application ref: HGY/2022/2260 to enlarge window and door openings at the ground and first floor rear elevation.	Mark Chan
Highgate	Full planning permission	HGY/2024/1647	Approve with Conditions	19/08/2024	Rooftop Communications Station 2, Southwood Park, Southwood Lawn Road, Hornsey, London	Removal of 3 x existing antennas and installation of 6 x new antennas with associated ancillary works thereto.	Mark Chan
Highgate	Householder planning permission	HGY/2024/1580	Approve with Conditions	06/08/2024	25 Denewood Road, Hornsey, London, N6 4AQ	Erection of single storey rear extensions, erection of a small ground floor side extension, reduction of existing first floor rear balcony, and alterations to rear fenestration. (AMENDED DESCRIPTION)	Mark Chan
Highgate	Approval of details reserved by a condition	HGY/2024/1732	Approve	07/08/2024	17 Denewood Road, Hornsey, London, N6 4AQ	Approval of details attached to Condition 3 (front boundary treatment and vehicle gates) attached to planning application reference: HGY/2023/1327.	Josh Parker
Highgate	Approval of details reserved by a condition	HGY/2024/1091	Approve	04/07/2024	31 Milton Park, Hornsey, London, N6 5QB	Approval of details pursuant to Condition 3 (Foundation design) attached to planning reference HGY/2023/0872.	Josh Parker
Highgate	Approval of details reserved by a condition	HGY/2024/1837	Approve	13/08/2024	Ground Floor Flat, 12 Cromwell Avenue, Hornsey, London, N6 5HL	Approval of details pursuant to conditions 3 (materials) attached to planning permission HGY/2023/2834	Eunice Huang
Highgate	Approval of details reserved by a condition	HGY/2024/0936	Approve	13/08/2024	Ground Floor Flat, 12 Cromwell Avenue, Hornsey, London, N6 5HL	Approval of details pursuant to conditions 4 (Method of Construction Statement), 5 (chartered engineer details) attached to planning permission HGY/2023/2834.	Eunice Huang
Highgate	Listed building consent (Alt/Ext)	HGY/2024/1904	Approve with Conditions	19/08/2024	Channing School, Highgate Hill, Hornsey, London, N6 5HF	Listed Building Consent application for erection of a basement and ground rear extension. Reconfiguration of floorplates, including the installation of a lift to all levels, and heritage restoration works within the main school. Erection of a single storey rear dormer to Channing House. Landscaping alterations to the front and rear of the main school.	Eunice Huang
Highgate	Householder planning permission	HGY/2024/1232	Approve with Conditions	26/07/2024	41 North Hill, Hornsey, London, N6 4BS	Introduction of a roof light to the rear roof slope and adjustments to rear openings at ground floor.	Eunice Huang
Highgate	Full planning permission	HGY/2024/1194	Approve with Conditions	21/08/2024	Channing School, Highgate Hill, Hornsey, London, N6 5HF	Addition of a store to the existing theatre building in materials to match existing.	Eunice Huang
Highgate	Full planning permission	HGY/2024/1171	Approve with Conditions	15/08/2024	82 Cromwell Avenue, Hornsey, London, N6 5HQ	Replacement of existing timber windows of mixed styles with modern timber double glazed units, on a like-for-like basis where appropriate. The new windows will be white timber to match the existing.	Eunice Huang
Highgate	Full planning permission	HGY/2024/1034	Approve with Conditions	30/07/2024	57 & 59, Cholmeley Crescent, London, N6 5EX	Roof extension, including a change of the roof slope to 45° to raise the roof, addition of two side and two rear dormers, and re-introduction of a chimney stack.	Eunice Huang
Highgate	Full planning permission	HGY/2024/0989	Approve with Conditions	19/08/2024	Channing School, Highgate Hill, Hornsey, London, N6 5HF	Erection of a basement and ground rear extension. Reconfiguration of floorplates, including the installation of a lift to all levels, and heritage restoration works within the main school. Erection of a single storey rear dormer to Channing House. Landscaping alterations to the front and rear of the main school.	Eunice Huang

Highgate	Full planning permission	HGY/2023/3404	Approve with Conditions	03/07/2024	Channing School, Highgate Hill, Hornsey, London, N6 5HF	3-storey extension to north-eastern elevation of Brunner House, roof extension to the south-western elevation of Brunner House, refurbishment and façade alterations along with associated landscaping alterations.	Eunice Huang
Highgate	Removal/variation of conditions	HGY/2023/3005	Approve with Conditions	26/06/2024	252 Archway Road, Hornsey, London, N6 5AX	Variation of condition 1 (approved plans) attached to planning permission ref: HGY/2020/1853 for the construction of a part two, part three storey rear extension to create an additional residential unit, and associated upgrades to the building; namely to amend the approved scheme, including extension of Flat A into commercial premises, changes to the internal layout and changes to windows and balcony.	Eunice Huang
Highgate	Approval of details reserved by a condition	HGY/2024/1367	Approve	08/07/2024	2 Cromer House, 2 The Park, Hornsey, London, N6 4JJ	Approval of details pursuant to conditions 3 (materials) and 4 (details) attached to planning permission HGY/2023/2679 for Alterations to existing garage and formation of new access stairs at rear, granted 30.11.2023.	Nathan Keyte
Highgate	Approval of details reserved by a condition	HGY/2024/0074	Approve	24/07/2024	42 Southwood Lane, Hornsey, London, N6 5EB	Approval in part of details pursuant to condition 3 (details) attached to listed building consent ref. HGY/2022/2556 for alteration and repair to interior and exterior of building granted on 7 July 2023. Approval in part relating to refurbishment of front and rear windows, removal of canopy and of drainage pipes from front elevation and subsequent repairs to façade, and demolition and replacement of rooflight in lower ground/ basement floor rear extension	Nathan Keyte
Highgate	Householder planning permission	HGY/2024/1461	Approve with Conditions	24/07/2024	4 Highgate Avenue, Hornsey, London, N6 5RX	Addition of a single storey rear garden outbuilding.	Nathan Keyte
Highgate	Householder planning permission	HGY/2024/1338	Refuse	06/08/2024	12 Stormont Road, Hornsey, London, N6 4NL	Erection of a two-storey side extension with front dormer, and single-storey rear extension together with associated external alterations.	Nathan Keyte
Highgate	Removal/variation of conditions	HGY/2024/1319	Approve with Conditions	19/07/2024	20 Priory Gardens, Hornsey, London, N6 5QS	Minor Material Amendment application under Section 73 of the Town and Country Planning Act for the variation to condition 2 (approved plans) attached to planning permission HGY/2022/0872 including to increase depth to the single storey rear extension to 3.5m.	Nathan Keyte
Highgate	Householder planning permission	HGY/2024/1215	Approve with Conditions	25/07/2024	22, Kingsley Place, London, N6 5EA	Erection of a single storey rear extension with courtyard	Nathan Keyte
Highgate	Householder planning permission	HGY/2024/1180	Approve with Conditions	13/08/2024	15 Parklands, Cholmeley Park, Hornsey, London, N6 5FE	Replacement of existing windows and doors with timber and metal triple glazed units; enlarging of selected window openings; introduction of two rear dormers; alterations to existing balcony and removal of roof overhang, removal of rear bay window; enlarging front lightwell; alterations to front entrance including steps and layout; and other associated changes	Nathan Keyte

Highgate	Lawful development: Existing use	HGY/2024/0912	Approve	20/08/2024	Shop, 242 Archway Road, Hornsey, London, N6 5AX	Certificate of Lawfulness for the existing use of the ground floor as Use Class E(c) with ancillary residential use at basement/ lower ground floor level.	Nathan Keyte
Highgate	Lawful development: Existing use	HGY/2024/1777	Approve	31/07/2024	64A, Southwood Lane, London, N6 5DY	Certificate of lawfulness existing: Conservatory extension with storage undercroft including retaining wall underpinning existing extension, stairs replacement and associated works.	Iliyan Topalov
Highgate	Non-Material Amendment	HGY/2024/1724	Approve	16/07/2024	Esterel, Compton Avenue, Hornsey, London, N6 4LH	Non-material amendment sought to planning permission HGY/2023/1737. Minor changes to brickwork specifications, surrounds to windows/quoins. Alterations to windows, door and vehicular gate detailing.	Roland Sheldon
Highgate	Approval of details reserved by a condition	HGY/2024/1630	Refuse	30/07/2024	11 View Road, Hornsey, London, N6 4DJ	Approval of details pursuant to condition 12 (landscaping) of planning permission HGY/2023/0441.	Roland Sheldon
Highgate	Non-Material Amendment	HGY/2024/1628	Approve	28/06/2024	35 North Hill, Hornsey, London, N6 4BS	Non-Material Amendment to planning permission HGY/2024/0763: - Change in size and location of proposed 1st floor right hand side rear window to match the proposed window on the left hand side. - Retain existing flat roof design of rear extension and proposed roof light, and change eave finish to parapet with coping stone. - Change outrigger windows frame material and colour from timber frame, colour white to aluminium frame, colour bronze.	Roland Sheldon
Highgate	Approval of details reserved by a condition	HGY/2024/1493	Approve	11/07/2024	11 View Road, Hornsey, London, N6 4DJ	Approval of details pursuant to condition 4 (materials) of planning permission HGY/2023/0441.	Roland Sheldon
Highgate	Full planning permission	HGY/2024/1548	Approve with Conditions	02/08/2024	Flat 2, 56 Claremont Road, Hornsey, London, N6 5BY	Replacement ground and lower ground windows to the front/side elevation of flat 2, with timber framed windows.	Roland Sheldon
Highgate	Listed building consent (Alt/Ext)	HGY/2024/1334	Refuse	31/07/2024	Princess Elizabeth House, 18 Winchester Place, Hornsey, London, N6 5BQ	Replacement of existing Crittall windows to building.	Roland Sheldon
Highgate	Full planning permission	HGY/2024/1285	Approve with Conditions	25/06/2024	Highgate School, North Road, Hornsey, London, N6 4AY	Addition of 2 new smoke-vent rooflights to the main flat roof of the existing Charter Building, for enhancements to the fire safety of the building.	Roland Sheldon
Highgate	Lawful development: Proposed use	HGY/2024/1759	Permitted Development	08/08/2024	95 Southwood Lane, Hornsey, London, N6 5TB	Certificate of lawfulness: proposed use for the construction of an outbuilding in the rear garden.	Sion Asfaw
Highgate	Listed building consent (Alt/Ext)	HGY/2024/0622	Approve with Conditions	09/08/2024	Apartment 1, Furnival House, 50 Cholmeley Park, Hornsey, London, N6 5AD	Listed building consent for conversion of an existing window opening into a door (AMENDED PLANS).	Sion Asfaw
Highgate	Full planning permission	HGY/2024/0546	Approve with Conditions	09/08/2024	Apartment 1, Furnival House, 50 Cholmeley Park, Hornsey, London, N6 5AD	Conversion of existing window opening into a door	Sion Asfaw
Hornsey	Householder planning permission	HGY/2024/0689	Refuse	15/07/2024	89 Hawthorn Road, Hornsey, London, N8 7LY	Insertion of rear dormer roof extension and roof lights	Emily Whittredge
Hornsey	Householder planning permission	HGY/2024/1454	Refuse	15/07/2024	2 Oak Avenue, Hornsey, London, N8 8LJ	Hip to gable loft conversion with erection of inset dormer and roof terrace to rear of roof	Kwaku Bossman-Gyamera
Hornsey	Householder planning permission	HGY/2024/1716	Approve with Conditions	13/08/2024	30 Chestnut Avenue, Hornsey, London, N8 8NY	Erection of rear ground floor, single storey conservatory extension	Oskar Gregersen
Hornsey	Approval of details reserved by a condition	HGY/2024/1934	Approve	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 20 (telecommunications apparatus) attached to planning permission HGY/2022/2116	Valerie Okeiyi

Hornsey	Approval of details reserved by a condition	HGY/2024/1931	Refuse	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Partial Approval of details pursuant to condition 12 (12 b only - DEMP/CEMP ? Demolition/construction works) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/1277	Approve	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Partial Approval of details pursuant to condition 11 (11b only - Plant and Machinery) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/0843	Refuse	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Partial Approval of details pursuant to condition 3 (3h only - Samples of Material) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/0803	Approve	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 19 (Satellite dish or television antenna) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/0802	Approve	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 17 (Piling Method Statement) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/0801	Refuse	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 13 (Contamination) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/0800	Approve	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Partial Approval of details pursuant to condition 12 (12C only - Considerate Constructors Scheme registration) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/0799	Refuse	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Partial Approval of details pursuant to condition 12 (12a only - DEMP) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/0798	Approve	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Partial Approval of details pursuant to condition 11 (11a only - NRMM Registration - Plant and Machinery) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Approval of details reserved by a condition	HGY/2024/0577	Refuse	16/07/2024	Hornsey Police Station, 98 Tottenham Lane, Hornsey, London, N8 7EJ	Approval of details pursuant to condition 7 (Site levels) attached to planning permission HGY/2022/2116	Valerie Okeiyi
Hornsey	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1895	Not Required	20/08/2024	8A Rokesly Avenue, Hornsey, London, N8 8NR	Erection of single storey extension which extends beyond the rear wall of the original house by 3.75m, for which the maximum height would be 3.3m and for which the height of the eaves would be 3m	Sabelle Adjagboni
Hornsey	Householder planning permission	HGY/2024/1734	Approve with Conditions	13/08/2024	93 Redston Road, Hornsey, London, N8 7HG	Proposed single storey rear extension.	Ben Coffie
Hornsey	Householder planning permission	HGY/2024/0511	Approve with Conditions	08/07/2024	16 Farrer Road, Hornsey, London, N8 8LB	Erection of a single-storey rear extension	Ben Coffie
Hornsey	Householder planning permission	HGY/2024/0951	Approve with Conditions	05/08/2024	Flat 3, 84 Hillfield Avenue, Hornsey, London, N8 7DN	Replacement of existing 3no. white timber sash windows to rear elevation with matching new 3no. white uPVC double glazed sash windows at the first floor level in Flat 3 (AMENDED DESCRIPTION)	Daniel Boama
Hornsey	Full planning permission	HGY/2024/1760	Approve with Conditions	19/08/2024	First And Second Floor Flat, 13 Hillfield Avenue, Hornsey, London, N8 7DU	Construction of a second-floor roof terrace over the outrigger and associated works	Zara Seelig
Hornsey	Full planning permission	HGY/2024/1596	Approve with Conditions	07/08/2024	Second Floor Flat C, 65 Middle Lane, Hornsey, London, N8 8PE	Formation of roof extension including dormer window & hip to gable extensions	Zara Seelig

Hornsey	Approval of details reserved by a condition	HGY/2024/1248	Approve	24/07/2024	Cleopatra House, Pembroke Road, Hornsey, London, N8 7RQ	Approval of details pursuant to condition 6 (Land contamination -partial) attached to planning permission ref: HGY/2021/1412. (AMENDED DESCRIPTION)	Mark Chan
Hornsey	Full planning permission	HGY/2024/1397	Approve with Conditions	22/08/2024	Ground Floor Flat A, 39 Harvey Road, Hornsey, London, N8 9PD	Replacement of existing timber sash windows with double glazed uPVC windows.	Mark Chan
Hornsey	Full planning permission	HGY/2024/1393	Approve with Conditions	15/08/2024	Flat B, 39 Harvey Road, Hornsey, London, N8 9PD	Replacement of existing timber sash windows with double glazed uPVC windows.	Mark Chan
Hornsey	Full planning permission	HGY/2024/1016	Approve with Conditions	23/07/2024	34 Harvey Road, Hornsey, London, N8 9PA	Erection of L-shaped roof extension with rear dormer and linked roof extension above outrigger, rear roof terrace and installation of 2 front rooflights. (AMENDED DESCRIPTION)	Mark Chan
Hornsey	Full planning permission	HGY/2023/2627	Approve with Conditions	03/07/2024	175A Nightingale Lane, London N8 7LJ	Erection of a new single family dwellinghouse with basement. (AMENDED DESCRIPTION)	Mark Chan
Hornsey	Householder planning permission	HGY/2024/0406	Approve with Conditions	15/08/2024	Basement Right Flat B, 66 Priory Road, Hornsey, London, N8 7EX	Erection of 2.5m high garden cabin/outbuilding for occasional use ancillary to the main dwelling.	Iliyan Topalov
Hornsey	Lawful development: Proposed use	HGY/2024/1615	Permitted Development	05/08/2024	47 South View Road, Hornsey, London, N8 7LU	Certificate of lawfulness: proposed use for the insertion of Velux roof light to front elevation	Sion Asfaw
Hornsey	Lawful development: Proposed use	HGY/2024/1354	Permitted Development	27/06/2024	21 Elmfield Avenue, Hornsey, London, N8 8QG	Certificate of Lawfulness: Proposed Development for erection of a single storey rear extension.	Sion Asfaw
Hornsey	Householder planning permission	HGY/2024/1871	Approve with Conditions	23/08/2024	28 Glebe Road, Hornsey, London, N8 7DB	Single storey side infill extension up to boundary line.	Catriona MacRae
Hornsey	Lawful development: Proposed use	HGY/2024/1869	Permitted Development	23/08/2024	28 Glebe Road, Hornsey, London, N8 7DB	Certificate of Lawfulness for proposed rear dormer extension and installation of front rooflights.	Catriona MacRae
Muswell Hill	Consent to display an advertisement	HGY/2024/0708	Refuse	08/07/2024	203-209 Muswell Hill Broadway, Hornsey, London, N10 3RQ	Replacement of internally illuminated fascia, projecting and ATM signs	Emily Whittredge
Muswell Hill	Householder planning permission	HGY/2024/1128	Refuse	16/07/2024	37 Cranley Gardens, Hornsey, London, N10 3AB	Formation of vehicular crossover and creation of car parking space in front garden with a bin storage enclosure and installation of an electric vehicle charging point.	Mercy Oruwari
Muswell Hill	Householder planning permission	HGY/2024/1116	Approve with Conditions	30/07/2024	Flat A, 21 Methuen Park, Hornsey, London, N10 2JR	Replacement of rear sliding doors with new bifold doors.	Mercy Oruwari
Muswell Hill	Householder planning permission	HGY/2024/1292	Approve with Conditions	07/08/2024	25 Church Crescent, Hornsey, London, N10 3NA	Erection of single storey rear extension with pitched roof.	Oskar Gregersen
Muswell Hill	Householder planning permission	HGY/2024/1265	Approve with Conditions	27/06/2024	16 Cascade Avenue, Hornsey, London, N10 3PU	Replacement of existing rear-facing windows to a ground floor extension with sliding door.	Oskar Gregersen
Muswell Hill	Householder planning permission	HGY/2024/1447	Approve with Conditions	27/06/2024	Flat 3, 37 Onslow Gardens, Hornsey, London, N10 3JY	Replacement and enlargement of the rear dormer windows.	Neil McClellan
Muswell Hill	Householder planning permission	HGY/2024/0860	Approve with Conditions	09/08/2024	1 Wellfield Avenue, Hornsey, London, N10 2EA	Erection of an outbuilding in the rear garden to be used as a studio room.	Neil McClellan
Muswell Hill	Householder planning permission	HGY/2024/0857	Approve with Conditions	12/08/2024	1 Wellfield Avenue, Hornsey, London, N10 2EA	Alterations to the front garden wall and enlargement of the front hardstanding to accommodate additional car parking.	Neil McClellan
Muswell Hill	Householder planning permission	HGY/2024/1433	Approve with Conditions	15/07/2024	18 Cascade Avenue, Hornsey, London, N10 3PU	Construction of a single storey ground floor rear extension; loft conversion with installation of dormer windows to side and rear main roof slopes and conservation rooflight to front slope	Sabelle Adjagboni
Muswell Hill	Full planning permission	HGY/2024/1414	Approve with Conditions	31/07/2024	65 Woodland Gardens, Hornsey, London, N10 3UE	Addition of one air conditioning unit to the rear of the property.	Ben Coffie

Muswell Hill	Householder planning permission	HGY/2024/1236	Approve with Conditions	25/06/2024	81 Woodland Gardens, Hornsey, London, N10 3UD	Proposed basement extension; installation of garage doors to east elevation; erection of new walls and railings; and laying of new hardstanding with steps.	Ben Coffie
Muswell Hill	Householder planning permission	HGY/2024/1814	Approve with Conditions	23/08/2024	23 Methuen Park, Hornsey, London, N10 2JR	Construction of a first floor level rear balcony with 1.1m high glass balustrade and 1.7m and 1.8m high privacy screens.	Daniel Boama
Muswell Hill	Householder planning permission	HGY/2024/1585	Approve with Conditions	26/07/2024	65 Onslow Gardens, Hornsey, London, N10 3JY	Demolition and reconstruction of the flank wall to widen the first floor level of the existing rear outrigger.	Mark Chan
Muswell Hill	Householder planning permission	HGY/2024/0986	Approve with Conditions	22/07/2024	45 Hillfield Park, Hornsey, London, N10 3QU	Installation of an air source heat pump in the rear garden.	Mark Chan
Muswell Hill	Consent to display an advertisement	HGY/2024/0078	Approve with Conditions	23/07/2024	107 Muswell Hill Road, Hornsey, London, N10 3HS	Application of display of 2no. externally illuminated fascia signs, 2no. internally illuminated letter signs, 1no. externally illuminated projecting sign, 1no. internally illuminated menu box and replacement of awning.	Mark Chan
Muswell Hill	Non-Material Amendment	HGY/2024/2017	Approve	16/08/2024	Flat 1, 15 Wellfield Avenue, Hornsey, London, N10 2EA	Non-Material Amendment to planning permission HGY/2022/4557 to add an external flue at roof level of garden building.	Eunice Huang
Muswell Hill	Householder planning permission	HGY/2024/1629	Approve with Conditions	02/08/2024	41 The Chine, Hornsey, London, N10 3PX	Erection of ground floor rear extension	Eunice Huang
Muswell Hill	Consent to display an advertisement	HGY/2024/1497	Approve with Conditions	22/07/2024	412, Muswell Hill Broadway, London, N10 1DJ	Display of 3x externally-illuminated fascia signs, 1x externally-illuminated projecting sign, and 2x non-illuminated vinyl signs on front elevation	Eunice Huang
Muswell Hill	Full planning permission	HGY/2024/1476	Approve with Conditions	19/08/2024	412 Muswell Hill Broadway, Hornsey, London, N10 1DJ	External alterations to existing shopfront and rear of unit.	Eunice Huang
Muswell Hill	Householder planning permission	HGY/2023/2334	Approve with Conditions	05/08/2024	17 Rookfield Close, Hornsey, London, N10 3TR	Addition of a new rear facing dormer and rooflights to enable conversion of loft space.	Eunice Huang
Muswell Hill	Householder planning permission	HGY/2024/1678	Approve with Conditions	13/08/2024	37 Alexandra Gardens, Hornsey, London, N10 3RN	Single storey ground floor rear extension, rear mansard loft roof extension and front dormer.	Nathan Keyte
Muswell Hill	Householder planning permission	HGY/2024/1610	Approve with Conditions	01/08/2024	35 Connaught Gardens, Hornsey, London, N10 3LD	Proposed hip to gable loft extension with 2 no. rear dormers with pitched roof and enclosed roof terrace. Installation of 3 front and 1 rear rooflights. Alterations to existing window openings, erection of ground floor rear terrace with glazed safety panels.	Roland Sheldon
Muswell Hill	Full planning permission	HGY/2024/1449	Approve with Conditions	29/07/2024	190-204 Muswell Hill Broadway, Hornsey, London, N10 3SD	Removal of fascia signage, projecting sign and marketing. Removal of ATM, with re-instatement of glazing and stone cill. Removal of night safe with infill to match the existing (in association with closure of bank branch)	Roland Sheldon
Muswell Hill	Householder planning permission	HGY/2024/1332	Approve with Conditions	12/07/2024	60 Muswell Hill Road, Hornsey, London, N10 3JR	Demolition of an existing single storey basement flat roof rear extension with roof terrace and spiral staircase, replacement with full width single storey rear extension and roof terrace and spiral staircase, replacement of existing rear full-length door window at ground floor.	Roland Sheldon
Muswell Hill	Lawful development: Proposed use	HGY/2024/1632	Approve with Conditions	30/07/2024	19 Etheldene Avenue, Hornsey, London, N10 3QG	Certificate of lawfulness for the proposed construction of an outbuilding in the rear garden.	Sion Asfaw
Muswell Hill	Lawful development: Proposed use	HGY/2024/1501	Permitted Development	04/07/2024	16 Ellington Road, Hornsey, London, N10 3DG	Certificate of lawfulness proposed use for rear conservatory	Sion Asfaw

Muswell Hill	Change of use	HGY/2024/1765	Refuse	19/08/2024	124A Muswell Hill Broadway, Hornsey, London, N10 3RU	Change of use to an HMO	Catriona MacRae
Noel Park	Full planning permission	HGY/2024/1005	Approve with Conditions	19/07/2024	97-101 High Road, Wood Green, London, N22 6BB	Minor reconfiguration of the shopfront with the installation of a new door to form additional access with associated works.	Gareth Prosser
Noel Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1400	Refuse	26/06/2024	47 Meads Road, Wood Green, London, N22 6RN	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
Noel Park	Lawful development: Proposed use	HGY/2024/1673	Permitted Development	08/08/2024	22 Park Ridings, Wood Green, London, N8 0LD	Certificate of Lawfulness: Proposed use for rear dormer roof extension	Oskar Gregersen
Noel Park	Non-Material Amendment	HGY/2024/1693	Approve	23/08/2024	22-42, High Road, Wood Green, London, N22 6BX	Non-Material Amendment to planning approval HGY/2018/3145 for "Demolition of the existing buildings and redevelopment to provide part 3-8 storey buildings providing mixed use development for 197 residential (C3) units and commercial uses" to introduce a partial demolition phase alongside amendments to conditions 16 (Air Quality & Dust Management); 24 (Method Statements for Demolition); 31 (Construction Management Logistics Plan); and 43 (Tree Protection)	Samuel Uff
Noel Park	Approval of details reserved by a condition	HGY/2024/1490	Approve	07/08/2024	Wood Green Common, Station Road, London, N22	Approval of details reserved by a condition 8 (Ecology Management Plan CEMP) & condition 9 (Landscape and Ecology Management Plan LEMP) attached to HGY/2023/2701	Sarah Madondo
Noel Park	Approval of details reserved by a condition	HGY/2024/1260	Approve	02/07/2024	Wood Green Common, Station Road, London N22	Approval of details reserved by a condition 7(Secured by Design) attached to planning reference HGY/2023/2701.	Sarah Madondo
Noel Park	Full planning permission	HGY/2023/3411	Refuse	04/07/2024	63-65 High Road, Wood Green, London, N22 6BH	Erection of two-storey part extension facing High Road to include roof space, and rear one-storey part extension facing Lilac Mews and conversion of upper floors into a mixed use of commercial and residential space (1No. 1Bed and 5No. 2Bed flats) at first, second and third floors and 2No. Studios at fourth floor. All flats will have access from Lilac Mews. Part of the first floor to be ancillary to the commercial unit. Including associated Cycle and refuse storage facilities.	Sarah Madondo
Noel Park	Approval of details reserved by a condition	HGY/2024/1867	Approve	19/08/2024	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road., Coburg Road, Western Road and the Kings Cross / East Coast Mainline, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to condition 65 - partial discharge (Delivery and Servicing Plan) of planning permission HGY/2017/3117 in relation to Blocks E1-E3 only	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2024/0804	Approve	25/06/2024	Unit 005, Chocolate Factory, 5 Clarendon Road Off Coburg Road, Wood Green, London, N22 6XJ	Approval of details pursuant to condition 11 partial discharge (Lighting) of planning permission HGY/2023/2436 in relation to Block A (Chocolate Factory) only	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2024/0513	Approve	02/08/2024	76, Former PFS, Mayes Road, Wood Green, London, N22 6SY	Approval of details pursuant to condition 27 (Combustion and Energy Plant) attached to planning permission HGY/2020/0795	Valerie Okeiyi

Noel Park	Approval of details reserved by a condition	HGY/2021/3415	Approve	23/08/2024	Former Petrol Filling Station, 76, Mayes Road, London, N22 6SY	Approval of details pursuant to condition 22 (living roofs and PV array) attached to planning permission HGY/2020/0795	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2022/1269	Approve	15/08/2024	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to condition 20 (Electric Vehicle Charging Points) attached to planning permission HGY/2017/3117 in relation to Blocks E1-E3 only	Valerie Okeiyi
Noel Park	Approval of details reserved by a condition	HGY/2022/0643	Approve	09/08/2024	Land at Haringey Heartlands, between Hornsey Park Road, Mayes Road,, Coburg Road, Western Road and the Kings Cross / East Coast Mainline,, Clarendon Gas Works, Olympia Trading Estate, and 57-89 Western Road, London, N8	Approval of details pursuant to condition 7 (Pre-Superstructure - Energy Centre Fire Strategy) attached to planning permission HGY/2019/1775 in relation to Block D4	Valerie Okeiyi
Noel Park	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/1521	Refuse	23/07/2024	Parma House, Clarendon Road, Wood Green, London, N22 6UL	Application to determine if prior approval is required for the change of use of the existing building from commercial use (Class E Use) to residential use (Class C3 Use) to provide 35 flats. Application made under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).	Neil McClellan
Noel Park	Consent to display an advertisement	HGY/2024/1771	Approve with Conditions	15/08/2024	Pavement outside, 129-131 High Road, London, N22 6BB	Removal of existing telephone box followed and the installation of 1 no. new communications Kiosk with integrated digital advertising display (there is a linked application for planning permission under ref: HGY/2024/1696).	Neil McClellan
Noel Park	Full planning permission	HGY/2024/1696	Approve with Conditions	15/08/2024	Pavement Outside, 129-131 High Road, London, N22 6BB	Removal of existing telephone box followed and the installation of 1 no. new communications Kiosk with integrated digital advertising display (there is a linked application for advertisement consent under ref: HGY/2024/1771).	Neil McClellan
Noel Park	Full planning permission	HGY/2024/1496	Approve with Conditions	07/08/2024	Parma House, Clarendon Road, Wood Green, London, N22 6UL	Demolition of the covered service yard and external alterations including the installation of additional windows.	Neil McClellan
Noel Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1888	Not Required	19/08/2024	47 Meads Road, Wood Green, London, N22 6RN	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 2.9m	Sabelle Adjagboni
Noel Park	Full planning permission	HGY/2024/1181	Approve with Conditions	26/07/2024	Car Park, Cypress House, Coburg Road, Wood Green, London, N22 6UJ	Retrospective application for proposed hit and miss fence and planting behind, new windows and proposed installation of obscure film glass to 2nd floor windows to North East Elevation.	Ben Coffie
Noel Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1655	Refuse	23/07/2024	26 Ravenstone Road, Wood Green, London, N8 0JT	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m	Daniel Boama
Noel Park	Full planning permission	HGY/2024/1437	Refuse	15/07/2024	14 High Road, Wood Green, London, N22 6BX	Three-storey upward extension to create 9no. additional residential units, including cycle and refuse storage, landscaping and associated works.	Zara Seelig

Noel Park	Non-Material Amendment	HGY/2024/1485	Approve	23/08/2024	12 The Avenue, Wood Green, London, N8 0JR	Non-material amendment to planning permission ref: HGY/2024/0112 to change the rear elevation material of rear extension from zinc to brick, alteration of the windows design at the rear dormer, and addition of one window at the rear extension.	Mark Chan
Noel Park	Full planning permission	HGY/2024/0617	Approve with Conditions	08/07/2024	66 Turnpike Lane, Wood Green, London, N8 0PR	Installation of front dormer and enlargement of existing rear dormer, erection of an additional storey on top of the existing rear outrigger, and internal reconfiguration of the existing first and second floor flats.	Mark Chan
Noel Park	Full planning permission	HGY/2024/0508	Approve with Conditions	27/06/2024	Shop, 66 Turnpike Lane, Wood Green, London, N8 0PR	Change of use from shop Class E(a) to Restaurant Class E(b) and erection of a single storey front extension with shopfront, rooflights and metalwork gate.	Mark Chan
Noel Park	Full planning permission	HGY/2024/1360	Approve with Conditions	09/07/2024	Ground Floor Flat, 8 Alexandra Road, Wood Green, London, N8 0PP	Erection of a ground floor rear extension.	Josh Parker
Noel Park	Householder planning permission	HGY/2024/1386	Approve with Conditions	03/07/2024	41 Park Ridings, Wood Green, London, N8 0LB	Erection of ground floor single storey rear-side extension.	Nathan Keyte
Noel Park	Consent to display an advertisement	HGY/2024/1680	Approve with Conditions	09/08/2024	14-15 The Broadway, Wood Green, London, N22 6DS	Display of advertisements including replacement of 2no Internally illuminated fascia panel and logos, 3no Internally illuminated ATM surround, 1no Internally illuminated projecting sign, 3no Secure vinyl manifestation to be deployed around ATM's and 1 applied to glazing, 1no new non-illuminated opening hour sign	Sion Asfaw
Noel Park	Consent to display an advertisement	HGY/2024/1540	Approve with Conditions	30/07/2024	Wendy's, The Mall, Wood Green, N22 6HE	Display of advertisements including internally illuminated fascia sign and non-illuminated fascia sign.	Sion Asfaw
Noel Park	Lawful development: Proposed use	HGY/2024/1280	Refuse	28/06/2024	151B Moselle Avenue, Wood Green, London, N22 6EU	Certificate of lawfulness for proposed erection of front porch.	Sion Asfaw
Northumberland Park	Full planning permission	HGY/2024/1328	Approve with Conditions	05/07/2024	40 Scotswood Walk, Tottenham, London, N17 0TF	Installation of external wall installation.	Emily Whittredge
Northumberland Park	Full planning permission	HGY/2024/0477	Approve with Conditions	29/07/2024	Units 21 - 26, Sheba Court, Altair Close, Tottenham, London, N17 0DE	Reconfiguration of six bedsit units to create three one bedroom units and installation of internal lift between ground and first floors	Gareth Prosser
Northumberland Park	Approval of details reserved by a condition	HGY/2024/1779	Approve	23/08/2024	45 - 47 Garman Road, London, N17 0UR	Approval of details reserved by a condition 13 (Secure by Design) attached planning permission Ref: HGY/2022/2293.	Kwaku Bossman-Gyamera
Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1789	Not Required	05/08/2024	31 Northumberland Park, Tottenham, London, N17 0TB	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 2.89m and for which the height of the eaves would be 2.89m	Oskar Gregersen
Northumberland Park	Full planning permission	HGY/2024/1669	Approve with Conditions	08/08/2024	Compass West Estate, West Road, Tottenham, London, N17 0XL	External alterations to existing buildings, installation of PV panels, relocation of flues, installation of EVC's and associated works	Oskar Gregersen
Northumberland Park	Householder planning permission	HGY/2024/0965	Approve with Conditions	26/06/2024	130 Shelbourne Road, Tottenham, London, N17 9XY	Full width rear dormer extension to the main roof and outrigger, clad in slates to match the roof. Remove existing chimney stack to the outrigger at the rear. 3 No. rooflights to the front roof slope. Replace existing external door to the rear with a window.	Oskar Gregersen

Northumberland Park	Full planning permission	HGY/2022/0563	Approve with Conditions	02/07/2024	The Goods Yard and The Depot 36 & 44-52 White Hart Lane (and land to the rear), and, 867-879, High Road (and land to the rear), London, N17 8EY	Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use.	Philip Elliott
Northumberland Park	Approval of details reserved by a condition	HGY/2024/1467	Approve	10/07/2024	Tottenham Hotspur Stadium, Plot 3, 748 High Ro, Tottenham, N17 0AL	Approval of details reserved condition D26 (NRM) of planning permission HGY/2023/2137 (amended permission HGY/2015/3000) for Plot 3 ?(hotel) of the hybrid permission of THFC Stadium and associated development	Samuel Uff
Northumberland Park	Approval of details reserved by a condition	HGY/2024/1264	Approve	10/07/2024	Tottenham Hotspur Stadium (Plot 3), 748 High Road, Tottenham, N17 0AL	Approval of details reserved condition D3 (Air Quality) of planning permission HGY/2023/2137 (amended permission HGY/2015/3000) for Plot 3 ?(hotel) of the hybrid permission of THFC Stadium and associated development	Samuel Uff
Northumberland Park	Approval of details reserved by a condition	HGY/2024/1214	Approve	10/07/2024	Tottenham Hotspur Stadium, Plot 3, 748 High Road, Tottenham, N17 0AL	Partial approval of details reserved condition D16 (TV Reception Mitigation) of planning permission HGY/2023/2137 (amended permission HGY/2015/3000) for Plot 3 ?(hotel) of the hybrid permission of THFC Stadium and associated development	Samuel Uff
Northumberland Park	Approval of details reserved by a condition	HGY/2024/1667	Approve	16/07/2024	175, Willoughby Lane, London, N17 0RX	Approval of details reserved by a condition 7(Waste and Recycling) attached to planning reference HGY/2022/0664	Sarah Madondo
Northumberland Park	Approval of details reserved by a condition	HGY/2024/0554	Approve	03/07/2024	175, Willoughby Lane, London, N17 0RX	Approval of details reserved by a condition 15a(Design stage accreditation) attached to planning reference HGY/2022/0664	Sarah Madondo
Northumberland Park	Full planning permission	HGY/2022/4553	Approve with Conditions	15/08/2024	18 Denmark Street, Tottenham, London, N17 0JL	Erection of five two storey dwellings together with landscaping and other associated works, including refurbishment works to no. 18 comprising of the erection of rear dormer.	Sarah Madondo
Northumberland Park	Full planning permission	HGY/2024/1652	Approve with Conditions	07/08/2024	39 Vicarage Road, Tottenham, London, N17 0BB	Change of use of single-dwelling house (Class C3 Use) to a small-scale HMO for up to six residents (Class C4 Use).	Neil McClellan
Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1877	Not Required	19/08/2024	1 Spencer Road, Tottenham, London, N17 9UU	1. 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 2. Erection of single storey extension which extends beyond the side wall of the original house by 2.12m, for which the maximum height would be 3m and for which the height of the eaves would be 3m.	Sabelle Adjagboni

Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1834	Not Required	13/08/2024	13 St Pauls Road, Tottenham, London, N17 0NB	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	Daniel Boama
Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1833	Not Required	13/08/2024	13 St Pauls Road, Tottenham, London, N17 0NB	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	Daniel Boama
Northumberland Park	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1424	Refuse	28/06/2024	1 Spencer Road, Tottenham, London, N17 9UU	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	Daniel Boama
Northumberland Park	Full planning permission	HGY/2024/0460	Approve with Conditions	02/07/2024	49 Rheola Close, Tottenham, London, N17 9TR	It is proposed to replace the existing single glazed timber sash and casement windows with New timber double glazed window Units and replacement of the existing timber door with a composite door.	Zara Seelig
Northumberland Park	Approval of details reserved by a condition	HGY/2024/0727	Approve	10/07/2024	Tottenham Substation, Watermead Way, London, N17 0SG	Approval in part (Phase 1 and 2 Demolition and remediation of cable channel) of Schedule 2 Requirement 14 (Archaeology) relating to Stage 3a (as approved under HGY/2023/0953), of The National Grid (North London Reinforcement Project) Order 2014 attached to development consent order HGY/2014/3601.	Nathan Keyte
Northumberland Park	Approval of details reserved by a condition	HGY/2024/0726	Approve	10/07/2024	Tottenham Substation, Watermead Way, London, N17 0SG	Approval in part (Phase 0 and 1 Demolition and remediation of cable corridor) of Schedule 2 Requirement 11(1 and 2) (Contaminated Land and Groundwater) relating to Stage 3a (as approved under HGY/2023/0953), of The National Grid (North London Reinforcement Project) Order 2014 attached to development consent order HGY/2014/3601.	Nathan Keyte
Northumberland Park	Approval of details reserved by a condition	HGY/2024/0435	Approve	10/07/2024	Tottenham Substation, Watermead Way, London, N17 0SG	Approval of Schedule 2 Requirement 13 (CEMP) relating to Stage 3a (as approved under HGY/2023/0953), of The National Grid (North London Reinforcement Project) Order 2014 attached to development consent order HGY/2014/3601.	Nathan Keyte
Northumberland Park	Lawful development: Proposed use	HGY/2024/1715	Permitted Development	05/08/2024	41 Baronet Road, Tottenham, London, N17 0LY	Certificate of lawfulness: proposed rear dormer extension.	Sion Asfaw
Northumberland Park	Lawful development: Proposed use	HGY/2024/1299	Refuse	28/06/2024	23 Shelbourne Road, Tottenham, London, N17 0JX	Certificate of lawfulness: (proposed) erection of side infill extension.	Sion Asfaw
Seven Sisters	Approval of details reserved by a condition	HGY/2024/1238	Approve	23/07/2024	Land Rear Of 2-14, Kerswell Close, Tottenham, London	Approval of details pursuant to condition 3 (detailed design and materials Parts A&C) (Detailed elevation treatment) (Windows and doors) attached to planning permission HGY/2022/2250	Gareth Prosser

Seven Sisters	Approval of details reserved by a condition	HGY/2024/1056	Approve	01/07/2024	Land Rear Of 2-14, Kerswell Close, Tottenham, London	Approval of details pursuant to conditions 8 (Cycle Parking) & 16 (Refuse and waste storage) attached to planning permission HGY/2022/2250	Gareth Prosser
Seven Sisters	Approval of details reserved by a condition	HGY/2024/1054	Approve	23/07/2024	Land Rear Of 2-14, Kerswell Close, Tottenham, London	Approval of details pursuant to condition 3 Design Details and Material (parts B,E,G,H,I) attached to planning permission HGY/2022/2250	Gareth Prosser
Seven Sisters	Full planning permission	HGY/2024/1544	Refuse	01/08/2024	85 St Anns Road, Tottenham, London, N15 6NJ	Erection of ground floor rear extension.	Gareth Prosser
Seven Sisters	Householder planning permission	HGY/2024/1589	Approve with Conditions	01/08/2024	46 Heysham Road, Tottenham, London, N15 6HL	Formation of rear dormer window on the main roof slope and over outrigger projection.	Kwaku Bossman-Gyamera
Seven Sisters	Full planning permission	HGY/2024/1267	Refuse	08/07/2024	49 Heysham Road, Tottenham, London, N15 6HL	New two-storey (with loft level) dwelling house on land to the rear of No. 49 Heysham Road, facing onto Manchester Road, N15.	Kwaku Bossman-Gyamera
Seven Sisters	Full planning permission	HGY/2024/0993	Approve with Conditions	07/08/2024	Unit 1, 1A Holmdale Terrace, Tottenham, London, N15 6PP	Demolition of existing office block due to accidental damage & re-build with like for like structure	Kwaku Bossman-Gyamera
Seven Sisters	Full planning permission	HGY/2024/0992	Approve with Conditions	07/08/2024	Shop, 1A Holmdale Terrace, Tottenham, London, N15 6PP	Rebuild of existing shop, flat & offices following collapse due to accidental damage	Kwaku Bossman-Gyamera
Seven Sisters	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1559	Not Required	15/07/2024	125 Plevna Crescent, Tottenham, London, N15 6DY	Erection of single storey extension which extends beyond the rear wall of the original house by 5m, for which the maximum height would be 3.72m and for which the height of the eaves would be 2.52m	Oskar Gregersen
Seven Sisters	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/1107	Approve with Conditions	09/07/2024	718-722 Seven Sisters Road, Tottenham, London, N15 5NH	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to Dwellinghouses (Use Class C3) Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA	Oskar Gregersen
Seven Sisters	Householder planning permission	HGY/2024/1561	Approve with Conditions	29/07/2024	76 Avenue Road, Tottenham, London, N15 5DN	Erection of a single storey side and rear extension	Sabelle Adjagboni
Seven Sisters	Lawful development: Proposed use	HGY/2024/1558	Permitted Development	16/07/2024	11 Ermine Road, Tottenham, London, N15 6DB	Application for a certificate of lawfulness for the proposed installation of two new windows in the front elevation.	Zara Seelig
Seven Sisters	Householder planning permission	HGY/2024/1742	Approve with Conditions	19/08/2024	29 Elmar Road, Tottenham, London, N15 5DH	Proposed first floor rear extension, change to existing rear extension, and all associated works (amended description).	Nathan Keyte
Seven Sisters	Householder planning permission	HGY/2024/1661	Refuse	07/08/2024	Flat A, 33 St Johns Road, Tottenham, London, N15 6QJ	Loft conversion of the upper floor flat to provide a L-shaped rear dormer with roof lights, and 2 x no. roof lights to front roof slope.	Nathan Keyte
Seven Sisters	Householder planning permission	HGY/2024/1100	Approve with Conditions	03/07/2024	125 Seaford Road, Tottenham, London, N15 5DX	Rear single storey wrap around extension, with pitched roof	Nathan Keyte
Seven Sisters	Full planning permission	HGY/2024/0706	Approve with Conditions	06/08/2024	Flat D, 21 High Road, Tottenham, London, N15 6ND	Erection of a rear dormer to create an additional bedroom	Iliyan Topalov
Seven Sisters	Prior approval Part 1 Class A: Enlargement, improvement or other alteration of a dwellinghouse	HGY/2024/1475	Approve	06/08/2024	44 Westerfield Road, Tottenham, London, N15 5LD	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 3m and for which the height of the eaves would be 2.2m	Sion Asfaw

South Tottenham	Approval of details reserved by a condition	HGY/2024/1577	Approve	30/07/2024	162 High Cross Road, Tottenham, London, N17 9PD	Approval of details reserved by a condition 5 (Refuse & Waste Storage & Recycling Facilities) attached planning permission Ref: HGY/2017/1438.	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2024/1578	Refuse	31/07/2024	120 Wargrave Avenue, Tottenham, London, N15 6UA	Formation of a basement and ground floor rear extension and resubmission of first floor extension	Kwaku Bossman-Gyamera
South Tottenham	Removal/variation of conditions	HGY/2024/1466	Approve with Conditions	29/07/2024	189-191 Broad Lane, Tottenham, London, N15 4QT	Variation of condition 2 (approved plans) attached to planning permission HGY/2022/4096 to reduce the internal floor area of Flat 1 from 2 bed, 3 person flat to 1 bed, 2 person flat on the ground floor level.	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2024/1290	Approve with Conditions	04/07/2024	162 Gladesmore Road, Tottenham, London, N15 6TH	Erection of single storey ground floor rear extension; part first floor extension; erection of Type 3 roof extension; front porch, and basement excavation	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2024/1122	Approve with Conditions	26/06/2024	143 Gladesmore Road, Tottenham, London, N15 6TJ	Erection of First floor rear extension	Kwaku Bossman-Gyamera
South Tottenham	Householder planning permission	HGY/2024/1121	Refuse	28/06/2024	143 Gladesmore Road, Tottenham, London, N15 6TJ	Erection of Type 3 roof extension and a front porch	Kwaku Bossman-Gyamera
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1801	Not Required	05/08/2024	81 Wellington Avenue, Tottenham, London, N15 6AX	Erection of a single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.30m and for which the height of the eaves would be 3m.	Oskar Gregersen
South Tottenham	Lawful development: Existing use	HGY/2024/1791	Refuse	21/08/2024	160 , Page Green Terrace, High Road, London, N15 4NU	Certificate of Lawfulness: Existing use for the use and Retention of B1 (light industry) Uses artist, media, (Photography / Music / Recording Studio / Production) use with associated facilities on the premises known as 160 Page Green Terrace.	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2024/1745	Approve with Conditions	20/08/2024	1 Colless Road, Tottenham, London, N15 4NR	Application to revise the existing planning permission Ref: HGY/2023/2609 to extend the existing C4 small scale HMO to an 8-bedroom large-scale HMO (sui generis use). The revised proposal includes a hip to gable and rear dormer extension and change of use from C4 small HMO to a 10-bedroom large-scale HMO (sui generis use).	Oskar Gregersen
South Tottenham	Consent to display an advertisement	HGY/2024/1727	Approve with Conditions	09/08/2024	Unit C5, Tottenham Hale Retail Park, Broad Lane, Tottenham, London, N15 4QD	Consent to display 1No. Replacement Internally illuminated fascia sign and 2no. Sets of glazing graphics to front elevation and 2No. Fascia signs to side elevation.	Oskar Gregersen
South Tottenham	Householder planning permission	HGY/2024/1705	Approve with Conditions	13/08/2024	9 Rostrevor Avenue, Tottenham, London, N15 6LA	The erection of a ground floor rear extension and the construction of a front porch	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2024/1172	Approve with Conditions	27/06/2024	44 Copperfield Drive, Tottenham, London, N15 4UF	Replacement of existing timber casement windows with modern thick profile double glazed uPVC units. Elevations and window schedule appended to this application.	Oskar Gregersen
South Tottenham	Full planning permission	HGY/2024/0482	Refuse	16/07/2024	74 Gladesmore Road, Tottenham, London, N15 6TD	Subdivision of the property into two flats (1 x 3-bedroom and 1 x 2-bedroom) with the associated erection of a ground floor rear/side extension.	Sarah Madondo

South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1542	Not Required	10/07/2024	155 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 3.54m and for which the height of the eaves would be 3m	Neil McClellan
South Tottenham	Consent to display an advertisement	HGY/2024/1773	Approve with Conditions	15/08/2024	Pavement adjacent to 158 High Road, London, N15 6UJ.	Removal of existing telephone box followed and the installation of 1 no. new communications Kiosk with integrated digital advertising display (there is a linked application for planning permission under ref: HGY/2024/1697).	Neil McClellan
South Tottenham	Full planning permission	HGY/2024/1697	Approve with Conditions	15/08/2024	Pavement adjacent to 158 High Road, London, N15 6UJ.	Removal of existing telephone box followed and the installation of 1 no. new communications Kiosk with integrated digital advertising display (there is a linked application for advertisement consent under ref: HGY/2024/1773).	Neil McClellan
South Tottenham	Full planning permission	HGY/2024/1576	Approve with Conditions	13/08/2024	23 Earlsmead Road, Tottenham, London, N15 4DA	Proposed conversion of property from two separate self-contained flats (1x1-bedroom & 1x2-bedroom) into a single 3-bedroom house. Proposal includes minor internal work but no changes to the property's external elevations.	Neil McClellan
South Tottenham	Householder planning permission	HGY/2024/1006	Approve with Conditions	31/07/2024	84 Gladesmore Road, Tottenham, London, N15 6TD	Replacement of existing conservatory with a larger single storey rear extension with additional depth incorporating one large (sukkah) skylight and two smaller skylights.	Neil McClellan
South Tottenham	Householder planning permission	HGY/2024/1125	Approve with Conditions	02/07/2024	81 Lealand Road, Tottenham, London, N15 6JT	Ground floor infill extension, type 3 loft extension and two rooflights on the front and rear roof slope.	Ben Coffie
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1859	Not Required	13/08/2024	58 Fairview Road, Tottenham, London, N15 6LJ	Erection of single storey extension which extends beyond the rear wall of the original house by 6m, for which the maximum height would be 3.5m and for which the height of the eaves would be 3m	Daniel Boama
South Tottenham	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/2018	Not Required	14/08/2024	59 Antill Road, Tottenham, London, N15 4AR	Erection of single storey extension which extends beyond the rear wall of the original house by 3.65m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Nathan Keyte
South Tottenham	Prior approval Part 3 Class MA: Commercial, business and service uses to dwellinghouses	HGY/2024/1723	Refuse	13/08/2024	2 Norman Road, Tottenham, London, N15 4ND	Application to determine if prior approval is required for a proposed: Change of use from Commercial, Business and Service (Use Class E) to twenty one self-contained flats (Use Class C3) under Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class MA.	Iliyan Topalov
South Tottenham	Full planning permission	HGY/2024/0602	Approve with Conditions	04/07/2024	121 High Cross Road, Tottenham, London, N17 9NR	Erection of single storey aluminium front extension to the shop to securely shelter fruit and vegetables	Iliyan Topalov
St Ann's	Consent under Tree Preservation Orders	HGY/2024/1754	No Objections	13/08/2024	176 St Anns Road, Tottenham, London, N15 5RP	T0523 Horse Chestnut - Repollard to previous points retaining final crown height at approx 12m. Tree current height 16m. Overhangs footpath and road with bus stop and lamp column adjacent. Low canopy encroaching road.	Daniel Monk

St Ann's	Full planning permission	HGY/2024/1421	Approve with Conditions	09/07/2024	Flat A, 24 Woodlands Park Road, Tottenham, London, N15 3RT	Removal of two existing windows and an existing door, and introduction of one new window and new glazed doors, to rear.	Emily Whittredge
St Ann's	Full planning permission	HGY/2024/1195	Refuse	28/06/2024	441 West Green Road, Tottenham, London, N15 3PL	Application for the retention of rear roof extension and the use of the property as a 5-Bedroom HMO (RETROSPECTIVE)	Kwaku Bossman-Gyamera
St Ann's	Householder planning permission	HGY/2024/1416	Approve with Conditions	12/07/2024	35 Brampton Road, Tottenham, London, N15 3SX	Erection of L-shaped single storey rear extension. Formation of rear dormer roof extension. Removal of lower section of partially removed chimney stack. New fenestration to the north façade. Proposed external wall insulation to the rear and flank wall to improve building thermal performance.	Oskar Gregersen
St Ann's	Householder planning permission	HGY/2024/1198	Approve with Conditions	27/06/2024	83 Avondale Road, Tottenham, London, N15 3SR	Single storey rear side return extension and L-shaped loft conversion with 100mm raised ridge line.	Oskar Gregersen
St Ann's	Householder planning permission	HGY/2024/1927	Approve with Conditions	19/08/2024	316 St Anns Road, Tottenham, London, N15 3TD	Erection of a ground floor side infill extension, facade alterations, floor plan redesign and all associated works.	Daniel Boama
St Ann's	Householder planning permission	HGY/2024/1686	Approve with Conditions	16/08/2024	28 Cissbury Road, Tottenham, London, N15 5QA	Demolition of existing rear extension. Erection of a single storey wraparound rear extension with 4no. rooflights and internal alterations.	Daniel Boama
St Ann's	Full planning permission	HGY/2024/1234	Approve with Conditions	17/07/2024	436 St Anns Road, Tottenham, London, N15 3JH	Erection of a single storey rear and side wraparound extension.	Mark Chan
St Ann's	Householder planning permission	HGY/2024/1728	Approve with Conditions	05/08/2024	43 Lydford Road, Tottenham, London, N15 5PX	Proposed infill extension and removal of existing infill extension.	Nathan Keyte
St Ann's	Full planning permission	HGY/2024/1413	Approve with Conditions	09/07/2024	Seven Sisters Primary School, South Grove, Tottenham, London, N15 5QE	Full planning application for the erection of a new security fence with artwork panel	Roland Sheldon
St Ann's	Lawful development: Proposed use	HGY/2024/1820	Permitted Development	01/08/2024	18 Gorleston Road, Tottenham, London, N15 5QR	Certificate of Lawful Development (Proposed) for the erection of rear L-shaped dormer and rooflights	Sion Asfaw
St Ann's	Lawful development: Proposed use	HGY/2024/1735	Permitted Development	13/08/2024	26-28 Grove Road, Tottenham, London, N15 5HJ	Certificate of lawfulness: proposed use rear dormer extension	Sion Asfaw
St Ann's	Lawful development: Proposed use	HGY/2024/1551	Permitted Development	23/07/2024	15 Brampton Road, Tottenham, London, N15 3SX	Certificate of lawfulness: proposed use for the erection of new pitched roof to existing rear ground floor extension, a large window and sliding doors. Erection of a rear dormer extension and insertion of rooflights to the front roof slope.	Sion Asfaw
Stroud Green	Consent under Tree Preservation Orders	HGY/2024/1362	Approve with Conditions	24/07/2024	66 Denton Road, Hornsey, London, N8 9NT	(T1) Ash - The tree is situated within a row of blanket TPO. The limbs are overextended and spreading over two adjoining gardens to the rear. Proposing to reduce by up to 4m. Reducing to prevent failure of limbs through summer limb drop. this will also mean the Ash matches other trees along the stretch of TPO.	Daniel Monk
Stroud Green	Householder planning permission	HGY/2024/1352	Approve with Conditions	26/07/2024	Flat A, 10 Victoria Road, Hornsey, London, N4 3SQ	Replacement of casement window to ground floor rear living/ dining/ kitchen area, installing a lint and opening up the area to accommodate FENSA bi-fold doors (240 cm width and 210 cm).	Mercy Oruwari

Stroud Green	Householder planning permission	HGY/2024/1344	Refuse	08/07/2024	10 Addington Road, Hornsey, London, N4 4RP	Erection of front dormer window including the insertion of 1x front and 2x rear rooflights. Replacement of existing ground and first floor front windows with traditional style and pane pattern timber frames windows in keeping with the conservation area and the street; replacement of cellar and rear windows with uPVC frames.	Mercy Oruwari
Stroud Green	Householder planning permission	HGY/2024/1177	Refuse	16/07/2024	52 Blythwood Road, Hornsey, London, N4 4EX	Replacement of existing mixed material framed windows (timber, aluminium and uPVC) with modern double glazed white uPVC units.	Mercy Oruwari
Stroud Green	Householder planning permission	HGY/2024/0925	Approve with Conditions	18/07/2024	Flat A, 90 Upper Tollington Park, Hornsey, London, N4 4NB	Erection of 2x single storey rear extensions and erection of 1x single storey side extension at the lower ground floor level.	Mercy Oruwari
Stroud Green	Approval of details reserved by a condition	HGY/2024/1010	Approve	09/08/2024	33 Upper Tollington Park, Hornsey, London, N4 3EJ	Approval of details pursuant to conditions 4 (refuse storage) & 5 (Cycle storage) attached to planning permission HGY/2021/1068 granted on 01/06/2021 for a single storey ground floor side to rear extension in association with conversion of the property from 5 flats into 3 self-contained flats, including retention of existing 1-bed flat in the roofspace.	Ben Coffie
Stroud Green	Householder planning permission	HGY/2024/1627	Approve with Conditions	02/08/2024	55 Oakfield Road, Hornsey, London, N4 4LD	Proposed rear dormer windows with rooflight to the front roof slope and alterations to the front garden including a new boundary wall.	Ben Coffie
Stroud Green	Householder planning permission	HGY/2024/1695	Approve with Conditions	23/08/2024	Flat C, 74 Lancaster Road, Hornsey, London, N4 4PT	Replacement of 3no. wooden framed single glazed sash windows with 3no. wooden framed double glazed matching sash windows to the front of the building. Replacement of 1no. wooden framed single glazed window with 1no. wooden framed double glazed matching window to the side of the building.	Daniel Boama
Stroud Green	Householder planning permission	HGY/2024/1381	Approve with Conditions	30/07/2024	First Floor Flat, 1 Nelson Road, Hornsey, London, N8 9RX	Loft conversion with erection of a rear dormer and insertion of 2no. rooflights on front slope. Construction of a rear roof terrace with 1.7m high privacy screening.	Daniel Boama
Stroud Green	Householder planning permission	HGY/2024/0644	Refuse	26/06/2024	11 Perth Road, Hornsey, London, N4 3HB	Construction of roof extension with the erection of a rear dormer and insertion of 2no. front conservation style rooflights.	Daniel Boama
Stroud Green	Approval of details reserved by a condition	HGY/2024/0938	Approve	26/06/2024	56 Denton Road, Hornsey, London, N8 9NT	Approval of details pursuant to condition 4 (Privacy Screen) attached to planning permission ref: HGY/2024/0126.	Mark Chan
Stroud Green	Full planning permission	HGY/2024/1395	Approve with Conditions	22/08/2024	First and Second Floor Flat, 74 Nelson Road, Hornsey, London, N8 9RT	Replacement of existing timber sash windows with double glazed uPVC windows.	Mark Chan
Stroud Green	Full planning permission	HGY/2024/1394	Approve with Conditions	22/08/2024	Flat B, 26 Nelson Road, Hornsey, London, N8 9RU	Replacement of existing timber sash windows with double glazed uPVC windows.	Mark Chan
Stroud Green	Full planning permission	HGY/2024/0939	Approve with Conditions	25/06/2024	Ground Floor Right Flat B, 84 Stapleton Hall Road, Hornsey, London, N4 4QA	Demolition of existing shed and erection of a single storey rear garden outbuilding.	Mark Chan
Stroud Green	Non-Material Amendment	HGY/2024/1442	Approve	17/07/2024	34 Ridge Road, Hornsey, London, N8 9LH	Non Material Amendment - Replacing two rear windows with one double glazed. Reform of the rear façade to look more symmetrical and removal of rear dormer. original ref: HGY/2023/3229	Josh Parker

Stroud Green	Householder planning permission	HGY/2024/1726	Approve with Conditions	31/07/2024	79 Lancaster Road, Hornsey, London, N4 4PL	Formation of a rear dormer and insertion of 3x rooflights	Josh Parker
Stroud Green	Householder planning permission	HGY/2024/1495	Approve with Conditions	23/08/2024	19 Albany Road, Hornsey, London, N4 4RR	Second dormer window to the front roof slope; low-level brickwork wall to the front garden, two new arched windows to the ground floor rear elevation; replacement of rear French doors with new double-glazed steel doors; replacement of rear window with new double-glazed steel doors and Juliet balcony	Josh Parker
Stroud Green	Householder planning permission	HGY/2024/1372	Approve with Conditions	12/07/2024	34 Osborne Road, Hornsey, London, N4 3SD	Removal of existing and construction of new single storey extension with roof lights.	Josh Parker
Stroud Green	Householder planning permission	HGY/2024/1317	Approve with Conditions	04/07/2024	214 Stapleton Hall Road, Hornsey, London, N4 4QR	The proposal is for refurbishment and extension of the existing dwelling, including demolition of existing single-storey kitchen, a new single-storey rear extension with glazed rooflight accommodating an open plan kitchen-dining-seating area and the replacement of an existing rear main roof rooflight with a larger conservation window.	Josh Parker
Stroud Green	Householder planning permission	HGY/2024/1312	Approve with Conditions	23/07/2024	27 Quernmore Road, Hornsey, London, N4 4QT	Single storey rear extension.	Josh Parker
Stroud Green	Householder planning permission	HGY/2024/0889	Approve with Conditions	05/07/2024	20 Stapleton Hall Road, Hornsey, N4 3QD	Ground floor single storey rear infill extension, creation of a roof terrace over the rear outriggers existing flat roof, the raising of the parapet along the side of the outrigger, the erection of a rear dormer extension and other associated external alterations.	Josh Parker
Stroud Green	Householder planning permission	HGY/2024/1568	Approve with Conditions	30/07/2024	4 Bridgemount Mews, Mount Pleasant Villas, Hornsey, London, N4 4AG	Infill of rear undercroft with new glass doors with frames to match the existing windows.	Nathan Keyte
Stroud Green	Lawful development: Proposed use	HGY/2024/1975	Permitted Development	23/07/2024	Flat 3, 36 Upper Tollington Park, Hornsey, London, N4 4BX	Certificate of Lawful Development (Proposed Use) replacement of the garden brick and timber wall with a timber fence, maintaining the same height	Iliyan Topalov
Stroud Green	Approval of details reserved by a condition	HGY/2024/1523	Approve	03/07/2024	183 Mount View Road, Hornsey, London, N4 4JT	Approval of details pursuant to Condition 4 (joinery details) of planning permission HGY/2023/1045 (as varied by NMA reference HGY/2024/0874).	Roland Sheldon
Stroud Green	Lawful development: Proposed use	HGY/2024/1880	Permitted Development	20/08/2024	100 Stapleton Hall Road, Hornsey, London, N4 4QA	Certificate of Lawfulness for the erection of an outbuilding in rear garden.	Sion Asfaw
Stroud Green	Householder planning permission	HGY/2024/1035	Refuse	25/06/2024	Flat A, 65 Florence Road, Hornsey, London, N4 4DJ	Replacement of front ground floor single glazed timber sash windows with double glazed Upvc windows to match existing	Sion Asfaw
Tottenham Central	Full planning permission	HGY/2023/0541	Approve with Conditions	01/08/2024	Land South of Holy Trinity Church, Philip Lane, Tottenham, London, N15 4GZ	Conversion and extension of former nursery building to create new cafe space and external seating including replacement windows	Emily Whittredge
Tottenham Central	Lawful development: Proposed use	HGY/2024/1547	Permitted Development	26/07/2024	16 Greyhound Road, Tottenham, London, N17 6XW	Certificate of Lawfulness: Proposed use for formation of rear dormer roof extension, and installation of No.3 rooflights to the front slope	Oskar Gregersen
Tottenham Central	Householder planning permission	HGY/2024/1304	Approve with Conditions	23/07/2024	Flat 2, 146 West Green Road, Tottenham, London, N15 5AE	Erection of a detached timber outbuilding	Sarah Madondo
Tottenham Central	Householder planning permission	HGY/2024/1092	Approve with Conditions	07/08/2024	138 Winchelsea Road, Tottenham, London, N17 6XQ	Erection of two story side extension	Sarah Madondo

Tottenham Central	Householder planning permission	HGY/2024/1316	Approve with Conditions	14/08/2024	Ground Floor Flat, 135 Philip Lane, Tottenham, London, N15 4JR	Erection of ground floor single storey side/rear extension with a side sloping mono-pitched roof, 2no. skylights and a courtyard. (AMENDED DESCRIPTION)	Daniel Boama
Tottenham Central	Lawful development: Proposed use	HGY/2024/1811	Permitted Development	11/07/2024	19 Strode Road, Tottenham, London, N17 6TZ	Certificate of Lawful Development (Proposed) for the alteration to rear ground floor fenestration and the erection of a single storey pitched roof extension which extends beyond the rear wall of the original house by 3m, and the height of the eaves would be 3m with a maximum height of 3.9m.	Nathan Keyte
Tottenham Central	Lawful development: Proposed use	HGY/2024/1613	Permitted Development	30/07/2024	15 Eve Road, Tottenham, London, N17 6YD	Certificate of lawfulness for proposed rear dormer loft conversion.	Sion Asfaw
Tottenham Green	Full planning permission	HGY/2022/1781	Approve with Conditions	03/07/2024	42A, Summerhill Road, London, N15 4HD	Erection of a single storey, 1 bedroom dwelling. This permission is granted subject to a Section 106 Legal Agreement.	Sarah Madondo
Tottenham Hale	Full planning permission	HGY/2024/1408	Approve with Conditions	12/07/2024	12 Fairbanks Road, Tottenham, London, N17 9JH	Construction of a first floor side and rear extension. Conversion of existing side extension into two self-contained flats consisting of (1x 2-bedroom, 4-person flat on the ground floor 1x 1-bedroom, 2-person flat on the first floor). This is a resubmission of application HGY/2021/0372.	Kwaku Bossman-Gyamera
Tottenham Hale	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1591	Not Required	17/07/2024	42 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	Oskar Gregersen
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/1823	Approve	03/07/2024	Plot C (Welbourne), Tottenham Hale Centre	Application for the approval of details pursuant to Condition C11 (Cycle Parking) in relation to Plot C (Welbourne site) of the Tottenham Hale Centre planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/1751	Approve	16/08/2024	Plot B (Ferry Island), Tottenham Hale Centre	Approval of details pursuant to site wide Condition 6 (Part M4 (2) Accessible and Adaptable Dwellings) in relation to Plot B (FERRY ISLAND site) of the Tottenham Hale Centre development planning permission (LPA ref: HGY/2018/2223) dated 27 March 2019	Philip Elliott
Tottenham Hale	Consent to display an advertisement	HGY/2024/1009	Approve with Conditions	13/08/2024	Unit 2, Rosa Luxemburg Apartments, 16 Ashley Road, Tottenham, London, N17 9ST	Installation of non-illuminated fascia sign.	Philip Elliott
Tottenham Hale	Approval of details reserved by a condition	HGY/2020/2336	Approve	26/06/2024	Strategic Development Partnership (SDP) Sites, Welbourne, North Island, Ferry Island, Ashley Road East and Ashley Road West, Station Road, London, N17	Application for approval of details pursuant to Condition C9 (Boiler Details - LBH Environmental Health/Carbon Management) 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	Full planning permission	HGY/2024/1567	Approve with Conditions	29/07/2024	Egret Heights and Kingfisher Heights, Hale Village, Waterside Way, London, N17 9GJ	Replacement of existing cladding on southern and western elevations of Pavilion 3 (Egret Heights) and Pavilion 4 (Kingfisher Heights).	Sarah Madondo

Tottenham Hale	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1438	Not Required	02/07/2024	22 Thackeray Avenue, Tottenham, London, N17 9DY	Erection of single storey extension which extends beyond the rear wall of the original house by 4m, for which the maximum height would be 2.9m and for which the height of the eaves would be 2.9m	Daniel Boama
Tottenham Hale	Lawful development: Proposed use	HGY/2024/1343	Approve	08/07/2024	26 Malvern Road, Tottenham, London, N17 9HH	Certificate of Lawfulness for proposed loft and roof extension to the rear outrigger, and 3 Velux windows to the front elevation.	Eunice Huang
Tottenham Hale	Approval of details reserved by a condition	HGY/2024/1611	Approve	02/08/2024	Hale Wharf, Ferry Lane, Tottenham, London	Partial approval of details pursuant to Condition B21 (Land Contamination Remediation) attached to Planning Permission Ref: HGY/2016/1719 dated 12 June 2017.	John Kaimakamis
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/2697	Approve	25/06/2024	Hale Wharf, Ferry Lane, Tottenham, London	Approval of details pursuant to Condition 3 (Signage) attached to Reserved Matters Approval Ref: HGY/2018/2351 dated 12 November 2018.	John Kaimakamis
Tottenham Hale	Approval of details reserved by a condition	HGY/2023/2646	Approve	26/06/2024	Hale Wharf, Ferry Lane, Tottenham, London	Approval of details pursuant to Condition 3 (Materials) attached to Planning Permission Ref: HGY/2018/2352 dated 12 December 2018.	John Kaimakamis
Tottenham Hale	Non-Material Amendment	HGY/2021/3302	Approve	01/08/2024	Hale Wharf, Ferry Lane, London, N17 9NF	Non-Material Amendment (NMA) to Reserved Matters Consent Ref: HGY/2018/2351 dated 15 November 2018 involving minor refinements to the proposals, namely amendments to the design of Blocks C, D, E, H, I and J and landscaping across the scheme.	John Kaimakamis
Tottenham Hale	Lawful development: Existing use	HGY/2024/1849	Permitted Development	30/07/2024	25 Rosebery Avenue, Tottenham, London, N17 9RY	Certificate of Lawfulness (Existing use) to confirm compliance with the Town and Country Planning (General Permitted Development) Order 2015 for the existing rear L-shaped dormer extension, the existing rear facing Juliet balcony, the existing 2x front facing rooflights, the existing rear facing flue on the dormer flat roof.	Iliyan Topalov
Tottenham Hale	Full planning permission	HGY/2024/1275	Approve with Conditions	05/07/2024	448 High Road, Tottenham, London, N17 9JN	Change of use of retail unit (E Use Class) into new restaurant (E use class) and installation of extraction flue system to rear elevation.	Roland Sheldon
Wards	Application Type	Planning Application: Planning Application Name	Current Decision	Decision Notice Sent Date	Site Address	Proposal	Officer Name
West Green	Full planning permission	HGY/2024/0324	Approve with Conditions	02/08/2024	25 Keston Road, Tottenham, London, N17 6PJ	Change of use from C3 (single dwellinghouse) to C2 (Residential institutions) Children's care home.	Gareth Prosser
West Green	Lawful development: Proposed use	HGY/2024/1702	Permitted Development	15/07/2024	31 Crossfield Road, Tottenham, London, N17 6AY	Certificate of lawfulness for the formation of dormer extensions in rear roof slope and over rear outrigger and insertion of 2 x rooflights to the front roofslope.	Marco Zanelli
West Green	Householder planning permission	HGY/2024/1150	Approve with Conditions	30/07/2024	First Floor Flat, 30 Keston Road, Tottenham, London, N17 6PN	Erection of rear dormer and roof extension including the insertion of 2x side elevation windows and 1x front rooflight.	Mercy Oruwari

West Green	Prior approval Part 3 Class M: Retail or betting office or pay day loan shop to dwellinghouses	HGY/2024/1776	Approve with Conditions	20/08/2024	412 West Green Road, Tottenham, London, N15 3PU	Application to determine if prior approval is required for a proposed change of use of the existing launderette (Sui Generis Use) to one two-bedroom flat (Class C3). Application made under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class M.	Oskar Gregersen
West Green	Full planning permission	HGY/2024/1117	Approve with Conditions	09/07/2024	Flat B, 155 Westbury Avenue, Wood Green, London, N22 6RX	Proposed L shaped dormer, rear terrace over existing outrigger, floor plan redesign and all associated works	Oskar Gregersen
West Green	Full planning permission	HGY/2024/0793	Approve with Conditions	04/07/2024	268 West Green Road, Tottenham, London, N15 3QR	Erection of a upper 1st Floor level infill extension to the front of the building to create a 1 x 1-bedroom 1-person self-contained flat inc. associated cycle storage.	Daniel Boama
West Green	Householder planning permission	HGY/2024/1282	Approve with Conditions	04/07/2024	37 Sirdar Road, Wood Green, London, N22 6QS	Erection of single storey rear extension.	Mark Chan
West Green	Householder planning permission	HGY/2024/1147	Approve with Conditions	02/07/2024	8 Clonmell Road, Tottenham, London, N17 6JX	Single story ground floor side extension	Josh Parker
West Green	Lawful development: Proposed use	HGY/2024/1670	Permitted Development	30/07/2024	119 Boundary Road, Tottenham, London, N22 6AR	Certificate of lawfulness for a proposed rear dormer extension and the insertion of rooflights to the front.	Sion Asfaw
White Hart Lane	Approval of details reserved by a condition	HGY/2024/1222	Refuse	26/06/2024	Land rear of 15-29 Risley Avenue, London, N17 7HJ	Approval of details pursuant to conditions 6 (hard and soft landscaping) and 15 (details of all enclosures and boundary treatment) attached to planning permission HGY/2022/0018 for: Redevelopment of car park and hardstanding area to provide 4 units, associated amenity space, landscaping, refuse and cycling facilities.	Emily Whittredge
White Hart Lane	Full planning permission	HGY/2024/1349	Refuse	08/07/2024	51 Courtman Road, Tottenham, London, N17 7HT	Installation of external wall installation.	Emily Whittredge
White Hart Lane	Full planning permission	HGY/2024/1327	Approve with Conditions	05/07/2024	161 Gospatrick Road, Tottenham, London, N17 7JG	Installation of external wall installation.	Emily Whittredge
White Hart Lane	Lawful development: Proposed use	HGY/2024/1556	Permitted Development	13/08/2024	169 The Roundway, Tottenham, London, N17 7HE	Certificate of Lawfulness for the conversion of the property?s loft space including a rear dormer extension and front rooflights, in accordance with Classes B & C of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).	Neil McClellan
White Hart Lane	Full planning permission	HGY/2024/1149	Approve with Conditions	22/07/2024	The Old Library Building, Compton Crescent, Tottenham, London, N17 7LD	Replacement of the existing single-glazed metal framed with double-glazed aluminium framed windows to the front and side elevations [Amended description].	Sabelle Adjagboni
White Hart Lane	Householder planning permission	HGY/2024/0402	Approve with Conditions	30/07/2024	36 Bennington Road, Tottenham, London, N17 7NU	Replacement of timber-framed entrance door with matching existing material. Insertion of 1no. rooflight within existing rear extension roof concealed behind new parapet wall over existing rear elevation with replacement aluminium bifold door (white).	Daniel Boama
White Hart Lane	Householder planning permission	HGY/2024/1167	Approve with Conditions	11/07/2024	138 Norfolk Avenue, Wood Green, London, N13 6AJ	Erection of a single storey rear extension.	Mark Chan
White Hart Lane	Householder planning permission	HGY/2024/0349	Approve with Conditions	02/07/2024	146 Peabody Cottages, Lordship Lane, Tottenham, London, N17 7QN	Removal of the current single storey rear extension which was damaged by fire, erection of new single storey rear extension to match the same footprint	Iliyan Topalov

White Hart Lane	Lawful development: Proposed use	HGY/2024/1646	Permitted Development	30/07/2024	31 Tower Gardens Road, Tottenham, London, N17 7PS	Certificate of lawfulness for the proposed insertion of a first floor rear window.	Sion Asfaw
Woodside	Non-Material Amendment	HGY/2024/1842	Approve	05/08/2024	Wolves Lane Nursery, Wolves Lane, Wood Green, London	Non-material amendment following a grant of planning permission HGY/2021/1474 for revised facades and layouts.	Gareth Prosser
Woodside	Lawful development: Existing use	HGY/2024/1805	Refuse	22/08/2024	53 Cranbrook Park, Wood Green, London, N22 5NA	Certificate of Lawfulness: Existing use for use of the property as a 7 Room HMO	Oskar Gregersen
Woodside	Full planning permission	HGY/2024/1258	Approve with Conditions	05/07/2024	Flat A, 51 Selborne Road, Wood Green, London, N22 7TH	Erection of a rear garden room, for use ancillary to the host dwelling.	Oskar Gregersen
Woodside	Full planning permission	HGY/2024/1244	Approve with Conditions	26/06/2024	8-13 Khalsa Court, 2C Acacia Road, Wood Green, London, N22 5SX	Timber double glazed windows replaced with double glazed UPVC. Replace communal doors in aluminum in lieu of timber existing	Oskar Gregersen
Woodside	Full planning permission	HGY/2024/0688	Approve with Conditions	17/07/2024	89 Maryland Road, Wood Green, London, N22 5AR	Retrospective planning application for the continued use of the property as an HMO (Class C4), and a proposed loft conversion including rear dormer extension to provide additional accommodation within the HMO.	Neil McClellan
Woodside	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1817	Refuse	12/08/2024	25 Warberry Road, Wood Green, London, N22 7TQ	Single Storey Rear Extension with one rooflight.	Daniel Boama
Woodside	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1426	Not Required	28/06/2024	132 Woodside Road, Wood Green, London, N22 5HS	Erection of single storey extension which extends beyond the rear wall of the original house by 5.75m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Daniel Boama
Woodside	Prior approval Part 1 Class A.1(ea): Larger home extension	HGY/2024/1425	Not Required	28/06/2024	34 Sidney Road, Wood Green, London, N22 8LU	Erection of single storey extension which extends beyond the rear wall of the original house by 5.9m, for which the maximum height would be 3m and for which the height of the eaves would be 3m	Daniel Boama
Woodside	Householder planning permission	HGY/2024/1298	Approve with Conditions	10/07/2024	34 Palmerston Road, Wood Green, London, N22 8RG	Raising of ground floor roof of existing single storey rear side infill extension to a maximum height of 3 metres with internal alterations. Alteration of part of pitched roof of existing extension to a flat roof.	Daniel Boama
Woodside	Lawful development: Proposed use	HGY/2024/1908	Approve	17/07/2024	15 Maryland Road, Wood Green, London, N22 5AR	Loft conversion with the erection of a L-Shaped rear dormer extension and insertion of 3no. rooflights on front slope	Josh Parker
Woodside	Approval of details reserved by a condition	HGY/2023/1500	Approve	04/07/2024	Wood Green Social Club, 3 Stuart Crescent, Wood Green, London, N22 5NJ	Approval of details pursuant to condition 3 (materials) attached to planning permission HGY/2021/2031	Eunice Huang
Woodside	Consent to display an advertisement	HGY/2024/1721	Approve with Conditions	31/07/2024	361 High Road, Wood Green, London, N22 8JA	Advertisement consent for the installation of 1x externally illuminated fascia sign and 1x projecting sign in relation to application HGY/2024/1579 (change of use).	Nathan Keyte
Woodside	Change of use	HGY/2024/1579	Approve with Conditions	31/07/2024	361 High Road, Wood Green, London, N22 8JA	Change of use of ground floor premises from estate agents (class E) to educational centre use (class F1(a)), and new externally illuminated signage. (There is an associated advertisement application, ref: HGY/2024/1721).	Nathan Keyte
Woodside	Full planning permission	HGY/2024/1553	Approve with Conditions	08/07/2024	198 High Road, Wood Green, London, N22 8HH	Change of use of unauthorised ground floor studio flat (Use Class C3) to an office (Use Class E (g)(i)).	Roland Sheldon

Woodside	Full planning permission	HGY/2024/0940	Approve with Conditions	05/08/2024	24 Trinity Road, Wood Green, London, N22 8LB	Change of use of a single-dwelling-house into a 6-bed 10-person house of multiple occupancy (HMO), removal of existing and erection of 2 x single storey rear extensions, erection of a rear dormer extension.	Roland Sheldon
Woodside	Change of use	HGY/2024/1800	Approve with Conditions	22/08/2024	Upper Flat, 298 High Road, Wood Green, London, N22 8JR	Conversion of existing flat into a 6-unit HMO with ensuite rooms.	Catriona MacRae